



## Denise Duffy & Associates, Inc.

PLANNING AND ENVIRONMENTAL CONSULTING

# MEMORANDUM

**Date:** August 23, 2018  
**To:** Jonathan Brinkmann, Principal Planner, Fort Ord Reuse Authority  
**cc:** Andrew Hunter, P.E., Principal, Whitson Engineers  
**From:** Erin Harwayne, AICP, Senior Project Manager, Denise Duffy & Associates, Inc.  
**Subject:** Preliminary Project Screening Analysis for the Northeast-Southwest Arterial Connector Project

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## Introduction

Denise Duffy & Associates, Inc. (“DD&A”) is contracted under Whitson Engineers and the Fort Ord Reuse Authority (“FORA”) to provide environmental consulting services for the Northeast-Southwest Arterial Connector Project (“NE-SW Connector” or “proposed project”), formerly known as Eastside Road and Eastside Parkway. As part of its planning, FORA held two community meetings to solicit public input on the project’s goals and objectives in December 2017. Subsequently, FORA drafted proposed goals and objectives and presented them to the FORA Board (“Board”) for discussion and approval. The Board held meetings on January 12 and February 9, 2018, to consider the proposed goals and objectives for the project and receive public comment, and subsequently approved project goals and objectives at its March 9, 2018 meeting (The Board packets can be found on the FORA web pages and the Board approved goals and objectives at the following link: <http://www.fora.org/Board/2018/Packet/020918BrdPacket.pdf>). The approved purpose of the proposed project is “to make improvements to the on-site former Fort Ord transportation system necessary to reduce future traffic congestion along Highway 1, 12<sup>th</sup> Street (now Imjin Parkway), Blanco Road, and the Del Monte/2<sup>nd</sup>/General Jim Moore Boulevard corridor while maintaining valued recreational, cultural, and natural resources consistent with the Reuse Plan EIR and Development and Resource Management Plan.”

Following approval of the project goals and objectives, this Preliminary Project Screening Analysis was conducted to identify and recommend a project that meets most of the project objectives and is potentially feasible to be analyzed as the proposed project in an Environmental Impact Report (“EIR”). This Preliminary Project Screening Analysis is also a first step toward identifying potential alternatives to analyze in the EIR; this analysis does not prohibit the evaluation of other potential alternatives in the EIR as the development of potential alternatives will continue throughout the environmental review process.<sup>1</sup> According to the requirements of the California Environmental Quality Act (“CEQA”), the impacts of the “No Project” alternative must be fully analyzed in the EIR. Therefore, the No Project alternative cannot be screened out of this screening analysis. Because the No Project alternative must be carried forward, it is not assessed in this Preliminary Project Screening Analysis and will be fully considered in the EIR. This memorandum describes the process and key technical findings used to identify and recommend a proposed project to be analyzed in the EIR.

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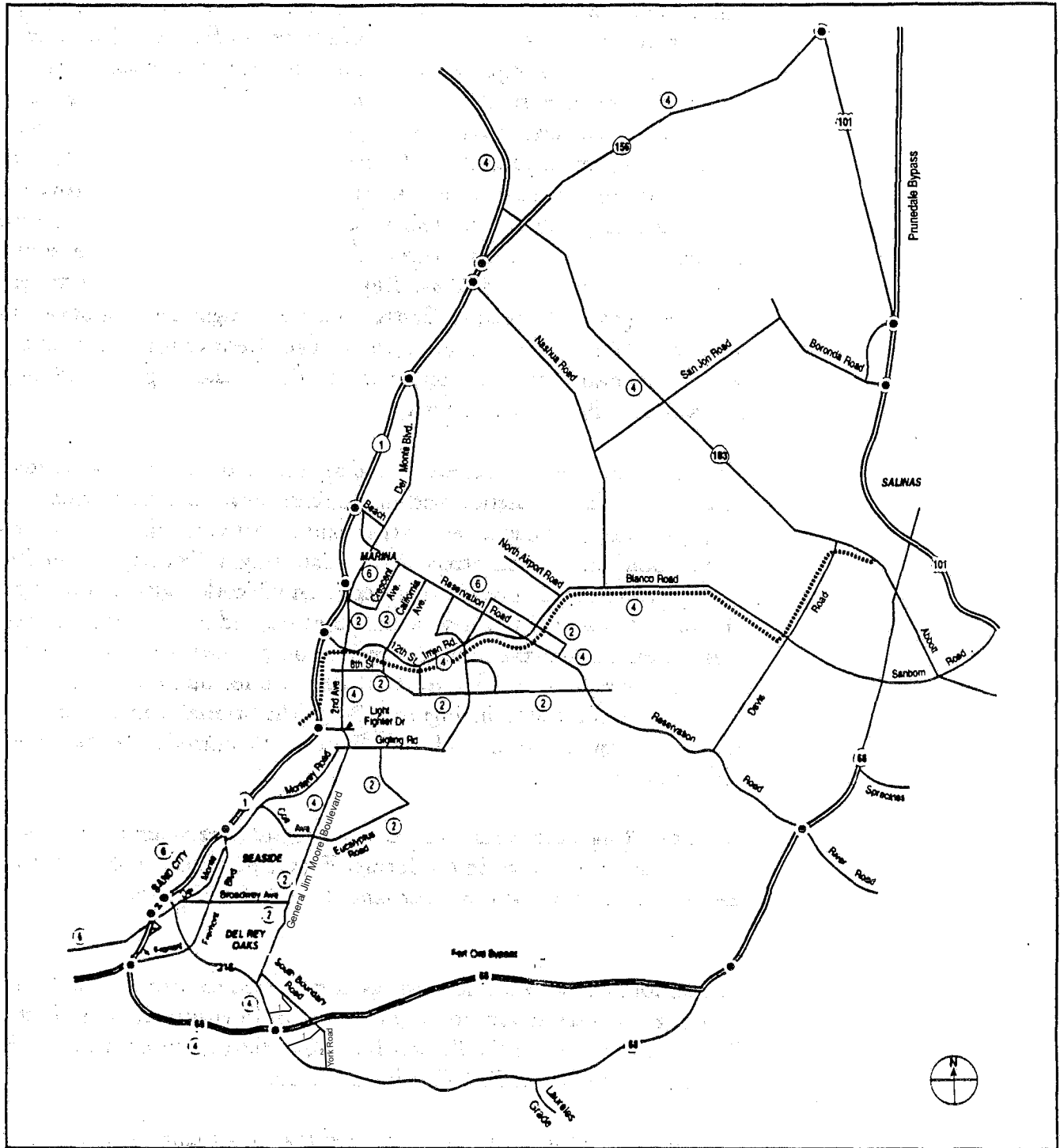
<sup>1</sup> The initial alternatives recommended to be carried forward for consideration in the EIR are not considered an exhaustive list; development, screening, and analysis of potential alternatives will occur throughout the EIR process.

## 1. Project Background

The 1997 Fort Ord Base Reuse Plan (“BRP”) addressed a compilation of roadway segments that were developed and analyzed in coordination with various State and local agencies and incorporated into a regional transportation network by the Transportation Agency for Monterey County (“TAMC”) (1997 TAMC Fort Ord Transportation Study). FORA’s Development and Resource Management Plan (“DRMP”) requires FORA to fund its “Fair Share” of “on-site,” “off-site,” and “regional” roadway and transit capital improvements based on a nexus analysis of the TAMC regional transportation model. The term “on-site roadway improvements” means improvements located within the boundaries of former Fort Ord. As described in the DRMP, FORA coordinates with TAMC to monitor current and projected traffic service levels on links identified as “on-site,” “off-site,” and “regional” segments. The most recent nexus analysis was TAMC’s 2017 FORA Fee Reallocation Study. The BRP transportation network included segments that are now incorporated in the NE-SW Connector. One is Eastside Road, identified as an “on-site” roadway, envisioned to “serve to reduce demand along State Highway 1, 12<sup>th</sup> Street, and the Del Monte/2<sup>nd</sup> Avenue/General Jim Moore Boulevard corridor” (BRP Volume II, pages 297-298). The other segments are the Gigling Road/Inter-Garrison Connector, which was envisioned to “serve as the major roadway serving the area immediately south of the CSUMB campus” (BRP Volume II, page 295). The combined transportation obligation was subsequently renamed by the County of Monterey in 2010 to “Eastside Parkway,” a conceptual alignment to connect the Monterey Peninsula to the Salinas Valley by traversing the former Fort Ord. The NE-SW Connector facilitates improved levels of service on local roadways and relieves regional congestion (For more information on traffic forecasts, see the 2017 FORA/TAMC Fee Reallocation Study at: [http://fora.org/Reports/FORA\\_Fee-Reallocation\\_Study2017.pdf](http://fora.org/Reports/FORA_Fee-Reallocation_Study2017.pdf)).

A previously studied component of the roadway network included in the BRP and 1997 TAMC Fort Ord Transportation Study included the Highway 68 Bypass Freeway, a four-lane high-speed roadway intended to relieve congestion on existing facilities. In 2005, TAMC completed a FORA Fee Reallocation Study, which reviewed and reassessed FORA’s obligations as determined by the 1997 TAMC Fort Ord Transportation Study. The 2005 study included a new traffic analysis with updated land use and road network data and projections to address concerns related to: 1) consistency with the projects identified in the 2002 TAMC Regional Transportation Study and local planning documents; and 2) changes in land use patterns and local road networks from those assumed in the prior study. The 2005 study analyzed options to the Highway 68 Bypass Freeway that would serve the same amount of traffic and relieve congestion by building a smaller, less impactful roadway in conjunction with widening General Jim Moore Boulevard, while addressing traffic concerns expressed by CSUMB and accommodating development under the BRP. This 2005 study resulted in a proposed reallocation of projected FORA fee revenue for use in implementing transportation improvement projects that are better able to mitigate future traffic conditions at former Fort Ord and in the surrounding region. The result was a conceptual reroute of Eastside Road connecting, by way of Eucalyptus Road, to General Jim Moore Boulevard, which would result in a smaller and less impactful means to mitigate development on the former Fort Ord.

In December 2009, the Board approved the 2009-10 mid-year Capital Improvements Program (CIP) prioritizing funding for Eastside Road. In 2012, FORA completed a Draft Preliminary Initial Study Checklist, which included a recommendation to prepare an EIR for Eastside Road. However, due to the lack of sufficient funding to construct the roadway at that time, the project was put on hold. The pace of development has increased on the former Fort Ord, and FORA anticipates that sufficient funding for this facility will be available in the next few years. With the prospect of funding, FORA has re-initiated the environmental review process. With the project goals and objectives approved in March 2018, FORA is now proceeding with this analysis to identify a proposed project to analyze in the EIR.



**LEGEND**

- Freeway
- Multimodal Corridor ROW
- Interchange
- Number of Lanes

1 The modifications to the Reuse Plan adopted by the FORA Board on June 13, 1997 specify that an 80-foot wide floating easement shall be provided connecting Ryan Ranch Road to South Boundary Road and Upper Ragsdale Drive to South Boundary Road in the York Road Planning Area.

2 The modifications to the Reuse Plan adopted by the FORA Board on June 13, 1997 specify that an 80-foot wide floating easement shall be provided connecting Ryan Ranch Road to South Boundary Road and Upper Ragsdale Drive to South Boundary Road in the York Road Planning Area.

