

Draft State Route 68 Comprehensive Multimodal Corridor Plan

DISTRICT 05
November 2026

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ACRONYMS

AADT - Average Annual Daily Traffic
ADT - Average Daily Traffic
ACS - American Community Survey
AMBAG - Association of Monterey Bay Area Governments
ATP – Active Transportation Plan
ATSC - Adaptive Traffic Signal Control
CAPTI – Climate Action Plan for Transportation Infrastructure
CalVans - California Vanpool Authority
CCVRA - Caltrans Climate Change Vulnerability & Risk Assessment
CTC - California Transportation Commission
CMCP- Comprehensive Multimodal Corridor Plan
DHV – Design Hourly Volume
DAC – Disadvantaged Communities
EQI – Equity Index
GHG – Greenhouse Gas
HPI – Healthy Places Index
HOV – High-occupancy Vehicle
HUD - Housing and Urban Development
I - Interstate Highway
IRRS - Caltrans Interregional Road System
KPRA - King Pin to Rear Axle
LOS - Level of Service
LTS – Level of Traffic Stress
MST – Monterey Salinas Transit
NHS - National Highway System
OEHHA - Office of Environmental Health Hazard Assessment
PM - Post Mile
RTP - Regional Transportation Plan
ROW - Right-of-Way
SB 1 – Senate Bill 1
SCCP – Solutions for Congested Corridors Program
SHOPP - State Highway Operations and Protection Program
SHP – Scenic Highway Plan
SHS – State Highway System
SOV – Single Occupancy Vehicle
SR - State Route
STAA - Surface Transportation Assistance Act
TAMC- Transportation Agency Monterey County
TCR – transportation Concept Report
TDM - Transportation Demand Management

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TMS - Traffic Monitoring Station
TSMO - Transportation Systems Management and Operations
TVDH - Truck Vehicle Hours of Delay
VMT - Vehicles Miles Traveled
ZEV – Zero Emission Vehicle

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Executive Summary

The State Route (SR) 68 Comprehensive Multimodal Corridor Plan (CMCP) presents a holistic approach for managing congestion, enhancing safety, reducing congestion and delay, strengthening climate resilience, and expanding multimodal access between Salinas and Monterey. Key strategies include developing alternative fuel infrastructure, expanding freeway service patrols, implementing innovative transportation technology and management systems, managing vegetation and using fire-resistant materials, creating wildlife crossings, and increasing speed deterrence and enforcement.

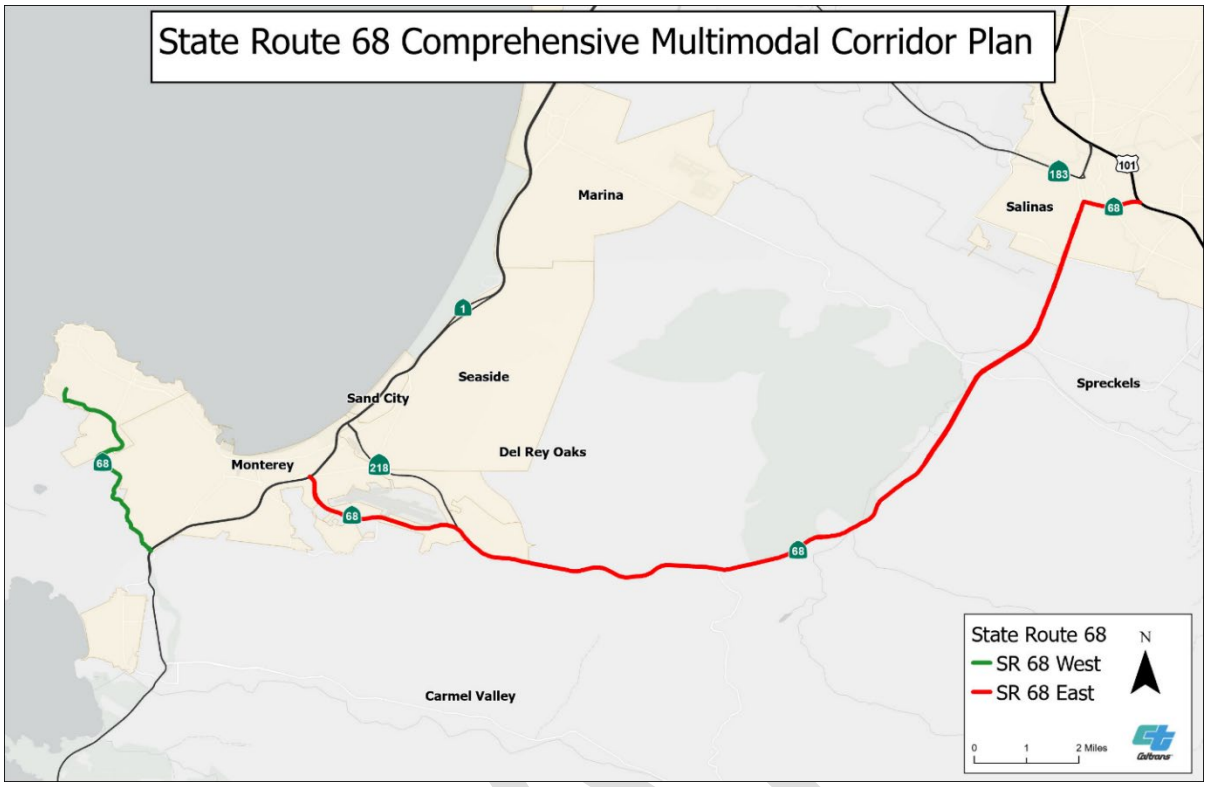
The CMCP was developed in alignment with Caltrans policies and California Transportation Commission CMCP guidelines, as well as in response to the Road and Repair Accountability Act of 2017, also known as Senate Bill (SB) 1, that was passed in April 2017. Among the programs established by SB 1 is the Solutions for Congested Corridors Program (SCCP). This program provides $250 million annually on a competitive basis to Caltrans and regional agencies for projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly-congested travel corridors throughout the State. Eligible projects should make specific performance improvements and must be included in a CMCP.

SR 68 CMCP Corridor

For this CMCP, the SR 68 corridor is defined as the connection between Monterey and Salinas, providing an important east–west route through Monterey County. The corridor links major employment, education, healthcare, tourism, and logistics hubs.

The corridor experiences persistent, bi-directional peak-period congestion driven by commuter flows and year-round recreational travel. Measured conditions (2025–2026) show pronounced delay in the AM westbound and PM eastbound directions, consistent with jobs-housing patterns between Salinas and the Monterey Peninsula. Over the annual period, PM eastbound travelers experienced ~73,000 vehicle-hours of delay, underscoring the need for targeted operational improvements. Weekend travel adds substantial demand tied to regional destinations and special events. Factors such as demographics and trip generators are considered as part of this CMCP.

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CMCP Goals

The SR 68 CMCP is built around five core goals that serve as the foundation for all recommendations, project evaluations, and corridor strategies. These goals reflect statewide transportation priorities including safety, climate resilience, equity, multimodal access, and economic vitality:

- **Safety, Efficiency & Resiliency**
  Enhance safety for all users, reduce recurring congestion and delay, and improve travel time reliability across the corridor.
- **Multimodal Accessibility**
  Increase access to safe and comfortable multimodal options (such as transit, bicycling, walking) and reduce reliance on single-occupancy vehicle travel.
- **Economic Prosperity & Goods Movement**
  Support efficient freight movement, job access, and regional economic vitality through improved operations and multimodal connectivity.
- **Public Health, Climate Resiliency & Environmental Stewardship**
  Reduce greenhouse gas (GHG) emissions and vehicles miles traveled (VMT), strengthen corridor resilience to wildfire and flooding, and protect environmental and cultural resources.
- **Equity**
  Advance equitable mobility by investing in underserved communities,

reducing transportation burdens, and improving access to affordable transportation options.

These goals shape the CMCP's performance measures, project scoring criteria, and recommended strategies. They ensure each improvement aligns with statewide policy direction and advances a safer, more efficient, more sustainable, and more equitable SR 68 corridor.

Corridor Performance and Multimodal Needs
The CMCP provides an overview of the existing multimodal transportation networks and services along the SR 68 corridor, evaluating current and projected corridor performance and identifies areas of need. Corridor performance is assessed in relation to the CMCP goals and objectives, including enhancing safety, reducing congestion and travel time variability, improving multimodal access and connectivity, supporting bicycle, pedestrian, and transit modes, improving freight and job access, reducing GHG emissions and VMT, addressing air quality and climate resilience, and investing in underserved communities and affordable transportation options.

To reflect the multimodal nature of SR 68, the CMCP includes public transit, park-and-ride facilities and shared mobility hubs, and bicycle and pedestrian infrastructure as key components of the corridor's transportation system. It also identifies existing Transportation Systems Management and Operations (TSMO) strategies and technologies and reviews the corridor's freight network and major trip generators. The CMCP also considers opportunities to improve roadway resilience, including reducing wildfire risk and addressing culvert conditions to mitigate flooding and heavy precipitation.

Recommended Projects/Strategies and Evaluation Process
A planning-level scoring system evaluated projects based on 12 criteria aligned with the CMCP goals (e.g., safety, congestion, VMT/GHG reduction, freight reliability, bicycle stress, ZEV access, and equity impacts).

The multimodal projects recommended by this CMCP include highway operations, intersection and roadway improvements, drainage and environmental improvements, and active transportation projects. The CMCP's highest scoring projects reflect strong performance across multiple goals:

- **SR 68 Corridor Operational Improvements (EA 05-1J790)** – Redesigns multiple intersections as roundabouts, enhances bicycle/pedestrian facilities, improves drainage, and supports wildlife connectivity.

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Project-level environmental review is complete; the CMCP recognizes the approved preferred alternative.

- **Monterey County Bicycle and Pedestrian Improvement Projects** – Includes various bicycle and pedestrian improvement projects throughout Monterey County, improving access, supporting active transportation, and reducing vehicle travel, VMT, and greenhouse gas emissions.
- **G17 Reservation Road Widening** – Expands G17 to four lanes with Class II bike lanes between Davis Road and SR 68, improving person-throughput and multimodal connectivity along a critical parallel route.
- **SR 68 and Parallel Route Bikeway Projects** – Adds Class II/III/IV facilities along SR 68 and adjacent roads (e.g., River Road, Laureles Grade, Salinas River, S. Main St.) to close network gaps and reduce multimodal stress.
- **SHOPP Projects (EA 05-1R300, 05-1J880/1J881/1J882)** – Pavement rehabilitation, drainage restoration, lighting improvements, and environmental monitoring that support corridor resilience and multimodal safety.

These projects are complemented by corridor-wide strategies, including expansion of zero emission vehicle charging, wildfire fuel reduction, wildlife crossings, coordinated California Highway Patrol (CHP) enforcement, and intelligent transportation systems such as the Adaptive Traffic Signal Control (ATSC) pilot deployed at nine intersections.

Funding and Implementation

Project delivery will rely on multimodal funding sources including SB 1 programs, federal formula and discretionary programs, and regional/local funds such as Measure X and TAMC's Regional Surface Transportation Program. Implementation will occur across near-, medium-, and long-term horizons, with Caltrans, TAMC, AMBAG, MST, Monterey County, and local jurisdictions sharing roles across planning, design, environmental review, and construction.

Engagement

The CMCP builds upon years of SR 68 corridor engagement, including the 2017 Scenic Highway Plan, the on-going Corridor Improvement Project, and the ATSC pilot rollout. The plan introduces a three-phase engagement framework (planning and equity assessment, multimodal outreach channels, and feedback integration) that ensures historically impacted communities, agencies, and corridor users inform final recommendations.

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Next Steps

Projects and strategies identified in the plan address current challenges and future needs by improving corridor operations, enhancing safety and multimodal connectivity, preserving and maintaining critical infrastructure, improving drainage and roadway resilience, and expanding active transportation facilities. Through collaboration with local, regional, and state partners, the CMCP seeks to improve mobility and access for all travelers along the SR 68 corridor by advancing projects into project development and pursuing competitive funding opportunities.

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Chapter 1: Introduction

1.1 | Caltrans Policy Development

System Planning is the long-range Transportation Planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) by identifying deficiencies and proposing improvements to the SHS. Through System Planning, Caltrans focuses on developing System Planning products that address integrated multimodal transportation system needs and help advance Caltrans' Mission, Vision, and Goals. Caltrans has a long history of working closely with regional and local agencies such as the Transportation Agency Monterey County (TAMC), Association of Monterey Bay Area Governments (AMBAG), and Monterey Salinas Transit (MST) to conduct system planning for the SHS. This Comprehensive Multimodal Corridor Plan (CMCP) was developed in alignment with Caltrans' 2024-2028 Strategic Plan.

1.2 | Senate Bill 1 and the Solutions for Congested Corridors Program

The Road and Repair Accountability Act of 2017, also known as Senate Bill 1 (SB 1) provides the first significant, stable, and ongoing increase in State-directed transportation funding in more than two decades. SB 1 presents a balance of new resources and reasonable reforms to ensure efficiency, accountability, and performance from each dollar invested to improve California's transportation system.

Among the programs established by SB 1 is the Solutions for Congested Corridors Program (SCCP). This program provides $250 million annually on a competitive basis to Caltrans and regional agencies for projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly traveled and highly congested corridors throughout the State. Eligible projects should make specific performance improvements and must be part of a CMCP designed to reduce congestion by providing more transportation choices for residents, commuters, and

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visitors to the corridor area while preserving the character of the local community and creating opportunities for neighborhood enhancements. SCCP-eligible projects include improvements to state highways, local streets and roadways, public transit facilities, bicycle and pedestrian facilities, as well as restoration or preservation work that protects critical local habitats or open spaces. To temper increases in vehicle miles traveled (VMT), greenhouse gases (GHG) and air pollution, highway lane capacity-increasing projects funded by the program are limited to high-occupancy vehicle (HOV) lanes, managed lanes, and other non-general purpose lane improvements such as auxiliary lanes or truck-climbing lanes.
Projects identified in Section 5.2 of this plan meet the SCCP eligibility requirement, as they are included within the recommended projects and strategies of this CMCP.

1.3 | Corridor Planning History of State Route 68

This CMCP builds upon previous planning efforts. Below are local and regional plans that have influenced the research and findings of this CMCP.

2026 Caltrans Climate Change Vulnerability Assessment
The 2026 Caltrans Climate Change Vulnerability and Risk Assessment (CCVRA) is a statewide assessment that evaluated the effects of climate change on the SHS to assist with resilience planning. First, the CCVRA identified the likelihood and severity of climate hazards, including flooding, wildfire, erosion, and landslides. The assessment then determined the overlap of climate hazard areas with roads, bridges, tunnels, and culverts. It also estimated how severely assets could be impacted based on past events, expert input, and how long repairs might take. Finally, the CCVRA combined climate hazard data and consequences to infrastructure to assign each location a risk rating. This assessment helps Caltrans consistently prioritize at-risk infrastructure statewide while still addressing unique district needs.

2010 Monterey County General Plan and 2005 City of Monterey General Plan
A General Plan is a comprehensive, long-term plan required by California State Law for cities and counties. This plan supports the goals of the County General Plan, specifically in the circulation element pertaining to efficient

and safe highway networks, as well as active transportation. The City General Plan calls out SR 68 in Policy d.10, which states: "Support efforts by regional and state agencies to establish bike and pedestrian paths along Monterey/Salinas Highway."

2013 Transportation Concept Report - State Route 68

Prior to CMCPs, the Transportation Concept Report (TCR) was Caltrans' long-term planning document for an individual route corridor. A TCR evaluated current and projected conditions, established a 20-year planning vision, and recommended long-term strategies to achieve that vision. Projects and strategies recommended in TCRs may no longer represent current policies and directives, such as those established in the Climate Action Plan for Transportation Infrastructure (CAPTI 2.0).

2017 State Route 68 Scenic Highway Plan

The SR 68 Scenic Highway Plan (SHP) established a key baseline for the SR 68 corridor, prior to this CMCP. The goal of the SHP was to identify a preferred SR 68 corridor concept and associated infrastructure improvements that align with local and regional goals. This plan was successful in utilizing early public engagement to identify feasible corridor concepts that:

- Maximize efficiency and safety
- Achieve acceptable operating conditions relative to projected future demand
- Enhance wildlife connectivity by providing better opportunities for safe crossings for wildlife
- Improve air quality
- Aligning with SR 68's rural and scenic character
- Minimize potential impacts to the natural environment

The engagement, research, and analysis from this plan provided foundational input for the preferred corridor concept, which has since informed the current SR 68 Scenic Improvements Project.

2016 City of Monterey Parks and Recreation Master Plan

This plan describes the importance of the parks and recreation system to the City of Monterey and acknowledges the needs of both residents and tourists.

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Ryan Ranch Park is identified as a high-priority open space area with a potential feasibility study for a community sports complex. Ryan Ranch Park is situated just east of the SR 68 and SR 218 junction and connects into the large Fort Ord National Monument Trail System.

2018 Monterey County Active Transportation Plan

The Active Transportation Plan (ATP) outlines goals to support the plan's vision of active transportation as an "integral, convenient, and safe part of daily life in Monterey County for residents and visitors of all ages and abilities". The ATP identifies and prioritizes projects using scoring criteria consisting of safety, connectivity, comfort, active transportation trips, equity, Complete Streets opportunities, and quality facilities. The County's ATP proposes Class II bike lanes on SR 68 within the project limits. Class I and III bike facilities are proposed to connect to SR 68 on county and city-maintained roads. A Class I shared use path is proposed adjacent to SR 68 on Josselyn Canyon Road. No sidewalks are proposed on SR 68 within the project limits. As of June 2026, TAMC is updating the Monterey County ATP, with adoption anticipated in 2028.

2021 Move Monterey: Multimodal Plan for the City of Monterey

Move Monterey provides an overview of the City's existing active transportation facilities, proposes new active transportation facilities, describes Complete Street tools, and outlines design criteria to facilitate mode shift. The Ryan Ranch business park (Ragsdale Drive) is identified as a potential opportunity corridor, where future bicycle and pedestrian facilities can connect to the FORT Ord Regional Trail and Greenway. Additionally, Garden Road runs adjacent to SR 68 near the Monterey Regional Airport and proposes Class IV protected bike lanes with intersection improvements. Furthermore, Class II bike lanes are proposed on the Fairground Road Overcrossing. No new pedestrian facilities are proposed within the project limits.

2026 Monterey County Regional Transportation Plan

TAMC, in partnership with AMBAG, have updated the Monterey County Regional Transportation Plan (RTP), which was formally adopted in June 2026. The plan presents a strategic framework for expanding the regional transportation network and enhancing mobility across bus transit, rail,

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highway safety, active transportation, and local streets and roads. Within the plan, SR 68 is identified as one of the county's major regional commute routes and includes potential corridor improvements. Intersection, operation, and regional ground access improvements on SR 68 are identified in the RTP to increase safety, improve traffic flow, and connect to the airport.

Draft Monterey County Community Climate Action Plan (2026)

As of July 2026, the County of Monterey is currently in the process of developing its Community Climate Action and Adaptation Plan for 2030 with an estimated completion date of Summer 2026.

The Monterey County Community Climate Action and Adaptation Plan (CCAAP) aims to reduce greenhouse gas emissions and strengthen resilience to climate change impacts within unincorporated Monterey County. The plan establishes clear emissions reduction targets, outlines strategies for climate adaptation, and emphasizes equity by prioritizing benefits for vulnerable populations. Key findings identify significant climate risks in the region, such as increased wildfire, drought, extreme heat, flooding, and sea level rise. he CCAAP identifies strategies across sectors such as energy, transportation, agriculture, and natural lands, and stresses the importance of ongoing community engagement, monitoring, and adaptive management to ensure progress toward a more sustainable and resilient future.

Recommendations from this plan relevant to the corridor include;

- Implement transportation and land use strategies that reduce vehicle miles traveled and support sustainable mobility.
- Prioritize infrastructure upgrades to improve safety, resilience to climate impacts, and support for low- and zero-emission vehicles.
- Enhance active transportation options, such as bike lanes and pedestrian pathways, to reduce reliance on single-occupancy vehicles.

Other Plans

Other plans consulted in the development of this CMCP, and identification of potential multimodal projects include:

- California State Rail Plan (2024)
- California Freight Mobility Plan (2023)
- Caltrans District 5 Climate Change Vulnerability Assessment (2026)

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- Caltrans District 5 Active Transportation Plan (2021)
- Association of Monterey Bay Area of Governments' 2050 Metropolitan Transportation Plan / Sustainable Communities Strategy (2026)
- Monterey Bay Area Coordinated Public Transit-Human Services Transportation Plan (2022)
  Monterey Bay Area Complete Streets Guidebook (2013)
- Fort Ord Regional Trail and Greenway Conceptual Design Report (2020)
- City of Monterey Climate Action Plan (2016)
- Salinas Safe Routes to School Plan (2025)
- CA Central Coast Sustainable Freight Study (2024)
- Regional Wildlife Corridor and Habitat Connectivity Plan(2014)

1.4 | Document Structure

The SR 68 CMCP includes the following chapters:

- Executive Summary
- Chapter 1 – Introduction
- Chapter 2 – Corridor Goals, Objectives, and Performance Measures
- Chapter 3 - Corridor Overview
- Chapter 4 –Existing Conditions, Needs, and Freeway Performance
- Chapter 5 – Corridor Solutions Prioritization, Recommended Projects, and Strategies
- Chapter 6 – Corridor Implementation Considerations
- Chapter 7 – Outreach and Engagement

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Chapter 2: Corridor Goals, Objectives, and Performance Measures

The purpose of this chapter is to tie in the policies and objectives of the statewide plans with those of the SR 68 CMCP. The purpose of the CMCP, like other Caltrans and State plans and policies, is to provide a safe, efficient, accessible, and connected system of transportation that emphasizes multimodal options and reduces GHG and VMT.

2.1 | Multimodal Corridor Planning Guidance

This CMCP was developed based on the adopted California Transportation Commission (CTC) 2025 CMCP Guidelines and Caltrans Corridor Planning Process Guide (2022). These corridor planning guides provide the framework for analyzing corridor needs as well as identifying and assessing transportation improvement projects. Both guidance documents outline an eight-step corridor planning process, as shown in Figure. 1 Not only does this eight-step process call for a standardized, iterative approach to corridor planning, it also emphasizes stakeholder and community engagement that ensures a well informed and well supported corridor plan.

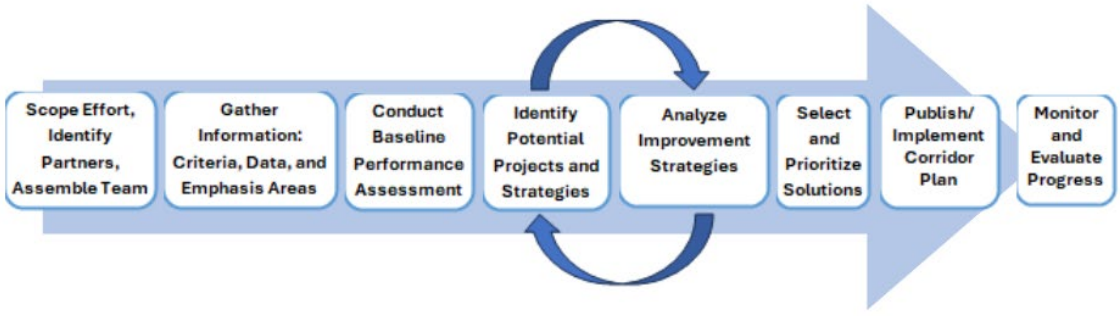


Figure 1 | Eight-Step Corridor Planning Process

2.2 | Guiding Policies for Environmental Stewardship and Climate Resilience

The SR 68 CMCP includes environmental stewardship and climate resilience, which is informed by several overarching policies and guidelines at the state and department level. California Executive Order B-30-15 highlighted the need for climate adaptation action and directed the state government to consider climate change in planning and investment decision-making. Assembly Bill 2800 (2016) requires state agencies to account for current and future climate change impacts in all aspects of state infrastructure planning, investment, and maintenance. The California State Transportation Agency adopted the CAPTI 2.0 in 2025, that includes Strategy Five which focuses on supporting climate resilience through transportation system improvements, with specific actions assigned to Caltrans.

A key strategy for the climate action goal in the Caltrans Strategic Plan 2024-2028 is adaptation of state transportation assets which are vulnerable to climate stressors. Another important goal is increasing resilience of the SHS to climate change as stated in the California Transportation Plan 2050.

Planning and Investing for a Resilient California (2017) by the Governor's Office of Planning and Research provides guidance to state agencies on integrating climate change resilience into infrastructure planning and investments. Additionally, the Caltrans Climate Change Emphasis Area Guidance for Corridor Planning (2022) provides planners with an eight-step approach to incorporating climate adaptation and mitigation in corridor planning.

2.3 | Study Purpose

SR 68 in Monterey County, California, is a vital link for local, regional, and inter-regional transportation. The route serves as the primary access corridor to several of the states and nation's most desirable tourist destinations (such as Big Sur and the Monterey Bay Area), as well as a national vital agricultural region. SR 68 supports all types of travelers, including daily commuters, residents, tourists, and freight operators. The route's high volume of daily traffic stresses the road system resulting in significant congestion, bottlenecks, conflict points, and travel time reliability issues along the corridor.

In response, Caltrans District 5 and TAMC have partnered to develop the SR 68 CMCP to study the roadway, its users, surrounding land uses, and other key

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factors contributing to the safety and reliability of the road system. The study will focus on the portion of SR 68 between the SR 1 interchange and Blanco Road at the boundary of the City of Salinas. Further information on the project limits is provided in Section 3.1. Findings from the CMCP will benefit local, regional, and state agencies as they work toward balancing infrastructure, livability, economic, and sustainability needs.

