Overview

- Base Reuse Plan (BRP) Transportation Mitigation
- FORA Capital Improvement Program (CIP)
- 3 Transportation Studies
- Schedule
Pre-closure network

- Orthogonal grid
- Internally focused routes to serve training
- Built to military needs (non-civilian use)
- External access barriers limiting connectivity
Regional Roads (~1991)

- No Public Access
- Traffic flowed around Fort Ord
  - Hwy 1
  - Reservation Rd
  - Blanco Rd
  - Hwy 68
Background

1997 Fort Ord Reuse Plan (Reuse Plan):
  • Identified Eastside Road as a facility within the “on-site” portion of the Fort Ord transportation network
  • Established “Fair Share Financing Program” (section 3.11.5.3 (a)):

**FORA shall fund** its “Fair Share” of “on-site,” “off-site,” and “regional” roadway and transit capital improvements based on the TAMC regional transportation model.
Since FORA’s first CIP (2001-2), Eastside Road has been included as a future “on-site” transportation facility.

On December 11, 2009, FORA Board approved the 2009/10 mid-year CIP. This approval prioritized Eastside Road funding in the CIP.

County staff suggested renaming Eastside Road to Eastside Parkway in 2010.

The Board maintained Eastside Parkway funding prioritization in subsequent CIP approvals.
Identified Eastside Road as an “on-site” transportation facility (a 2-lane arterial) from Gigling Road to Imjin Road.

Eastside Road modeled to accommodate 12,100 average daily trips (ADT).

Established FORA’s Fair Share at 72% of total construction cost.
1997 Fort Ord Transportation Study

FORA-TAMC Coordination

37K population
To avoid impacts to CSUMB circulation, identified a new plan line for Eastside Road as an “on-site” facility from Eucalyptus and Gigling Roads to Schoonover Drive.

Eastside Road modeled to accommodate 12,475 average daily trips (ADT).

Established FORA’s Fair Share at 100% of total construction cost (fund local network first).
2005 FORA Fee Reallocation Study

- Integrated system refinements
- FORA-TAMC coordination
- Planning changes:
  - S Boundary Rd
  - Hwy 68 bypass
  - Eastside Rd conceptual alignment
Eastside Parkway modeled to accommodate 18,586 average daily trips (ADT).

Established FORA’s Fair Share at 100% of total construction cost (fund local network first).
2017 FORA Fee Reallocation Study

- TAMC-FORA Coordination
- Planning changes:
  - Del Monte Blvd Ext
  - Hwy 1 definition
December 6, 2017 – Community Workshop on project goals and objectives
January 2018 – Presentation of project goals and objectives for FORA Board consideration
March 2018 – Distribute Notice of Preparation for 30-day review period
April 2018 – EIR Public Scoping Meeting
December 2018 – Distribute Public Review Draft EIR for 45-day review period
December 2018 – Public Review Draft EIR Public Meeting
July 2019 – Final project approval and EIR certification for Board consideration