Source: Fort Ord Reuse Plan, 1997

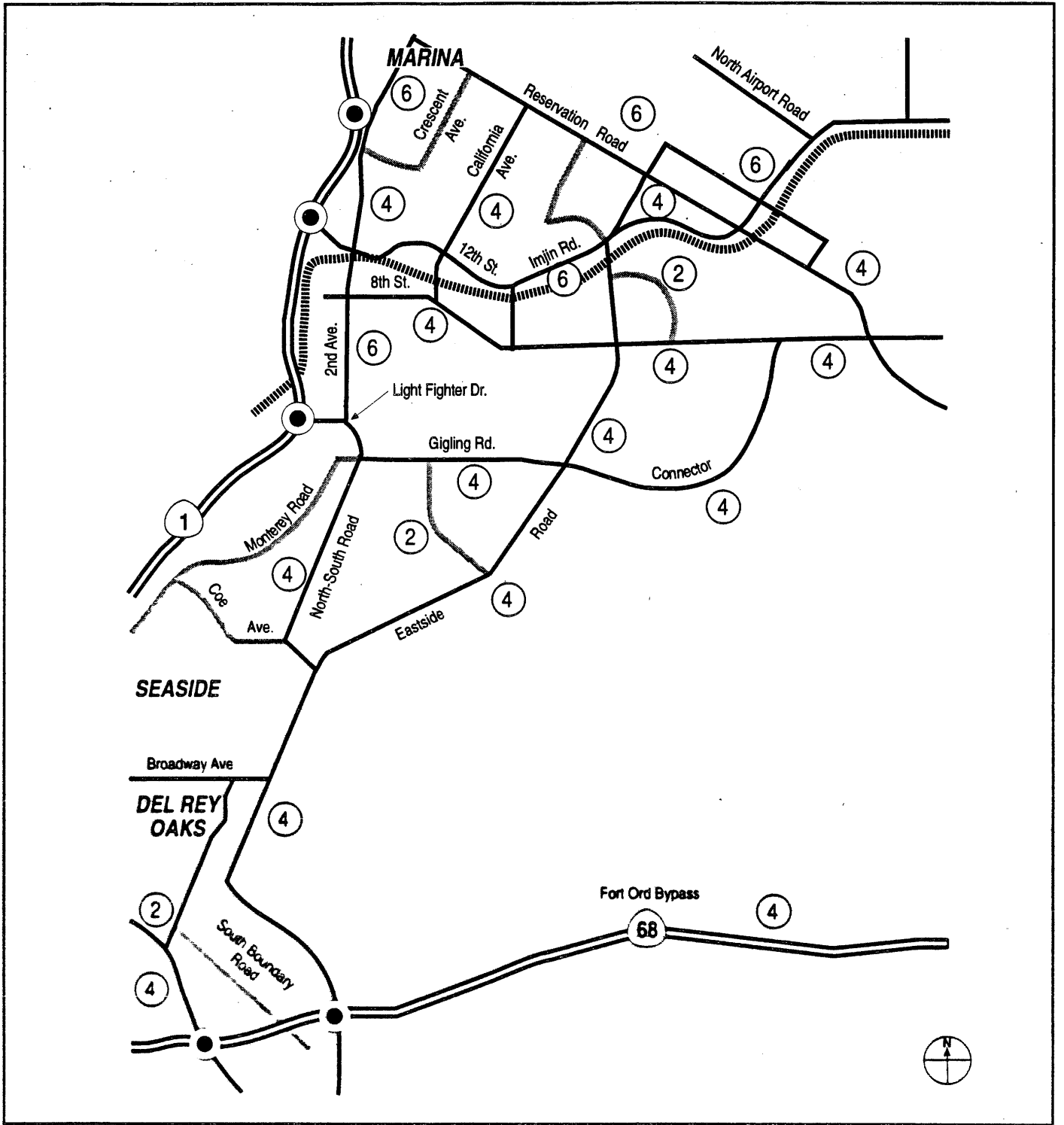
Title: **BRP Figure 4.2-2  
Proposed 2015  
Transportation Network**

Date: 08/16/2018  
Project: 2017-39



Monterey | San Jose  
**Denise Duffy and Associates, Inc.**  
Environmental Consultants Resource Planners  
947 Cass Street, Suite 5  
Monterey, CA 93940  
(831) 373-4341

Figure  
**1**



LEGEND	
	Freeway
	Arterial
	Collector
	Multimodal Corridor ROW
	Interchange
	Number of Lanes

Source: Fort Ord Reuse Plan, 1997

Title: BRP Figure 4.2-3  
Buildout Transportation  
Network

Date: 08/16/2018  
Project: 2017-39



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Figure  
2

## 2. Development of Screening Criteria

The following section describes the CEQA Guidance and process for screening alternatives for an EIR. An EIR must describe and analyze a range of reasonable alternatives to the project that:

1. would feasibly attain most of the basic objectives of the project,
2. are potentially feasible; and
3. would avoid or substantially lessen any of the project's significant impacts.

These three basic criteria are typically used to screen alternatives in an EIR. Since the purpose of this analysis is to identify a proposed project and not to screen alternatives, the CEQA Guidelines and process for screening alternatives for an EIR were used as guidance in developing the screening criteria to identify and recommend a proposed project.

### 2.1 CEQA Guidance on Alternative Screening

The CEQA Guidelines contain the following discussion regarding the selection of alternatives:<sup>2</sup>

1. **Alternatives to Proposed Project.** CEQA Guidelines section 15126.6 states that an EIR shall describe a reasonable range of alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives that are infeasible. As stated in CEQA Guidelines Section 15126.6(f), the "rule of reason" approach has been defined to require an EIR to address a range of feasible alternatives that permit a reasoned choice and have the potential to diminish or avoid adverse environmental impacts. There is no ironclad rule governing that nature or scope of the alternatives to be discussed other than the rule of reason.
2. **Purpose of Alternatives Analysis.** Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if those alternatives would impede to some degree the attainment of the project objectives or would be more costly.
3. **Selection of a Range of Reasonable Alternatives.** The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the lead agency's determination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: 1) failure to meet most of the project objectives, 2) infeasibility, or 3) inability to avoid significant environmental impacts.

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<sup>2</sup> <http://resources.ca.gov/ceqa/guidelines/art9.html> (accessed July 31, 2018).

## 2.2 Preliminary Project Screening Criteria

The CEQA Guidelines and process discussed in Section 2.1 were refined to develop specific preliminary project screening criteria for this analysis. This analysis evaluates each of the potential projects against three basic criteria in a multi-tiered approach:

1. First Tier: Does the project meet the underlying purpose and most of the basic project objectives? If not, then the project is eliminated from further review in this analysis and recommended to be removed from consideration in the EIR.
2. Second Tier: Is the project potentially feasible? If FORA does not have the capability to implement the project, then the project is eliminated from further review in this analysis and recommended to be removed from consideration in the EIR.
3. Third Tier: Does the project have the ability to meet certain environmental factors? These environmental factors were used to evaluate the remaining potential projects to inform the recommendation of a proposed project and potential project alternatives.

### *2.2.1 Project Purpose Criteria*

The establishment of a project's goals and objectives is critical to the screening process. As discussed in the **Introduction**, the Board approved the following project goals and objectives for use in CEQA process based on input from stakeholders, FORA staff and consultants, members of the public, and other interested parties:

The purpose of the proposed project is to make improvements to the on-site former Fort Ord transportation system necessary to reduce future traffic congestion along Highway 1, 12<sup>th</sup> Street (now Imjin Parkway), Blanco Road, and the Del Monte/2<sup>nd</sup>/General Jim Moore Boulevard corridor while maintaining valued recreational, cultural, and natural resources, consistent with the BRP Final EIR and DRMP. The primary objectives for implementing the proposed project are:

- Provide a primary southwest-northeast corridor through former Fort Ord, while maintaining an acceptable level of service throughout the FORA Capital Improvement Program (CIP) and regional roadway network with the implementation of the approved reuse of Fort Ord;
- Improve and provide efficient regional travel and access to the former Fort Ord, reducing travel time and distances and associated traffic, fuel consumption, and air pollution emissions;
- Serve the area immediately south of California State University, Monterey Bay (CSUMB) campus;
- Minimize disrupting any community, including its expansion and circulation;
- Recognize Inter-Garrison Road as a vehicular route while providing greater accommodation of pedestrian and bicycle traffic;
- Provide direct and efficient linkages from former Fort Ord lands to the regional transportation system;
- Consider best practices in transportation planning, including regional and systemic improvements such as roundabout and autonomous vehicles;
- Provide a safe and efficient street system at the former Fort Ord;
- Connect the Fort Ord National Monument ("FONM") and California Central Coast Veterans Cemetery to regional roadways;
- Design the project to respect and integrate natural resources by minimizing impacts to coast live oak woodland, special-status species, and wildlife corridors;
- Maintain the aesthetic character of the area by avoiding or minimizing impacts from grading to major topographical features such as drainages, steep slopes, and scenic viewsheds;

- Minimize the noise impacts adjacent to sensitive receptors;
- Consider the safety of residents, pedestrians, bicyclists, and wildlife through various project design features by:
  - Providing dedicated pedestrian and bicycle facilities;
  - Considering Regional Urban Design Guidelines in project design features; and
  - Implementing design features to minimize impacts to wildlife movement.
- Protect designated habitat management areas from potential roadway edge effects by applying suitable buffers and project design features;
- Minimize environmental impacts on existing communities, including, but not limited to CSUMB campus, City of Seaside, City of Marina, City of Del Rey Oaks, City of Monterey, Monterey Peninsula (“MPC”), and East Garrison;
- Accommodate and maintain existing and proposed trail networks, including, but not limited to, the Fort Ord Recreational Trail and Greenway (“FORTAG”) and other regional trails;
- Improve mobility of emergency system responders, including, but not limited to, firefighter access;
- Improve MPC, CSUMB, and other educational institutions’ access for student, staff, and faculty;
- Fully evaluate the utilization of existing roadways as the foundation for the future network; and
- Comply with policies and programs of the BRP.

As required by CEQA, the project goals and objectives contain a statement of the underlying purpose of the project. There are 20 objectives that outline the underlying purpose. It was not practicable to evaluate the wide range of potential projects against the 20 objectives. Therefore, the underlying project purpose was used as the First Tier screening tool. This approach narrowed the focus of the analysis of the 20 objectives to the most feasible and practicable projects during the Third Tier. If a potential project did not meet the underlying project purpose, it was eliminated from further review in this analysis and recommended to be removed from consideration in the EIR.

### 2.2.2 Feasibility Criteria

To merit further consideration, CEQA requires that the project be feasible. The following feasibility criteria are based on the CEQA feasibility requirements. CEQA Guidelines section 15364 defines “feasible” as meaning “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.” CEQA Guidelines section 15126.6(f)(1) states: among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site. Not one of these factors establishes a fixed limit on the scope of reasonable alternatives.

For the Second Tier of this screening analysis, the potential feasibility of a proposed project was assessed taking the following factors into consideration:

- **Legal feasibility.** Does FORA have the legal ability to implement the project?
- **Regulatory feasibility.** Do regulatory restrictions substantially limit the likelihood of successful permitting of the proposed project?
- **Technical feasibility.** Is the project potentially feasible from a technological perspective, considering available technology? Are there any construction, operation, or maintenance constraints that cannot be overcome?

- **Economic feasibility.** Is the project so costly that implementation would be prohibitive? As stated above, the CEQA Guidelines require consideration of alternatives capable of eliminating or reducing significant environmental effects even though they may “impede to some degree the attainment of the project objectives, or would be more costly.” The Court of Appeals determined in *Citizens of Goleta Valley v. Board of Supervisors* (2<sup>nd</sup> Dist. 1988) 197 Cal.App.3d 1167, p. 1181 (see also *Kings County Farm Bureau v. City of Hanford* (5<sup>th</sup> Dist. 1990) 221 Cal.App.3d 692, 736): “[t]he fact that an alternative may be more expensive or less profitable is not sufficient to show that the alternative is financially infeasible. What is required is evidence that the additional costs or lost profitability are sufficiently severe as to render it impractical to proceed with the project.”
- **Environmental Feasibility.** Does the project fail certain mandatory environmental requirements, thereby making the project clearly inferior from an environmental standpoint?