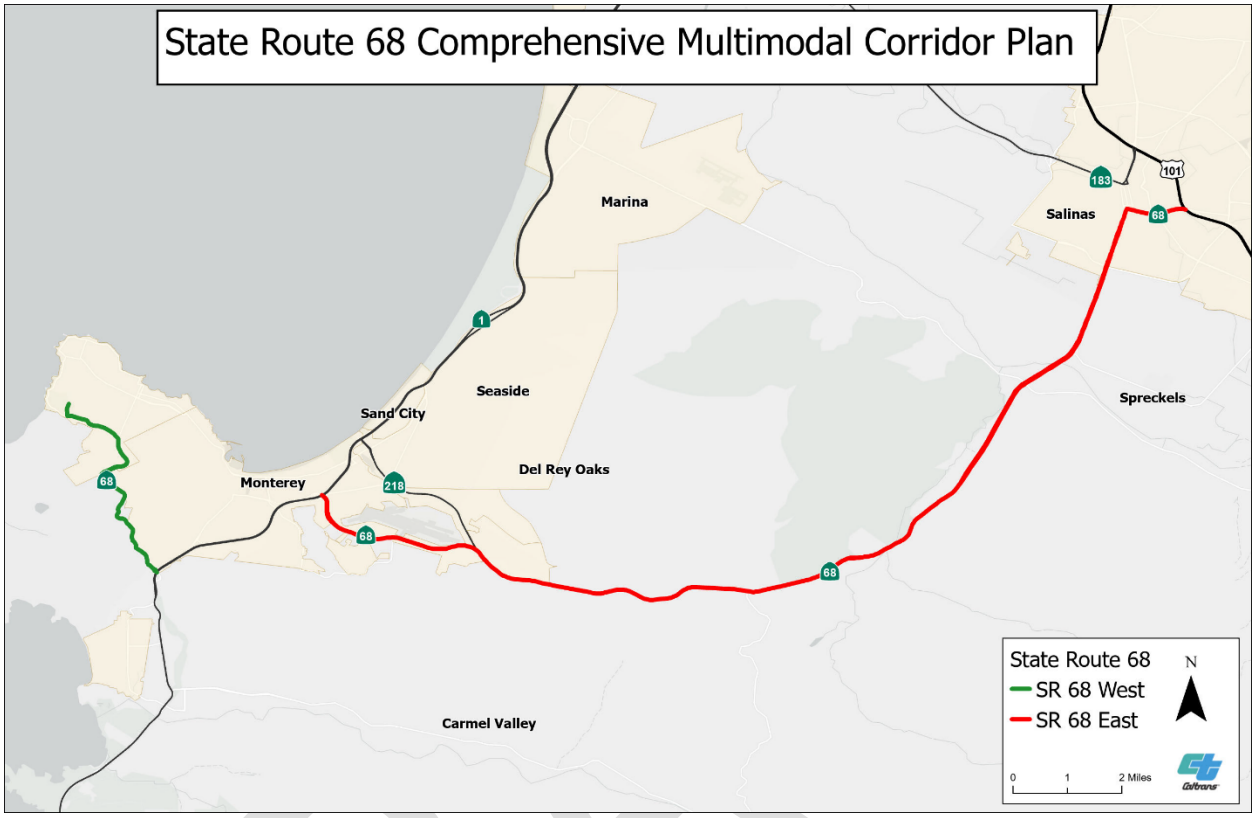
This CMCP is intended to identify existing corridor challenges and recommend a balanced set of multimodal investments that enhance mobility, improve safety, advance equity, and support environmental goals in accordance with CTC and Caltrans guidelines.

The SR 68 CMCP addresses the following directives defined by the CTC:

- Promote the integration of transportation, land use, environmental, economic, and other sustainability projects, and initiatives.
- Provide a solid framework for implementing capital improvements supporting state, regional, and local goals and priorities including Senate Bill 1.
- Identify projects for potential funding that are consistent with the SCCP guidelines. Incorporate principles, goals, policies, and objectives of the key stakeholder agencies, including Caltrans, TAMC, and AMBAG.
- Follow the processes and procedures as outlined in the CTC and Caltrans Corridor Study Guidelines.

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Map 1 | SR 68 Full Corridor



2.4 | SR 68 CMCP Goals, Objectives, and Performance Measures

The SR 68 CMCP goals shaped the CMCP objectives, which in turn helped guide the identification of performance measures that were used to evaluate the recommended projects. The table below lists the CMCP goals, objectives and performance measures.

The SR 68 CMCP framework is organized around goals, objectives, and performance measures that collectively guide project evaluation and decision-making:

- Goals establish the long-term outcomes the CMCP seeks to achieve for the SR 68 corridor.

- Objectives identify the specific outcomes and areas of focus that support each goal and help guide the development and evaluation of corridor strategies.
- Performance Measures provide quantifiable metrics used to assess existing conditions and evaluate how effectively recommended projects and strategies advance the objectives and goals.

Table 1 below summarizes the CMCP goals, objectives, and associated performance measures.

Goals	Objectives	Performance Measures
Safety, Efficiency, & Reliability - Enhance safety, efficiency, and reliability along the corridor	• Reduce fatalities and serious injuries for all users • Reduce recurring delay and congestion along the corridor • Improve travel time reliability across all modes	• Number of collisions involving Single Occupancy Vehicles (SOV), transit, pedestrians • Number of Collisions Involving Cyclists • Crash rate and crash severity • Vehicle and Person Throughput • Vehicle Speed • Congestion and Queue Characteristics • AM/PM Peak Period Vehicle Miles Traveled • AM/PM Peak Period Vehicle Hours Traveled • Truck Travel Time Reliability • Transit Frequency
Multimodal Accessibility - Reduce single occupancy vehicle trips and trip length and increase accessibility to multimodal transportation choices	• Improve access and connections to multimodal transportation facilities for all travelers • Promote bicycle, walking and transit modes of transportation and reduce reliance on single occupant vehicles • Enhance multimodal facilities for bikes and pedestrians crossing the state highway system	• Inventory of bicycle and pedestrian facilities • Bicycle level of Stress Number of Park-and-Ride/Mobility hubs • Number of people living and working within the Corridor • Number of Gaps and Barriers in existing Bike / Pedestrian Networks • Number of trips by bicycle and walking • Number of transit boardings/alightings • *Number and location of crossing opportunities for bikes and pedestrians across SR 68* • Number of Transit Stops along the corridor

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Goals	Objectives	Performance Measures
Economic Prosperity and Goods Movement - Support strategies that increase the efficiency of goods movement and accessibility to economic opportunities	• Improve efficient movement of goods and commodities • Improve access to jobs for travelers and communities within the corridor	• Freight Throughput • Percentage of Truck average annual daily traffic (AADT) • Regional Jobs-Housing Balance • Percent of income spent on transportation • Average commute time to work
Public Health, Climate Resiliency, & Environmental Stewardship - Improve air quality through shared mobility and reduced vehicle emissions along the corridor and strengthen the climate resiliency of roadways and other state and local assets.	• Reduce GHG emissions • Reduce VMT • Reduce exposure to toxic air contaminants and criteria air pollutants in communities most impacted by air pollution • Reduce wildfire fuels adjacent to roadway • Improve condition of culverts to mitigate heavy precipitation and flooding	• VMT Reduction • GHG Reduction • Criteria Air Pollutant Reduction • Approx. Miles of ATP facilities along corridor or within corridor study area • Number of Zero Emission Vehicle Charging Infrastructure along corridor or within corridor study area • Annual number of acres treated for wildfire fuels reduction within Caltrans right way. • Culvert Conditions
Equity - Eliminate transportation burdens across all communities	• Invest in underserved communities with focused support for low-income residents, communities of color, and people with disabilities • Promote access to affordable transportation options for residents	• Number of investments in Equity Priority Communities, SB 535 Disadvantaged Communities, AB 1550 Low-Income Communities, and other burdened populations and projects identified locally defined disadvantaged communities in regional Transportation Plans.

Table 1- SR 68 CMCP Goals, Objectives, and Performance Measures

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Chapter 3 – Corridor Overview

This chapter provides an overview of the SR 68 corridor, highlighting its role as a vital connector between the Monterey Peninsula and Salinas. Among the topics covered in this chapter are:

- SR 68 CMCP study limits
- Corridor characteristics
- Communities and destinations served by SR 68
- Travel patterns
- Transportation challenges

3.1 | Corridor Description and Limits

3.1.1 | CORRIDOR DESCRIPTION

SR 68 is a key interregional connector between Monterey County's two primary urbanized areas, the Monterey Peninsula and the City of Salinas. The corridor's topography transitions from open rangeland and farmland in the east, through narrow, oak-studded canyons, to coastal pine bluffs and eventually to the Pacific Ocean at its western terminus. SR 68 passes through or is adjacent to the following urbanized communities, from east to west: Salinas, Seaside, Del Rey Oaks, Monterey, and Pacific Grove.

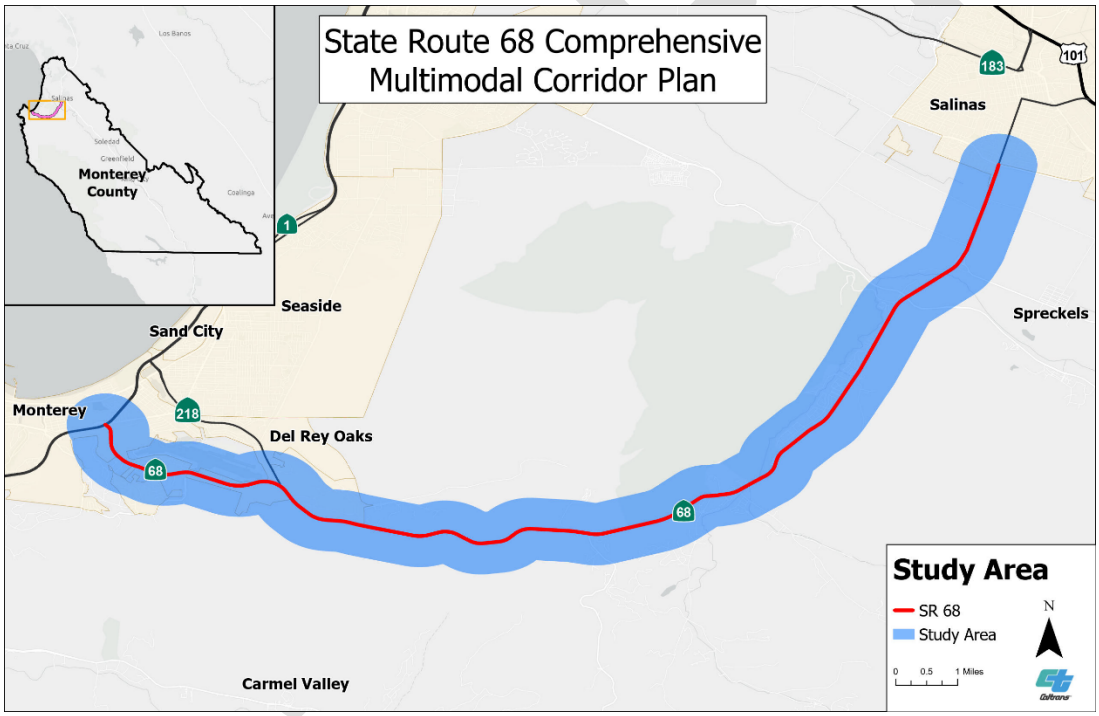
SR 68 is a heavily traveled corridor, with demand driven primarily by commuter and recreational traffic because it connects to Highway 1 and the Monterey Peninsula. This route is a direct link between inland population centers and U.S. Highway 101 (US 101) to the Monterey Peninsula, which possess a concentration of visitor destinations and seasonal event venues. SR 68 also provides a direct connection to regional transportation hubs such as the Monterey Regional Airport as well as the Salinas Intermodal Transportation Center which provides interregional Bus and Train service. Due to persistent congestion on SR 68, transit service has become limited, resulting in increased reliance on passenger vehicle travel and a reduced ability to support viable multimodal transportation options.

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3.1.2 | CORRIDOR STUDY LIMITS

To better identify corridor challenges and refining project opportunities, the SR 68 corridor study limits its focus to portions of the corridor that share common physical characteristics and traffic patterns. Such as recurring congestion which reduces travel time reliability, weakens multimodal connectivity, and affects overall corridor performance for all modes of transportation. The SR 68 CMCP study area focuses on SR 68 from the SR 68/Pacific Coast Highway interchange in Del Rey Oaks to the intersection of Blanco Road / SR 68 at the Salinas city boundary. For demographic analyses, the study area is defined by Census Tracts that intersect a 0.5-mile buffer on either side of the SR 68 corridor. All corridor-specific demographic data and analyses presented in this plan are based on this study area.

Map 2 | SR 68 CMCP Corridor Study Area



3.2 | Route Designations

SR 68 is a part of both the California Freeway and Expressway System and the National Highway System, a network of routes recognized by the Federal Highway Administration essential to the nation's economy, defense, and overall mobility. Additionally, due to its natural beauty and high

recreation/tourism usage, SR 68 is formally designated as a scenic highway within California's State Scenic Highway System.

SR 68 is on the Caltrans Interregional Road System (IRRS) but is not on the Strategic Highway network. The federal functional classification SR 68 is identified as a "Other Freeway or Expressway." For freight, the route is classified as a Terminal Access Route and does have a King Pin to Rear Axle (KPRA) Advisory through the City of Salinas. The KPRA Advisory limits the type and total length of freight vehicles that can travel through that portion of the corridor.

SR 68 Route Designations	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	No
Strategic Interregional Corridor	No
Scenic Highway	Yes
IRRS	Yes
Federal Functional Classification	Conventional Highway, Expressway, & Freeway
National Highway Freight Network	No
Truck Network Designation	Terminal Access Route W/ KPRA Advisory
Metropolitan Planning Organization	AMBAG
Congestion Management Agency/Regional Transportation Planning Agency	TAMC
Local Agency	Caltrans District 5: County of Monterey, City of Monterey, City of Salinas, Pacific Grove, Del Rey Oaks
Tribes	The SR 68 corridor study area contains no federally recognized tribes; however, nearby Tribal Communities include the Rumsen Ohlone, Esselen, and Salinan peoples.
Air District	Monterey Bay Air Resources District
Terrain	Flat Farm Plains, Narrow Canyon, Coastal Mesa

Table 2 SR 68 Route Designations

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3.3 | Community Demographics, Land Use, and Trip Generators

The following sections discuss demographic characteristics, land use, and major trip generators within each of the jurisdictions along the corridor. These factors impact how people use the corridor as well as the existing and future travel patterns. The following statistics summarize data from corridor specific- populations, local municipalities, and countywide sources. Each jurisdiction summary includes population, household characteristics, commute patterns, vehicle access, and income data.

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3.3.1 | DEMOGRAPHICS

According to the U.S. Census Bureau American Community Survey (ACS), the county population is composed of approximately 25.5% White (non-Hispanic)

	Monterey County	City of Salinas	City of Monterey	City of Del Rey Oaks	City of Seaside	City of Pacific Grove
Population (2025)	433,729	159,134	28,593	1,570	31,636	14,659
Population Growth (2020-2025)	(1.7%)	(2.7%)	(4.2%)	(1.8%)	(2.3%)	(2.9%)
Population Over 65 (2025)	15.8%	10.6%	21.2%	26.2%	12.8%	30.6%
Disability Status (2025)	5.6%	5.4%	5.9%	12.1%	7.0%	8.7%
Poverty Level/Status (2025)	13.7%	13.6%	9.8%	3.8%	16.0%	7.6%
Housing Status (Owner Occupied Housing)	52.1 %	47.0 %	36.2 %	71.5 %	35.4 %	50.4%
Median Household Income (2025)	$97,230	$91,908	$102,846	$134,500	$85,311	$106,065
Mean Travel Time to Work (2025)	25.4 Minutes	26.6 Minutes	26.6 Minutes	22.3 Minutes	21.0 Minutes	22.1 Minutes
Commute Modal Distribution	71.3% Drove Alone in a Car, Truck or Van	71.8%	62.6%	89.9%	74.6%	72.8
	11% Carpooled	11.6%,	7.2%	7.3%	12.1%	78%
	1.3% used Public Transportation	1%	3.8%	0%	3.6%	.5%
	Other; 16.4%	15.6%	26.4%	2.8%	9.7%	18.9%
High School Diploma	73.3%	62.2%	93.1%	95.8%	81.8%	95.1%
Bachelor's Degree	28.2%	16.5%	52.9%	43.9%	29.6%	59.6%
Employment	55.3%	61.3%	54.3%	53.5%	63.2%	54.7%
Primary Employment Sector	Educational services, Health care, and Social Assistance	Agriculture, forestry, fishing and hunting, and mining	Educational services, Health care, and Social Assistance	Educational services, Health care, and Social Assistance	Arts, entertainment, recreation, and accommodation and food services	Educational services, Health care, and Social Assistance
Households w/ No vehicles available	4.2%	4.4%	6.6%	3.0%	6.4%	5.1%

Table 3 Region Demographics

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62.9% Hispanic or Latino, 5.8% Asian, 2.2% Black or African American, and 3.6% other racial/ethnic groups. These demographic characteristics help inform transportation planning by highlighting the need for investments that support equitable access, multimodal connectivity, and mobility options for diverse communities. Understanding population composition, density, and community characteristics helps identify transportation needs and prioritize improvements that enhance access to jobs, services, and essential destinations.

The table below includes key population metrics for the study area with Monterey County and the state of California, highlighting population size differences, density, and demographic composition. This data was sourced from the 2020 US Census Bureau's ACS dataset for Monterey County utilizing 2025 estimates.

Land Use	Residential: 29.1 %
	Agriculture: 47.9%
	Industrial: 2.2%
	Commercial 9.5%
	Other 11.3%
Population	55,948
Population Over 65	17.45 %
Disability Status	9.1%
Poverty Status	8.8%
Housing Status	53.2% Own – 46.8% Rent
Median Household income	$117,259
Commute Modal Distribution	78.7% Drove Alone
	7.95% Carpool
	8% Public Transportation
	12.2% Other
Mean Travel Time to Work	22 Minutes and 19 Seconds
Education Attainment	89.5% HS Degree
	44.67% bachelor's degree
Employment	64.7%
Primary Employment Sector	Educational services, Health care and Social Assistance
Households w/ No vehicles available	3.6%

Table 4 Corridor Specific Demographics (1 Mile Buffer around SR 68 Corridor Study Area)

3.3.2 | EMPLOYMENT

According to the 2024 ACS for Monterey County employment within the SR 68 study area generally reflects broader economic conditions of Monterey County, where the labor force is supported by a mix of agriculture, tourism, healthcare, education, and service-related industries. Employment levels vary with an unemployment rate of 7.2%. Residents both work locally and commute to nearby cities such as Salinas and Monterey.

The Monterey Bay region is expected to experience continued population, housing, and employment growth through 2045, with job growth concentrated in sectors such as healthcare, tourism, agriculture, and skilled trades.

Continued out-commuting and regional travel patterns highlight the need for a transportation system that improves connectivity, reliability, and access to jobs and essential services. These socioeconomic conditions informed corridor goals and recommended improvements by emphasizing the importance of multimodal mobility, transportation equity, and strategies that support a resilient and sustainable regional transportation network.

3.3.3 | EMPLOYMENT SECTORS

The region's economic base is strongly tied to the agricultural sector, playing a significant role in shaping employment. Per the Monterey County Farm Bureau's 2024 Monterey County Crop Report, the county produces approximately 11 billion dollars in agricultural output annually and supports 81,000 total local jobs in farming, harvesting, food processing, and distribution. Agricultural employment is often seasonal, with peak employment occurring during summer months (May, June, July, and August) and is geographically concentrated in inland areas.

This is important to note, because the median pay for agricultural workers is about $36,000 per year (in May 2024, according to the U.S. Bureau of Labor Statistics, which is considered very low income for a single person household for Monterey County in regards to housing affordability in Monterey County (California Department of Housing and Community Development, 2025 State Income Limits). More information on median household income is in the next section (3.3.4).

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Hospitality and tourism also represent a significant component of the region's economic base, as outlined in See Monterey's 2025 Report: The Economic Impact of Travel in Monterey County. In 2025, travel spending in Monterey County totaled $3.3 billion and directly supported approximately 27,000 jobs across the county. Similar to the agricultural sector, the hospitality industry is seasonal, with peak employment occurring during the spring and summer months.

3.3.4 | MEDIAN HOUSEHOLD INCOME

2024 ACS Data for Monterey County indicates that the median household income within the study area reflects a range of economic conditions, with variation across different communities. In Monterey County, the median household income is approximately $97,230, with a mean of approximately $117,259 across census tracts within the SR 68 corridor.

Higher-income areas are generally located in coastal communities such as Del Rey Oaks and Monterey, while lower-income areas are more common inland in communities such as Salinas.

The table below shows the 2025 State Income Limits for Monterey County created by the California Department of Housing and Community Development, Division of Housing Policy Development. This is used for specific housing programs to determine an applicant's eligibility. According to their metrics, a two-person household median income of $97,230 would be considered a low-income household. See Section 3.3.7 Regional Jobs-Housing Balance for more discussions related to this topic.

Number of Persons in Household:		1	2	3	4	5	6	7	8
Monterey County Area Median Income: $104,500	Acutely Low	11000	12550	14150	15700	16950	18200	19450	20700
	Extremely Low	30400	34750	39100	43400	46900	50350	53850	57300
	Very Low Income	50600	57850	65100	72300	78100	83850	89650	95450
	Low Income	81000	92600	104150	115700	125000	134250	143500	152750
	Median Income	73150	83600	94050	**104500**	112850	121200	129600	137950
	Moderate Income	87800	100300	112850	125400	135450	145450	155500	165550

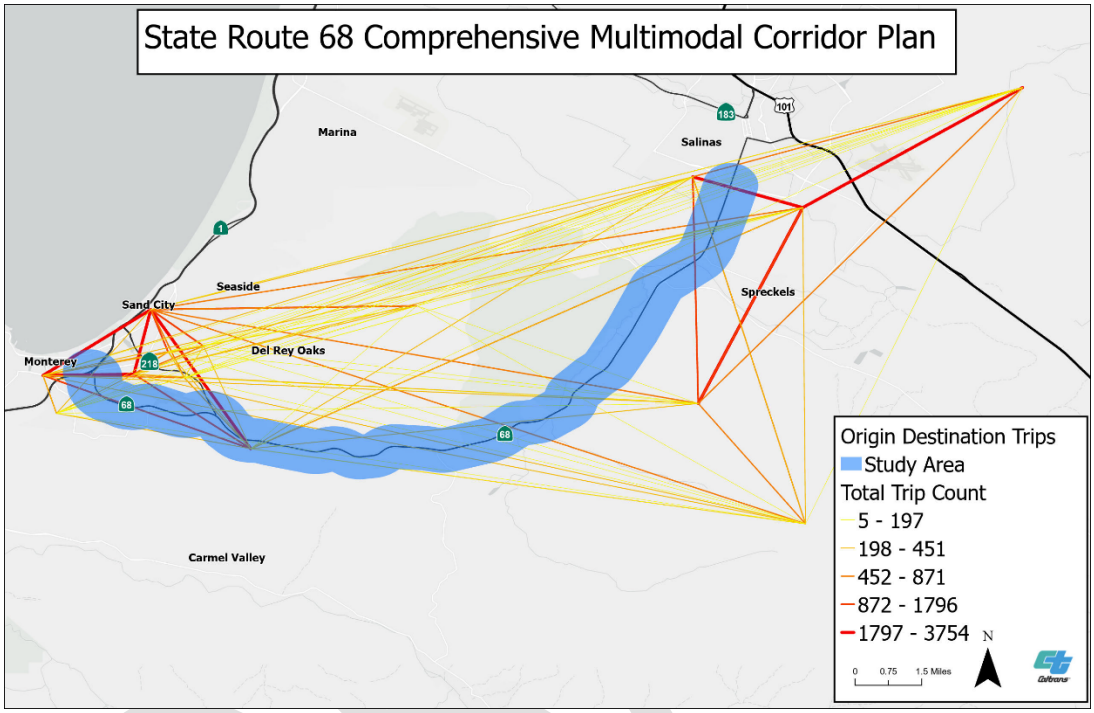
Table 5 2025 State Income Limits for Monterey County

3.3.5 | TRAVEL TIME TO WORK

Commuting patterns within the SR 68 CMCP Study Area are influenced by the corridor's role as a key east-west connection between Salinas and the Monterey Peninsula. Per 2024 ACS data for Monterey County the average

travel time to work is approximately 25 Minutes and 24 Seconds at the county level, with study area mean commute times ranging from 15 Minutes and 6 Seconds to 29 and 36 seconds varying by Census Tract. Approximately 24.3% of commuters travel more than 30 minutes to work, while 32.9% travel less than 15 minutes.

Map 3 | Origin Destinations



3.3.6 | JOB GROWTH

Job growth trends in Monterey County indicate a 5.5% growth over recent years, with total employment changing by approximately 192,800 jobs and 203,500 between 2020 and 2025. Employment gains have been concentrated in industries such as healthcare, hospitality, and professional services.

3.3.7 | REGIONAL JOBS-HOUSING BALANCE

Housing affordability has become a major concern in Monterey County. As in much of California, the supply of new housing has not kept up with demand. Many households spend more than 40 % of their pretax income on mortgage costs, which exceed standard affordability guidelines. The latest Regional

Housing Needs Allocation identifies the need for 6,394 new units in the City of Salinas and 3,653 units in the City of Monterey by 2031.

Per the California National Association of Realtors median price for a single family detached home countywide is $968,000. In the City of Salinas, the median single-family home price is $805,000. This figure rises substantially to $1.12 million at the western end of the corridor within the City of Monterey. For renters, the fair market rent for a two-bedroom home in Salinas is estimated at $2,950.

A study by the National Low Income Housing Coalition estimates the hourly wage a full-time worker must earn to afford a modest rental home at the U.S. Department of Housing and Urban Development's (HUD) Fair Market Rent without spending more than 30% of their income. HUD indicates that residents would need to earn roughly $55 per hour to afford this level of rent without experiencing cost burden.

As one moves west along the corridor to communities such as Monterey, Seaside, and Pacific Grove, both housing costs and required wages rise sharply, with median two-bedroom rents exceeding $3,890 per month and qualified tenants would need to earn more than $75 per hour.

Jobs and housing data for Monterey County are provided in the AMBAG Regional Housing Needs Allocation Plan for 2023–2031. Based on 2020 data, the City of Monterey has about three jobs per household. This ratio is significantly higher in the City of Salinas, where there is an average of 11.1 jobs per household. This significant disparity could be attributed to lower wages and seasonal work within the Salinas region.

3.3.8 | CORRIDOR STUDY AREA DEMOGRAPHIC SUMMARY

Understanding the demographics of the study area is essential for developing a corridor plan that reflects community needs. According to the U.S. Census Bureau ACS, the county population is composed of approximately 25.5% White (non-Hispanic), 62.9% Hispanic or

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Latino, 5.8% Asian, 2.2% Black or African American, and 3.6% other racial/ethnic groups.

The distribution of older adults (65 years and older) within the study area varies by census tract. Certain tracts within the SR 68 corridor exhibit higher concentrations of senior populations, primarily in more established residential and rural areas. At the county level, 15.8% of the population is age 65 and older. Within the SR 68 Corridor Study area 17.4% of the population is age 65 or older.

