

Transportation Agency for Monterey County
Regional Development Impact Fee Program
2024 Strategic Expenditure Plan

Total Regional Development Impact Fees Collected	\$ 14,620,898
Expenditures:	
<i>US 101 San Juan Road Interchange - completed</i>	\$ 2,234,375
<i>SR-68 (Holman Hwy) Roundabout - completed</i>	\$ 1,108,259
<i>SR 68 Commuter Improvements</i>	\$ 307,398
<i>SR 156 Widening</i>	\$ 188,337
<i>Vehicle Miles Traveled Study</i>	\$ 1,460
<i>Administration</i>	\$ 90,000
	\$ 3,929,829
Current Regional Development Impact Fee Fund Balance	\$ 10,691,070

Revenue Estimates	Tier 1 2017-2024	Tier 2 2025-2030	Tier 3 2030-2035
Total Regional Fees Collected	\$ 10,691,070	\$ 50,901,989	\$ 68,833,258
Carryover of Unexpended Revenues from Previous Cycle		\$ 5,441,070	\$ -
Total Estimated Revenues	\$ 10,691,070	\$ 56,343,059	\$ 68,833,258

Expenditure Projections	Total Project Cost	Regional Fee Share of Cost	Tier 1 2017-2024	Tier 2 2025-2030	Tier 3 2030-2035
SR 1 Corridor & Busway	\$ 34,364,580	\$ 2,983,649		\$ 2,983,649	
SR 156 Widening	\$ 193,585,449	\$ 25,327,183	\$ 5,250,000		\$ 20,077,183
Marina-Salinas Corridor	\$ 96,751,847	\$ 23,157,959			\$ 23,157,959
Davis Road North	\$ 10,039,062	\$ 1,728,358		\$ 1,728,358	
Davis Road South	\$ 20,420,718	\$ 11,508,856		\$ 11,508,856	
Del Monte Corridor Improvements	\$ 64,387,033	\$ 11,248,347		\$ 11,248,347	
US 101 South County Phase 1 (Frontage Rds - Salinas to Chualar)	\$ 140,276,941	\$ 23,904,513		\$ 23,904,513	
US 101 South County Phase 2 (Harris Road Interchange)	\$ 77,667,767	\$ 9,946,105			\$ 9,946,105
SR 68 Commuter Improvements	\$ 103,758,167	\$ 4,132,065		\$ 4,132,065	
US 101 Widening from Airport Blvd to Boronda Rd	\$ 75,089,223	\$ 6,361,072			\$ 6,361,072
G12 San Miguel Canyon Improvements	\$ 96,317,115	\$ 9,290,940			\$ 9,290,940
Salinas Road Improvements	\$ 9,753,566	\$ 837,270		\$ 837,270	
Total Regional Fee Projected Expenditures	\$ 922,411,468	\$ 130,426,317	\$ 5,250,000	\$ 56,343,059	\$ 68,833,258

Additional Projected Revenue Sources from 2018 Regional Transportation Plan

The Regional Development Impact Fee provides one source of funding to cover the costs of the fee program projects. Each of these projects are listed on the constrained list for the 2022 Regional Transportation Plan. The financial element of the 2022 Regional Transportation Plan has identified a sufficient pool of forecasted funding from various sources to fully fund these projects. Those funding sources include: City / County Developer Fees; Countywide Transportation Improvement Measure; Highway 156 Toll Revenues; State Transportation Improvement Program; Senate Bill 1 funding programs; and Regional Surface Transportation Program.