From among the factors above, this analysis identified three specific and critical feasibility issues whose failure to meet the requirement would prevent a project from being constructed or necessary environmental permits from being obtained:

1. Ability to Acquire Necessary Right-of-Way
2. Fort Ord National Monument Lands
3. Regulatory Permitting

#### *Ability to Acquire Necessary Right-of-Way*

The issue of obtaining right-of-way (“ROW”) is possibly the most critical criterion in determining whether or not a potential project is feasible. Most of the potential projects would require the acquisition of new ROW, and FORA must have a reasonable expectation of being able to obtain the ROW for a potential project to be viable. In typical roadway projects, the lead agency can acquire needed ROW through negotiation with the property owner. If a property owner does not want to sell land, FORA cannot resort to eminent domain in order to acquire the property and cannot force property owners to sell the property. Neither the Fort Ord Reuse Authority Act - California Code, Government Code - GOV § 67650 etc. - or California Code, Health and Safety Code - HSC § 33492.70 establish eminent domain powers to FORA. Therefore, if a potential project requires an encroachment into a ROW that does not have a reasonable expectation to be obtained, then that project is considered infeasible. If a potential project was considered infeasible, it was eliminated from further review in this analysis and recommended to be removed from consideration in the EIR.

#### *Fort Ord National Monument Lands*

Lands that are afforded legal protections that would prohibit, or substantially limit, the feasibility of constructing a project are considered less feasible locations for the project. On April 20, 2012, the President of the United States established the “FONM,” which covers all of the Bureau of Land Management’s (“BLM”) transferred lands and its future lands on the former Fort Ord. The presidential proclamation states: “The Fort Ord area is significant because of its rich biodiversity and important Central Coast habitats, supporting a diverse group of rare and endemic species of plants and animals that are managed across the base through a multi-agency, community-led management plan.” In establishing the FONM, “all Federal lands and interests in lands within the boundaries of this monument are hereby appropriated and withdrawn from all forms of entry, location, selection, sale, leasing, or other disposition under the public lands laws.” As a national monument, the FONM is part of BLM’s National Landscape Conservation System (“NLCS”) and managed in a manner that protects the objects and values for which the site was designated as a national monument. These objects and values include the unique array of habitat communities, rare and endemic plant and wildlife species, military history and culture, Juan de



Bautista de Anza National Historic Trail, and recreational opportunities. Accordingly, discretionary uses are managed in a manner consistent with the protection of the FONM's values and may be allowed or prohibited when necessary.

The BLM initiated formal consultation with the U.S. Fish and Wildlife Service ("USFWS") under Section 7 of the Endangered Species Act ("ESA") to authorize the incidental take of federally listed species that may occur while implementing various land management activities. The USFWS issued two biological opinions (2005 and 2017) included proposed road maintenance and improvement activities. Roads will be maintained for administrative use by BLM and its permittees (e.g., researchers) and will not be open for vehicular use or access by the public. The USFWS determined that the effects of BLM's proposed actions on the FONM and the cumulative effects are not likely to jeopardize the continued existence of federally-listed species and are not likely to destroy or adversely modify designated critical habitat. This opinion is due in part to the fact that the activities that BLM proposes are focused on non-motorized public recreational access rather than motorized recreational use.

BLM Manual 6220 – National Monuments, National Conservation Areas, and Similar Designations (July 13, 2012) provides the general policies for the administration and management of these land designations. Part E describes the process all prospective ROW applicants adhere. BLM must notify applicants that BLM policy is, to the greatest extent possible, subject to applicable law, through land use planning and project-level processes and decisions, to avoid siting ROW in monuments. In addition, BLM will only develop new facilities, including structures and roads, within monuments where they are necessary for public health and safety, are required under law, are necessary for the exercise of valid existing rights or other non-discretionary uses, prevent impacts to fragile resources, or further the purposes for which an area was designated.

Given that the purpose of the FONM is to protect and manage the objects and values of the monument, the biological opinions issued for the FONM are partially based on the assumption of non-motorized recreational access, and the policies regarding granting ROW on monuments, the construction and operation of a public roadway through the FONM would likely require an amendment to the monument proclamation and re-initiation of Section 7 consultation under ESA in order to obtain a ROW. These factors would substantially limit the feasibility of a roadway through the FONM. In addition, based on input from stakeholders, FORA staff and consultants, members of the public, and other interested parties, there is a desire to provide access to but not through the FONM.

Therefore, due to the factors substantially limiting the feasibility of permitting and input from stakeholders, FORA staff and consultants, members of the public, and other interested parties, a potential project that would encroach into the FONM is considered infeasible. If a potential project is considered infeasible, it was eliminated from further review in this analysis and recommended to be removed from consideration in the EIR.

### *Regulatory Permitting*

In April 1997, the revised *Installation-Wide Multispecies Habitat Management Plan for Former Fort Ord* ("HMP") was issued by the U.S. Army Corps of Engineers ("USACE") on behalf of the U.S. Department of the Army ("Army"). The HMP established a comprehensive species and habitat conservation program as part of the closure, disposal, and reuse of former Fort Ord lands. The HMP contains parcel-specific land use designations and habitat management requirements within identified Habitat Management Areas ("HMAs"). Revisions to the habitat management requirements would require a post-transfer modification to the HMP, which would require concurrence from the USFWS. In addition, while the HMP provides a framework for species and habitat conservation on former Fort Ord, it does not meet USFWS or

California Department of Fish and Wildlife (“CDFW”) standards or requirements for issuance of incidental take permits under federal ESA and California ESA (“CESA”). If a potential project could result in impacts to federal and/or state listed species, incidental take permits from the wildlife agencies may be required.

FORA must have a reasonable expectation of obtaining the requisite environmental permits, specifically incidental take permits under Section 10 of the federal ESA and/or Section 2081 under the California ESA (CESA). Section 10(a)(2)(B) of the ESA and the ESA’s implementing regulations (50 CFR 17.22[b][2][i]) contain statutory issuance criteria for an ITP. Criteria for issuance of federal incidental take permits include:

- All taking of federally listed fish and wildlife species incidental to otherwise lawful activities;
- The applicant will, to the maximum extent practicable, minimize and mitigate the impacts of such taking;
- The applicant will ensure adequate funding for the habitat conservation plan and procedures to deal with changed circumstances, including adequate funding to address such changes, will be provided;
- The taking will not appreciably reduce the likelihood of survival or recovery of the species; and
- The applicant will assure that other USFWS measures that may be required will be provided.

Sections 2081(b) and (c) of CESA allow the CDFW to issue an incidental take permit for a state listed threatened and endangered species if specific criteria are met; these criteria are listed below:

- The authorized take is incidental to an otherwise lawful activity;
- The impacts of the authorized take are minimized and fully mitigated;
- The measures required to minimize and fully mitigate the impacts of the authorized take: (a) are roughly proportional in extent to the impact of the taking on the species, (b) maintain the applicant’s objectives to the greatest extent possible, and (c) are capable of successful implementation;
- Adequate funding is provided to implement the required minimization and mitigation measures and to monitor compliance with and the effectiveness of the measures; and
- Issuance of the permit will not jeopardize the continued existence of a state-listed species.

Post-transfer modifications to the HMP and obtaining incidental take permits from the USFWS and/or CDFW can be complicated regulatory processes; however, it is likely most of the potential projects could overcome these permitting obstacles. When it was determined unlikely that a potential project could overcome a regulatory permitting obstacle, the project was considered infeasible. If a potential project was considered infeasible, it was eliminated from further analysis and recommended to be removed from consideration in the EIR.

### 2.2.3 *Environmental Factors*

Following the standards for screening alternatives in the CEQA Guidelines, environmental factors were used to evaluate potential projects. Based on the preliminary environmental review, it was determined that the project objectives, many of which incorporate various environmental factors, and three additional environmental factors could be used as effective screening tools (please refer to Section 2.2.1 for the list of project objectives). The three additional environmental factors included the following:

- **Avoid widening Reservation Road from East Garrison Drive to Watkins Gate Road.** This FORA CIP project would involve widening Reservation Road to four lanes from East Garrison Drive to Watkins Gate Road. Due to the presence of steep slopes and sharp curves, this would be

an expensive project that may result in significant environmental impacts to aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, hydrology and water quality, safety, utilities and infrastructure, and other environmental factors. If a potential project could avoid the implementation of this CIP project, it was ranked higher than a potential project that would require the widening of Reservation Road from East Garrison Drive to Watkins Gate Road.

- **Avoid widening Inter-Garrison Road from Schoonover Road to the East Garrison Community.** This FORA CIP project would involve widening Inter-Garrison to four lanes from Schoonover Road to the East Garrison Community at Sherman Boulevard. This CIP project may also result in significant environmental impacts to aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, hydrology and water quality, and other environmental factors. If a potential project could avoid the implementation of this CIP project, it was ranked higher than a potential project that would require the widening of Reservation Road from East Garrison community to Watkins Gate Road.
- **Avoid Encroachment into the Conservation Easement within the Parker Flats HMA.** **Figure 3** (in Section 3) depicts the parcel in the Parker Flats Habitat Management Area (HMA) with an existing conservation easement recorded by the County of Monterey. The conservation easement allows for some encroachment from future road projects; however, some potential projects would require significant encroachment into the conservation easement. While it is not impossible to amend the conservation easement to allow for additional area for future road projects, a potential project was ranked higher if it could avoid encroaching into the conservation easement.

In the Third Tier of this analysis, these additional environmental factors were used to evaluate the potential projects to inform the recommendation of a proposed project and potential project alternatives.

### 3. Preliminary Project Screening Assessment

#### 3.1 Methodology

Based on the approved project purpose and objectives and input from stakeholders, FORA staff and consultants, members of the public, and other interested parties, the screening criteria were established (detailed in Section 2) and wide range of potential projects were developed. The project team identified 41 potential projects to be analyzed in this screening effort (**Table 1**, attached). The development of potential projects and screening was an iterative process with constant feedback between the project engineers and environmental specialists.

The project team conducted a preliminary engineering and environmental review on each of the 41 potential projects. The preliminary review determined that the potential projects differed in their ability to address the project purpose, their feasibility to be implemented, and their environmental impacts. Thus, the preliminary project screening analysis consisted of a multi-tiered approach based on the screening criteria: 1) First Tier: does the project meet the underlying purpose?; 2) Second Tier: is the project potentially feasible?; and 3) Third Tier: does the project have the ability to meet certain environmental factors?

If a potential project was determined to meet the project's underlying purpose, the project would "pass" through to the Second Tier. If it did not, the project was eliminated from further review in this analysis and recommended to be removed from consideration in the EIR. If the project was considered potentially feasible, it would "pass" through to the Third Tier. If it was considered infeasible, the project was eliminated from further review in this analysis and recommended to be removed from consideration in the EIR. The environmental factors in the Third Tier were used to evaluate the remaining potential projects that passed the First and Second Tier analyses to inform the recommendation of a proposed project and potential project alternatives. A proposed project was identified and recommended if it met the project purpose, was considered feasible, and capable of meeting the certain environmental factors.

The preliminary project screening analysis is largely based on what CEQA terms the "rule of reason," meaning that the analysis should remain focused, not on every possible eventuality, but rather on the projects that permit a reasoned choice. This multi-tiered approach to screening for a proposed project allowed the project team to review a wide range of projects while increasing the level of analysis on a narrower range of projects to ensure that the bulk of the study effort is devoted to the most feasible and practicable projects that meet the project purpose. This preliminary screening effort also provides the framework for developing the alternatives that will be analyzed in the EIR.<sup>3</sup>

Each of the potential projects are described in **Table 1** (attached), along with an evaluation against the screening criteria. A potential project is recommended to be removed from consideration in the EIR when it failed to meet one or more of the screening criteria.