Households with no vehicle available represent a key transportation equity indicator within the SR 68 CMCP Study Area. At the county level, approximately 4.2% of households in the greater Monterey County report having no access to a private vehicle, with higher concentrations observed in specific census tracts along more urbanized or lower-income portions of the corridor. 3.6% of households within the SR 68 Corridor Study area report having no access to a private vehicle.

Disability status within the study area reflects broader countywide trends. Approximately 5.6% of the population reports having one or more disabilities, according to ACS estimates. Within the corridor study area, 9.1% of the population reported having one or more disabilities.

Poverty rates within Monterey County affect a significant share of residences, with approximately 8.8% of individuals living below the federal poverty level. Poverty rates across SR 68 are concentrated among inland communities like Salinas compared to the coastal or higher income areas such as Del Rey oaks That percentage is lower for census tracts located within the SR 68 Corridor Study Area.

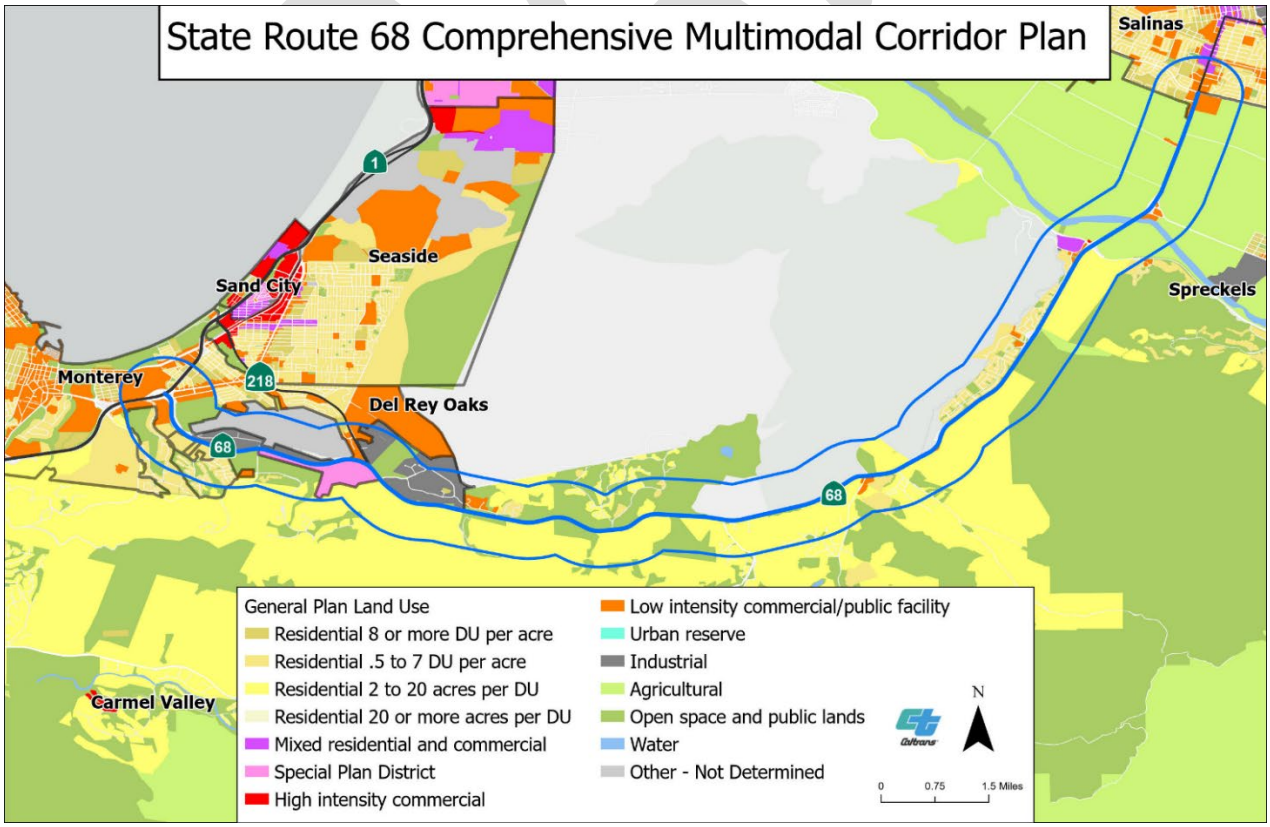
Approximately 73.3% of residents of Monterey County hold at least a high school diploma or equivalent and 28.2% hold a bachelor's degree or higher. That number increases for census tracts within the corridor study area where Approximately 89.5% of residences hold at least a high school diploma or equivalent and 44.7% hold a bachelor's degree or higher.

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This corridor serves a population with a large share of residents who identify as Hispanic, a slightly higher proportion of older adults, as well as a higher proportion of individuals reporting one or more disabilities compared to the rest of the county. Encompassing these demographic characteristics within current and future planning efforts help promote equity, mobility, and safety for all users throughout the State Highway System.

The map below examines land use patterns along the study corridor. This is essential for understanding how surrounding development influences travel behavior and multimodal needs. These patterns shape where people live, work, and reach key destinations, helping guide investments that improve connectivity and support safe, reliable transportation options. In this corridor, the route connects two populated areas while traversing extensive open space and agricultural lands, resulting in unique needs for access, and connectivity. Incorporating land use considerations ensures that corridor improvements on the State Highway System align with community growth and long-term mobility priorities.

Map 4 | Land Use



3.3.9 | MAJOR TRIP GENERATORS

The SR 68 corridor connects the Salinas Valley region and the coastal communities of Monterey County serving as a vital link for commuters, students, tourists, and residents. A variety of employment centers, educational institutions, and recreational destinations either along SR 68 or just beyond the corridor's extents generate a high volume of trips due to their regional significance. Key trip generators that affect the corridor include:

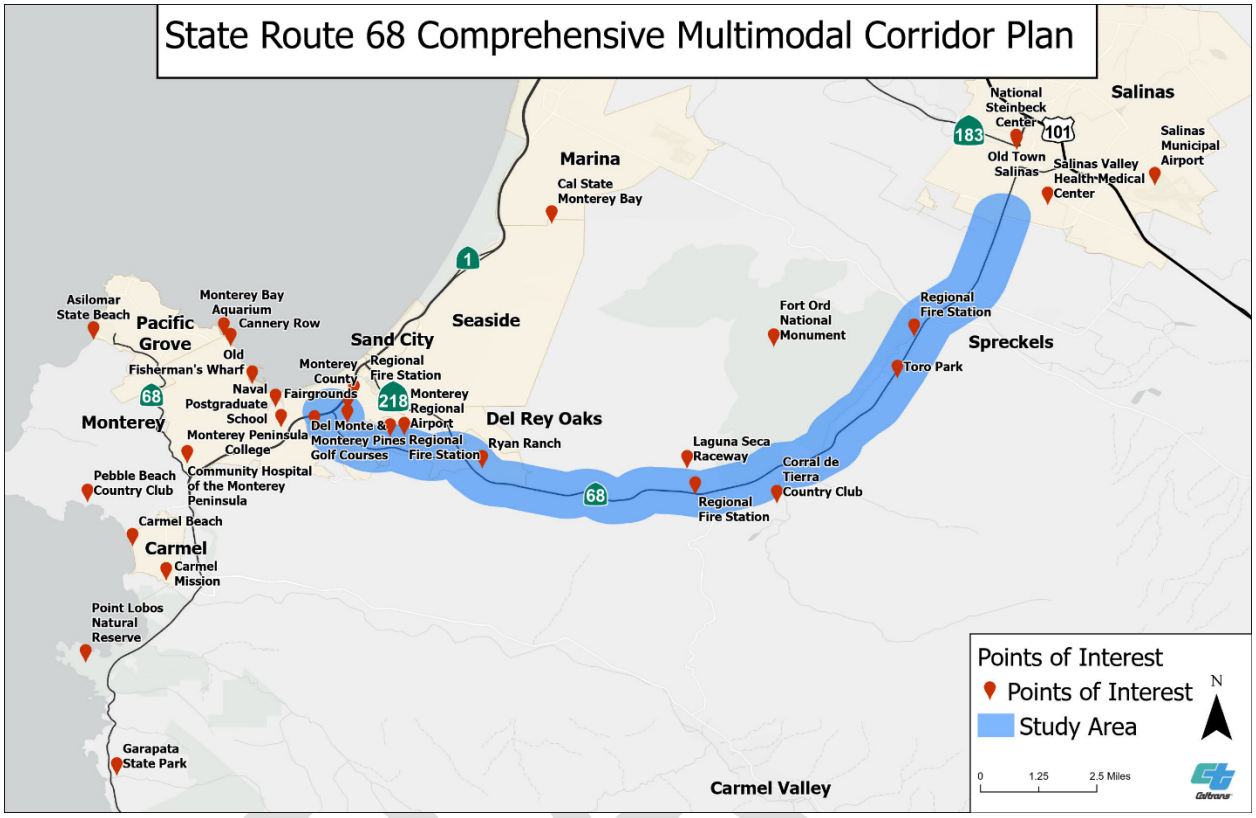
Salinas	Monterey County	City of Monterey	Seaside	Carmel
•Salinas Valley Health Medical Center •National Steinbeck Center •Old Town Salinas •Salinas Municipal Airport	•San Benancio Middle School •Toro Park School •York School •Toro Park •Fort Ord National Monument •Laguna Seca Raceway & Recreation Area •Corral de Tierra Country Club •Monterey County Regional Fire Stations •Monterey County Regional Airport •Asilomar State Beach •Pebble Beach Country Club •17 Mile Drive •Garapata State Park	•Ryan Ranch •Monterey County Fairgrounds •Cannery Row •Old Fisherman's Wharf •Monterey Bay Aquarium •Naval Postgraduate School •Community Hospital of the Monterey Peninsula •Monterey Peninsula College •Monterey Pines Golf Club •Del Monte Golf Course	•Peninsula Adventist School •Del Rey Woods Elementary School •Bayonet & Black House Golf Club •Sand Dollar Shopping Center	•Carmel Beach •Mission San Carlos Borromeo de Carmelo •Point Lobos State Natural Reserve

Table 6 Major Trip Generators

The SR 68 Points of Interest Located Proximal to Corridor map along with the table above shows that the corridor serves as an essential lifeline and drives regional traffic patterns.

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Map 5 | SR 68 Points of Interest Located Proximal to Corridor



3.4 | Equity Considerations

3.4.1 | STATE IDENTIFIED DISADVANTAGED COMMUNITIES

Sections of the SR 68 corridor fall within AB 1550-designated low-income communities. The highest concentrations of these communities are in the eastern portion of the study area, beginning near Spreckels Avenue and continuing eastward toward the end of the Corridor Study Area in Salinas. Additional analyses have been conducted to identify Disadvantaged Communities (DAC) designated under SB 535 using CalEnviroScreen 4.0, a screening methodology that identifies communities disproportionately burdened by multiple sources of pollution. The tool utilizes various sources of data as shown below to determine the level of risk to a community:

- **Pollution Burden – Exposure Indicators:** presence of ozone, fine particulate matter (PM2.5), diesel emissions, drinking water

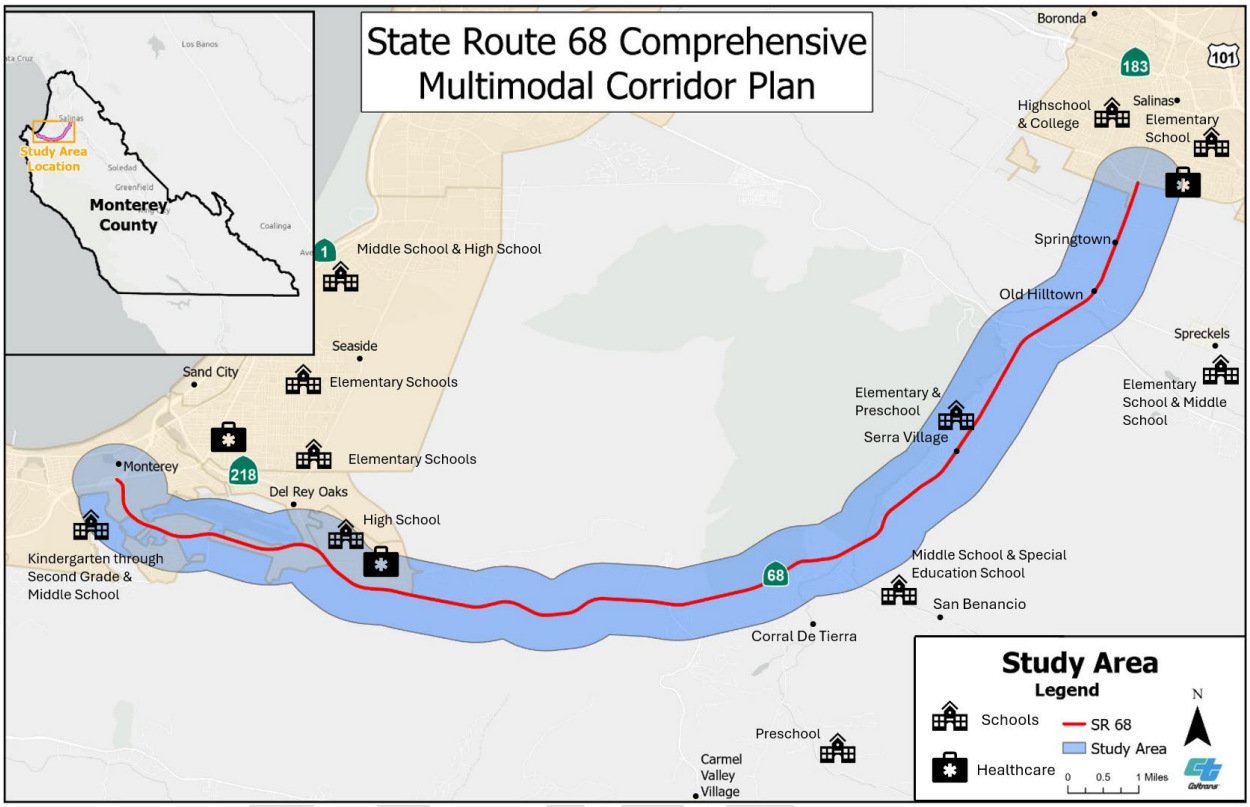
contaminants, children's lead risk from housing, pesticide use, toxic releases from facilities, and traffic impacts.

- **Pollution Burden – Environmental Effects Indicators:** presence of environmental cleanup sites, groundwater quality threats, hazardous waste generators and facilities, pollution impaired water bodies, and solid waste sites and facilities.
- **Population Characteristics – Sensitive Population Indicators:** asthma, cardiovascular disease, and low birth weight infants.
- **Population Characteristics – Socioeconomic Factor Indicators**: educational attainment, housing-burdened low-income households, linguistic isolation, poverty and unemployment.

While there are no communities designated as disadvantaged in the study area as defined by SB 535, there are designated communities within proximity of the corridor, in Salinas and other smaller neighborhoods, such as Spreckels, Old Hilltown and Springtown within lower Salinas Valley that heavily rely on the SR 68 corridor for access to work, school, and healthcare. This concept is examined further in Section 3.3.7 Regional Jobs-Housing Balance of this plan.

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Map 6 | Schools and Healthcare



3.4.2 | CALTRANS TRANSPORTATION EQUITY INDEX

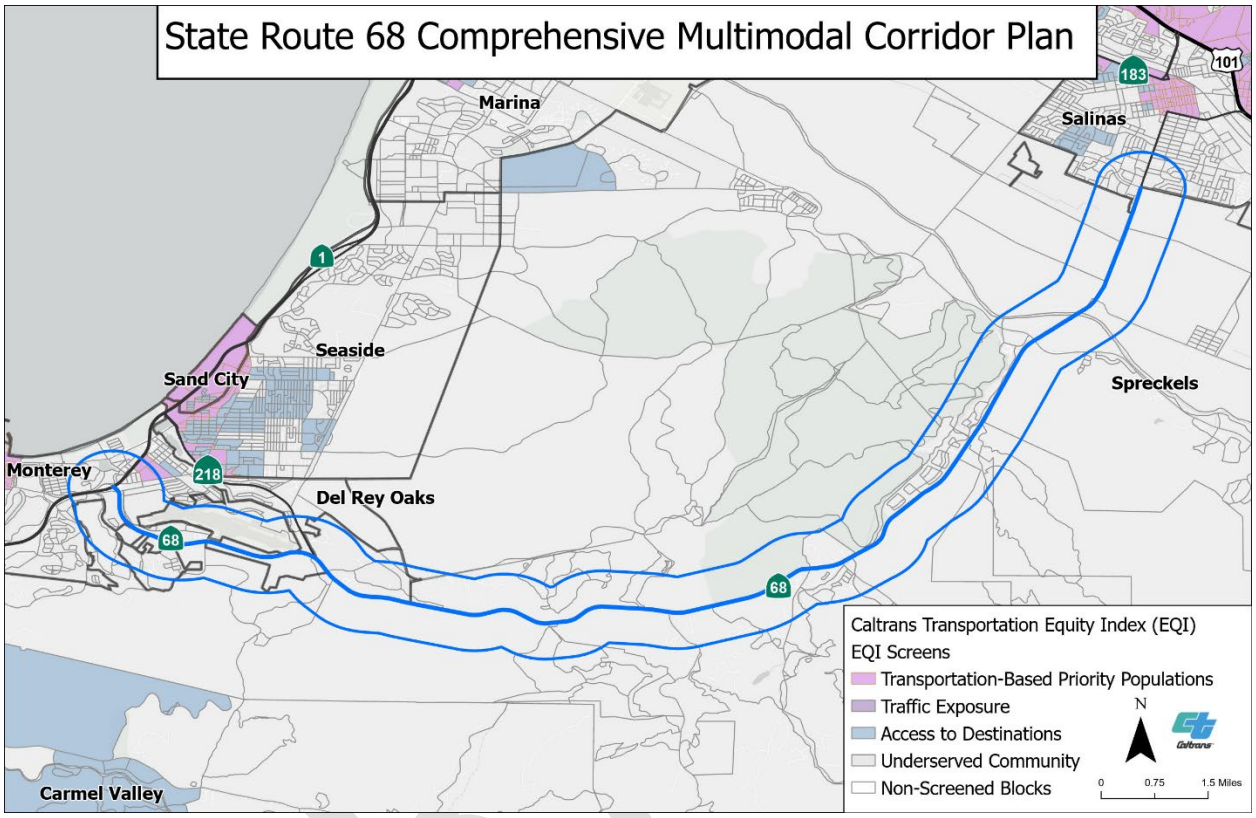
The Transportation Equity Index (EQI) is a spatial screening tool designed to identify transportation-based priority populations at the census block level. The EQI integrates transportation and socioeconomic indicators into three screens. All screens reflect low-income status and tribal land status. The three screens are as follows:

- **Transportation-Based Priority Populations:** Communities that are most burdened by the transportation system and receive the fewest benefits.
- **Traffic Exposure:** Communities that are the most burdened through high exposure to traffic and crashes.
- **Access to Destinations:** Communities that have the greatest gaps in multimodal access to destinations.

When assessing the SR 68 Corridor, there were three census blocks identified to fall within these screens. Census blocks 060530133003002,

060530133003001, and 060530133003003 are included within the Transportation-Based Priority Populations and Access to Destinations criteria.

Map 7 | Caltrans EQI



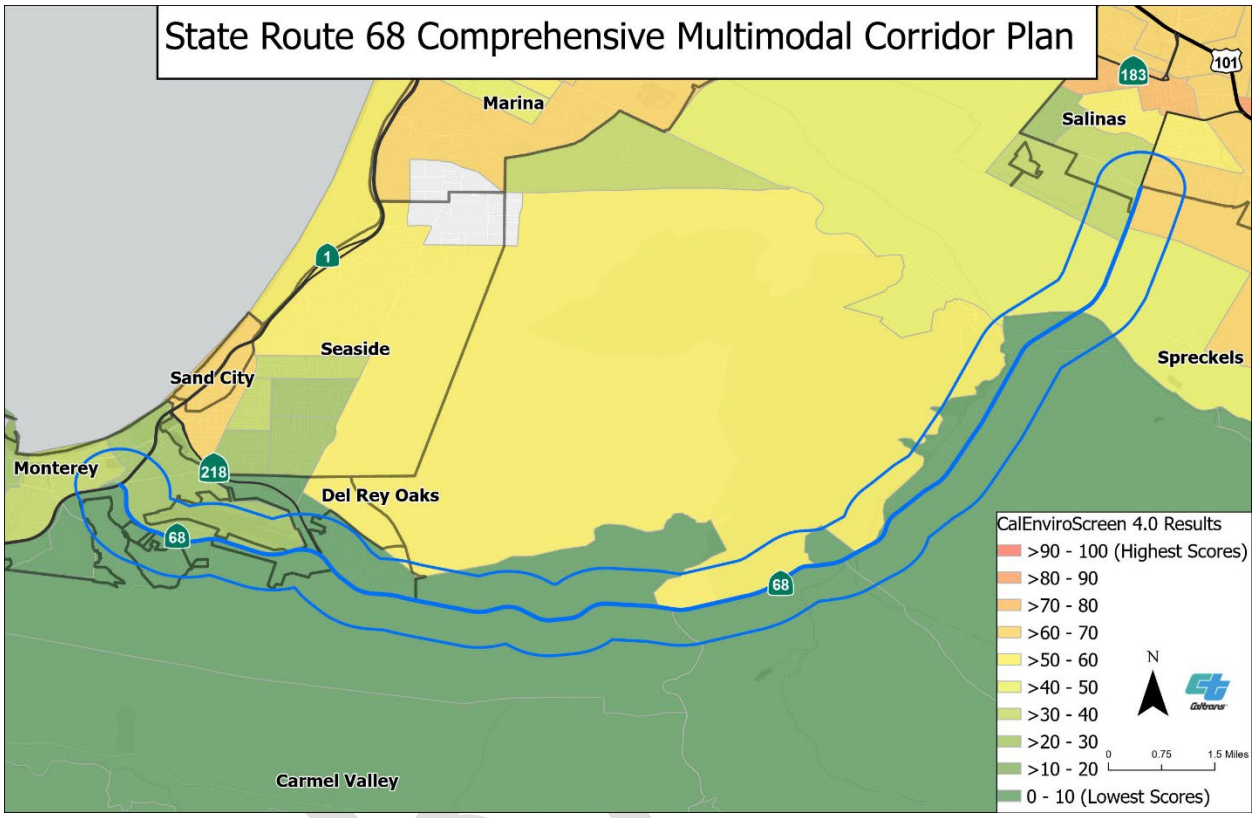
3.4.3 | CALENVIROSCREEN

From the California Office of Environmental Health Hazard Assessment (OEHHA), CalEnviroScreen 4.0 is a tool used to explore how communities in the state may be disproportionately burdened by multiple sources of pollution. The tool uses 23 environmental, health, and socioeconomic indicators to compare pollution burden and community vulnerability for census tracts across the state.

Most of the census tracts that lie along SR 68 corridor are among the lower percentiles of California communities that are affected by cumulative burdens, with most census tracts found within the lowest 25th percentile or lower. However, two census tracts (106.6, 145) that are adjacent to the eastern extents of the corridor scored within the top 1/3rd percentile or higher. Comprised of large agricultural parcels, these scores are notably

affected by water contamination, pesticide use, and environmental cleanup sites, but also score in the 60th percentile or higher for traffic impacts.

Map 8 | Cal Enviro Screen 4.0



3.4.4 | HEALTHY PLACES INDEX

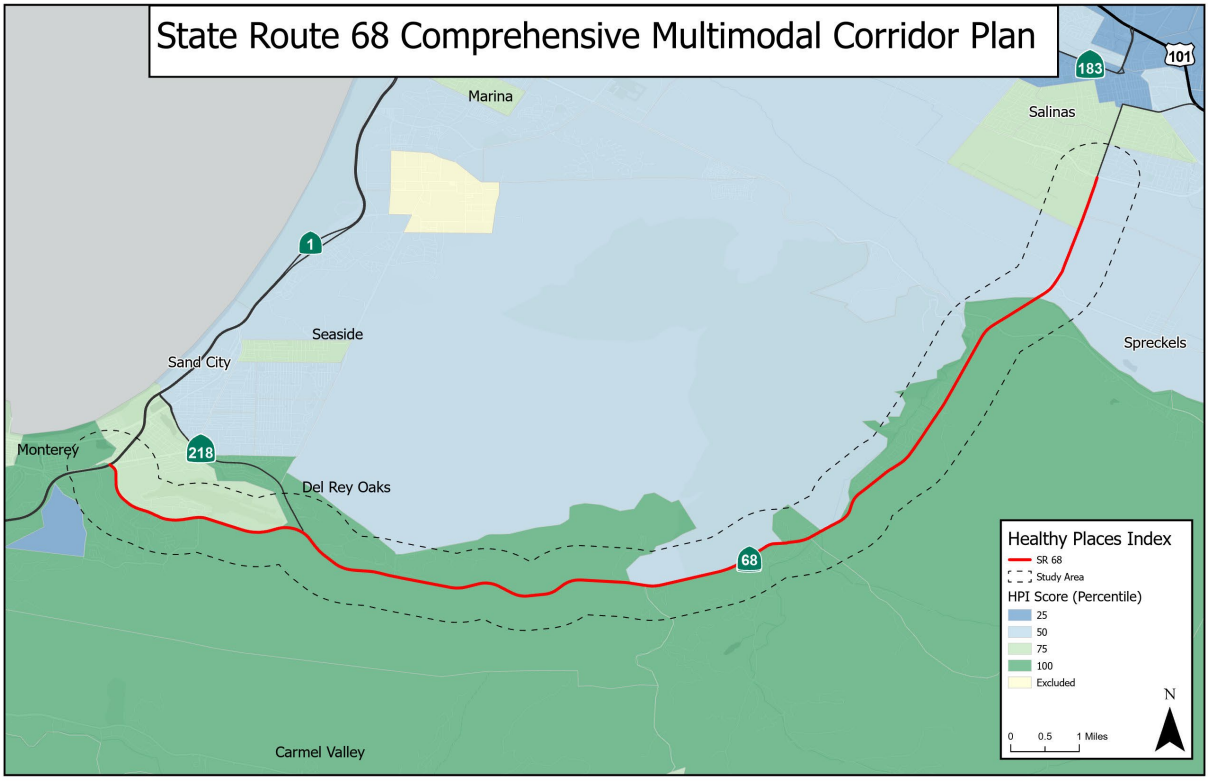
The Healthy Places Index (HPI) is a project of the Public Health Alliance, a coalition of the executive leadership of 10 local health departments in Southern California, representing more than 60% of the state's population. It serves as an interactive data and mapping tool that provides a detailed snapshot of the social determinants of health at the census tract level across California. Much like CalEnviroScreen, which uses environmental, health, and socioeconomic information to help identify disadvantaged communities that are most affected by many sources of pollution, the HPI uses this information to help predict health outcomes and life expectancy within these communities.