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<sup>3</sup> The initial alternatives recommended to be carried forward for consideration in the EIR are not considered an exhaustive list; development, screening, and analysis of potential alternatives will occur throughout the EIR process.

## 3.2 Meeting the Project Purpose and Objectives

### *3.2.1 Restatement of Project Purpose*

A potential project was screened out for failing to meet the project's underlying purpose, which is restated below:

The purpose of the proposed project is to make improvements to the on-site former Fort Ord transportation system necessary to reduce future traffic congestion along Highway 1, 12<sup>th</sup> Street (now Imjin Parkway), Blanco Road, and the Del Monte/2<sup>nd</sup>/General Jim Moore Boulevard corridor while maintaining valued recreational, cultural, and natural resources, consistent with the BRP Final EIR and Development and Resource Management Plan.

### *3.2.2 Evaluation of Potential Projects Against Project Purpose*

**Table 1** identifies 21 potential projects that would not meet the project's purpose and provides a brief description of the rationale. Many of the potential projects would reduce traffic congestion regionally; however, they were deemed incapable of meeting the project purpose to reduce traffic congestion on-site and on the specified roadways. As a result, these projects were eliminated for further review.

Seven potential projects did not meet the project purpose as stand-alone projects; however, each could be considered components of a proposed project, if considered potentially feasible. These projects include:

- Gigling Road to Eucalyptus Road Connector;
- Colonel Durham Street to Lightfighter Drive Connector;
- Reservation Road to Davis Road Connector;
- Lightfighter Drive to Gigling Road Connector;
- Increased Carpool Opportunities;
- Replace Stop Signs/Signals with Roundabouts on General Jim Moore Boulevard; and
- Park-n-Ride Lots and Bus/Shuttle System.

Thirteen potential projects were determined to meet, or potentially meet, the project purpose.

### *3.2.3 Summary of Purpose Screening*

Of the 41 potential projects considered, 13 potential projects meet, or have the potential to meet, the project's underlying purpose. Seven potential projects did not meet the project purpose on their own, but could be considered a project component. Therefore, 13 potential projects and seven potential project components "passed" through to be analyzed in the Second Tier: feasibility. The 21 potential projects that did not meet the project purpose were eliminated from further review in this analysis and recommended to be removed from consideration in the EIR.

### 3.3 Feasibility

#### 3.3.1 Feasibility Factors

The Second Tier eliminates projects based on infeasibility. A project may be eliminated based on the feasibility factors listed in Section 2.2.2 and three project-specific factors affecting feasibility:

1. Ability to Acquire Necessary Right-of-Way
2. Fort Ord National Monument Lands
3. Regulatory Permitting

#### 3.3.2 Evaluation of Potential Projects Against Feasibility Factors

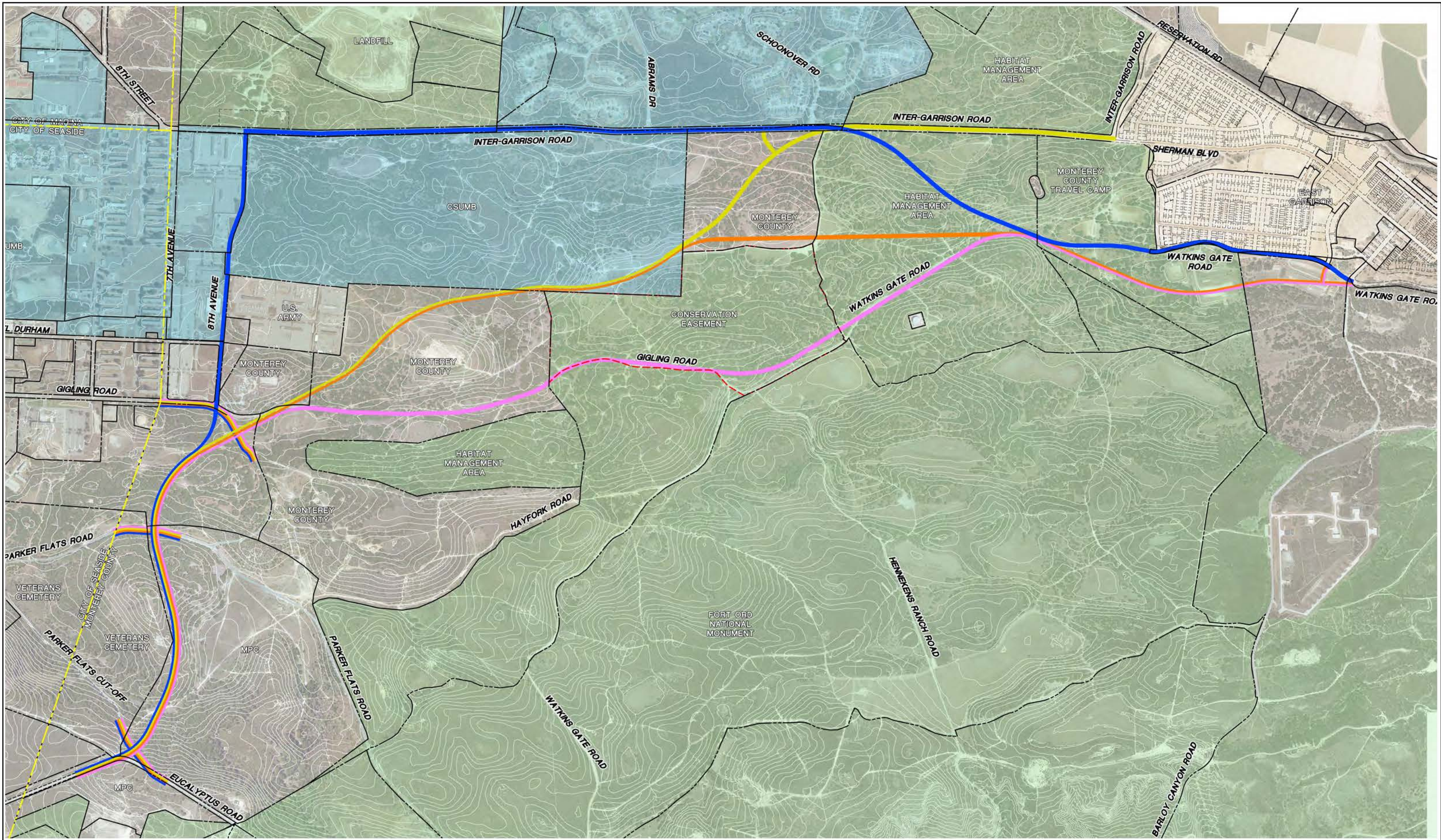
**Table 1** evaluates the potential feasibility of the 20 projects that “passed” through from the First Tier analysis. Of the 13 projects that meet or may meet the project purpose, three potential projects were eliminated from further analysis because the ROW acquisition was not reasonably expected. One potential project was eliminated since it: 1) was located on FONM lands; 2) would require ROW acquisition from BLM and a private landowner, which are not reasonably expected; and 3) there is not a reasonable expectation of obtaining regulatory permits. Two other potential projects were eliminated because: 1) they may result in increased traffic impacts that may require additional ROW acquisition above and beyond anticipated for existing CIP projects; and 2) they had similar alignments to other potential projects but were not as beneficial. Three potential projects were not considered feasible as they had uncertain legal, economic, and technical feasibility factors. The remaining four projects were considered potentially feasible, but to varying degrees. These four potential projects “passed” through to the Third Tier of the analysis, which are conceptually depicted in **Figure 3**.

While seven of the 20 potential projects did not meet the project purpose as stand-alone projects, they could potentially meet the project purpose as components of the proposed project, and, therefore, were evaluated in this Second Tier for feasibility. Three of the potential project components were considered infeasible as there is not a reasonable expectation for ROW acquisition. One of the potential project components is a component of each of the four potential projects passed through to the third tier so it is no longer discussed separately in this analysis. Therefore, in addition to the four potential projects, three potential project components were “passed” through to the Third Tier of the analysis.

#### 3.3.3 Summary of Feasibility Screening

Of the 20 potential projects evaluated for feasibility, 12 potential projects were determined infeasible and eliminated from further review in this analysis and recommended to be removed from consideration in the EIR. Thus, a total of seven potential projects and project components “passed” through to the Third Tier.





Title: **Potential Projects Analyzed in Third Tier**

Source: Whitson Engineers, June 2018

Date: 06-22-2018

Project: 2017-39



Monterey | San Jose  
**Denise Duffy and Associates, Inc.**  
 Environmental Consultants Resource Planners  
 947 Cass Street, Suite 5  
 Monterey, CA 93940  
 (831) 373-4341

Figure  
**3**



### 3.4. Environmental Factors

#### *3.4.1 Environmental Factors*

As discussed in the **Introduction**, the purpose of this screening analysis is to identify and recommend a proposed project and potential project alternatives based on a preliminary engineering and environmental review of potential projects. By this point in the screening process, all but four potential projects and three potential project components have been removed from the screening process because they are either infeasible or fail to meet the project purpose (**Figure 3**). This Third Tier analysis focuses the evaluation on the most feasible and practicable projects.

Following the standards for screening alternatives in the CEQA Guidelines, environmental factors were used to evaluate the remaining potential projects. It was determined that the project objectives, many of which incorporate various environmental factors, and three additional environmental factors could be used as screening tools. This analysis assumes that slight modifications to the project design, specific design features, and/or mitigation measures could be applied during the planning and environmental processes to assist in meeting the project objectives. For example, all four potential projects would intersect with existing and proposed trail networks; however, specific design features and/or mitigation measures can be applied to “accommodate and maintain existing and projects trail networks.” For the purposes of this analysis, design modifications would be considered slight and more of a project design option or variation. Design modifications would not consist of significant modifications that would result in a substantial shift in the alignment or other modification to the project that would essentially be considered a potential project.

In this Third Tier analysis, each potential project received a positive (+1), negative (-1), or neutral (0) score for each of the environmental factors (i.e., the project objectives and three additional environmental factors). The potential projects were then evaluated based on their score.

Three potential project components also “passed” through to the third tier of the analysis, including:

- Increased Carpool Opportunities;
- Replace Stop Signs/Signals with Roundabouts on General Jim Moore Boulevard; and
- Park-n-Ride Lots and Bus/Shuttle System.

This analysis assumes that any or all of the three potential project components could be added to the four potential projects; and, therefore, were not reviewed against environmental factors.

#### *3.4.2 Evaluation of Potential Projects Against Environmental Factors*

##### *Project Objectives*

Potential projects that meet the underlying project purpose and are considered potentially feasible were further evaluated to determine whether they meet most of the basic project objectives. All four of the potential projects meet most of the project objectives (80% or higher) (**Table 2**). When a potential project was determined not to meet a project objective, a brief explanation is provided below.