When overlayed with the SR 68 Corridor, a majority of census tracts were among the highest percentile of California communities, representing

healthy community conditions. Three census tracts which scored much lower than these healthier communities are largely rural/agricultural, with one being almost entirely comprised of the Fort Ord Cleanup Restricted Area (Tract 141.09). However, this tract 141.09 and tract 106.06 scored 20-30 percentile higher for their transportation conditions compared to their overall performance, with both tracts scoring in the top half of communities based on transportation conditions. However, tract 145 did fall within the lower half of California communities with regards to transportation conditions.

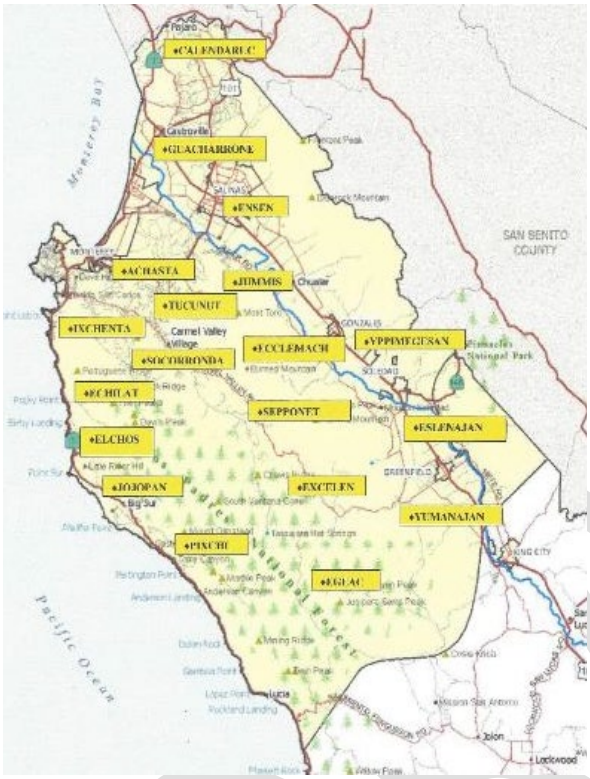
In brief, the HPI shows that most SR 68 corridor communities rank among California's healthiest, while three rural or restricted tracts score significantly lower overall. However, two of these lower-scoring tracts (141.09 and 106.06) perform much better on transportation conditions, landing in the top half statewide, whereas tract 145 remains in the lower half for transportation.

Map 9 | Healthy Places Index



3.4.5 | TRIBAL COMMUNITIES NEAR THE SR 68 CORRIDOR

Map 10 | Tribal Communities Near the SR 68 Corridor



SR 68 in Monterey County traverses the ancestral homelands of several Indigenous peoples, with the Ohlone/Costanoan and Esselen peoples having the strongest cultural and historical ties to the corridor. The Ohlone/Costanoan traditionally occupied the Monterey Peninsula, lower Carmel Valley, Salinas Valley, and areas extending along what is now the SR 68 corridor, where villages, travel routes, and seasonal gathering areas supported thousands of years of cultural stewardship.

The Esselen people occupied the nearby Santa Lucia Mountains and upper Carmel Valley, maintaining deep spiritual and cultural connections to the surrounding landscapes. To the southeast, the Salinan people also have ancestral ties to portions of Monterey County. For these Tribes, the lands surrounding SR 68 contain important archaeological sites, traditional cultural properties, sacred places, and native plant and wildlife resources that continue to support cultural practices today. The Rumsen Ohlone, Esselen, and Salinan peoples remain active today, preserving their languages, traditions, and cultural heritage while serving as important partners in transportation planning, environmental stewardship, and cultural resource protection throughout Monterey County which is within Caltrans District 5.

3.4.6 | OTHER TOOLS

An assessment of other tools to further identify communities that could benefit from equitable investments was also conducted, with other tools considered as follows:

- Regional Definitions
- Other Definitions

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These tools were either inapplicable or lacked criteria required to further establish any Disadvantaged or Historically Impacted and Marginalized Communities.

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Chapter 4 Existing Conditions, Needs, and Freeway Performance

This chapter provides an overview of the existing and future transportation conditions along the SR 68 corridor and identifies key mobility, safety, multimodal, goods movement, and climate resilience considerations. Among the topics covered in this chapter are:

- Transportation system characteristics and corridor segments
- Traffic volumes, vehicle miles traveled, speeds, congestion, and delay
- Safety and collision trends
- Zero-emission vehicle infrastructure
- Transit service and facilities
- Goods movement and truck travel
- Bicycle and pedestrian facilities, gaps, and barriers
- Transportation demand management strategies
- Broadband infrastructure
- Transportation systems management and operations
- Future traffic and freight conditions
- Climate resilience and environmental considerations

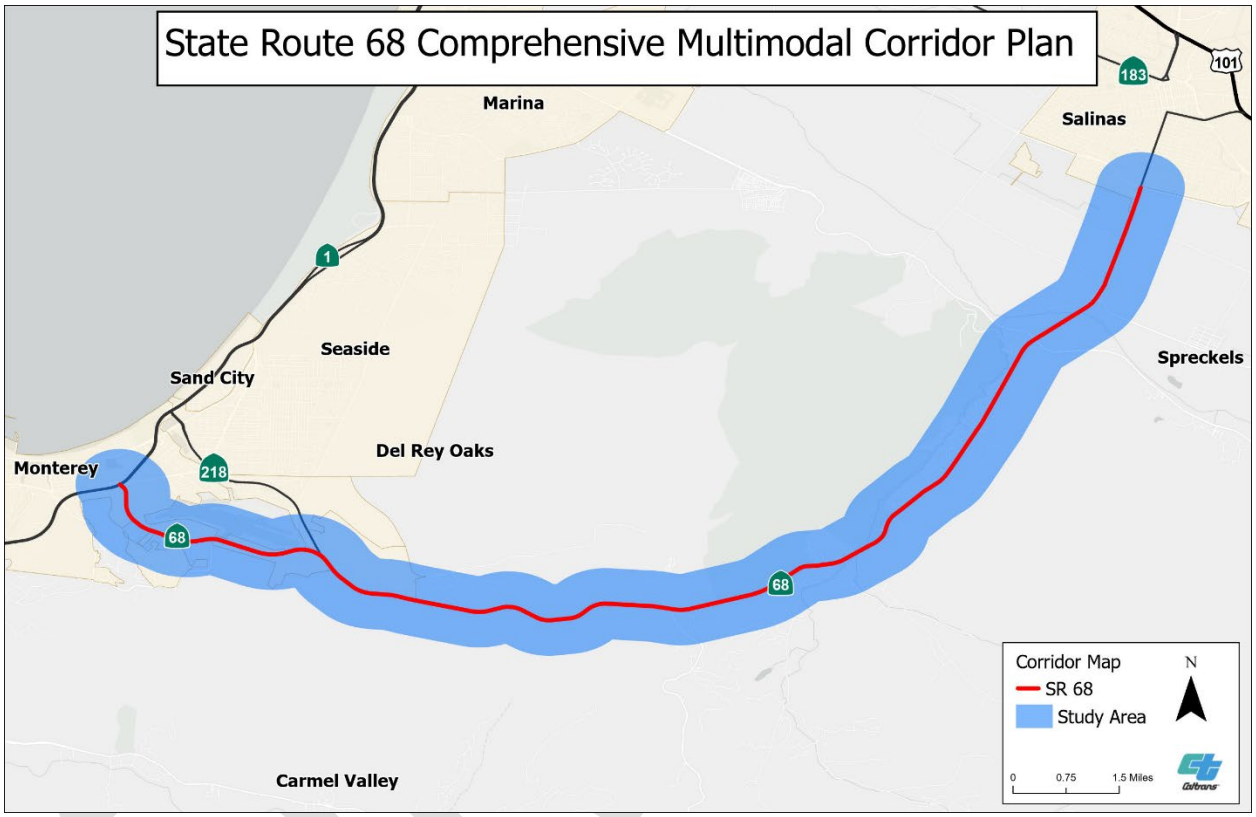
4.1 | Corridor Overview

4.1.1 | CORRIDOR STUDY AREA DESCRIPTION

As mentioned in Section 3.1 Corridor Description and Limits, SR 68 functions as a vital interregional route linking two major urban areas in Monterey County: the Monterey Peninsula and the City of Salinas. SR 68 West begins as a two-lane conventional highway near Asilomar Beach in the city of Pacific Grove. It then continues southeasterly in a meandering through the coastal bluffs of Monterey until merging with SR 1. Both SR 68 and SR 1 run continuously for approximately three miles along the city of Monterey. SR 68 East separates from SR 1 and continues as a conventional two-lane highway through Monterey and Del Monte Oaks, extending inland into the county where residential, industrial, and recreational land uses border the corridor.

Although development is present, the surrounding areas remain zoned rural. A four-lane freeway segment begins near Toro Park and ends near Spreckels Boulevard. From that point, SR 68 continues as a four-lane conventional highway through Salinas until it terminates at its junction with US 101.

Map 11 | Map of SR 68 Corridor Study Area



4.1.2 | GEOGRAPHIC DESCRIPTION OF CORRIDOR

The geography of the SR 68 corridor varies considerably. The eastern portion of the corridor passes through open rangeland, agricultural areas, and narrow oak studded canyons. Moving west, the corridor continues through similar canyon terrain before transitioning into coastal pine bluffs and ultimately reaching the Pacific Ocean. The route also travels through or adjacent to several major urbanized areas, including Salinas, Seaside, Monterey, and Pacific Grove. These geographic and urban conditions influence both the operational characteristics of the corridor and the range of feasible transportation improvements.

4.1.3 | CORRIDOR CHALLENGES

Tourist Attraction

SR 68 is a heavily traveled corridor, with demand driven by daily commuter traffic and high levels of recreational use. The corridor connects to popular tourist destinations, such as the iconic SR 1 Big Sur stretch and the Monterey Peninsula. As a result, SR 68 experiences recurring congestion throughout most hours of the day, the corridor experiences its highest travel demand during weekday morning and afternoon peak commute periods, with morning peak volumes nearly twice those of the weekday afternoon peak. Weekends, holidays, and seasonal summer travel further increase demand due to the corridor's recreational and tourist destinations, creating more challenging operating conditions.

Multi-Modal Gaps

Due to this sustained congestion, most of the corridor is not served by Monterey Salinas Transit. Additional details are available in Section 4.3 Transit Network Assessment. SR 68 also presents challenges for pedestrians and bicyclists traveling both eastbound and westbound due to gaps in active transportation infrastructure, high levels of traffic stress, and limited or nonexistent parallel routes. Furthermore, SR 68 has limited crossing opportunities and facilities for bikes and pedestrians to cross the state highway. This results in SR 68 being a barrier for multimodal transportation users attempting to reach essential community destinations across the SHS. The corridor also faces right of way constraints, particularly within the western oak studded canyon section between Spreckels and its terminus at Asilomar Beach.

Major Events

Additionally, large events at the local road racing track, Raceway Laguna Seca, and major tournaments or seasonal activities at the Pebble Beach Golf Club draw more than 100,000 visitors annually to the region. These events further increase travel demand on SR 68 during peak periods.

4.2 | Transportation System Characteristics

This section provides a comprehensive evaluation of freeway performance along the SR 68 corridor, with emphasis on regional mobility and corridor-specific operational conditions. It summarizes key findings using performance metrics such as traffic volumes, vehicle miles traveled, congestion patterns, vehicle delay, and collision history to describe current

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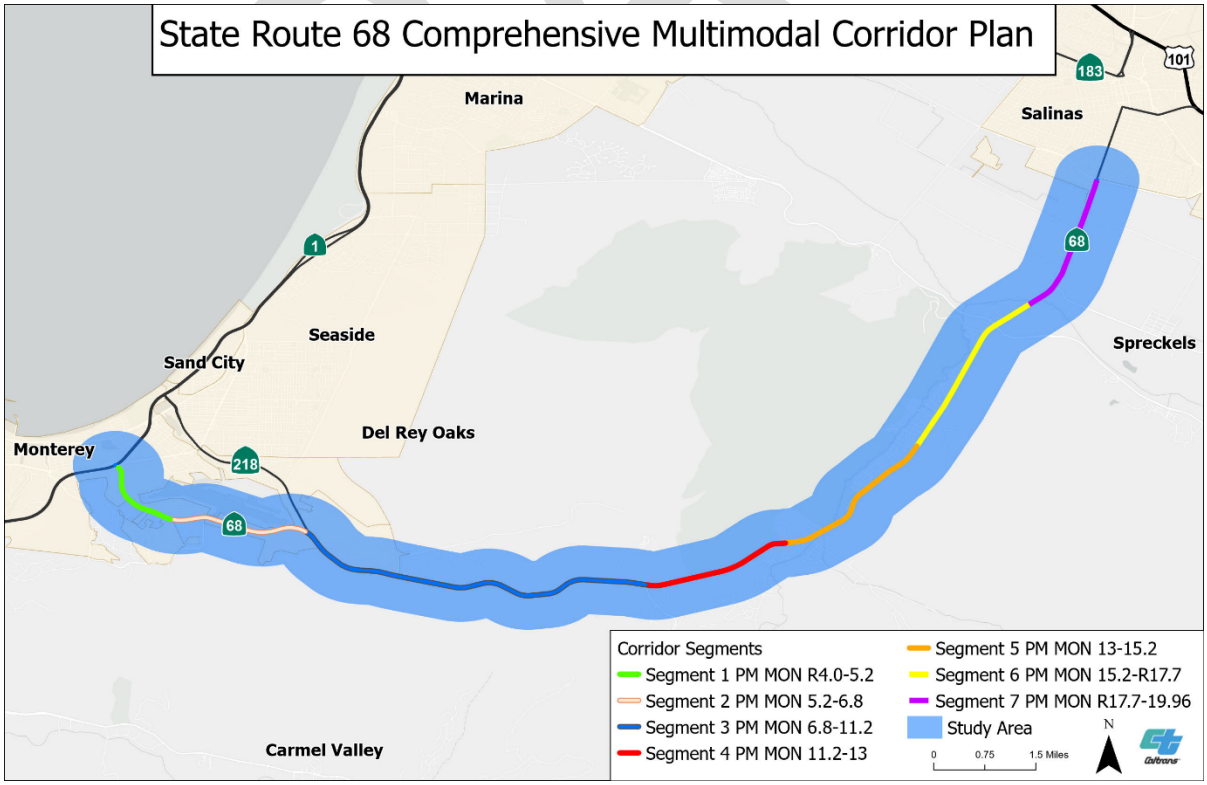
corridor operations and identify locations where targeted improvements may offer the greatest benefit.

SR 68 CMCP SEGMENTS

To support CMCP analysis, the SR 68 corridor was partitioned into segments with shared physical and operational characteristics, including access control, functional classification, and observed traffic patterns. These characteristics, and the resulting segmentation, were informed by input gathered from Caltrans functional units and corridor stakeholders. This segmentation also aligns with existing plans and prevailing local travel patterns.

- Segment 1 PM MON R4.0-5.2
- Segment 2 PM MON 5.2-6.8
- Segment 3 PM MON 6.8-11.2
- Segment 4 PM MON 11.2-13
- Segment 5 PM MON 13-15.2
- Segment 6 PM MON 15.2-17.7
- Segment 7 PM MON 17.7-19.96

Map 12 | SR 68 CMCP Segments



4.2.1 | HIGHWAY AND ARTERIAL ASSESSMENT

The table below shows the SR 68 corridor's functional classifications, access control, availability of medians, and posted speed limits for the CMCP segments. This is important because this information explains the corridor's operations and helps identify potential conflict points.
Segment 6 is the only segment that has a median for its entire segment limits (and is classified as Freeway), is also the only one with a higher posted speed limit than the rest.

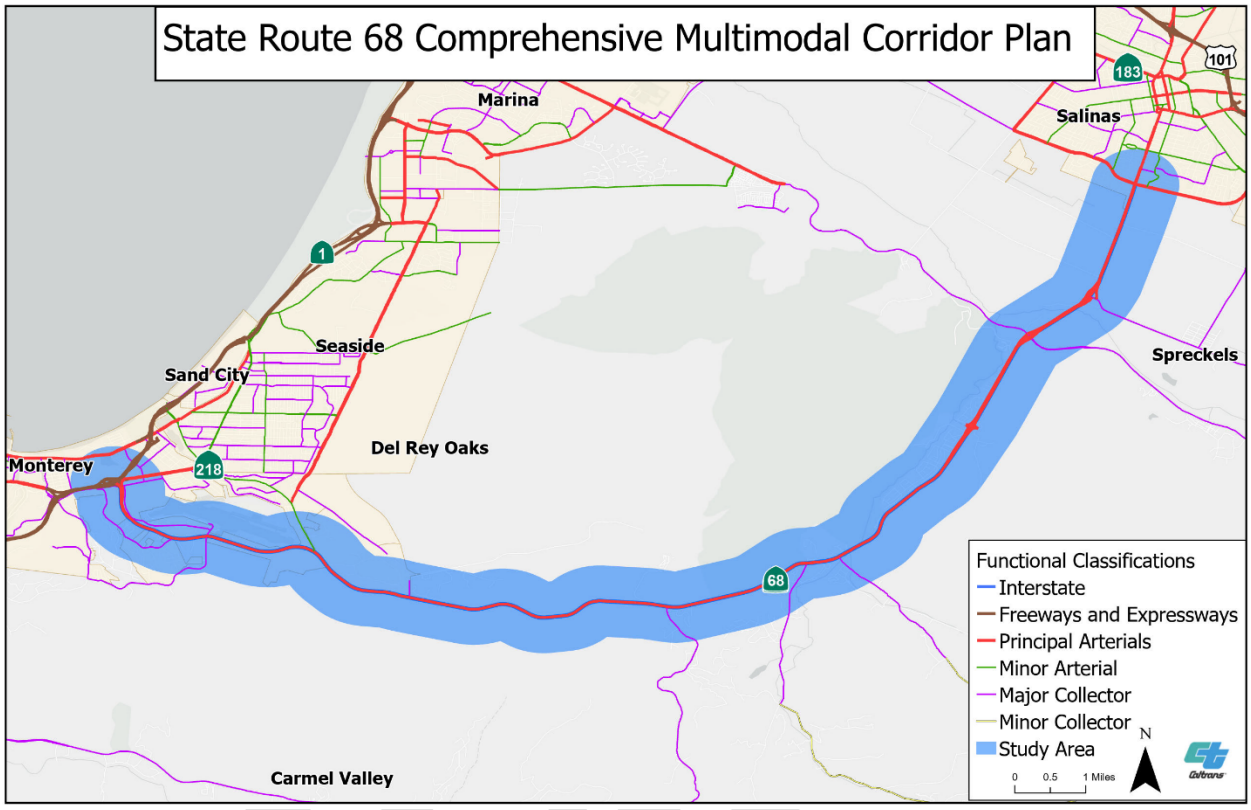
Segment PM	Access Control Type	Functional Classification	Median (Y/N)	Posted Speed Limit
Segment 1 PM MON R4.0-5.2	Freeway (PM MON R4.0-R4.6); Conventional (PM MON R4.6-5.2)	Principal Arterial	Yes-Partial (PM MON R4.0-R4.6)	55
Segment 2 PM MON 5.2-6.8	Conventional	Principal Arterial	No	55
Segment 3 PM MON 6.8-11.2	Conventional	Principal Arterial	No	55
Segment 4 PM MON 11.2-13	Conventional	Principal Arterial	No	55
Segment 5 PM MON 13-15.2	Conventional	Principal Arterial	No	55
Segment 6 PM MON 15.2-17.7	Freeway	Principal Arterial	Yes	65
Segment 7 PM MON 17.7-19.96	Freeway (PM MON 17.7-18.7); Conventional (PM MON 18.7 -19.96)	Principal Arterial	Yes-Partial (PM MON 17.7-18.7)	55

Table 7 Infrastructure Information

"Principal Arterial – Other" designate major non-interstate roadways that provide high mobility and connect significant urban centers, ports, and intermodal facilities.

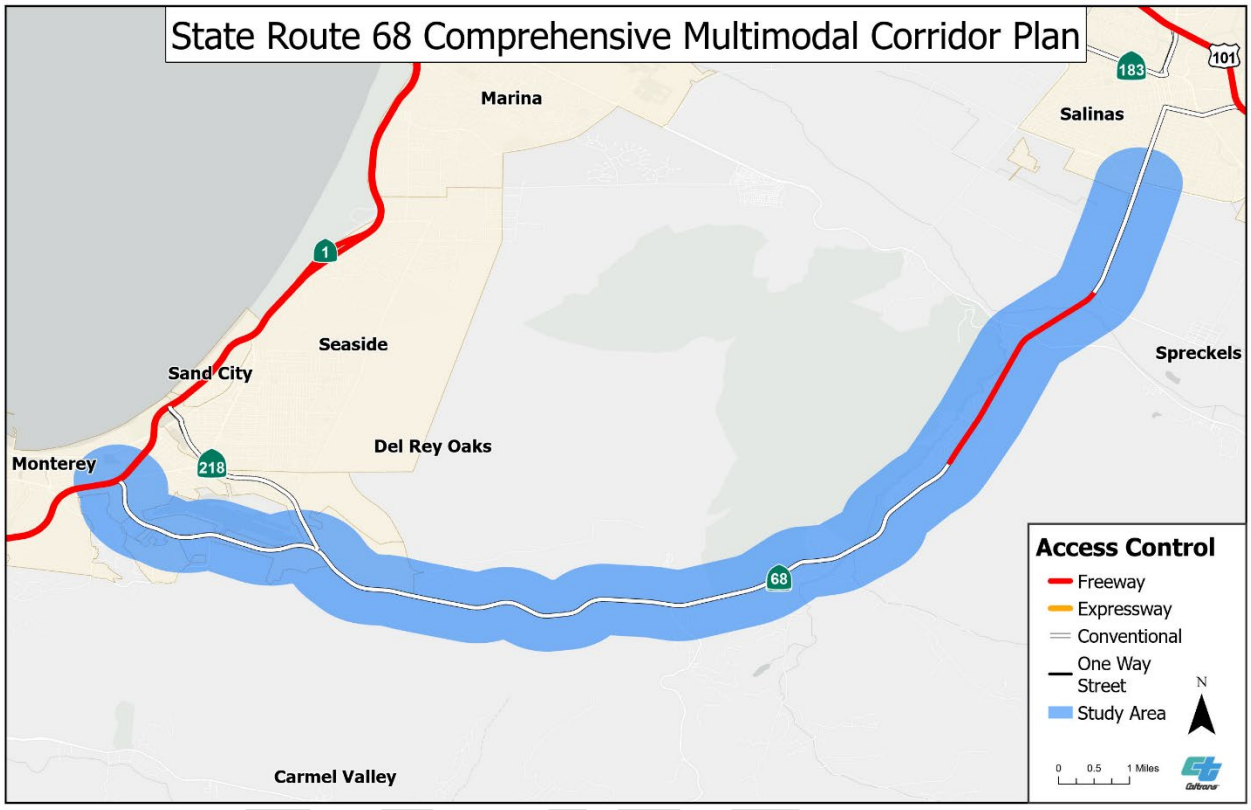
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Map 12 | SR 68 Corridor Functional Class



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Map 13 | SR 68 Access Control Type



4.2.2 | TRAFFIC VOLUMES AND THROUGHPUT

Table 8 summarizes the annual average daily traffic volumes along SR 68 and shows how travel demand varies between the western terminus in Monterey and the eastern terminus in Salinas. These data help illustrate the corridor's role in supporting regional mobility and the level of daily activity it carries. As shown in the table, AADT increases by nearly fifteen thousand daily vehicles as the corridor transitions from the airport area into the suburban and urban areas of Salinas.

Segment PM	Annual AADT 2025
Complete Corridor Study Area PM MON R 4.0 - 19.96	26,760
Segment 1 PM MON R4.0-5.2	22,300
Segment 2 PM MON 5.2-6.8	21,900

Segment 3 PM MON 6.8-11.2	25,200
Segment 4 PM MON 11.2-13	26,300
Segment 5 PM MON 13-15.2	26,300
Segment 6 PM MON 15.2-17.7	29,300
Segment 7 PM MON 17.7-19.96	36,000

Table 8 SR 68 AADT for 2025[i] [1]

4.2.3 | SR 68 VEHICLE MILES TRAVELED

Table 9 summarizes total daily VMT along SR 68 and also identifies direction and time period. The corridor experiences a substantial increase in vehicle miles traveled during the morning peak period, with volumes nearly twice those observed during the weekday afternoon peak. The corridor also carries a high level of weekend travel, influenced by scenic and recreational destinations along or near SR 68. During the weekend period, westbound travel exceeds 21 million vehicle miles.

Time Period and Direction [2]	**Vehicles Miles Traveled**
Weekday – AM Peak - Westbound	11,702,389.50
Weekday – PM Peak - Westbound	7,575,427.60
Weekday – AM Peak - Eastbound	13,452,018.70
Weekday – PM Peak - Eastbound	6,641,607.80
Weekend – All Day - Westbound	21,537,772.6
Weekend – All Day - Eastbound	13,038,253.80

Table 9 SR 68 Corridor Study Area Vehicle Miles Traveled by Time Period (03/2025 to 03/2026) [i]

4.2.4 | AVERAGE SPEED

Average corridor speeds on SR 68 were evaluated using one year (March 2025-March 2026) of aggregated data from PeMS. As summarized in Table 10, travel conditions and speeds vary by direction and time period.
The data reflects substantial commuter activity between the Salinas Valley and the Monterey Bay Peninsula. This pattern is demonstrated by reduced westbound speeds during the morning period and reduced eastbound speeds during the afternoon period. This suggests a job-housing imbalance: employees live at the eastern end of SR 68 and drive westbound in the morning to reach their jobs. Then at the end of their workday, they leave the

[1] Data from Caltrans PeMS (Performance Measurement System)
[2] Peak AM (06:30 -10:30) & Peak PM (15:30-19:30)

western job hub and drive eastbound to travel home. See the Regional Jobs-Housing Balance section for additional information.

Time Period and Direction	Average Vehicle Speed (Miles per Hour)
Weekday – AM Peak - Westbound	51.58
Weekday – PM Peak - Westbound	58.16
Weekday – AM Peak - Eastbound	57.84
Weekday – PM Peak - Eastbound	45.66
Weekend – All Day - Westbound	59.73
Weekend – All Day - Eastbound	58.51

Table 10 SR 68 Average Speed by Time Period [i]

4.2.5 | BOTTLENECK, CONGESTION, AND QUEUE CHARACTERISTICS

Table 11 outlines the primary bottlenecks and congestion points along the SR 68 corridor, indicating where recurring and non-recurring congestion most frequently occurs.

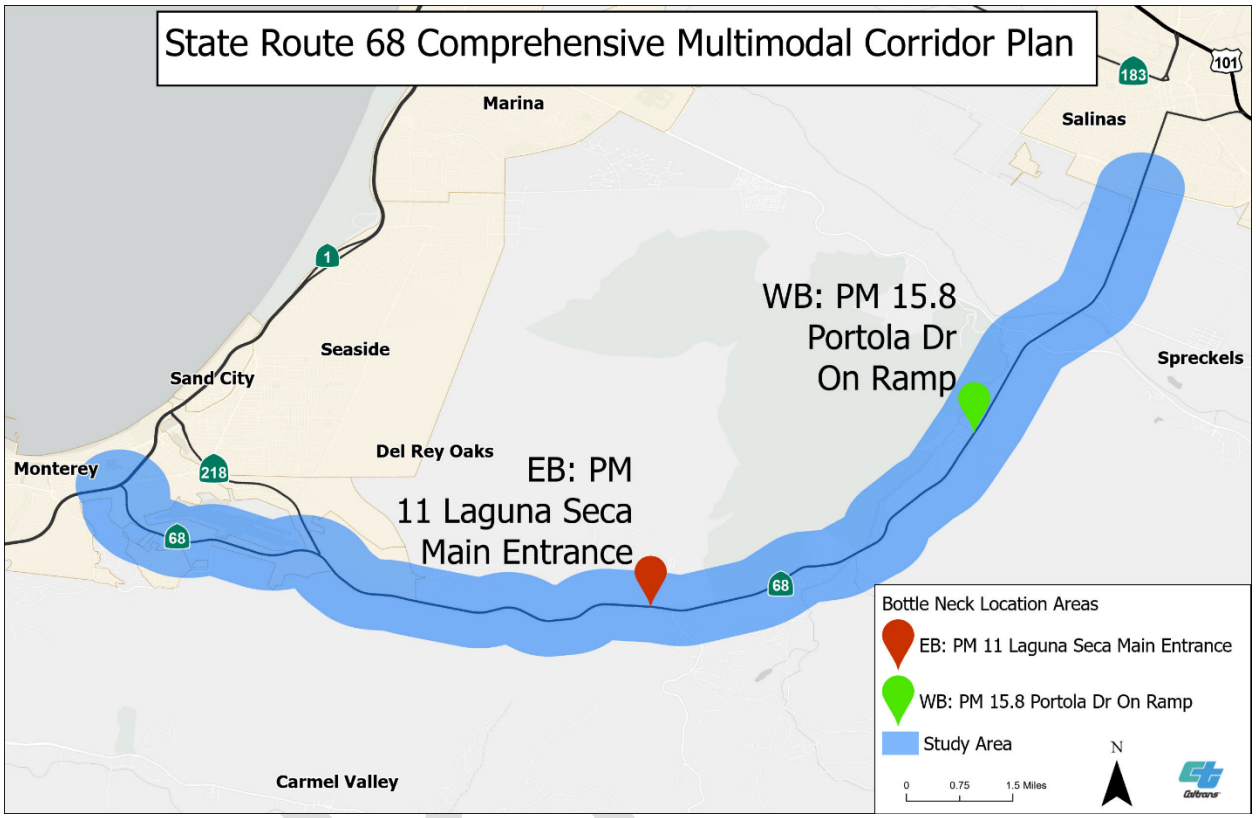
Recurring congestion, which results from predictable peak period traffic exceeding roadway capacity, is concentrated around major interchanges and areas with multiple interchanges in close proximity. Targeted operational improvements in these areas would promote more reliable and efficient traffic movement for corridor travelers.

Top Bottleneck Direction	Location	Time of Day	Days Active/Month	Avg Delay	Avg Length	Avg Duration
Eastbound	Laguna Seca Main Entrance (SR 68 PM MON 11.0)	PM Peak (3 PM -7:30 PM)	Active 10-15 days/month	Avg delay 175-198 veh-hrs	Extent 2.5 mi	Duration ~194-207 min
Westbound	Portola Dr On-Ramp (SR 68 PM MON 15.8)	AM Peak (6AM -10:30 AM)	Active 10-14 days/month;	Avg delay 124-250 veh-hrs	Extent 0.5 mi	Duration ~107-171 min

Table 11 SR 68 Top Bottleneck/Congestion Locations (3/2025-3/2026) [i]

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Map 14 | SR 68 Bottleneck/Congestion Locations



4.2.6 | VEHICLE HOURS OF DELAY

Vehicle hours of delay measure the total additional time that vehicles spend in congestion compared to free-flow conditions. This metric reflects the extra time travelers experience due to reduced speeds.

As shown in Table 12, westbound traffic in the morning and eastbound traffic in the afternoon and evening experience the highest annual vehicle hours of delay. This pattern is driven by commuter travel between inland communities and employment centers on the Monterey Peninsula.

The highest annual vehicle hours of delay are about 73,000 hours of delay for PM peak eastbound commuters. Breaking this down over a standard 250-work-day year, averages out to 292 hours of lost time every single day on SR 68.

Time Period	Total Annual Vehicle Hours of Delay
Weekday – AM Peak - Westbound	56,079.70
Weekday – PM Peak - Westbound	16,877.10
Weekday – AM Peak - Eastbound	7,524.40
Weekday – PM Peak - Eastbound	73,007.60
Weekend – All Day - Westbound	11,155.30
Weekend – All Day - Eastbound	10,439.50

Table 12 Vehicle hours of Delay on SR 68 by Time Period[i]

[i] Data from PeMS 2025 March - 2026 March

4.2.7 | COLLISION DATA AND TRENDS

Table 13 categorizes collision types from the Caltrans Traffic Accident Surveillance and Analysis System over a five-year period, providing insight into historical crash patterns along SR 68. Between 2020 and 2025, the corridor experienced 459 recorded collisions, with rear-end collisions representing the majority at 55 %.

Types of Collisions	Number of Incidents
Head-On	15
Sideswipe	53
Rear End	252
Broadside	36
Hit Object	67
Overturn	9
Auto-Pedestrian	1
Other	26

Table 13 SR 68 Collision Types (2020-2025) [i]

Table 14 categorizes collisions by severity. The data show that most crashes on SR 68 result in property damage only. Fatal collisions account for approximately 1.5 % of all incidents, while 3.1 % involve severe injuries. Collisions resulting in visible injuries or complaints of pain represent 37.3 % of all recorded crashes along the corridor.

Collision Severity	Number of Incidents
Property Damage Only	267
Possible Injury	108
Minor Injury	63
Serious Injury	14

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Fatal	7

Table 14 SR 68 Collisions by Severity (2020-2025) [i]

Table 15 identifies the primary factors contributing to collisions on SR 68. Speeding is the predominant primary collision factor, accounting for 51.6 % of all crashes between March 2020 and 2025. Improper turning, non-driver-related factors, and alcohol influence also represent major contributors to collisions along the corridor.

Crash Factor Type	**Number of Incidents**
Influence Alcohol	34
Follow Too Close	2
Failure to Yield	32
Improper Turn	78
Speeding	237
Other Violations	36
Improper Driving	1
Other than Driver	36
Unknown	3

Table 15 SR 68 Primary Collision Factors (Year-Year) [i]

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4.2.8 | ZERO EMISSION VEHICLE (ZEV) INFRASTRUCTURE

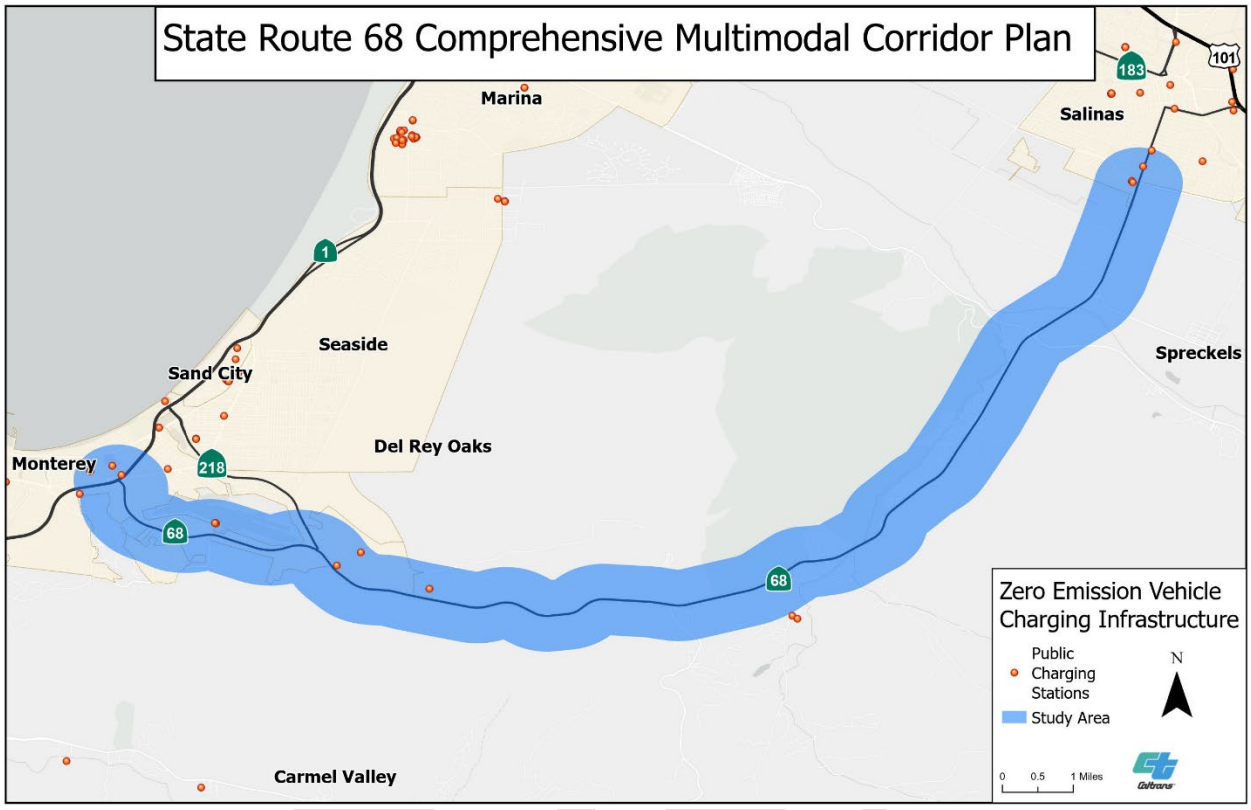
Within the Corridor Study Area buffer of SR 68, there are 11 EV charging stations, but a service gap exists in the central rural segment, west of Salinas and east of Del Rey Oaks. Installing charging infrastructure within this gap would mitigate range anxiety and enhance the reliability of EV travel between the Salinas Valley and Monterey Peninsula.
Hydrogen fueling infrastructure is nonexistent along the corridor. As of 2026, there are zero Hydrogen Filling Stations in Monterey, San Benito, Santa Cruz, or San Luis Obispo County. Hydrogen lends itself to heavy duty vehicles since hydrogen fueling provides longer ranges and faster refueling compared to battery-electric technology. Strategies to increase hydrogen fueling options are particularly important to pursue considering the high levels of diesel particulate matter along the corridor.

Air quality benefits are associated with transportation facilities that provide both gasoline vehicle alternatives and alternatives to vehicles for people and goods to reach their destinations. In addition to safe and accessible multimodal options that can help reduce the increase of greenhouse gas emissions while addressing health disparities and promoting opportunities for physical activity, the expansion of alternative fueling is also fundamental to a successful air quality strategy.

At time of writing, AMBAG is developing the Monterey Bay EV Adaptation and Resiliency Framework Study, which seeks to provide strategy for EV infrastructure across the Monterey County region. It focuses on rural unincorporated areas with high interregional travel, to identify key gaps and barriers for commuters, transit providers, freight, and other users through stakeholder input. It examines equity issues in access to charging and ensures future investments support underserved communities. Based on the analysis, it recommends infrastructure improvements, policies, and implementation strategies to guide regional ZEV adoption.

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Map 15| ZEV Infrastructure



4.3 | Transit Network Assessment

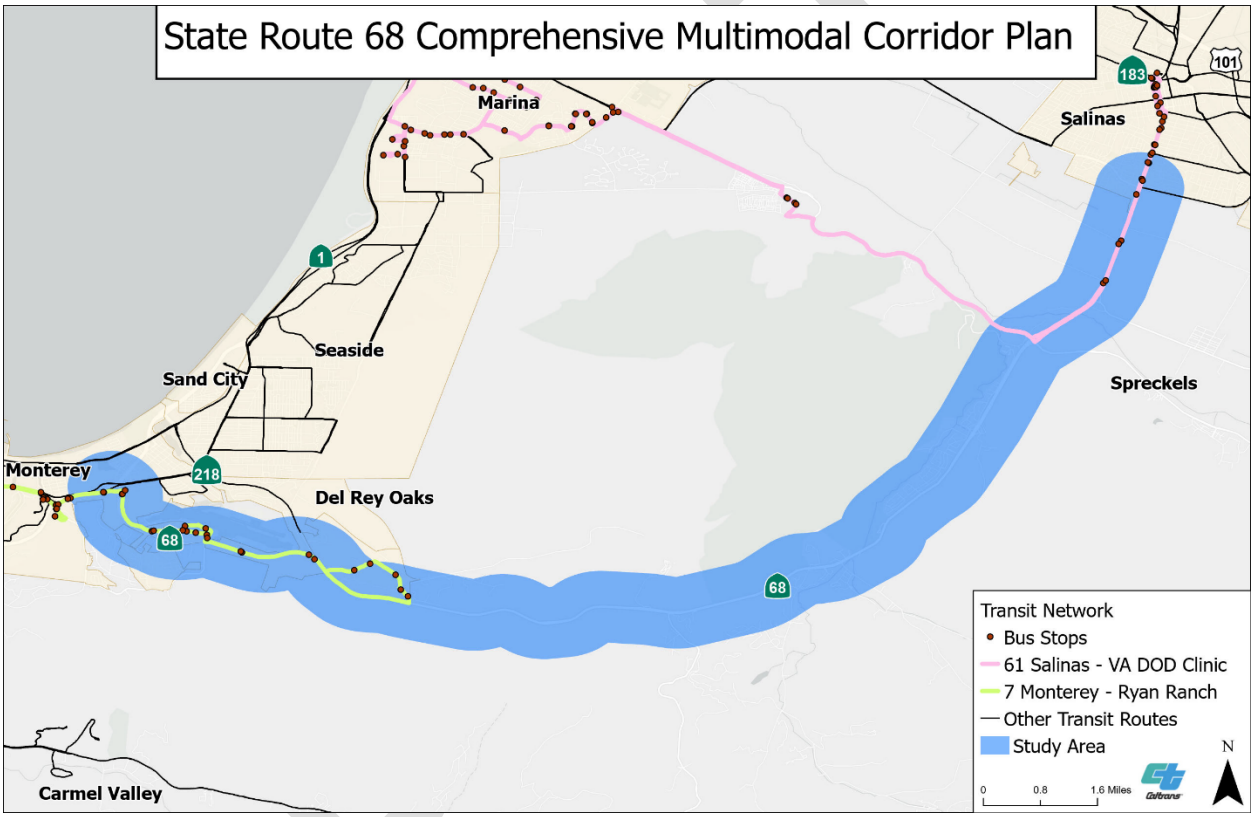
Transit service along the SR 68 corridor remains limited. MST is the primary transit provider in the study area and offers fixed routes, paratransit, and commuter services across Monterey County. Currently, only two fixed routes serve SR 68: Routes 7 and 61. As illustrated in the accompanying figure, Route 7 includes a single stop at Ryan Ranch and operates hourly on weekdays from approximately 7 a.m. to 6 p.m. and on weekends from approximately 8 a.m. to 6 p.m. Route 61 also has one stop at SR 68 and Stephanie Drive and operates on weekdays from approximately 6:45 a.m. to 6:45 p.m. and on weekends from approximately 8:45 a.m. to 6:45 p.m.

MST's Routes 56 and 86 historically have served this corridor. Route 56 functioned as an express service designed to support student travel between Monterey and Salinas but was discontinued during the COVID-19 pandemic in 2020. In 2022, MST published the Comprehensive Operational Analysis Network Plan, which indicated a community preference for frequent, all-day service in more densely populated areas. As a result, Routes 56 and 86 were not restored following the pandemic.

Traffic congestion along SR 68 has reduced the feasibility of providing direct transit service in the area. MST has stated that it cannot consider restoring Route 56 or other services connecting Salinas and Monterey via SR 68 until congestion improves to a level that allows consistent on-time performance.

The only park and ride facility within the SR 68 Study Area is located near Laureles Grade and is owned by the County of Monterey. Its capacity is limited, offering approximately 20 parking spaces. Before the COVID-19 pandemic, this lot served as a stop on MST's Route 68; however, commuters can now access the facility only by private vehicle.

Map 16 | Transit Network Map



4.4 | Goods Movement Assessment

4.4.1 | FREIGHT NETWORK OVERVIEW

SR 68 is the only National Highway System (NHS) route with a direct freight connection between the Monterey Peninsula and the Salinas Valley, which is also nicknamed "The Salad Bowl of the World", because it is one of the most productive agricultural regions in the United States, producing over 70% of the nation's lettuce. This is an important factor for the region's economy. Agricultural goods are time-sensitive so any delays can cause severe disruptions, resulting in food waste, reduced shelf life, and direct financial losses due to spoilage or declining market value.

Most of this route is designated as a Terminal Access Route on the national truck network. Terminal Access routes are available for interstate trucks that can travel on the Surface Transportation Assistance Act (STAA) network. The STAA standards designate the maximum truck sizes that all states must allow on the designated National Network. The exception being that the portion of SR 68 within the City of Salinas has a KPRA restriction. This restricts the distance between the trailer's kingpin and the center of the rear axle group to ensure proper turning radius and weight distribution.

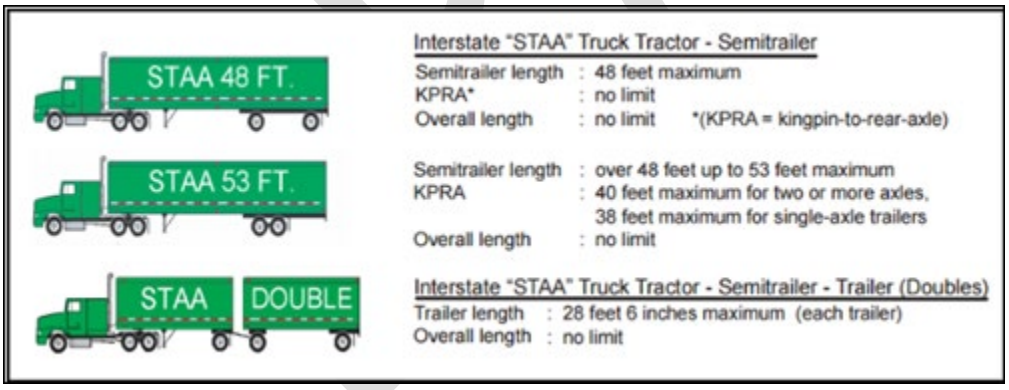
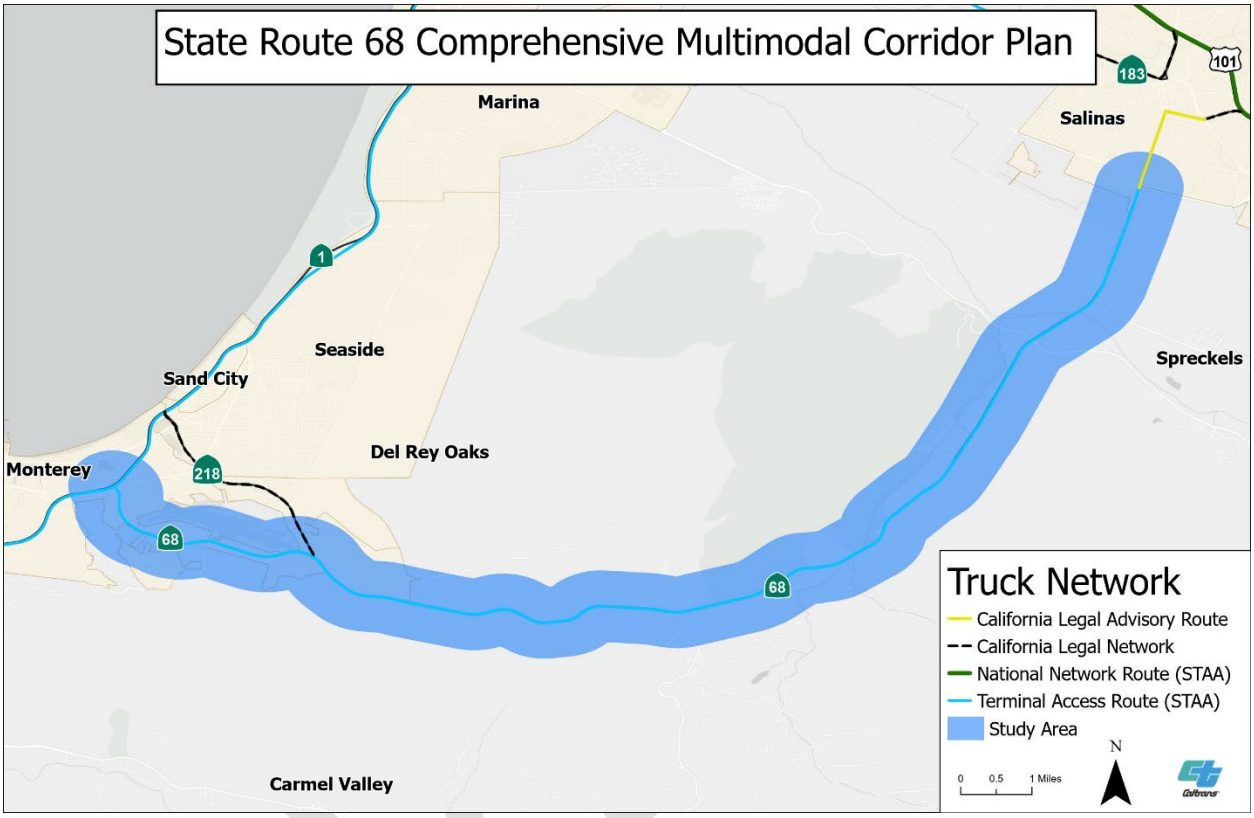


Figure 2 Trucks Allowed to Operate on SR 68 per STAA Truck Standards

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Map 17 | Truck Network



The physical geography of SR 68 presents notable constraints on truck movement along the western portion of the corridor. Freight vehicles must traverse a narrow and winding highway across the northern extent of the Santa Lucia Mountains which bisect Monterey County. These topographic limitations can be compounded by weather conditions, such as rain and seasonal fog. This may lead to decreased truck travel time reliability.

SR 68 provides access to critical highways and infrastructure for goods movement between the Monterey Peninsula and the rest of the state via SR 1, SR 218, SR 183, and US 101 with direct connections between the Monterey and Salinas Regional Airports and eventual connections to the Port of Oakland. Additionally, it serves as critical last mile infrastructure for delivering goods and essential resources to coastal communities throughout the Monterey Peninsula region.

Along the SR 68 corridor are several clusters of industries in the City of Salinas, City of Monterey, and the unincorporated community of Spreckels. Industries with a focus on agriculture are clustered in Salinas and Spreckels with specific clusters along SR 68 near River Road and Blanco Road, while distribution-focused industries are primarily concentrated in Salinas. There is also a newly developed 2.9-million-square-foot Amazon warehouse on the eastern end of Salinas, and Salinas industrial agricultural center.
In Monterey County, there are manufacturing clusters located near the eastern terminus of SR 68. Further information on employment within the corridor study area, adjacent municipalities, and the county is provided in Section 3.1.2.

4.4.2 | AVERAGE ANNUAL DAILY TRUCK TRAFFIC

Table 16 presents the annual average daily truck traffic along the SR 68 corridor. Truck traffic accounts for approximately 6 % of total daily volumes. Traffic levels increase toward the City of Salinas, where industrial, commercial, and agricultural land uses are more concentrated.

Segment	Annual Average Daily Truck Traffic (AADTT) 2025
Segment 1 PM MON R4.0-5.2	1,340 (6%)
Segment 2 PM MON 5.2-6.8	1,090 (5%)
Segment 3 PM MON 6.8-11.2	1,260 (5%)
Segment 4 PM MON 11.2-13	1,840 (7%)
Segment 5 PM MON 13-15.2	1,580 (6%)
Segment 6 PM MON 15.2-17.7	1,470 (5%)
Segment 7 PM MON 17.7-19.96	2,520 (7%)

Table 16 | Annual Average Daily Truck Traffic (2025) by Segment [3]

4.4.3 | TRUCK TRAVEL TIME RELIABILITY

Truck Travel Time Reliability is defined as the 95th percentile truck travel time divided by the 50th percentile truck travel time for a given segment. If this number is greater than or equal to 1.5 for any of the five study time periods, the segment is considered unreliable.

[3] Data was derived using PeMS March 2025 - March 2026 AADT data and utilizing the % of daily truck traffic for the estimate

Below is a table depicting the unreliable segments for trucks on SR 68 in both directions during all times of day, based on Streetlight data from 2021.