**Table 2. Evaluation of Potential Projects Against Project Objectives**

Project Objectives	Potential Projects			
	Eucalyptus Road to Reservation Road via Gigling Road and Watkins Gate Road (Pink alignment in Figure 3)	8th Avenue/ Inter-Garrison Road with Gigling Road to Eucalyptus Road Connector (Blue alignment in Figure 3)	Eucalyptus Road to Reservation Road (Orange alignment in Figure 3)	Eucalyptus Road to Inter-Garrison Road (Yellow alignment in Figure 3)
Provide a primary southwest-northeast corridor through former Fort Ord, while maintaining an acceptable level of service throughout the FORA CIP and regional roadway network with the implementation of the approved reuse of Fort Ord	+	+	+	+
Improve and provide efficient regional travel and access to the former Fort Ord, reducing travel time and distances and associated traffic, fuel consumption, and air pollution emissions	+	+	+	+
Serve the area immediately south of CSUMB campus	+	+	+	+
Minimize disrupting any community, including its expansion and circulation	+	-	+	-
Recognize Inter-Garrison Road as a vehicular route while providing greater accommodation of pedestrian and bicycle traffic	+	+	+	+
Provide direct and efficient linkages from former Fort Ord lands to the regional transportation system	+	+	+	+
Consider best practices in transportation planning, including regional and systemic improvements such as roundabouts and autonomous vehicles	+	+	+	+
Provide a safe and efficient street system at the former Fort Ord	+	+	+	+
Connect the FONM and California Central Coast Veterans Cemetery to regional roadways	+	+	+	+
Accommodate and maintain existing and proposed trail networks, including, but not limited to, FORTAG and other regional trails	+	+	+	+
Improve mobility of emergency system responders, including, but not limited to, firefighter access	+	+	+	+
Improve MPC, CSUMB, and other educational institutions' access for student, staff, and faculty	+	+	+	+
Fully evaluate the utilization of existing roadways as the foundation for the future network	+	+	-	-
Design the project to respect and integrate natural resources by minimizing impacts to coast live oak woodland, special-status species, and wildlife corridors	-	+	-	-
Maintain the aesthetic character of the area by avoiding or minimizing impacts from grading to major topographical features such as drainages, steep slopes, and scenic viewsheds	+	+	+	+
Minimize the noise impacts adjacent to sensitive receptors	-	-	-	-

Project Objectives	Potential Projects			
	Eucalyptus Road to Reservation Road via Gigling Road and Watkins Gate Road (Pink alignment in Figure 3)	8th Avenue/ Inter-Garrison Road with Gigling Road to Eucalyptus Road Connector (Blue alignment in Figure 3)	Eucalyptus Road to Reservation Road (Orange alignment in Figure 3)	Eucalyptus Road to Inter-Garrison Road (Yellow alignment in Figure 3)
Consider the safety of residents, pedestrians, bicyclists, and wildlife through various project design features by: <ul style="list-style-type: none"> <li>○ Providing dedicated pedestrian and bicycle facilities;</li> <li>○ Considering Regional Urban Design Guidelines in project design features; and</li> <li>○ Implementing design features to minimize impacts to wildlife movement</li> </ul>	+	+	+	+
Protect designated habitat management areas from potential roadway edge effects by applying suitable buffers and project design features	-	-	-	+
Minimize environmental impacts on existing communities, including, but not limited to CSUMB campus, City of Seaside, City of Marina, City of Del Rey Oaks, City of Monterey, MPC, and East Garrison	+	+	+	+
Comply with policies and programs of the BRP	+	+	+	+
<b>TOTAL</b>	<b>17</b>	<b>17</b>	<b>16</b>	<b>16</b>

**Minimize disrupting any community, including its expansion and circulation**

The Blue and Yellow alignments are located directly adjacent and connect to the East Garrison community, which may result in circulation impacts and also may conflict with future plans for the community. An increase in traffic within the community may occur disrupting the residential character of the community. The design of the other two potential projects avoids direct connections to the East Garrison community, thus minimizing disruption to this community.

**Fully evaluate the utilization of existing roadways as the foundation for the future network**

While all four of the potential project alignments include new roadways (specifically the Gigling Road to Eucalyptus Road Connector), the Pink and Blue alignments utilize existing roadways more than the other two alignments.

**Design the project to respect and integrate natural resources by minimizing impacts to coast live oak woodland, special-status species, and wildlife corridors**

While design features and mitigation measures may be reasonably applied to all of the potential projects to meet this objective, the design of the Blue alignment maximizes the use of existing roadways, which minimizes potential impacts to these environmental factors.

**Minimize the noise impacts adjacent to sensitive receptors**

All of the potential project alignments would impact sensitive receptors due to their close proximity to residential areas, schools/classrooms, and open space/recreation areas. While there is a reasonable expectation that noise impacts may be reduced by design features and mitigation measures, the location of the alignments would remain in close proximity to sensitive receptors.

**Protect designated habitat management areas from potential roadway edge effects by applying suitable buffers and project design features**

All of the potential projects would encroach into habitat management areas. The Yellow alignment minimizes impacts to these areas by utilizing the existing Inter-Garrison Road and thus, reducing encroachment into these areas. The other three potential projects encroach into habitat management areas to a greater extent, and by design, reduces the available buffer area and increases the potential of roadway edge effects.

*Additional Environmental Factors*

**Table 3** evaluates the four potential projects against the additional environmental factors followed by a description of the analysis.

**Table 3. Evaluation of Potential Projects Against Additional Environmental Factors**

	Eucalyptus Road to Reservation Road via Gigling Road and Watkins Gate Road (Pink alignment in Figure 3)	8 <sup>th</sup> Avenue/Inter-Garrison Road with Gigling Road to Eucalyptus Road Connector (Blue alignment in Figure 3)	Eucalyptus Road to Reservation Road (Orange alignment in Figure 3)	Eucalyptus Road to Inter-Garrison Road (Yellow alignment in Figure 3)
Avoid widening Reservation Road from East Garrison Drive to Watkins Gate Road	+	+	+	-
Avoid widening Inter-Garrison Road from Schoonover Road to the East Garrison Community	+	0	+	-
Avoid encroachment into the conservation easement within the Parker Flats HMA	-	+	+	+
<b>TOTAL</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>1</b>

**Avoid widening Reservation Road from East Garrison Drive to Watkins Gate Road**

The Yellow alignment would require the widening of Reservation Road from East Garrison Drive to Watkins Gate Road due to its connection at Inter-Garrison Road, which would result in an increase of traffic trips on Reservation Road along this segment. All of the other potential projects could eliminate the need for widening Reservation Road from East Garrison Drive to Watkins Gate Road because they would direct trips south of this segment.

**Avoid widening Inter-Garrison Road from Schoonover Road to East Garrison Community**

The Yellow alignment would require widening of Inter-Garrison Road from Schoonover Road to the East Garrison community. The Orange and Pink alignments do not connect with Inter-Garrison Road and, therefore, widening of Inter-Garrison Road is avoided. While the Blue alignment would not require widening Inter-Garrison Road from Schoonover Road to the East Garrison community, it would require widening Inter-Garrison Road from 8<sup>th</sup> Avenue to Schoonover Road. As a result, it received a neutral score.

**Avoid Encroachment into the Conservation Easement within the Parker Flats HMA**

The Pink alignment is the only alignment that would encroach into the conservation easement within the Parker Flats HMA, requiring an amendment to the conservation easement.

### 3.4.3 Summary of Environmental Factors Screening

**Table 4** summarizes the preliminary project screening for environmental factors. The total scores for three projects were equivalent; only the Yellow alignment scored lower.

**Table 4. Summary of Environmental Factors Screening**

Potential Projects	Project Objectives	Environmental Factors	TOTAL
Eucalyptus Road to Reservation Road via Gigling Road and Watkins Gate Road (Pink alignment in Figure 3)	17	2	<b>19</b>
8 <sup>th</sup> Avenue/Inter-Garrison Road with Gigling Road to Eucalyptus Road Connector (Blue alignment in Figure 3)	17	2	<b>19</b>
Eucalyptus Road to Reservation Road (Orange alignment in Figure 3)	16	3	<b>19</b>
Eucalyptus Road to Inter-Garrison Road (Yellow alignment in Figure 3)	16	1	<b>17</b>

#### **4. Conclusion of Preliminary Project Screening Analysis**

The potential projects that failed to meet the project purpose and were considered infeasible were screened out of the analysis.

The remaining four potential projects were evaluated against the environmental factors and all projects except the Yellow alignment, which scored the lowest, had equivalent total scores. Of the three alignments (Pink, Blue, and Orange), the Orange alignment has the ability to meet all three of the additional environmental factors and the highest potential feasibility due to the reasonable expectation of ROW acquisition, avoidance of FONM lands, and ability to overcome regulatory permitting obstacles. Although also able to meet most of the additional environmental factors, the majority of the Blue alignment is within CSUMB property, and, due to the uncertainty of ROW acquisition, this potential project is considered marginally feasible. The Pink alignment also has the ability to meet most of the additional environmental factors; however, the encroachment into the conservation easement would require an amendment to the easement.

Therefore, the Orange alignment is recommended as the proposed project since it meets the project purpose and most of the basic project objectives, is potentially feasible, and has the ability to meet all the additional environmental factors. Further, it is recommended that the other three potential projects be carried forward for consideration as alternatives in the EIR. As stated above, these initial alternatives recommended to be carried forward for consideration in the EIR are not considered an exhaustive list; development, screening, and analysis of potential alternatives will occur throughout the EIR process. In addition, the No Project alternative will be carried forward and fully considered. Finally, it is also recommended that the three potential project components be analyzed as options to the proposed project and alternatives in the EIR.

**Table 1. Preliminary Project Screening Analysis Matrix**

Potential Project	Design Elements	Preliminary Project Screening Criteria			Remove from Consideration or Carried Forward for Consideration?
		Project Purpose and Objectives Criteria	Feasibility Criteria	Additional Environmental Factors	
Eucalyptus Road to Reservation Road via Gigling Road and Watkins Gate Road  (Pink alignment in Figure 3)	This project would consist of an alignment from the Eucalyptus Road/Parker Flats Cut-Off Road to Gigling Road to Watkins Gate Road. At the Travel Camp parcel boundary, the alignment would then curve south to Sloat Street to avoid the East Garrison community and meet with Watkins Gate Road again, connecting to Reservation Road. It would utilize existing roadways along many portions of the alignment. The project would include improvements at the intersections with Gigling Road, Parker Flats Road, and Parker Flats Cut-Off.	Yes, it would meet the project purpose. This project would meet most of the project objectives; please refer to the Preliminary Project Screening Analysis Memorandum for details.	This project would require ROW acquisition from the County, which is reasonably expected. This alignment would avoid impacts to the FONM by widening and grading along the north side of Watkins Gate Road, which would result in encroachment into HMA parcels, including a parcel with a conservation easement. This project would require a post-transfer modification of the HMP and an amendment to a conservation easement. It would also likely require permits in compliance with ESA and CESA. While these are complicated regulatory processes, the project could overcome these permitting obstacles.	This project could eliminate the need for widening Reservation Road from East Garrison Drive to Watkins Gate Road and Inter-Garrison Road from Schoonover Road to the East Garrison community, which are also FORA CIP projects. This project would require an amendment to the conservation easement in the Parker Flats parcel.	Recommend carrying forward for consideration.
8 <sup>th</sup> Avenue/Inter-Garrison Road with Gigling Road to Eucalyptus Road Connector  (Blue alignment in Figure 3)	This project would consist of an alignment from Eucalyptus Road to the Gigling Road/8 <sup>th</sup> Avenue intersection, improving 8 <sup>th</sup> Avenue to Inter-Garrison Road, improving Inter-Garrison Road to Schoonover Road, and after the intersection with Schoonover Road, a new roadway would be constructed to Watkins Gate Road at East Garrison to connect with Reservation Road. It would also include design features to direct traffic away from the main CSUMB campus core and to encourage bike and pedestrian use along Inter-Garrison Road and 8 <sup>th</sup> Avenue. This project would utilize existing roadways; however, widening of 8 <sup>th</sup> Avenue and Inter-Garrison Road could be required to accommodate traffic volumes and turning movements from existing and future land uses. The project would include improvements at the intersections with Gigling Road, Parker Flats Road, and Parker Flats Cut-Off.	Yes, it would meet the project purpose. This project would meet most of the project objectives; please refer to the Preliminary Project Screening Analysis Memorandum for details.	This project would require ROW acquisition from CSUMB and the County. While ROW acquisition from the County is reasonably expected, CSUMB has expressed concerns about constructing an expanded public roadway that would bisect its campus and increase traffic on campus. Although the alignment bisects CSUMB property along 8 <sup>th</sup> Avenue and Inter-Garrison Road, the alignment would not bisect the main campus core and would include design features to direct traffic away from the main campus core and encourage bike and pedestrian use along Inter-Garrison Road and 8 <sup>th</sup> Avenue to and from the campus. However, since the majority of this alignment is within CSUMB property, and, due to the uncertainty of ROW acquisition, this project is considered marginally feasible. This project would require post-transfer modification of the HMP. It would also likely require permits in compliance with ESA and CESA. While these are complicated regulatory processes, the project could overcome these permitting obstacles. It also avoids FONM lands.	This project could eliminate the need for widening Reservation Road from East Garrison Drive to Watkins Gate Road, which is also a FORA CIP project. Inter-Garrison Road from Schoonover Road to East Garrison would not be widened per the FORA CIP project, but Inter-Garrison Road from 8 <sup>th</sup> Avenue to Schoonover Road would require widening. This project may negatively impact the East Garrison community. This project would not require an amendment to the conservation easement in the Parker Flats parcel.	Recommend carrying forward for consideration.
Eucalyptus Road to Reservation Road  (Orange alignment in Figure 3)	This project would consist of the construction of approximately four and a half miles of roadway through the former Fort Ord extending from Eucalyptus Road, where it intersects Parker Flats Cut-off, Parker Flats	Yes, it would meet the project purpose. This project would meet most of the project objectives; please refer to the Preliminary	This project would require ROW acquisition from the County, which is reasonably expected. This alignment would encroach into HMA parcels. This would require post-transfer modification of the HMP. It would also likely require permits in compliance with ESA and CESA. While these are complicated regulatory	This project could eliminate the need for widening Reservation Road from East Garrison Drive to Watkins Gate Road, and Inter-	Recommend carrying forward for consideration.