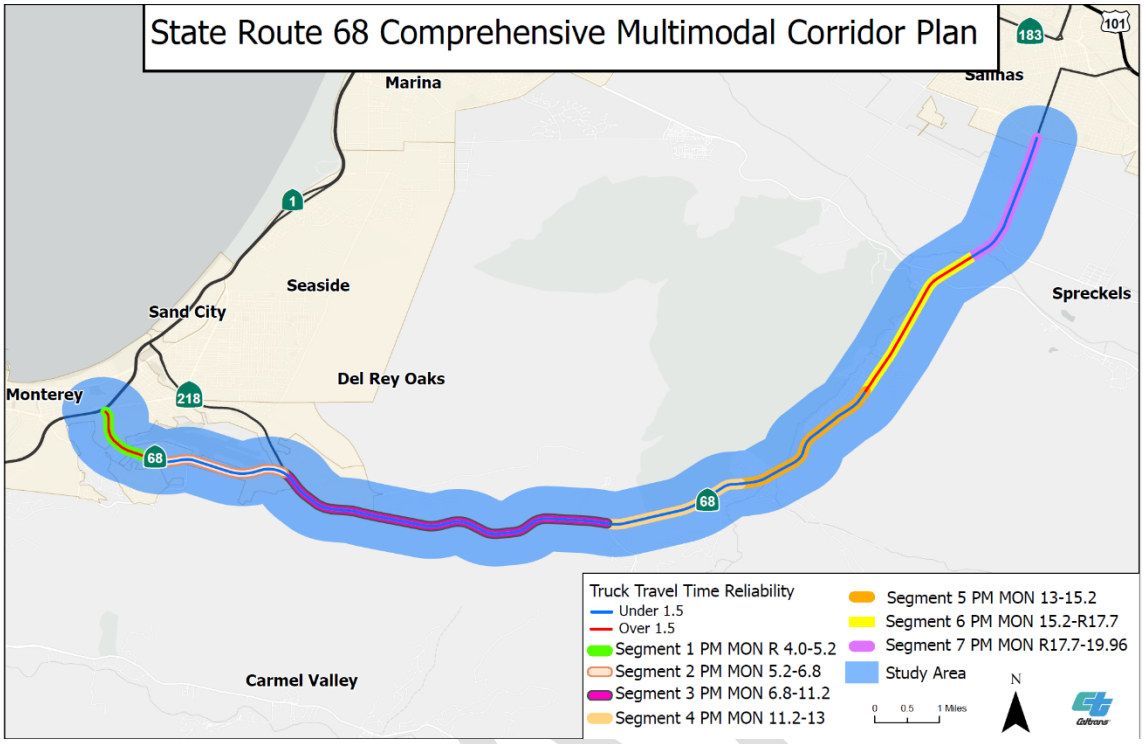
While the overall corridor is considered reliable for trucks with a Truck Travel Time Reliability Index of 1.35, some of the segments are considered unreliable. Those locations align with locations with identified mobility needs for all vehicles, including major interchanges and locations with multiple interchanges in proximity to each other. Operational improvements to these areas will facilitate smooth traffic flow for trucks, vehicles, and buses.

Segment PM	**Truck Travel Time Reliability Index Indicator**
Complete Corridor Study Area PM MON R 4.0 - 19.96	1.35
Segment 1 PM MON R4.0-5.2	1.59
Segment 2 PM MON 5.2-6.8	1.43
Segment 3 PM MON 6.8-11.2	1.02
Segment 4 PM MON 11.2-13	1.39
Segment 5 PM MON 13-15.2	1.31
Segment 6 PM MON 15.2-17.7	1.71
Segment 7 PM MON 17.7-19.96	1.42

Table 17 SR 68 Truck Travel Time Reliability Index Indicators by Segment[4]

[4] Data was tabulated utilizing 2021 Streetlight Data from 1/1/23 to 12/31/23.

Map 18 | Truck Travel Time Reliability



4.4.4 | TRUCK VEHICLE HOURS OF DELAY

Truck Vehicle Hours of Delay (TVHD) represent the additional time freight vehicles spend traveling in congested conditions rather than at free-flow speeds. This measure highlights how reduced speeds contribute to overall delay for freight movement.

As shown in Table 18, westbound traffic in the morning and eastbound traffic in the afternoon and evening account for the highest annual TVHD. These patterns align with the flow of goods from inland logistics and distribution centers to the Monterey Peninsula and other coastal areas of Monterey County. Many of these shipments, including agriculture-based products, are time sensitive, and delays can affect the quality and usability of the goods.

Time Period	Total Annual Truck Vehicle Hours of Delay
Weekday – AM Peak - Eastbound	771.72
Weekday – PM Peak - Eastbound	4,835.05
Weekday – AM Peak - Westbound	3,838.18
Weekday – PM Peak - Westbound	1,314.24
Weekend – All Day - Westbound	1,079.63
Weekend – All Day - Westbound	1,071.96

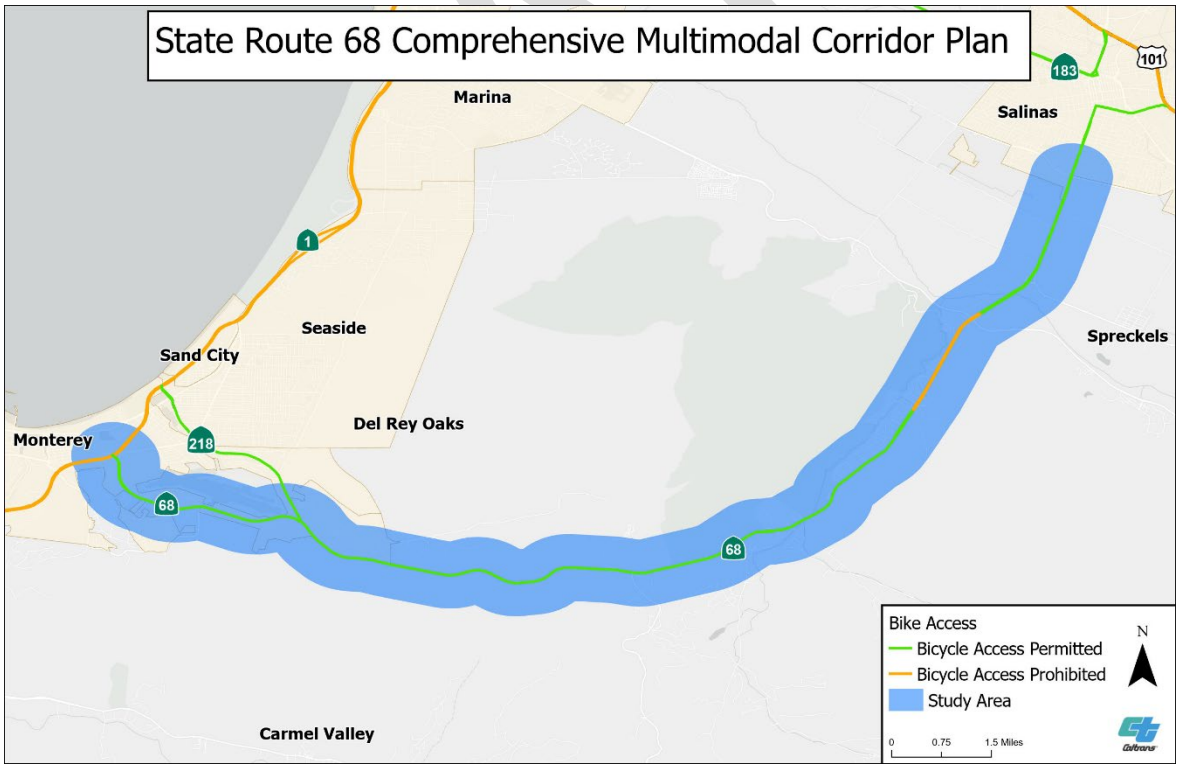
Table 18 Annual Truck Vehicle hours of Delay on SR 68 by Time Period and Direction [5]

4.5 | Bicycle and Pedestrian Network Assessment

4.5.1 | BICYCLE AND PEDESTRIAN ACCESS

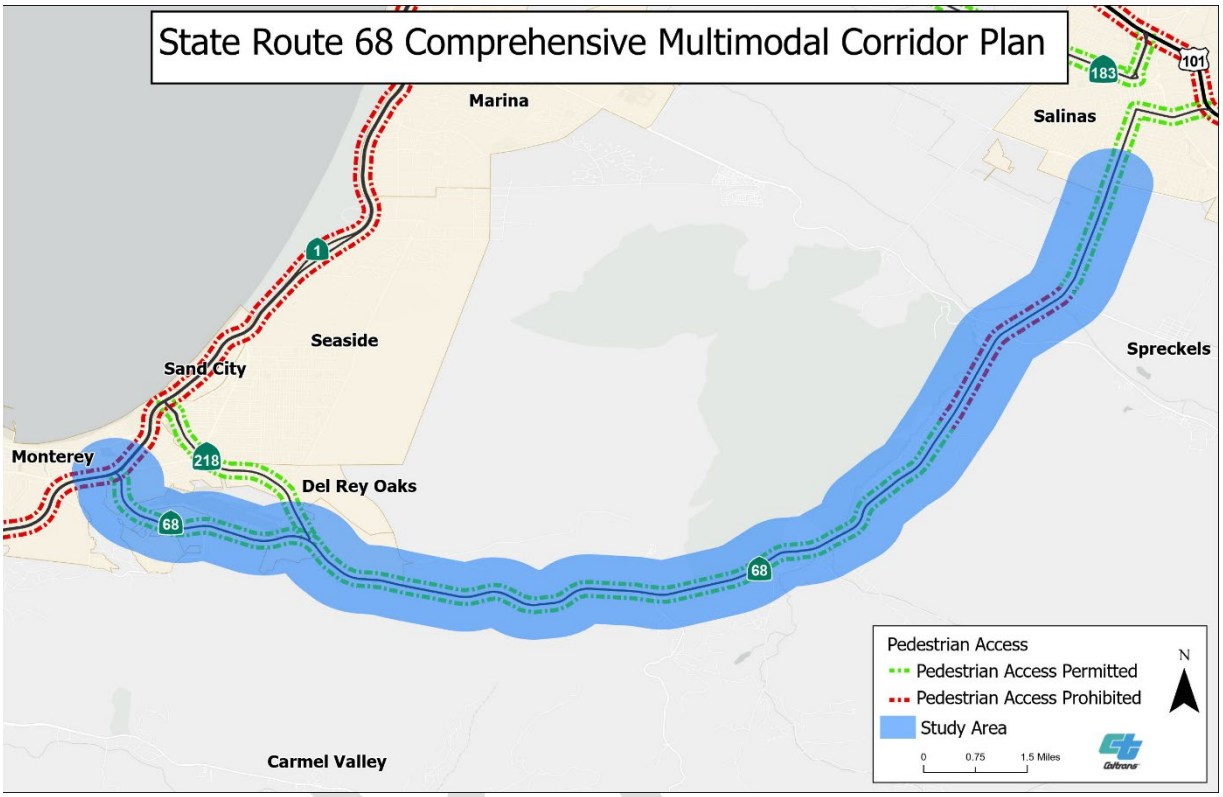
Bikes and pedestrian access are mostly not prohibited within the CMCP limits. Both bikes and pedestrians are allowed on SR 68 with one exception: Bikes and pedestrians are prohibited (not allowed) in both directions on SR 68 from postmiles 15.66-R17.35, from the River Road ramps to the Portola Drive Overcrossing. People walking or biking from 15.66-R17.35 are required to rely on alternative parallel routes such as Jacks Road, Engineer Canyon Road, and River Road (G17). The remainder of the SR 68 allows bike and pedestrian access in both the westbound and eastbound directions.

Map 19 | Bike Access



[5] Calculated similar to the AADTT metric but PeMS data from March 2025- March 2026. Calculated utilizing the percent of Daily Truck Traffic.

Map 20 | Pedestrian Access



4.5.2 | EXISTING BIKE FACILITIES

Biking facilities on or connecting to SR 68 are limited. The existing shoulder on SR 68 is a shared shoulder and accommodates bicyclists' travel primarily for recreational cyclists. Outside shoulder widths vary throughout the corridor from less than six inches to ten feet but are typically eight feet in width. There are three segments of Class II bike lanes on or connecting to SR 68. Class II bike lanes exist at the following location(s):

- On SR 68 from Blanco Road to Stephanie Road in the westbound and eastbound directions in the city of Salinas: Class II bike lane (1,160 LF)
- On Olmstead Road (county right-of-way) going southbound and connecting to SR 68: Class II bike lane (30 LF)

Because bicyclists are required to share the shoulder of SR 68 with vehicles at a posted speed limit higher than 35 mph, the level of traffic stress[6] (LTS) for

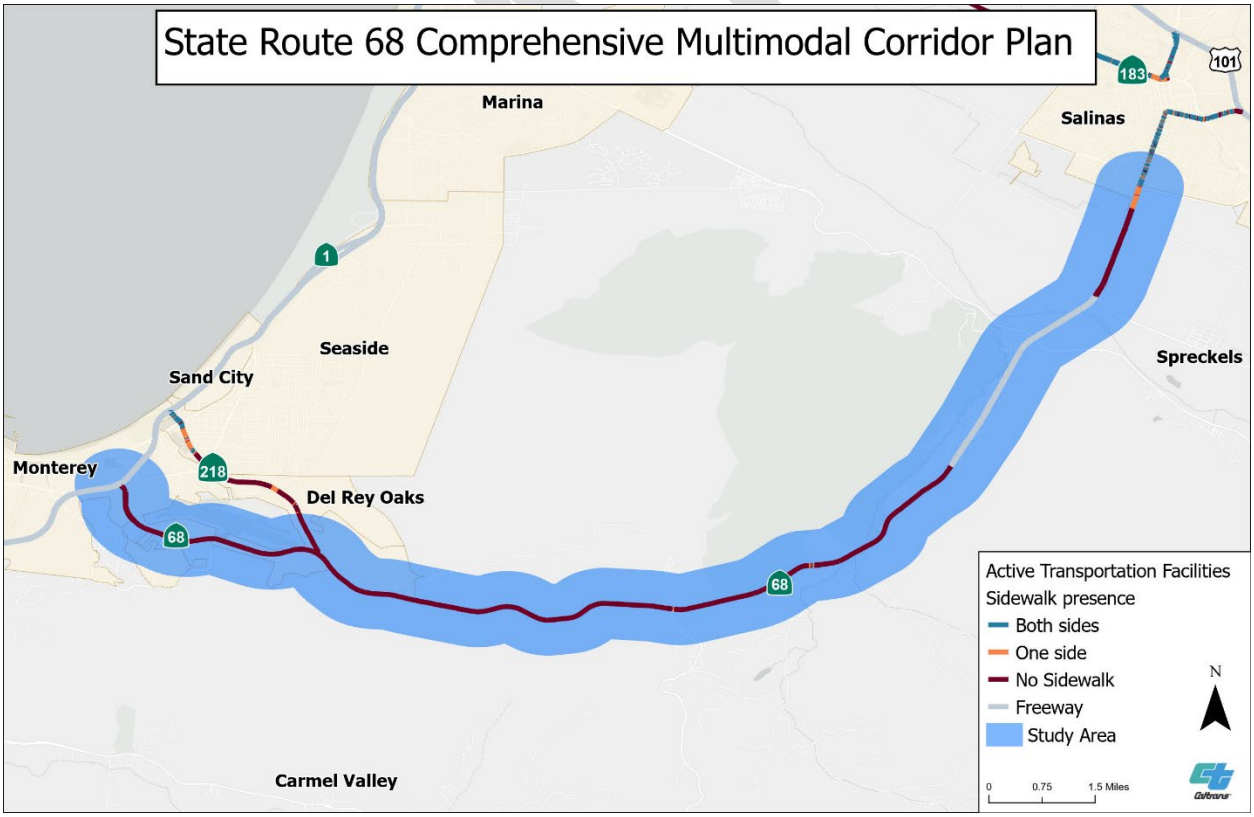
[6] Level of Traffic Stress analysis used *Low-Stress Bicycling and Network Connectivity*, MTI Report 11-19 from the Mineta Transportation Institute

bicyclists is a 4 (high stress) in the entire corridor. An LTS of 4 represents the existing highway shoulder only being appropriate for strong and fearless bicyclists who are typically comfortable not having dedicated bike facilities, riding adjacent to high-speed vehicular traffic, and are willing to share the shoulder with vehicles.

4.5.3 | EXISTING PEDESTRIAN FACILITIES

Pedestrian facilities within the project area are limited but more pedestrian infrastructure exists than bicycle facilities. Existing pedestrian facilities include sidewalks and curb ramps at various locations. In total, there are 4,971 linear feet[7] of sidewalks and 31 crosswalks present on, over, or under SR 68. The map below summarizes the locations of these existing facilities.

Map 21 | Existing Bike and Pedestrian Facilities



[7] Linear of feet of existing pedestrian facilities were estimated by drawing features in ArcGIS on SR 68 & do not include off-system facilities

The location, quantity, and types of pedestrian facilities present on or across SR 68 are summarized in the list below:

Location: Sidewalks (LF) & Crosswalks (x) Present at Location

- Mark Thomas Undercrossing (PM R4.041): Sidewalks (635 LF) and Crosswalks (x2)
- Josselyn Canyon Road Intersection (PM 5.218): Sidewalks (7 LF) and Crosswalks (x3)
- Olmstead Road (PM 5.57): Crosswalks (x3)
- Monterra Road (PM 6.811): Sidewalks (57 LF) and Crosswalks (x3)
- Ragsdale Drive (PM 7.082): Sidewalks (95 LF) and Crosswalks (x1)
- York Road (PM 8.148): Sidewalks (18 LF) and Crosswalks (x2)
- Pasadera Drive (PM 9.779): Sidewalks (22 LF) and Crosswalks (x3)
- Laureles Grade (PM 11.219): Sidewalks (115 LF) and Crosswalks (x2)
- Corral De Tierra Road (PM 12.949): Sidewalks (260 LF) and Crosswalks (x3)
- San Benancio Road (PM 13.329): Sidewalks (12 LF) and Crosswalks (x2)
- Portola Drive Overcrossing (PM 15.751): Sidewalks (1300 LF)
- River Road Overcrossing (PM R17.203): Sidewalks (725 LF) and Crosswalks (x6)
- Spreckels Road Overcrossing (PM R18.074): Sidewalks (320 LF)
- Westbound side of SR 68 from Blanco Road (PM 19.964) to PM 19.658: Sidewalks (1405 LF) with crosswalks (x2)

4.5.4 | GAPS AND BARRIERS FOR BIKES AND PEDESTRIANS

There are several barriers for pedestrians located on SR 68. Although pedestrian access is not prohibited for a majority of the corridor, there are limited facilities present on SR 68 for pedestrian travel. Except for the segment of SR 68 in the City of Salinas, the existing pedestrian facilities focus on enabling pedestrians to cross the highway at signalized intersections, overcrossings, or undercrossings. State Route 68 acts as a barrier for pedestrians crossing the state highway due to large crossing distances, few crossing opportunities, high posted speed limits, and traffic volumes. Within the project limits, there are a total of 13 crossing opportunities for pedestrians via crosswalks, overcrossings, or undercrossings. There are two large gaps for bike facilities located on SR 68. Where these bike gaps are located, there are limited or no parallel bike facilities on local adjacent roads. This results in bikers being required to use SR 68 for traveling westbound and eastbound in the project area.

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Gaps in bike facilities are summarized into the following segments:

- Bike gap going Westbound and Eastbound between Stephanie Drive (PM 19.946) and River Road Interchange (PM R17.300)
- Bike gap going Westbound and Eastbound between Portola Drive interchange (PM 15.717) and Fairground Road Undercrossing (PM R4.0)

4.5.5 | OPPORTUNITIES FOR ACTIVE TRANSPORTATION

Addressing the bike and pedestrian gaps should prioritize connecting essential community destinations along or across SR 68 where the SHS bisects rural neighborhoods. SR 68 acts as a barrier for people walking or biking in their communities such as Creekside, Serra Village, Ambler Park, Corral De Tierra, and Laguna Seca. The highway's placement results in pedestrians and cyclists having challenges going north and south in their community to destinations such as schools, parks, and stores. Opportunities for active transportation improvements could benefit from producing more crossing opportunities for bikes and pedestrians, enhancing existing crossings, overcrossings, and undercrossings. In addition, providing bike facilities between the rural communities located along SR 68. Future development along the corridor may increase travel demand and create additional opportunities for active transportation connections. As new community destinations are developed, improving bicycle and pedestrian infrastructure will help support safe and convenient access between rural neighborhoods and essential services along SR 68.

4.6 | Transportation Demand Management

Transportation demand management (TDM) is a broad application of projects and strategies aimed at reducing travel demand or shifting the demand to other modes, other routes, or other times. Some examples of TDM include:

- Alternative mode travel incentives
- Carpool van incentives
- Subsidized transit passes
- Parking management programs
- Guaranteed ride home programs
- Alternative mode trip planning websites and applications

TDM can also include infrastructure and operational projects, including but not limited to, HOV/express lanes, bicycle parking, park-and-ride lots, and Complete Streets treatments on local streets.

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Existing TDM Strategies in the SR 68 Corridor

GO 831 - Go831 is a free program offered by TAMC that encourages reducing vehicle use during peak travel periods. It supports employer-based commute programs by providing resources, technology, and tools that offer meaningful benefits to employees while keeping administrative costs low.

Emergency Ride Home - The Emergency Ride Home Program created by TAMC supports commuters who prefer to leave their car at home but are concerned about being stranded during a family emergency or an unexpected late work assignment. The program provides reassurance by reimbursing the cost of a taxi, rideshare service, or rental car in qualifying emergency situations

Park & Ride – Park and ride lots near transit stops and high occupancy vehicle lanes. These facilities also support carpooling and vanpooling. Park and ride lots can incorporate cool pavement treatments, tree canopy, or solar photovoltaic shade structures to reduce the urban heat island effect and evaporative emissions from parked vehicles, as well as provide dedicated electric vehicle parking and charging infrastructure.

Telework – Telework uses telecommunications to replace physical commuting and can help reduce congestion, improve employee flexibility, and expand access to jobs and services when supported by clear organizational policies and reliable technology. While telework can lower commute related vehicle travel and associated costs, its overall transportation impact varies because reduced commuting may be offset by additional nonwork trips or residential relocation. When paired with broader travel demand management strategies, telework can contribute to meaningful reductions in traffic, emissions, and parking demand while offering employees greater convenience and job satisfaction.

Vanpool - The California Vanpool Authority (CalVans), established in 2011, is a public transit agency that provides commuter and farmworker vanpool services. It was formed through a joint powers agreement among the councils of governments in Fresno, Imperial, Kern, Kings, Madera, Merced, Monterey, Sacramento, San Benito, San Joaquin, Santa Barbara, Santa Cruz, Stanislaus, Sutter, Tulare, and Ventura counties. CalVans is authorized to own, operate, and administer a vanpool system within these member counties. In the Monterey County region, it offers two programs: the Farmworker Vanpool Program and the General Public Vanpool Program.

4.7 | Broadband

Broadband service has become an essential element of communication, an engine of economic activity as it provides educational opportunity, civic

engagement, access to health care, teleworking, and much more. Income, education, disability status, age, race, and ethnicity all correlate with broadband availability and use. Residents in less populated areas generally have less access to broadband services. State highway right of way (ROW) can be a source of expanding the broadband network which could provide increased accessibility to tribal land, rural communities, and priority populations. California Governor's EO S-23-06, Twenty-First Century Government (2006), directed establishment of the California Broadband Task Force to bring together Caltrans and public and private stakeholders to identify opportunities to facilitate broadband installation across the State. Assembly Bill (AB) 1549 (2016), requires Caltrans to notify broadband deployment organizations on construction methods suitable for broadband installation through the Caltrans website. This would bring forth private and public partnership opportunities to increase advanced communication technologies. In 2018, Caltrans developed the "Incorporating Wired Broadband Facility on State Highway Right-of-Way User Guide[9]," providing guidelines on Caltrans processes for wired broadband providers to incorporate wired broadband facilities in State highway ROW. In 2021, the California Advanced Services Fund provided $645 million for the California Public Utility Commission to provide broadband access to no less than 98% of California households in each region. It has funded 17 regional broadband consortia across the State that have identified "Strategic Broadband Corridors" which are now used as part of Caltrans planning efforts to provide broadband services to areas currently without broadband access and build out facilities in Equity Priority Community areas. Caltrans encourages developing partnerships with stakeholders and the regional broadband consortium during planning, environmental scoping, and project development to integrate broadband into projects.

SR 68 is not considered a Strategic Broadband Corridor or identified within the Statewide Middle-Mile Broadband Initiative.

4.8 | Transportation Systems Management and Operations (TSMO)

Caltrans is committed to optimizing California's transportation systems for all users and modes of travel through TSMO. This involves integrating systems to efficiently move people and goods in congested urban areas. TSMO strategies include ramp metering, traffic signal synchronization, Intelligent Transportation Systems/Transportation Management Systems (ITS/TMS), and managed lanes. Operational improvements through ITS deployments can enhance efficiency. There are four types of management: system management for localized congestion, incident management for non-recurrent congestion, event management for emergencies, and asset management for infrastructure. The

completion and implementation of a Transportation Asset Management Plan is crucial. Caltrans aims to align financial investments with state goals and strategic outcomes while focusing on fixing existing issues, a "fix-it first policy". Operations and maintenance resources are vital for achieving this objective, especially as more ITS/TMS elements are implemented.

ITS/TMS Elements

Table 19 below summarizes the ITS/TMS elements within the Corridor. They include Closed-Circuit Television (CCTV), Changeable Message Signs (CMS), Extinguishable Message Signs (EMS), Traffic Signals, Traffic Monitoring Detection Stations/Microwave Vehicle Detection Systems, and Traffic Census Stations.

ITS/TOS Element	Direction	SR 68 Total
CCTVs	Both	15
CMS/EMS	WB	1
	EB	0
Traffic Signals	Both	13 Signals
Traffic Monitoring Detection Stations	WB	17 Stations; 22 Total Lanes Monitored
	EB	15 Stations; 19 Total Lanes Monitored
Traffic Census Stations	Both	3 Stations
	WB	5 Stations
	EB	3 Stations

Table 19 ITS/TMS Elements

SR 68 Adaptive Traffic Signal Control (ATSC)

In addition to core ITS elements, this corridor is also piloting new technology. As part of an ongoing pilot project, nine traffic signals on Highway 68 between San Benancio Road and Josselyn Canyon Road have implemented adaptive traffic signal control. The primary difference between the previous traffic signal technology and the new adaptive technology is the use of dynamic timing adjustments and connected controller communication to optimize traffic flow throughout the corridor. The pilot project is evaluating the effectiveness of this technology by tracking key performance measures like corridor travel times and intersection delay.

Caltrans implemented the pilot project in May 2026, and it will continue for a period of five years. The TAMC Board of Directors supported this initiative by allocating $1.2 million in regional Measure X funding for the acquisition, installation, and support of the adaptive signal technology.

4.9 | Future Conditions

The forecast data below uses traffic volumes from the Caltrans Census Program (Year 2025) combined with the travel demand model from AMBAG. The limits for this traffic forecast cover the entire SR 68 corridor from post mile Monterey (MON) R4.0 – (MON) 19.96.

The following metrics are considered for future forecasting conditions:

- Annual AADT – The total volume of vehicle traffic on a highway or road segment for one year divided by 365 days.
- Design Hourly Volume (DHV) - the number of vehicles that travel through a segment of roadway during the design (peak) hour
- Directional Split – The percentage of total two-way traffic moving in the higher-volume direction during a specific hour
- Directional Design Hourly Volume – The proportion of AADT in the design hour in the predominant direction of traffic flow.
- Truck % in ADT – The proportion of truck traffic to the ADT
- Truck % in DHV (T) – The proportion of truck traffic to general traffic in DHV. AADT

The forecast data below is what is reflected in the model; it takes into consideration projects included in Constrained Project Lists in respective Regional Transportation Plans but does not reflect conceptual or unconstrained improvements or strategies. In other words, apart from projects already identified as Constrained in established Regional Transportation Plans, the forecast does not reflect the majority of projects in the CMCP project list. The forecasting model base year is 2020 with a horizon year of 2045. Based on traffic patterns, the forecast limits have been subdivided into six distinct segments to enhance the accuracy in representing traffic volumes. The forecast segmentation is listed in the table below.

Segment	AADT Projection 2045	DHV 2045	Directional Split 2045	Directional Design Hourly Volume 2045 (DDHV)	Truck % in AADT 2045	Truck % in DHV 2045 (T)
Segment 1 (PM MON R4.0-5.2)	23,500 (5.38 %)	2170	52% EB	1100	11%	6%
Segment 2 (PM MON 5.2-6.8)	23,100 (5.48%)	2540	52% EB	1300	11%	6%

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Segment 3 (PM MON 6.8-11.2)	26,700 (5.95%)	2960	59% WB	1700	11%	6%
Segment 4 (PM MON 11.2-13)	29,100 (10.65%)	3280	59% WB	1900	13%	7%
Segment 5 (PM MON 13-15.2)	29100 (10.65%)	3170	56% WB	1800	12%	6%
Segment 6 PM MON 15.2-17.7	30,900 (10.92%)	3660	56% WB	2000	12%	6%
Segment 7 (PM MON 17.7-19.96)	39,500(9.7%)	4170	50%	2100	12%	6%

Table 20 Forecasted Future Conditions for the SR 68 Corridor[8]

When comparing the 2045 horizon year to the 2025 base year, the largest increases in AADT appear near the Salinas portion of the corridor. Segment level growth along the corridor ranges from 5.4 to 10.9 %. Segments 1 through 3, from State Route 1 to CA 218, show the smallest increase at approximately 5.5 %. Segments 4 through 7, from Laureles Grade to the Salinas city boundary at Blanco Road, show the highest increase at approximately 10.5 %. Freight activity is also expected to rise sharply, with daily truck traffic and design hourly truck volumes nearly doubling by 2045.

4.10 | Climate Resilience and Other Environmental Considerations

SR 68 Climate Resilience

The SR 68 corridor is anticipated to experience increased wildfire, extreme heat events, and flooding due to climate change. Serving as the only direct connector between Salinas and Monterey, susceptibility of the roadway to climate change impacts and its role as a key evacuation route underscore the

[8] This information was generated via PeMS, and data from the AMBAG Regional Growth Model from the 2022 RTP.

importance of understanding and adapting to climate hazards that will impact the region. This section provides an overview of expected temperature, precipitation, and wildfire over the coming decades in the corridor with climate change, and notable climate-related events that have occurred in the corridor.

Climate Change Impacts in the SR 68 Corridor

Temperature

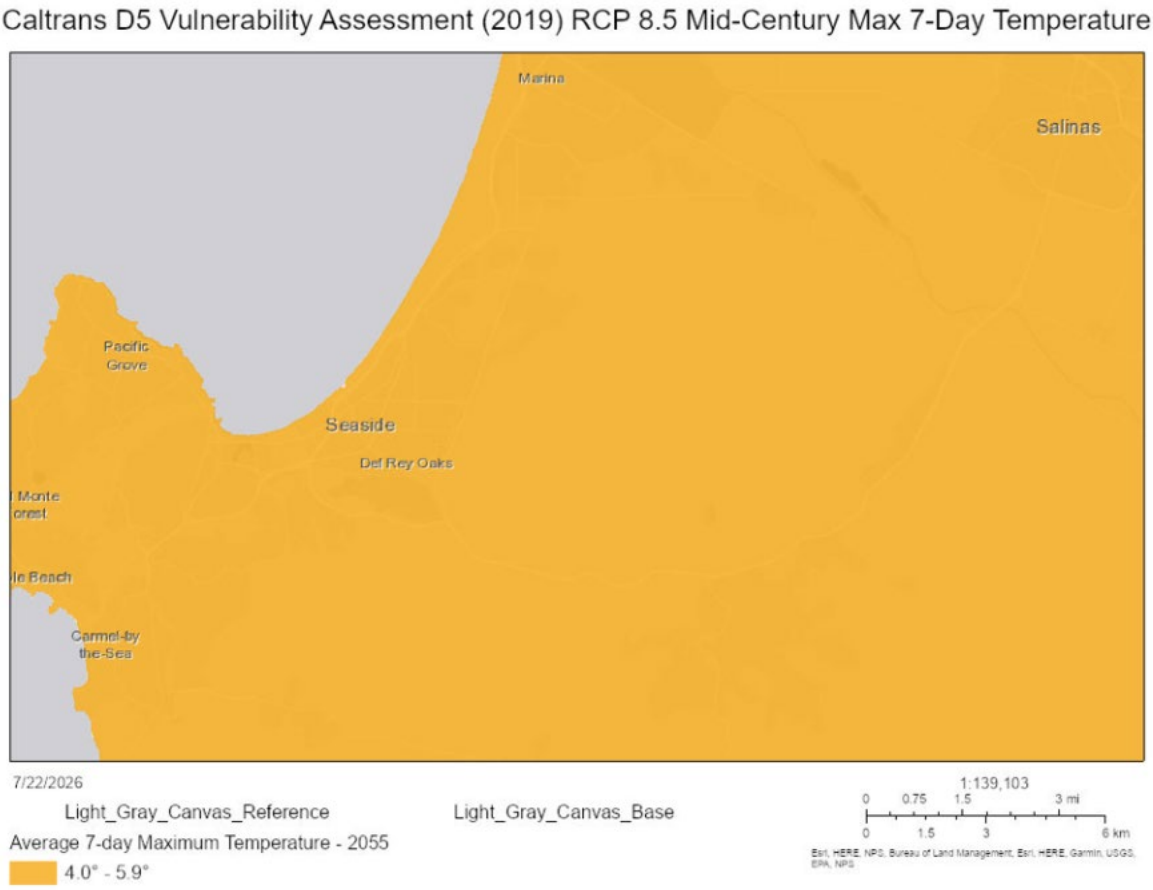
Climate change projections indicate a steady and significant increase in both average daily temperatures and frequency of extreme heat events. Prolonged exposure to elevated temperatures can accelerate the deterioration of transportation assets, particularly asphalt pavements, which are susceptible to rutting, softening, and reduced service life under sustained heat. Higher temperatures can also affect bridge joints and other roadway components, potentially increasing maintenance needs and reducing overall asset conditions. The Caltrans Vulnerability Assessment Report (2019)[1] analyzed change in the average maximum 7-day temperature for the Years 2025, 2055, and 2085.

While Monterey County's coastal proximity allows for cooler temperatures relative to more inland regions, climate models still project a continued warming trend. The County is expected to see an increase of around 2.2 °F by year 2025, and 5 °F by 2055. By year 2085, areas of Monterey County will see an increase of 8.5 °F, and segments near Salinas will see an increase of nearly 9 °F. These changes are expected to increase heat-related stress on transportation infrastructure and operations.

These projected temperature increases should be incorporated into the planning, design, operation, and maintenance of facilities along SR 68. Using climate-informed pavement design, heat-resistant materials, and resilient asset management practices can improve long-term performance while reducing lifecycle maintenance costs.

Infrastructure expected to remain in service for many decades, like bridges, should be designed to accommodate projected future climate conditions over their full design life. In contrast, asphalt is typically rehabilitated or replaced every 20 to 25 years, providing regular opportunities to incorporate updated climate projections, revised design standards, and more resilient materials into future projects.

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Precipitation

Climate change is expected to alter precipitation patterns throughout Monterey County, with warmer atmospheric temperatures increasing the amount of moisture the atmosphere can hold. Although total annual precipitation may vary from year to year, climate projections indicate that rainfall events are likely to become more intense, increasing the potential for flooding, erosion, and storm-related damage.

Along the SR 68 corridor, heavier precipitation events have the potential to affect transportation infrastructure in several ways, including localized flooding, drainage system exceedance, erosion of roadway embankments, slope instability, and damage to pavement and other transportation assets. These impacts can disrupt travel, reduce roadway reliability, and increase maintenance and repair needs, particularly in areas with constrained drainage or steep terrain.

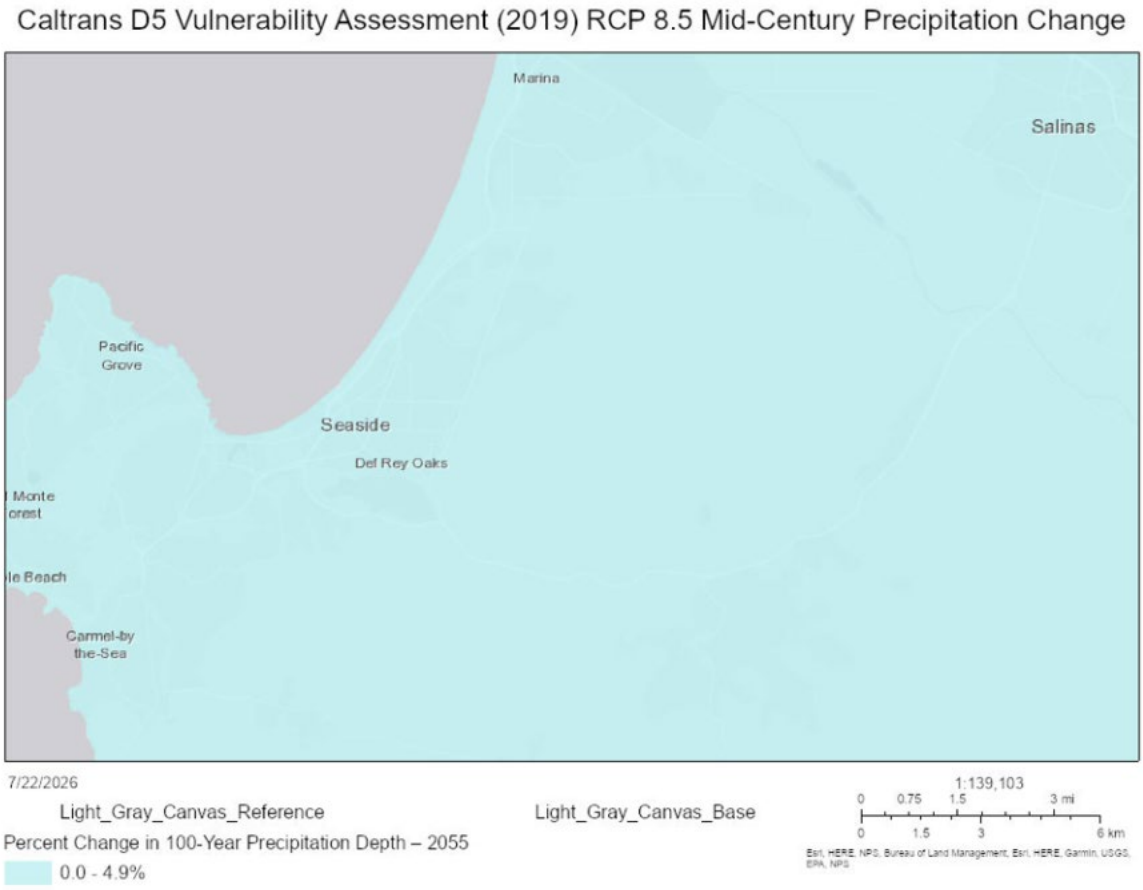
The Caltrans Vulnerability Assessment Report (2019)[1] used Representative Concentration Pathways (RCP) 8.5 (high-emissions scenario) to analyze the 100-

year storm rainfall event. Based on that report, the SR 68 region of Monterey County is expected to see a 2-4% increase in precipitation by the year 2085. The primary concern for transportation infrastructure is not necessarily an increase in total annual rainfall, but rather the greater frequency and intensity of extreme precipitation events. More intense storms can overwhelm existing drainage systems and increase the likelihood of roadway flooding, debris flows, and washouts, affecting the safety and operation of SR 68.

For example, in early 2017, a series of powerful atmospheric river storms brought intense periods of rainfall to Monterey County. This resulted in widespread flooding, erosion, and damage to transportation infrastructure throughout the region. SR 68 experienced areas of widespread flooding and was blocked with over 1 foot of mud at River Road.

Given projected precipitation changes, future projects along the SR 68 corridor should incorporate resilient drainage design, erosion control measures, and hydraulic analyses that account for future climate conditions. Regular inspection and maintenance of culverts, storm drainage facilities, and slopes will also be important to maintain the long-term performance and reliability of the corridor, particularly as extreme precipitation events become more frequent.

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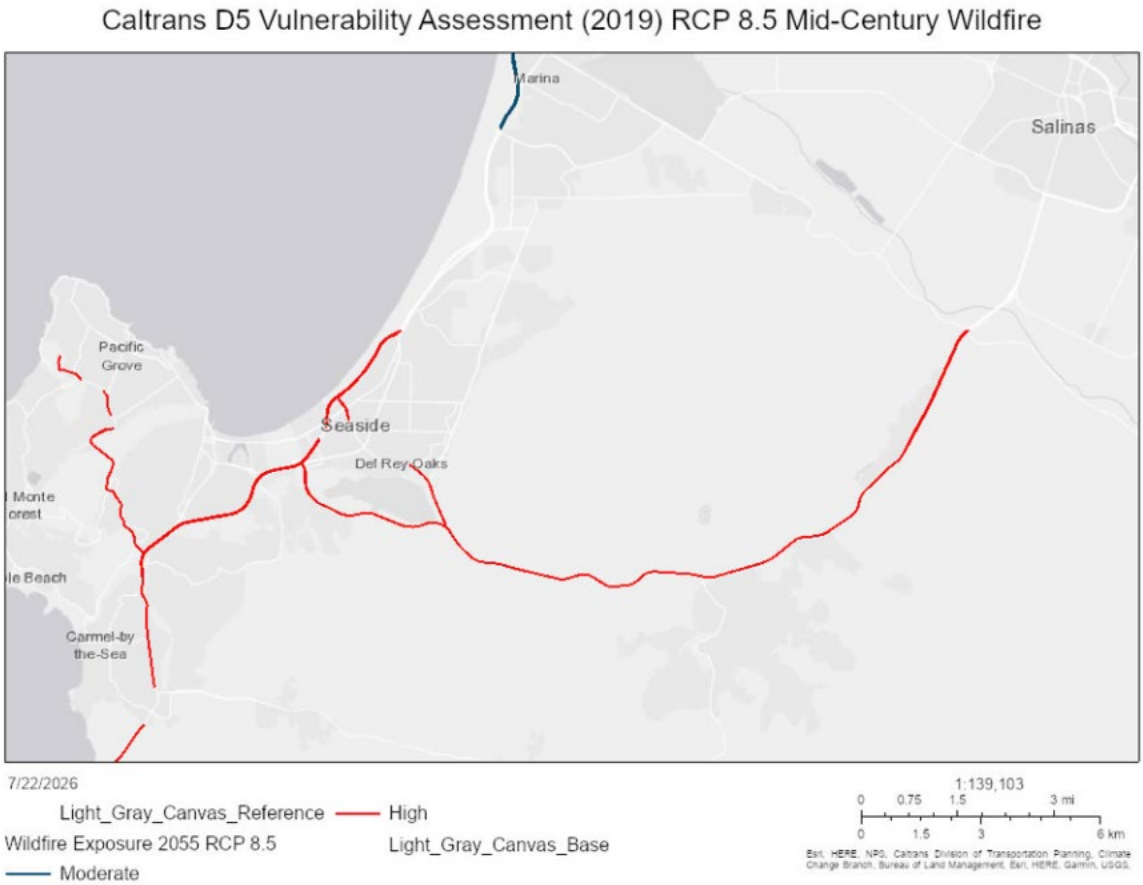
Wildfire

Wildfires are increasing in severity and frequency with climate change. Wildfire can damage transportation infrastructure and reduce travel visibility and increases the susceptibility of the area to other environmental hazards, such as erosion and mudslides. As the only direct route between Monterey and Salinas, SR 68 is a critical roadway during a wildfire evacuation in the region.

SR 68 is highly susceptible to wildfires due to the rural environmental setting of the corridor, including large woodlands and natural landscapes with vegetation that has not burned in several decades, resulting in a build-up of wildfire fuels. For example, the 2020 River Fire burned more than 48,000 acres in Monterey County, including areas adjacent to the SR 68 corridor. This fire demonstrated the region's vulnerability to wildfire and its cascading impacts. Following the fire, intense winter storms in 2021 triggered debris floods within the burned watershed, highlighting the post-wildfire risk of erosion, sediment transport, and flooding.

SR 68 was identified as a high-priority area in the Cal Fire San Benito-Monterey Unit 2025 Fire Plan[1] due to historical fires and accumulated wildfire fuels. Most of the Monterey-Salinas Highway is in a high Fire Hazard Severity Zone, with portions in a moderate Fire Hazard Severity Zone[2]. Under Representative Concentrations Pathway (RCP) 8.5, a business-as-usual greenhouse gas emissions scenario, the Caltrans Vulnerability Assessment Report (2019)[1] identifies most of SR 68 (from Highway 1 to River Rd) as high concern for wildfire by mid-century.

Planting fire-tolerant and drought-resistant vegetation, clearing dry, flammable vegetation (wildfire fuels), and improving defensible space adjacent to the roadway can reduce wildfire vulnerability in the corridor. Caltrans Maintenance performs extensive vegetation management along the State Highway System to manage wildfire risk and improve climate resilience. Vegetation management strategies include mechanical, manual, and chemical activities, as well as tree trimming and removal. SR 68 is one of the highest priority fuels reduction locations selected by the Caltrans District 5 Vegetation Management Program for Fiscal Years 2027-2030.



Chapter 5 Corridor Solutions Prioritization, Recommended Projects, and Strategies

This chapter provides an overview of how projects and strategies for the SR 68 corridor were evaluated and also includes recommendations for the corridor.

5.1 | Project Evaluation

Projects and strategies were identified through outreach with stakeholders and then qualitatively assessed for alignment with the SR 68 CMCP goals of safety, efficiency, resiliency, multimodal accessibility, economic prosperity, goods movement, public health, climate resiliency, environmental stewardship, and equity. The purpose of multimodal corridor planning is to create a coordinated system that balances transportation modes rather than advancing isolated projects.

Each project was evaluated for its alignment with the goals and objectives outlined in Chapter 2.4. Additional considerations for ease of implementation, estimated cost, and expected partner coordination were also included. Projects received high, medium, or low ratings based on how well they met the objectives associated with each goal. Appendix A explains the Project Scoring Methodology and provides more details on how projects were rated. These ratings were informed by qualitative performance measures.

Table 21 (in Section 5.2.3 Project List with Ranking and Final Score) summarizes the project ratings. The evaluation focused on how each project advances the SR 68 CMCP goals and does not assess eligibility or competitiveness for funding programs. Some projects may have limited effects on the goals yet still align well with certain funding opportunities.

Many projects are fiscally constrained and are included in the RTP, while unconstrained strategies include recommendations from other plans and studies as well as concepts proposed by this CMCP, based on input from Caltrans functional units and stakeholders. Additionally, the CMCP includes a list of projects from the State Highway Operation and Protection Program (SHOPP), focusing on maintenance, operations, and safety improvements. Although SHOPP projects are primarily maintenance efforts and do not affect

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system performance, they have been included because they provide corridor improvements that complement the recommended projects for the corridor. *Note: The CMCP is a Planning Level Document.*

In developing the project list, potential induced demand was treated as a planning level consideration consistent with current statewide guidance. For the purpose of prioritizing and evaluating projects, the CMCP emphasizes multimodal, demand management, and non-capacity increasing strategies that align with state goals to reduce VMT. Projects that could increase roadway capacity were reviewed at a conceptual level to consider their potential to generate additional vehicle travel, with the understanding that full induced demand and VMT analyses must occur or are already occurring during project development phases, when detailed design, traffic modeling, and environmental review allow for more rigorous evaluation of these effects.

Project evaluation conducted for this CMCP is intended solely as a planning level review. The assessments included in this document do not represent full project development analysis. All projects will require further detailed evaluation of their benefits, impacts, engineering needs, environmental considerations, feasibility, etc. during the formal project development process. Implementation of any major recommendations will also require coordination with partner agencies and may depend on discretionary funding and future studies. This CMCP serves as a planning tool and does not guarantee project advancement, funding, or approval.

5.2 | Project List

5.2.1 | PROJECT SOURCE LIST

The table below lists the sources for the projects identified in the SR 68 CMCP.

Caltrans	SR 68 TCR (2013)
	SR 68 Scenic Highway Plan (2017)
	District 5 District System Management Plan (2015)
	Caltrans District 5 Active Transportation Plan (2021)
	Caltrans District 5 Ten-Year Project Book (2025)
	Caltrans District 5 Status of Projects (2026)
Regional/Local Agencies	2045 & 2050 AMBAG MTP/SCS (2022 & 2026)
	Monterey County Active Transportation Plan (2018)
	Monterey County Regional Transportation Plan (2022)

	Monterey County Regional Transportation Plan (2026)
	City of Monterey Multimodal Plan (Move Monterey) (2021)
	City of Monterey Parks & Recreation Master Plan
	Monterey County General Plan (2010)
	TAMC Fort Ord Regional Trail and Greenway (FORTAG) Design Report (2020)
	City of Salinas Safe Routes to School Plan (2022)
	City of Salinas Active Transportation Plan (2024)
	Monterey-Salinas Transit Comprehensive Operational Analysis Final Network Plan (2022)
	Salinas Vision Zero Action Plan (2021)

Table 21 Project List Sources for SR 68 CMCP

5.2.2 | PROPOSED PROJECT TYPE DESCRIPTION

The following project improvement types are included in the SR 68 CMCP project list:

- Corridor Operation Improvements - These projects are strategic, multimodal initiatives designed to reduce congestion, improve person throughput, and enhance safety along major travel corridors. They incorporate a combination of highway improvements, technology solutions, and active transportation upgrades rather than relying solely on expanding general-purpose lanes.
- Intersection Improvements – These projects focus on enhancing safety, reducing conflict points, and improving traffic flow. Common project types include roundabout installations, signal modernizations, channelization and turning lane upgrades, and multimodal complete street improvements.
- Active Transportation Infrastructure Improvement - These projects aim to enhance safety, support sustainable mobility, and reduce greenhouse gas emissions by making walking, biking, and rolling comfortable and accessible. These projects also enhance accessibility for all users by providing dedicated cycling facilities, expanded sidewalks, ADA-compliant curb ramps, and safer crosswalks.
- Drainage Improvements - These projects restore, upgrade, and maintain the structural integrity of the state highway network by repairing and improving culverts, bioswales, roadside ditches, and pumping plants to

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prevent erosion, flooding, and roadway failure. They also provide additional benefits such as enhancing wildlife crossings and fish passage

- Landscaping Improvements - These projects include installing hardscaping, drought-tolerant landscaping, erosion control features, water-efficient irrigation systems, structure beautification elements, and community gateway improvements.
- Environmental Monitoring - These projects address biological, ecological, stormwater, water-quality, cultural-resource, air-quality, plus hazardous materials oversight across highway, bridge, or infrastructure improvements to ensure compliance with CEQA, NEPA, PLACs (permits, licenses, agreements, certifications).
- Pavement Rehabilitation - These projects include 2R resurfacing to extend pavement life, 3R rehabilitation to restore structural and operational performance, and long-life pavement strategies designed for high-volume corridors.

While SR 68 is described broadly in terms of its regional function and characteristics, this CMCP focuses specifically on the defined SR 68 corridor study area and the Corridor Improvement Project locations. Projects outside the study area are included only where they have a direct relationship to corridor operations, connectivity, or planned improvements.

5.2.3 | PROJECT LIST WITH RANKING AND FINAL SCORE

Scoring Criteria

The following scoring criteria were developed utilizing the five primary goals along with their objectives and performance measures outlined in Chapter 2.4. To minimize redundancies, several performance measures were consolidated to create a more streamlined and comprehensive evaluation. The 12 criteria are composed of the following:

- Safety (High or Low)
- Efficiency (High, Medium, or Low)
- Congestion (High, Medium, or Low)
- Vehicle Miles Traveled (High, Medium, or Low)
- Transit Performance (High or Low)
- Active Transportation Network (High or Low)
- Mobility Hubs/ Park & Ride (High or Low)
- Freight Mobility (High, Medium, or Low)
- Air Quality (High, Medium, or Low)

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- Bicycle Level of Stress (High or Low)
- ZEV Infrastructure (High or Low)
- Underserved Community Investment (High, Medium, or Low)

Scoring results were expressed as either High or Low, or as High, Medium, or Low, depending on if the improvement addressed the criterion. The results were then enumerated, where a High rating is worth three points, a Medium rating is worth two points, and a Low rating is worth one point.

As safety remains the highest priority for Caltrans, supported by the long-term goal of eliminating all roadway fatalities and serious injuries by 2050, a score multiplier of 1.5x was applied to the Safety Criterion. To maintain transparency and avoid subjective value judgments across the adopted corridor goals, each of the remaining eleven scoring criteria received equal weighting. The resulting rankings are intended to support planning-level prioritization rather than serve as a benefit-cost analysis. A project can receive a maximum score of 37.5 points.

Appendix A describes the Project Scoring Methodology and provides additional detail on how each project was evaluated. Appendix A includes the complete scoring sheet for all projects reviewed.