Potential Project	Design Elements	Preliminary Project Screening Criteria			Remove from Consideration or Carried Forward for Consideration?
		Project Purpose and Objectives Criteria	Feasibility Criteria	Additional Environmental Factors	
	Road, and Gigling Road and then northeast to Watkins Gate Road. At the Travel Camp parcel boundary, the alignment would then curve south to Sloat Street to avoid the East Garrison community and meet with Watkins Gate Road again, connecting to Reservation Road. The two-lane arterial roadway is within the former Fort Ord on-site transportation network. Improvements may include bicycle and pedestrian facilities, recreational improvements to facilitate trail networks, new or relocated utilities, and controlled intersections to accommodate all modes of transportation. New intersections would be constructed at Parker Flats Cut-off, Parker Flats Road, Gigling Road, Ord Ave, and Sloat Street/Barloy Canyon Road. The project includes an extension of approximately 0.35 miles of Gigling Road to intersect the new roadway.	Project Screening Analysis Memorandum for details.	processes, the project could overcome these permitting obstacles. It also avoids FONM lands.	Garrison Road from Schoonover Road to East Garrison which are also FORA CIP projects. This project would not require an amendment to the conservation easement in the Parker Flats parcel.	
Eucalyptus Road to Inter-Garrison Road  (Yellow alignment in Figure 3)	This project would consist primarily of the 2010 Study Alignment for the Eastside Parkway Project, which runs southwest to northeast from the Eucalyptus Road/Parker Flats Cut-Off intersection to Gigling Road, and continues northeast to Inter-Garrison Road connecting east of Schoonover Road. The project would include widening Inter-Garrison Road and improvements at the intersections with Gigling Road, Parker Flats Road, and Parker Flats Cut-Off.	Yes, it would meet the project purpose. This project would meet most of the project objectives; please refer to the Preliminary Project Screening Analysis Memorandum for details.	This project would require ROW acquisition from the County and a small area from CSUMB, which is reasonably expected. It would reduce impacts to HMAs by utilizing the existing Inter-Garrison Road corridor, but may still require a modification to the HMP and permits under ESA and CESA for widening impacts. It also avoid FONM lands.	This project would require the widening of Reservation Road from East Garrison Drive to Watkins Gate and from Watkins Gate to Davis Road, and Inter-Garrison Road from Schoonover Road to the East Garrison community, which are also FORA CIP projects. This project may negatively impact the East Garrison community. It would not require an amendment to the conservation easement in the Parker Flats parcel.	Recommend carrying forward for consideration.
BRP Transportation Network Components (with variations)	This project would consist of three components of the Reuse Plan Transportation Network (Figure 4.2-2 Proposed 2015 Transportation Network and Figure 4.2-3, Buildout; Figures 1 and 2 in the Preliminary Project Screening Analysis Memorandum): 1)	Yes, it would meet project purpose.	ROW acquisition is not reasonably expected over such a large area of existing and future CSUMB property north and south of Inter-Garrison Road, within their future open space area and existing housing areas, which would result in all variations of this project to be considered infeasible. This would require post-transfer modification of the HMP and an amendment to a		Recommend removing this project from consideration.

Potential Project	Design Elements	Preliminary Project Screening Criteria			Remove from Consideration or Carried Forward for Consideration?
		Project Purpose and Objectives Criteria	Feasibility Criteria	Additional Environmental Factors	
	Eastside Road consists of two lanes from Imjin Parkway (called 12 <sup>th</sup> St./Imjin Road in the BRP figures) to Gigling Road (from Abrams Drive, through Landfill HMA, and south through CSUMB open space parcel to Gigling), and four lanes, with connection to General Jim Moore Boulevard and Coe Avenue intersection (Eucalyptus Road already built); 2) Gigling Road Connector; and 3) 6 lanes on Imjin Parkway from Abrams Drive to Reservation Road. It would utilize some existing roadways. This project could include some variations, including a bridge with or without ramps over Inter-Garrison Road or widening Inter-Garrison Road to East Garrison instead of connecting to Imjin Parkway.		conservation easement. It would also likely require permits in compliance with ESA and CESA. While these are complicated regulatory processes, the project could overcome these permitting obstacles. In addition, construction within the landfill parcel may be confined due to regulatory requirements. Since ROW acquisition is not reasonably expected, this project is considered infeasible.		
8 <sup>th</sup> Avenue/Inter-Garrison Road	This project would consist of an alignment from either Gigling Road or Colonel Durham Street to 8 <sup>th</sup> Avenue, north to Inter-Garrison Road and then connect to Reservation Road west of the East Garrison community. This project would utilize existing roadways, which would likely require widening them to accommodate traffic volumes and turning movements.	Yes, it would meet the project purpose.	<p>This project would require ROW acquisition from CSUMB, the County, and the City of Seaside. While ROW acquisition from the County is reasonably expected, CSUMB has expressed concerns about constructing an expanded public roadway that would bisect its campus and increase traffic on campus. Although the alignment bisects CSUMB property along 8<sup>th</sup> Avenue and Inter-Garrison Road, the alignment would not bisect the main campus core and would include design features to direct traffic away from the main campus core and encourage bike and pedestrian use along Inter-Garrison Road and 8<sup>th</sup> Avenue to and from the campus. However, since the majority of this alignment is within CSUMB property, and, due to the uncertainty of reasonable ROW acquisition, this portion of the alignment is considered marginally feasible.</p> <p>This project would direct traffic onto City of Seaside streets via Gigling Road or Colonel Durham Street. The acquisition of ROW on Colonel Durham Street is not reasonably expected as there is already a project proposed in the area, which include fronting residential lots and neighborhood-level improvements to this street. Since an option for this project alignment would be to connect solely at Colonel Durham Street and associated improvements within the City would not be permissible, traffic impacts could be significant. Therefore, connecting at Colonel Durham Street is considered infeasible.</p>		This alignment is similar to the 8 <sup>th</sup> Avenue/Inter-Garrison Road with Gigling Road to Eucalyptus Road Connector discussed above (Blue alignment in Figure 3). Due to the more extensive feasibility concerns with this version, recommend removing this project from consideration.



Potential Project	Design Elements	Preliminary Project Screening Criteria			Remove from Consideration or Carried Forward for Consideration?
		Project Purpose and Objectives Criteria	Feasibility Criteria	Additional Environmental Factors	
			<p>ROW acquisition is reasonably expected for improvements on Gigling Road associated with another FORA CIP project. However, without the construction of a connector to Eucalyptus Road, the increased traffic directed onto Gigling Road would exceed the planned CIP and result in the need for additional improvements. The additional ROW acquisition may not be reasonably expected because the City has a proposed development project in this area.</p> <p>It would reduce impacts to HMAs by utilizing the existing Inter-Garrison Road corridor, but may still require a modification to the HMP and permits under ESA and CESA for widening impacts.</p> <p>This alignment is similar to the 8<sup>th</sup> Avenue/Inter-Garrison Road with Gigling Road to Eucalyptus Road Connector (Blue alignment in Figure 3) discussed above. However, without the construction of a connector to Eucalyptus Road, this alignment would increase traffic impacts to the East Garrison community and would require additional improvements to Gigling Road.</p>		
Gigling Road to Reservation Road via Gigling Road and Watkins Gate Road.	This project would consist of an alignment from Gigling Road to Reservation Road via Watkins Gate Road. It would utilize existing roadways for the majority of the alignment but would require widening and other improvements beyond the existing footprint. New roadway segments and intersections would also be constructed.	Yes, it would meet the project purpose.	<p>This alignment would avoid impacts to the FONM by widening and grading along the north side of Watkins Gate Road, which would result in encroachment into HMA parcels, including a parcel with a conservation easement. This would require modification of the HMP and an amendment to a conservation easement. It would also likely require permits in compliance with ESA and CESA. While these are complicated regulatory processes, the project could overcome these permitting obstacles.</p> <p>ROW acquisition is reasonably expected on County property. ROW acquisition is reasonably expected for improvements on Gigling Road associated with another FORA CIP project. However, without the construction of a connector to Eucalyptus Road, increased traffic directed onto Gigling Road would exceed the planned CIP and result in the need for additional improvements. It would also increase traffic impacts to the East Garrison community. The additional ROW acquisition may not be reasonably expected because the City has a proposed development project in this area.</p>		This alignment is similar to the Eucalyptus Road to Reservation Road via Gigling Road and Watkins Gate Road discussed above (Pink alignment in Figure 3). Due to the more extensive feasibility concerns with this project, recommend removing this project from consideration.
Colonel Durham Street to Reservation Road via Gigling Road and Watkins Gate Road.	This project would consist of a new roadway from Colonel Durham Street to Gigling Road and then an alignment connecting to Watkins	Yes, it would meet the project purpose.	This project would result in encroachment into HMA parcels, including a parcel with a conservation easement. This project would require a post-transfer modification of the HMP and an		Recommend removing this project from consideration.

Potential Project	Design Elements	Preliminary Project Screening Criteria			Remove from Consideration or Carried Forward for Consideration?
		Project Purpose and Objectives Criteria	Feasibility Criteria	Additional Environmental Factors	
	Gate Road. It would utilize existing roadways for the majority of the alignment but would require widening and other improvements beyond the existing footprint. New roadway segments and intersections would also be constructed.		<p>amendment to a conservation easement. It would also likely require permits in compliance with ESA and CESA. While these are complicated regulatory processes, the project could overcome these permitting obstacles.</p> <p>This this project would direct traffic onto City of Seaside streets via Colonel Durham Street. The acquisition of ROW on Colonel Durham Street is not reasonably expected as there is already a project proposed in the area, which include fronting residential lots and neighborhood-level improvements to this street. Traffic impacts could be significant. Although ROW acquisition for the remainder of the alignment is reasonably expected, since ROW acquisition from City of Seaside is not reasonably expected, this project is considered infeasible.</p>		
Improve Eucalyptus Road from Parker Flats Cut-Off Road to Davis Road	This project would consist of extending the improved Eucalyptus Road from Parker Flats Cut-Off Road east through the Fort Ord National Monument (FONM) and Merrill Ranch to connect with Davis Road east of Reservation Road and west of the Salinas River. This project would primarily use existing roadways (widening of Eucalyptus Road). Although longer than other projects, this alignment is the most direct northeast-southwest connection and it could eliminate the need for widening Reservation Road from East Garrison Drive to Davis Road and Inter-Garrison Road from Schoonover Road to East Garrison, which are also FORA CIP projects.	Yes, it would meet the project purpose.	This project would require ROW acquisition from Bureau of Land Management (BLM) within the FONM, Monterey County, and also private property. BLM is unlikely to grant such ROW. Based on previous discussions with private property owners, obtaining ROW through Merrill Ranch is highly unlikely. If an opportunity were to surface, the fair-market value of prime farmland and the cost of mitigation would be high. Permits for impacts to under ESA and CESA would be required and may not be attainable due to the national monument designation. For these reasons, this project is considered infeasible.		Recommend removing this project from consideration.
Inter-Garrison Road to 2 <sup>nd</sup> Avenue	This project would consist of improvements to Inter-Garrison Road from the East Garrison community through CSUMB property to 8 <sup>th</sup> Street, and improving 8 <sup>th</sup> Street to the 2 <sup>nd</sup> Avenue intersection. Widening 8 <sup>th</sup> Street is a City of Marina CIP project. This project could connect to the Marina CIP project or additional improvements could be considered. This project would utilize existing roadways.	This project could potentially meet the project purpose. This alignment would likely increase traffic volumes on Imjin Parkway (via 2 <sup>nd</sup> Avenue), which would not meet the project purpose.	It would reduce impacts to HMAs by utilizing the existing Inter-Garrison Road corridor, but may still require an amendment to the HMP and permits under ESA and CESA for widening impacts. ROW acquisition is not reasonably expected on CSUMB property since this alignment would direct trips to and around the main campus core, bisecting the campus to a greater extent than similar alignments. This project is considered infeasible.		Recommend removing this project from consideration.
Change Standard Work Hours	This project would change standard work hours from 8-5 to earlier and/or later to spread out peak rush hour traffic.	This project is too speculative to evaluate the performance relative to the project purpose.	FORA does not have the authority to dictate employee work hours for the region to spread out peak traffic hours. Moreover, while some companies may be able to offer telecommuting and	This project is too speculative to evaluate the environmental factors.	Recommend removing from consideration.

Potential Project	Design Elements	Preliminary Project Screening Criteria			Remove from Consideration or Carried Forward for Consideration?
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			other ways to work from home or have flexible hours, most Monterey-area employers are not able to offer this flexibility. This project is considered infeasible.		
Increase Affordable Housing	This project would consist of increasing the number of affordable housing units with the goal of providing housing closer to employment, which has been shown to reduce vehicle miles traveled. The BRP includes a circulation network to support proposed housing on the former Fort Ord, including affordable housing.	This project is too speculative to evaluate the performance relative to the project purpose. This project would require very specific assumptions, including the location, number of units, and that a certain percentage of affordable housing occupants would be working within the former Fort Ord, Marina, or Seaside. To reduce congestion on the identified on-site roadways, it might require the construction of approximately 2,000 affordable housing units within the former Fort Ord and surrounding communities in close proximity to employment centers (i.e., Marina and Seaside). This would likely reduce traffic in the region, but would not necessarily reduce congestion on the identified on-site roadways.	The CIP budget for the proposed project could possibly fund approximately 50 units, which would not reduce congestion to the identified on-site roadways to acceptable levels. Two thousand units could not be constructed onsite by FORA due to resource constraints. FORA does not have the authority to dictate housing construction in jurisdictions. Based on the uncertain legal and economic feasibility, this project is considered infeasible.	This project is too speculative to evaluate the environmental factors since location, density, and number of units are unknown.	Recommend removing this project from consideration. Note: The EIR analysis will consider existing and proposed development projects, including affordable housing projects, in the cumulative analysis.
Operation During AM and PM Peak Hours Only	This project would consist of operational restrictions on the proposed project, whichever project alignment is selected. The road would only allow motorized vehicle traffic during AM and PM peak traffic hours (7-9 AM and 4-7 PM). During the remaining hours, the road would be available for recreational (non-motorized) use.	This project could potentially meet the project purpose. Limited accessibility of the road may discourage use, which would not meet the project purpose.	Assuming that the project alignment met the other feasibility criteria, this project would require a significant amount of maintenance and enforcement, and may be technically infeasible. A system would need to be in place to open and close the roadway and security and enforcement measures would need to be implemented. The implementation of this project would be difficult.	Unknown whether and to what extent this project would impact the additional environmental factors since the alignment is unknown. It would result in safety benefits to recreational users and wildlife during non-peak traffic hours.	This project may not meet the project purpose and may be technologically infeasible. Recommend removing this project from consideration.
Gigling Road to Eucalyptus Road Connector	This project would consist of a new two-lane road with intersection improvements from Gigling Road to Eucalyptus Road.	No, it would not meet the project purpose. This project could partially meet the project purpose as a component of the proposed project, but would not meet the project purpose alone. While it would provide the connection, without improving other roads, it would not			Recommend removing this project from consideration as a stand-alone project, but could be a component of the proposed project.

Potential Project	Design Elements	Preliminary Project Screening Criteria			Remove from Consideration or Carried Forward for Consideration?
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		provide the capacity needed to reduce congestion on Highway 1, 12 <sup>th</sup> Street (now Imjin Parkway), Blanco Road, and the Del Monte/2 <sup>nd</sup> /General Jim Moore Boulevard corridor.			
Colonel Durham Street to Lightfighter Drive Connector	This project consists of improvements to Colonel Durham Street for a direct connection to Lightfighter Drive. These improvements could consist of widening and realigning Colonel Durham Street and intersection improvements.	No, it would not meet the project purpose as a standalone project. This project could partially meet the project purpose as a component of the proposed project, but would not meet the project purpose alone. It would not provide the capacity needed to reduce congestion on Highway 1, 12 <sup>th</sup> Street (now Imjin Parkway), Blanco Road, and the Del Monte/2 <sup>nd</sup> /General Jim Moore Boulevard corridor.	This project would require ROW acquisition from the City of Seaside and CSUMB. There is not a reasonable expectation of being able to obtain ROW from these property owners. As a result, this project is considered infeasible.		While this project could be a component of the proposed project, obtaining ROW is considered infeasible. Recommend removing this project from consideration.
Reservation Road to Davis Road Connector	This project would include realignment of Reservation Road to Davis Road to straighten the roadway and provide direct connectivity to Davis Road.	No, it would not meet the project purpose as a standalone project. This project could partially meet the project purpose as a component of the proposed project, but would not meet the project purpose alone. It would not provide the capacity needed to reduce congestion on Highway 1, 12 <sup>th</sup> Street (now Imjin Parkway), Blanco Road, and the Del Monte/2 <sup>nd</sup> /General Jim Moore Boulevard corridor.	This project would require ROW acquisition from private landowners. There is not a reasonable expectation of being able to obtain ROW from these property owners. As a result, this project is considered infeasible.		While this project could be a component of the proposed project, obtaining ROW is considered infeasible. Recommend removing this project from consideration.
Lightfighter Drive to Gigling Road Connector	This project consists of improvements to Lightfighter Drive east of General Jim Moore Blvd. These improvements could consist of a realignment of Lightfighter Drive such that traffic flow in the east-west direction could more efficiently connect to Gigling Road and the Northeast-Southwest Arterial Connector. The improvements could also include new intersection controls such as replacing stop signs and/or signals with roundabouts. This project would improve existing roads.	No, it would not meet the project purpose as a standalone project. This project could partially meet the project purpose as a component of the proposed project, but would not meet the project purpose alone. It would not provide the capacity needed to reduce congestion on Highway 1, 12 <sup>th</sup> Street (now Imjin Parkway), Blanco Road, and the Del	This project would require ROW acquisition from the City of Seaside and CSUMB. There is not a reasonable expectation of being able to obtain ROW from these property owners. As a result, this project is considered infeasible.		While this project could be a component of the proposed project, obtaining ROW is considered infeasible. Recommend removing this project from consideration.

Potential Project	Design Elements	Preliminary Project Screening Criteria			Remove from Consideration or Carried Forward for Consideration?
		Project Purpose and Objectives Criteria	Feasibility Criteria	Additional Environmental Factors	
		Monte/2 <sup>nd</sup> /General Jim Moore Boulevard corridor.			
Widen Imjin Parkway	This project consists of widening Imjin Parkway to six lanes. This project would widen an existing roadway.	No, it would not meet the project purpose. This project would increase congestion on Highway 1, Blanco Road, and Imjin Parkway as more traffic would be directed to these corridors.			Recommend removing this project from consideration.
Employee Shuttle Program	This project would consist of regional employers providing company buses and/or shuttles to reduce traffic congestion. This project would require the construction of park-n-ride lots.	No, it would not meet the project purpose. It may provide some regional traffic congestion benefit, but it not would not meet project purpose to reduce congestion to an acceptable level of service on the identified roadways. This could be a component of the proposed project but it would not meet project purpose alone.			Recommend removing this project from consideration. Note: The EIR analysis will consider existing and proposed carpool and mass transit projects in the cumulative analysis.
Create Traffic Control Lane in Center of Highway 1	This project would consist of infilling the center median of Highway 1 from Reservation Road to the Fremont/Monterey Road interchange with one or two lanes that change direction based on rush hour traffic.	No, it would not meet the project purpose. It might provide some regional traffic congestion benefits, but it would not reduce congestion on the identified on-site roadways to acceptable levels of service.			Recommend removing from consideration.
Highway 68 By-Pass	<p>The Highway 68 By-Pass was a component of the circulation network proposed in the BRP. It consisted of a 1,000-foot-wide study corridor for a proposed new route for Highway 68 along the southern part of the former Fort Ord. It is a Caltrans study corridor.</p> <p>Note: The By-pass was replaced with modified components of the circulation network in the TAMC 2005 Traffic Study to reduce potential environmental impacts. The majority of the study corridor now overlies the Fort Ord National Monument, which was designated in 2012. Caltrans does not include this project in its program. It is also no longer</p>	No, it would not meet the project purpose. The Highway By-Pass would reduce traffic congestion in a regional context, but would not reduce congestion on the identified on-site roadways to acceptable levels of service.			Recommend removing from consideration.

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		Project Purpose and Objectives Criteria	Feasibility Criteria	Additional Environmental Factors	
	included in the 2018 Regional Transportation Study for Monterey County and associated 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy.				
Increase Carpool Opportunities	This project would consist of adding carpool lanes and programs to incentivize ride-sharing. It would be most beneficial to add carpool lanes to Highways 1, 156, and 68. Highways 156 and 68 would require widening while Highway 1 could utilize the center median and/or widening.	No, it would not meet the project purpose. Adding lanes to Highways 1, 156, or 68 to increase carpool opportunities would not reduce congestion on the identified on-site roadways to acceptable levels of service. This project could partially meet the project purpose as a component of the proposed project, but would not meet the project purpose alone. There is also the potential that a park-n-ride or other ride-sharing facilities could be a component of the proposed project to help increase carpool opportunities.			Recommend removing this project from consideration as a stand-alone project, but could be a component of the proposed project. Note: The EIR analysis will consider reasonably foreseeable projects, including carpool projects, in the cumulative analysis.
Light-Rail Project	This project would consist of a new light rail transit service using the existing TAMC rail ROW from Castroville to Monterey adjacent to Highway 1. TAMC is currently in the planning phase for this project.	No, it would not meet the project purpose. It would provide some regional traffic congestion benefits, but not to the identified on-site roadways.			Recommend removing from consideration. Note: The project is proposed by TAMC. The EIR analysis will consider reasonably foreseeable projects, including this project, in the cumulative analysis.
Bus Rapid Transit on Highway 1 or TAMC rail ROW	This project would include creating a new rapid bus corridor along Highway 1 (either on shoulder or within TAMC rail ROW). Monterey-Salinas Transit (MST) is currently in the planning phase for this project.	No, it would not meet the project purpose. It would provide some regional traffic congestion benefits, but not to the identified on-site roadways.			Recommend removing from consideration. Note: The project is proposed by MST. The EIR analysis will consider reasonably foreseeable projects, including this project, in the cumulative analysis.
Increased Multi-Modal Transportation/Mass Transit Opportunities	This project would consist of increasing the number, routes, and frequency of buses in the region. It would also include construction of new bicycle and pedestrian routes.	No, it would not meet the project purpose. While many jurisdictions and agencies have prepared and implemented multimodal			Recommend removing from consideration.

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		transportation plans, this method alone will not meet the project purpose. Increasing bicycle, pedestrian, and transit modes of transportation will assist in reducing traffic congestion on the identified roadways. However, it is unlikely to result in acceptable levels of service on Highway 1, 12 <sup>th</sup> Street (now Imjin Parkway), Blanco Road, and the Del Monte/2 <sup>nd</sup> /General Jim Moore Boulevard corridor.			
Replace Stop Signs/Signals with Roundabouts on General Jim Moore Boulevard	This project would consist of replacing stop signs and signals with roundabouts along General Jim Moore Boulevard. This project would utilize an existing roadway.	No, it would not meet the project purpose. It would only reduce congestion on General Jim Moore Boulevard and does not reduce traffic on the other identified roadways. This project could partially meet the project purpose as a component of the proposed project, but would not meet the project purpose alone.			Recommend removing this project from consideration as a stand-alone project, but could be a component of the proposed project.
Improvements to Imjin Parkway	This project is a component of TAMC's Multi-Modal Transportation Project, identified below. It would consist of widening the road to 4 lanes for its entire length, a new bicycle path, new sidewalks, and roundabouts at key intersections. This project is currently proposed by the City of Marina and TAMC. Previous improvements to Imjin Parkway from Highway 1 to Imjin Road were funded by FORA.	No, it would not meet the project purpose. It assists with reducing congestion on Imjin Parkway, but not to acceptable levels of service and does not reduce traffic on the other identified roadways.			Recommend removing from consideration. Note: The project is proposed by the City of Marina and TAMC. The EIR analysis will consider reasonably foreseeable projects, including this project, in the cumulative analysis.
Improvements to Highway 68	This project would consist of converting 11 intersections between Salinas and Monterey to roundabout control, along with signage, wildlife connectivity, and access improvements. TAMC is currently in the planning phase for this project.	No, it would not meet the project purpose. It would provide some regional traffic congestion benefits, but not to the identified on-site roadways and additional capacity will not be added.			Recommend removing from consideration. Note: The project is proposed by TAMC. The EIR analysis will consider reasonably foreseeable projects, including this project, in the cumulative analysis.

Potential Project	Design Elements	Preliminary Project Screening Criteria			Remove from Consideration or Carried Forward for Consideration?
		Project Purpose and Objectives Criteria	Feasibility Criteria	Additional Environmental Factors	
Widen Blanco Road	This project would consist of widening Blanco Road from Reservation Road to Davis Road.  Note: TAMC determined that widening Blanco Road was infeasible. The County opted to widen Davis Road to improve traffic conditions on Blanco Road instead. The County is currently facilitating the widening of Davis Road as a component to the Northeast-Southwest Connector alignment. Widening Davis Road is included in the FORA CIP as a "fair-share" financed project.	No, it would not meet the project purpose. It would provide some regional traffic congestion benefits, but not to the identified on-site roadways.			Recommend removing from consideration. Note: The Davis Road project is proposed by the County. The EIR analysis will consider reasonably foreseeable projects, including this project, in the cumulative analysis.
Widen Highway 1	This project would consist of widening Highway 1 from approximately the Imjin Parkway interchange south to the Fremont/Monterey Road interchange. It can be assumed that the project would require the construction of two to four additional lanes northbound and southbound to reduce traffic congestion along this highway segment. Caltrans does not include this in their program. Improvements to Highway 1 are included in the FORA CIP as a "fair-share" financed project.	No, it would not meet the project purpose. It would provide some regional benefits, but not to the identified on-site roadways.			Recommend removing from consideration.
Improve Highway 1 Interchanges	This project consists of improvements to the highway interchanges as Fremont/Monterey Road and Imjin Parkway. These improvements are included in the FORA CIP as a "fair-share" financed project.. The City of Marina is currently proposing improvements at the Imjin Parkway interchange.	No, it would not meet the project purpose. It would provide some regional traffic congestion benefits, but not to the identified on-site roadways.			Recommend removing from consideration. Note: The improvements in this project are proposed by other entities. The EIR analysis will consider reasonably foreseeable projects, including these improvements, in the cumulative analysis.
Widen Highway 156	This project consists of widening Highway 156. This project is currently proposed by TAMC and included in the FORA CIP as a "fair-share" financed project.	No, it would not meet the project purpose. It would provide some regional traffic congestion benefits, but not to the identified on-site roadways.			Recommend removing from consideration. Note: The project is proposed by TAMC. The EIR analysis will consider reasonably foreseeable projects,



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		Project Purpose and Objectives Criteria	Feasibility Criteria	Additional Environmental Factors	
					including this project, in the cumulative analysis.
2 <sup>nd</sup> Avenue Extension of Del Monte Boulevard	This project would consist of a new roadway connecting 2 <sup>nd</sup> Avenue to Del Monte Boulevard. This project is currently part of the City of Marina's CIP and FORA CIP as a "fair-share" financed project.	No, it would not meet the project purpose. It would reduce congestion on 2 <sup>nd</sup> Avenue and potentially Highway 1, but would not improve the other identified roadways to acceptable levels of service.			Recommend removing from consideration. Note: The project is proposed by the City of Marina. The EIR analysis will consider reasonably foreseeable projects, including this project, in the cumulative analysis.
Alternative Mode Transportation Plan	This project would consist of developing a Transportation Plan that focuses on alternative modes of transportation, including but not limited to, bicycles, buses, and electric (self-driving) cars. Transit funding is a component of the FORA CIP, and FORA has purchased buses for MST.	No, it would not meet the project purpose. The 2018 Regional Transportation Plan for Monterey County (RTP) includes alternative modes of transportation. A new plan or revision to the existing plan could further assist with reducing regional traffic congestion, but the project would still not achieve acceptable levels of service on the identified on-site roadways.			Recommend removing from consideration.
Improvements to Highway 1, Highway 68, and Highway 156	This project would consist of FORA fully funding improvements on Highway 1, Highway 68, and Highway 156. Improvements to these highways are currently proposed by TAMC and Caltrans and are included in the FORA CIP as "fair-share" financed projects.	No, it would not meet the project purpose. While it would assist with reducing regional traffic congestion, the project would still not achieve acceptable levels of service on the identified on-site roadways.			Recommend removing from consideration.
New Road Corridor from Salinas to Highway 1	This project would consist of a new road corridor north of Marina, from Salinas to Highway 1 by improving Cooper and Nashua Roads.	No, it would not meet the project purpose. It would provide another route for commuters from Salinas, but it would not reduce on-site congestion on identified roadways.			Recommend removing from consideration.
Improvements to Reservation Road, Blanco Road, and Imjin Parkway	This project would consist of widening Reservation Road from the East Garrison community to Davis Road in conjunction with widening Blanco Road and Imjin Parkway and constructing roundabouts along Imjin Parkway. Widening Reservation Road and	No, it would not meet the project purpose. Widening Blanco Road is no longer an option; instead, widening Davis Road was selected as the preferred project by the County. While widening of Davis Road, in conjunction with widening			Recommend removing from consideration. Note: The improvements in this project are proposed by other entities. The EIR analysis will consider reasonably foreseeable

Potential Project	Design Elements	Preliminary Project Screening Criteria			Remove from Consideration or Carried Forward for Consideration?
		Project Purpose and Objectives Criteria	Feasibility Criteria	Additional Environmental Factors	
	<p>Davis Road is included in FORA's CIP as "fair-share" financed projects.</p> <p>Note: TAMC determined that widening Blanco Road was infeasible. The County opted to widen Davis Road to improve traffic conditions on Blanco Road instead. The County is currently facilitating the widening of Davis Road as a component to the Northeast-Southwest Connector alignment.</p>	<p>Reservation Road and improvements to Imjin Parkway, would assist with reducing regional traffic, the project would still not achieve acceptable level of service on the identified on-site roadways.</p>			<p>projects, including these improvements, in the cumulative analysis.</p>
Reintroduce train service on TAMC ROW	<p>This project would reintroduce train service on the existing TAMC rail ROW from Monterey to Salinas.</p>	<p>No, it would not meet the project purpose. It may provide regional traffic congestion benefits but not to the identified on-site roadways.</p>			<p>Recommend removing from consideration.</p>
Multi-Modal Transportation Corridor	<p>Multi-Modal Transportation Corridor (MMTC) is currently proposed by TAMC to increase roadway capacity by prioritizing high quality transit, bicycling, and walking as alternatives to driving. Generally, the preferred alignment runs from 8<sup>th</sup> Street in Marina to downtown Salinas via Reservation Road and Davis Road. This project is a component of the RTP and is a "fair-share" financed project in the FORA CIP. This project, along with other planned improvements are intended to improve regional and on-site traffic conditions per the results of the 2005 and 2017 Fee Reallocation Studies.</p>	<p>No, it would not meet the project purpose. Increasing bicycle, pedestrian, and transit modes of transportation would assist in reducing traffic congestion on the identified roadways. However, not to acceptable levels of service.</p>			<p>Recommend removing from consideration. Note: The EIR analysis will consider reasonably foreseeable projects, including the MMTC, in the cumulative analysis.</p>
Park-n-Ride Lots and Bus/Shuttle System	<p>This project would consist of constructing park-n-ride lots at east and west locations, such as off Inter-Garrison Road and/or General Jim Moore Boulevard, and implementing a bus/shuttle connection between the two lots to reduce the number of cars on roadways.</p>	<p>No, it would not meet the project purpose. It may provide some regional benefit but would not meet project purpose to reduce congestion to an acceptable level of service on the identified roadways. This project could partially meet the project purpose as a component of the proposed project, but would not meet the project purpose alone.</p>			<p>Recommend removing this project from consideration as a stand-alone project, but could be a component of the proposed project. Note: The EIR analysis will consider existing and proposed carpool and mass transit projects in the cumulative analysis.</p>

Potential Project	Design Elements	Preliminary Project Screening Criteria			Remove from Consideration or Carried Forward for Consideration?
		Project Purpose and Objectives Criteria	Feasibility Criteria	Additional Environmental Factors	
Gondola or Monorail System	Either system could connect the east side of former Fort Ord with the west side by constructing infrastructure across center with parking lots on each side.	No, it would not meet the project purpose. This project would not have the capacity to move the number of trips required to reduce congestion on Highway 1, 12 <sup>th</sup> Street (now Imjin Parkway), Blanco Road, and the Del Monte/2 <sup>nd</sup> /General Jim Moore Boulevard corridor.			Recommend removing this project from consideration.