Implementation Timeline

The implementation timeframes are an estimate of project readiness for construction based on the following time ranges defined by the Caltrans Corridor Planning Process Guide:

- Near Term (1-4 years)
- Medium Term (5-10 years)
- Long Term (11+ Years)

Note: *The score-based ranking presented in Table 22 applies only to capital projects. The corridor strategies presented in Section 5.3 were not included in the scoring or ranking process because they are corridor-wide policies, operational approaches, or future opportunities rather than discrete projects with defined scopes and costs. Although unranked, these strategies remain important components of the SR 68 CMCP and support the corridor goals of safety, multimodal accessibility, congestion reduction, environmental stewardship, climate resilience, and equity. They should be considered during future planning, project development, operations, maintenance activities, and funding pursuits.*

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SR 68 CMCP Project List

Project Score-Based Rank	Project Source / ID	Project Title	Project Type	Implementation Timeline	Project Cost ($K)	Project Score
1	Caltrans D5 Status of Projects / 05-1J790	State Route 68 Corridor Operational Improvements	Corridor Operation Improvements	Near Term – Medium Term	$230,000	30.5
2	2050 AMBAG MTP & SCS / MON-TAMC006-TAMC-2026	Monterey County Bicycle and Pedestrian Improvement Projects	Active Transportation Infrastructure Improvement	Near Term – Medium Term	$12,741	29
Tied for 3rd	2050 AMBAG MTP & SCS / MON-MYC183-UM-2026	G17 Widening (Reservation Road)	Corridor Operation Improvements	Near Term	$30,300	24.5
Tied for 3rd	2018 Monterey County Active Transportation Plan / MC-128	Monterey County SR 68 Bike Lanes	Active Transportation Infrastructure Improvement	Long Term	$231	24.5
Tied for 3rd	2018 Monterey County Active Transportation Plan / MC-130	River Road Bike Lanes	Active Transportation Infrastructure Improvement	Medium Term	$283	24.5
Tied for 3rd	2018 Monterey County Active Transportation Plan / MC-9	Laureles Grade Rd Bike Lanes	Active Transportation Infrastructure Improvement	Medium Term	$307	24.5
Tied for 3rd	2018 Monterey County Active Transportation Plan / MC-132	Salinas River SR 68 Bike Lanes	Active Transportation Infrastructure Improvement	Long Term	$76	24.5
8	2050 AMBAG MTP & SCS / MON-MST010-MST-2026	Bus Replacement	Corridor Operation Improvements	Near Term – Medium Term	$206,215	23.5
Tied for 9th	2018 Monterey County Active Transportation Plan - MC-20	San Benancio-Corral de Tierra Rd Loop Bike Lanes	Active Transportation Infrastructure Improvement	Medium Term	$646	22.5
Tied for 9th	Caltrans D5 Status of Projects / 05-1R300 **	Salinas Pavement Preservation Project	Pavement Rehabilitation	Near Term	$52,294	22.5

Project Score-Based Rank	Project Source / ID	Project Title	Project Type	Implementation Timeline	Project Cost ($K)	Project Score
11	Caltrans D5 Status of Projects / 05-1J880 **	Route 68 Drainage Improvements	Drainage Improvements	Near Term – Medium Term	$8,142	18.5
12	Caltrans D5 Status of Projects / 05-1J881**	Landscape planting for parent project 05-1J880.	Landscaping Improvements	Near Term – Medium Term	$2,050	15.5
13	Caltrans D5 Status of Projects / 05-1J882 **	SR-68 Culverts Biological Monitoring Project	Environmental Monitoring	Near Term – Medium Term	$99	14.5

Table 22 SR 68 CMCP Ranked Project List

*** Projects marked with a double asterisk originate from the SHOPP.*
Projects shown in green are located within the corridor boundaries and projects shown in yellow are located adjacent to the corridor.

Projects with identical final scores received the same score-based rank. Projects sharing a rank are listed in the order presented in the project inventory and their order within the tied group does not indicate a difference in priority.

The score-based ranking reflects alignment with the CMCP evaluation criteria and does not establish an implementation sequence. Project readiness, funding availability, feasibility, agency coordination, and other implementation considerations may affect the order in which projects advance.

5.2.4 | PROJECT RECOMMENDATION

Based on the ranked scoring presented in Table 22, the **State Route 68 Corridor Operational Improvement Project** received the highest overall score among the 11 evaluated projects. Caltrans proposes improvements along a nine-mile segment of SR 68 to reduce traffic delays, enhance safety, and improve wildlife connectivity. The project would redesign nine intersections as roundabouts and upgrade bicycle, pedestrian, drainage, and utility infrastructure. The SR 68 Corridor Operational Improvement Project has completed project-level environmental review. The CMCP does not modify, replace, or supersede the approved project description, preferred alternative, environmental commitments, mitigation measures, or future project development decisions.

Where the CMCP references the project, it does so for corridor planning purposes and to identify its role within the broader multimodal corridor strategy.

Five projects received the second-highest score of 24.5 and are therefore tied for second place: **G17 Widening (Reservation Road), Monterey County SR 68 Bike Lanes, River Road Bike Lanes, Laureles Grade Road Bike Lanes, and Salinas River SR 68 Bike Lanes**. The order in which tied projects appear does not indicate a difference in priority.

Collectively, these projects address corridor needs by improving operations, expanding multimodal travel options, closing bicycle network gaps, and advancing safety, accessibility, and environmental objectives throughout the SR 68 corridor.

5.3 | Corridor Strategies

The recommended projects identified in Section 5.2 represent specific capital improvements that were evaluated and ranked using the CMCP scoring methodology. In addition to these projects, the SR 68 corridor would benefit from implementation of broader corridor-wide strategies that support multimodal mobility, safety, environmental stewardship, climate resilience, system operations, and equity. These strategies were not included in the project scoring and ranking process because they are policy, operational, partnership, maintenance, or programmatic actions rather than discrete capital projects. Nevertheless, they are important recommendations of this CMCP and should be considered during future planning, project development, operations, maintenance, and funding efforts.

The following corridor strategies outline a suite of coordinated approaches designed to improve mobility, safety, sustainability, and travel time reliability along the SR 68 corridor. Together, these strategies address both current challenges and future needs by supporting multimodal options, reducing congestion, enhancing emergency preparedness, and maintaining critical infrastructure. By collaborating with local, regional, and state partners, these efforts aim to create a more efficient, reliable, and environmentally responsible corridor that serves all travelers. Strategies were identified for the corridor and to be considered, when feasible, within projects, but do not necessarily have specific locations to be implemented.

Active Transportation Connectivity – Provide bicycle and pedestrian facilities, including Class I multiuse trail connections serving local communities, such as

Toro Park, to improve multimodal accessibility, expand opportunities for active transportation, enhance connections to community destinations, reduce reliance on single-occupancy vehicle travel and contribute to reductions in greenhouse gas emissions and VMT.

Alternative Fuel Infrastructure - Promote the availability of charging and fueling station in the corridor. Coordinate with partners and stakeholders to expand alternative fuel infrastructure through grant programs and partnerships. This includes, but is not limited to, infrastructure such as DC fast chargers and Level 2 chargers.

Freeway Service Patrol - Continue the Freeway Service Patrol (FSP) program to provide motorist support services on the SR 68 corridor. FSP tow trucks remove disabled vehicles from the highway at no cost to the motorists. They reduce the congestion on the highway by quickly clearing accidents, debris, and other incidents and allowing traffic to return to normal conditions. They commonly perform tasks such as changing a flat tire, jump-starting a vehicle, or providing gas. Service is available during weekday commute hours and on a limited schedule on weekends. The FSP program is designed to reduce congestion, improve safety, and reduce fuel consumption and auto emissions by minimizing the congestion associated with collisions and other incidents.

Innovative Transportation Technology/Management Systems - ITS (Intelligent Transportation Systems) integration seeks to share information and standardize data collection across jurisdictions, allowing the corridor to operate as a unified system that supports reliable travel, coordinated operations, and scalable technology improvements. A corridor level ITS strategy focuses on coordinating technologies, and operational practices that enhance multimodal safety, efficiency, and interagency collaboration. Core ITS components include traffic signals, changeable message signs, CCTV cameras, vehicle detection systems, weigh in motion, connected vehicle systems (V2X), parking management systems, transit signal priority, emergency vehicle preemption, ramp meters, fiberoptic and wireless communications networks, and piloting new technologies (such as adaptive traffic signal control), all supported by centralized traffic or transportation management systems.

Vegetation Management and Fire-Resilient Materials - Expand the Caltrans vegetation management program to adapt to increased wildfire risk associated with changing weather conditions. Reduce the potential buildup of combustible fuels by thinning brush and broadening space between individual mature trees, conducting regular mowing, and brush removal. Coordination with CalFire, US Forest Service, and local fire officials should occur. Use inert or non-combustible materials in future roadway improvement and preservation projects in wildfire

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priority areas. Examples include metal guardrail components and replacing high-density polyethylene culverts with concrete or metal.

Wildlife Crossing - Consider wildlife connectivity when replacing culverts based on future data and analysis in conjunction with existing wildlife crossing projects. Following the success of existing wildlife crossing projects along the corridor, consider a wildlife crossing performance study.

Speed Deterrence and Enhanced Enforcement CHP/Monterey County Sheriff – Implement enhanced enforcement policies. Including but not limited to CHP enforcement, traffic safety improvements, and public education. Identify areas where targeted speed enforcement is necessary and install additional speed radar feedback signs in appropriate locations, based on ongoing collaboration between Caltrans, CHP, and other partners.

Transit Improvements – Purchase two zero-emission transit buses to support future restoration of MST transit service along the SR 68 corridor. Planned corridor operational improvements are expected to reduce congestion and improve travel time reliability, helping create conditions that support more reliable and competitive transit service between Salinas and Monterey. Additionally, enhanced transit service would improve access to jobs, education, healthcare, and regional activity centers, expand mobility options for transit-dependent and underserved communities, and provide a viable alternative to single-occupancy vehicle travel.

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Chapter 6: Corridor Implementation Considerations

This chapter identifies potential funding and financing opportunities and key implementation considerations for advancing the projects and strategies identified in the SR 68 Comprehensive Multimodal Corridor Plan (CMCP).

Successful implementation will require coordination among Caltrans, the Transportation Agency for Monterey County (TAMC), the Association of Monterey Bay Area Governments (AMBAG), Monterey-Salinas Transit (MST), local jurisdictions, and other project partners.

Implementation considerations include funding availability, project phasing, agency roles and responsibilities, multimodal coordination, environmental and cultural resource compliance, climate resilience, wildfire risk reduction, wildlife connectivity, aesthetics, and other factors that should be considered as projects advance through planning, project initiation, design, environmental review, and construction.

6.1 | Project Funding

Caltrans proposes a set of multimodal strategies and projects to address the identified corridor needs. Implementing these strategies and projects will require careful consideration of funding opportunities. Funding opportunities are available at the local, regional, State, and Federal levels.
Each funding program has unique focus areas and specific requirements for eligibility. When applying for funding, project applicants need to make sure each program's eligibility criteria and goals are met. This is especially important for the discretionary funding programs.
The summaries below highlight select Federal, State, regional, and local funding programs most relevant to the SR 68 corridor. This is not an exhaustive list of funding programs and is only intended to show some of the potential funding sources.

6.1.1 | Federal Programs

The Infrastructure Investment and Jobs Act (IIJA) of 2021, also known as the Bipartisan Infrastructure Law (H.R.3684), is a $1.2 trillion federal statute signed into

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law on November 15, 2021. It augmented existing funding programs and created new programs that provide funding for many types for infrastructure improvements. It includes funding and support for highways, public transportation, safety programs, trucking, research, hazardous materials, and rail services.

The current federal surface transportation authorization is set to expire on September 30, 2026. Future federal funding levels, program structures, and authorization requirements will depend on congressional action. Project sponsors should consult current federal program guidance when developing projects and preparing funding applications.

To ensure the implementation and achievement of the SR 68 corridor projects and goals. The CMCP also identifies federal formula funding programs that may provide more predictable sources of transportation funding because funds are distributed to eligible recipients according to statutory or regulatory formulas. Availability and project eligibility remain subject to applicable federal, State, regional, and local programming requirements.

Formula vs. Discretionary (Competitive) Grants
Formula is guaranteed funding based on statutory formulas, whereas discretionary grants are awarded to projects through a competitive selection process.

List of federal formula funding programs:

- **Carbon Reduction Program:** Provides funding for projects designed to reduce transportation related carbon dioxide emissions from on road highway sources.

- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** Focuses on funding projects that deploy advanced transportation and congestion management technologies that reduce traffic congestion or improve air quality and projects supporting digital infrastructure.

- **Federal Transit Administration Section 5307:** Provides formula funding for transit capital, operating assistance, and transportation related planning in urbanized areas.

- **Federal Transit Administration Section 5311:** Provides funding fir capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000.

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- **Federal Transit Administration Section 5337:** Provides funding to maintain, rehabilitate, and replace capital assets for public transit systems operating rail fixed guideway and high intensity motorbus systems.

- **Federal Transit Administration Section 5339:** Provides capital funding to purchase, replace, and rehabilitate buses and related equipment and to construct or improve bus related facilities.
- **Surface Transportation Block Grant Program (STBG):** Provides flexible funding for a broad range of transportation projects including highway, bridge, pedestrian, bicycle, and transit capital improvements.

- **National Highway Performance Program (NHPP):** Provides funding to support the condition and performance of the National Highway System, including improvements and construction of facilities on the NHS.

List of federal discretionary funding programs which are subject to future reauthorization:

- **National Culvert Removal, Replacement, and Restoration Grants (Culvert AOP Program):** Provides funding for projects that improve or restore passage for anadromous fish. Eligible projects can include the replacement, removal, or restoration of culverts that impede fish passage.

- **Multimodal Projects Discretionary Grant Program (MPDG):** Contains the following three grant programs.

    - **National Infrastructure Project Assistance (Mega) program:** Focuses on investing complex projects that are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits. Eligible projects include highways, bridges, freight, port, passenger rail, and public transportation projects of national or regional significance.
    - **Infrastructure for Rebuilding America (INFRA) program:** Funds projects that improve the safety, efficiency, reliability, and resiliency of freight and passenger transportation. Projects are intended to reduce congestion, address supply chain bottlenecks, and improve critical freight movements.
    - **Rural Surface Transportation Grant (Rural) program:** Supports highway, bridge, and tunnel projects that help improve freight, safety, and provide or increase access to agricultural, commercial, energy, or transportation facilities that support the economy of a rural area.

- **Better Utilizing Investments to Leverage Development (BUILD) Grant Program** (previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Transportation Investment

Generating Economic Recovery (TIGER)): Provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

- **National Electric Vehicle Infrastructure Formula (NEVI) Program:** Provides funding to expand electric vehicle charging infrastructure along designated Alternative Fuel Corridors. The program supports the development of a national network of reliable, accessible EV charging stations.

- **Charging and Fueling Infrastructure (CFI) Program:** Provides funding to expand publicly accessible charging and fueling infrastructure for electric, hydrogen, natural gas, and other alternative fuel vehicles. SR-68 is not currently designated as an EV-ready Alternative Fuel Corridor but connects to eligible corridors including US 101 and CA 1.

- **Advanced Transportation Technology and Innovation (ATTAIN) Program:** Funds projects that deploy advanced transportation technologies to improve safety, mobility, efficiency, system performance, and connectivity. Eligible technologies can include connected and automated vehicles, sensors, data systems, and other innovative transportation applications.

- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program**: Provides funding to improve the resiliency of surface transportation infrastructure to natural hazards and climate-related events. The program also supports projects that strengthen evacuation routes and improve transportation infrastructure's ability to withstand disasters.

- **Wildlife Crossings Pilot Program (WCPP):** The WCPP funds projects aimed at reducing wildlife vehicle collisions to improve human safety and wildlife survival, as well as improve habitat connectivity for wildlife.

- **Strengthening Mobility and Revolutionizing Transportation (SMART) Program:** Funds demonstration projects that use innovative technologies to improve transportation efficiency and safety. Eligible projects can include connected vehicles, automation, sensors, systems integration, smart traffic signals, and innovative delivery or logistics systems.

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6.1.2 | STATE PROGRAMS

At the State level, with the passage of California SB 1, the Road Repair and Accountability Act of 2017, additional transportation funding is made available for local and regional projects. SB 1 augmented existing sources of funding, such as the ATP and SHOPP, and created entirely new funding programs, such as the SCCP and the Trade Corridor Enhancement Program (TCEP).

- **SCCP**: CTC-administered program that funds multimodal and innovative projects to reduce congestion and improve mobility in highly traveled and congested California corridors. Eligible projects must be identified in a completed CMCP and included among its recommended projects and strategies.

- **Trade Corridor Enhancement Program (TCEP)**: CTC-administered program that funds projects to improve the movement of freight and enhance the efficiency and capacity of trade corridors. Projects also seek to reduce freight-related emissions and other impacts on surrounding communities.

- **ATP**: The ATP, administered by Caltrans, focuses on promoting and supporting non-motorized modes of transportation, such as walking and cycling. ATP funding is directed towards projects that create safe and accessible infrastructure for pedestrians and cyclists. This program aligns with the State's goals of encouraging active transportation options, enhancing public health, and reducing greenhouse gas emissions associated with traditional motorized transportation.

- **Transit and Intercity Rail Capital Program (TIRCP)**: CalSTA-administered program that funds capital improvements to transit and intercity rail systems throughout California. Projects are intended to improve the efficiency, safety, accessibility, and connectivity of public transportation.

- **Local Streets & Roads (LSR)**: This program is formula based (number of road miles). Cities and counties receive funds for road maintenance, safety projects, railroad grade separations, complete streets, and traffic control devices.

- **Local Partnership Program (LPP)**: (60% Discretionary and 40% Formula) Eligible funding for "self-help" counties. This refers to counties with a transportation sales tax measure in place. Most transportation improvements are eligible.

- **Sustainable Transportation Planning Grant (STPG):** The grants are comprised of the following four grant categories - Sustainable

Communities (Competitive & Formula), Strategic Partnerships and Strategic Partnerships - Transit - which award a total of approximately $34.9 million (State and federal funding) annually to local and regional planning agencies, cities, counties, transit agencies, and Native American Tribal Governments.

- **SHOPP:** Caltrans' structural formula program. It focuses strictly on state highway rehabilitation, safety, and seismic repair.

- **State Transportation Improvement Program (STIP):** Capital improvement formula program for new highway, transit, and local road capacity. 75% goes to regional agencies and 25% to Caltrans.

6.1.3 | CALIFORNIA PROPOSITION4 CLIMATE BOND PROGRAMS

- **91032(f) Wildlife Refuges and Wetland Habitat Areas:** This program funds projects that improve conditions on wildlife refuges and wetland habitat areas. Projects may include the acquisition and delivery of water from willing sellers and water conveyance rights to achieve compliance with certain federal environmental laws.

- **91510 Wildfire Mitigation Grant Program**: This program finances projects to support fuels reduction, vegetation clearance, the creation of fuel breaks, ignition-resistant construction, defensible space enforcement, and other community-level fire prevention efforts.

- **91520(d) Local Fire Prevention Grants:** This program supports localized projects and activities that strengthen community resilience, reduce hazardous fuels, and improve fire safety in fire-prone areas.

- **93010 Protect and Enhance Fish and Wildlife Resources and Habitats and Achieve Biodiversity, Public Access, and Conservation Goals:** This program funds grants for land acquisition, habitat restoration, and climate resiliency to support the state's goal of conserving 30% of California's lands and coastal waters by 2030 (30x30).

- **93030 Improve Habitat Connectivity and Establish Wildlife Crossings and Corridors:** This program finances projects to improve habitat connectivity and establish wildlife crossings and corridors that are currently divided by human infrastructure.

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- **93020(a)(6) Reduce the Risk of Climate Change Impacts Upon Communities, Fish and Wildlife, and Natural Resources**: Supports nature-based solutions and climate resilience projects through regional conservancies across California. Eligible projects must provide measurable benefits to wildlife and natural resources, improve climate resilience for disadvantaged communities, avoid additional harm to vulnerable communities, and advance state environmental goals such as 30x30 conservation objectives

6.1.4 | REGIONAL PROGRAMS

Regional agencies administer funding programs that can support multimodal and safety improvements across the Monterey Bay and Salinas Valley Areas.

Below are a few examples:

- **Measure X**: Approved by 67.7% of Monterey County voters in November 2016, Measure X established a three-eighths of one % (3/8%) retail transactions and use tax to support transportation improvements. The measure is expected to generate approximately $20 million annually, or $600 million over 30 years, for transportation safety and mobility projects throughout Monterey County.

- **Regional Surface Transportation Program:** Provides federal Surface Transportation Program funds for a broad range of regional transportation projects, including bicycle and pedestrian improvements, local road maintenance, and transit. TAMC distributes exchanged federal funds to local jurisdictions through fair-share and competitive programs, with annual apportionments typically ranging from $3 million to $4 million.

- **Local Access for All Program:** Established by the California Public Utilities Commission to improve access to Transportation Network Company (TNC) services for individuals with disabilities, including riders who require wheelchair-accessible vehicles. TAMC serves as Monterey County's Local Access Fund Administrator and administers the program locally.

- **Regional Development Impact Fee:** TAMC established to provide a mechanism for new development to contribute toward the cost of addressing regional transportation impacts. The program streamlines the development review process by evaluating cumulative transportation impacts and reducing the need for individual traffic studies and project-specific mitigation negotiations.

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6.1.5 | LOCAL JURISDICTION FUNDING

Cities and counties along the corridor can contribute through local capital improvement programs, developer impact fees, safety grants, and traffic operations budgets. Cities along the SR 68 corridor may utilize several local funding mechanisms, including:

- **Capital Improvement Program (CIP) Funds:** Local roadway safety upgrades, signal improvements, pedestrian crossings, and minor operational treatments. This is implemented by TAMC.

- **Developer Impact Fees:** Funds generated through development to support traffic mitigation projects, bike/ped improvements, and safety-related infrastructure.

- **Local Safety Grants & Traffic Operations Budgets:** Supports signage upgrades, speed management tools, curve warning systems, and spot safety countermeasures.

- **General Fund/Local Transportation Funds:** Can contribute match funding for State or federal grants, environmental clearance, or small capital projects

6.2 | Other Implementation Considerations

This section highlights some of the considerations in project implementation that need to be included at all stages of the project development process. Not only do these considerations align with the CMCP goals, but they also help enhance projects' competitiveness for different funding programs and streamline project development by minimizing late changes that may have significant implications for project cost and schedule.

6.2.1 | COMPLETE STREETS

This CMCP recommends complete streets projects along, within, and crossing over SR 68 that aim to serve all modes of travel. For projects within the State right-of-way, Caltrans will work collaboratively with project stakeholders to implement the projects. Caltrans internal functional units involved in this process include, but are not limited to, Design, Planning, Local Assistance, Program and Project Management, Landscape Architecture, Transit Coordination as well as Bike and Pedestrian Coordination. These units can provide early input on a variety of considerations, for example, planting for shade, traffic calming to improve safety; bikeway buffers for separated bikeways; bulb-outs, decorative

paving, and placemaking for safer pedestrian crossings; and lighting for pedestrian and bike facilities. For projects outside the State right-of-way, Caltrans encourages project sponsors such as TAMC or AMBAG and individual local jurisdictions to move forward with their projects.

To determine the appropriate bikeway for a facility, Caltrans will refer to its Contextual Guidance for the Selection of Bicycle Facilities (2020), FHWA's 2019 Bikeway Selection Guide, the Caltrans District 5 Active Transportation Plan, Director's Policy 37(2021), and any other applicable local and zevans. Caltrans recognizes that to address mobility and safety needs of pedestrians and bicyclists, marked crosswalks should be considered at all legs of an intersection to the extent feasible. In addition, providing secure bicycle parking can assist with multi-mobility along the corridor, by supporting and encouraging bicycling. When located at transit hubs and stations, it can also provide a first mile/last mile solution. Caltrans is continuously updating guidance for active transportation projects, and future projects should conform to the most current guidance at the time of project development.

6.2.2 | TRANSIT

This CMCP recommends several projects that would improve transit performance and competitiveness compared with other travel modes and create opportunities to expand transit service. These recommendations were coordinated with MST, the transit agency operating within the project area. Caltrans will work collaboratively with the project stakeholders to implement the projects; Caltrans internal functional units involved in this process include, but are not limited to, Design, Program and Project Management, Landscape Architecture, and Transit Planning, Bike and Pedestrian Coordination. Examples of potential projects include bus-only lanes, bus pads, transit stop infrastructure, and Transit Signal Priority. For projects outside the State right-of-way, Caltrans will support project sponsors such as MST and local jurisdictions to move forward with their projects.

6.2.3 | WILDLIFE CONNECTIVITY

For projects that may trigger a potentially significant impact under the California Environmental Quality Act (CEQA), AB 2344, Federal and State Endangered Species Acts, or other required laws, wildlife crossing and connectivity opportunities should be considered and integrated into project scopes. For the SR 68 corridor, transportation impacts on wildlife connectivity should be considered in areas with protected lands or open space on both sides of the freeway or where other semi-rural areas are found along one side of the freeway with limited planned development within such areas.

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6.2.4 | AESTHETICS

Aesthetics along a highway corridor should be cohesive; that is, the physical elements should visually relate to one another as a unified whole. This can be achieved by repeating and/or complementing the existing aesthetic treatments that have been successful along the corridor. Aesthetic treatments should respond to adjacent features and may draw inspiration from natural and cultural contexts. Caltrans policies that guide aesthetics statewide include the Design Information Bulletin for Wall Structure Aesthetics Guidelines (DIB-88) and the Director's Policy for Context Sensitive Solutions (DP-22). In addition, highway aesthetics should be designed for maintainability. Refer to Chapter D1 of Caltrans Maintenance Manual and Caltrans Deputy Directive DD-39-R1 Graffiti Prevention and Removal for further information. Aesthetic treatments by others should be designed in coordination with and approved by the Caltrans District Landscape Architect.

Additionally, portions of the corridor (PM MON 15.180 to MON R 16.570) are considered a Classified Landscaped Freeway. This designation assists in the control of outdoor advertising displays, but gaps in the ornamental planting can be used as justification for declassification. Therefore, to protect the corridor's scenic quality with minimal intrusion from billboards, existing ornamental planting should be maintained and/or augmented. A highway project should be designed to avoid diminishing the existing vegetation, and wherever feasible, it should provide for additional planting to fill in gaps. Highway planting should be designed with maintenance concerns in mind. Highway planting projects by other agencies should also be designed in coordination with and approved by the Caltrans District Landscape Architect.

6.2.5 | REDUCE WILDFIRE RISK

Given the significant wildfire vulnerability of the corridor, vegetation management must be considered in all infrastructure planning and investment in the corridor, especially in partnership with the Vegetation Management Program. The use of fire-resistant materials when repairing and upgrading corridor infrastructure can also improve resilience of SR 68 to wildfire. Examples of infrastructure hardening strategies may include using inert culvert material or replacing wooden guardrail and signposts with metal.

Other strategies within fire hazard severity zones include applying water, maintaining a manicured landscape condition, installing fire-resistive surfaces, selecting less flammable vegetation, and space vegetative massing to reduce transmission. Vegetation management and landscape design should be consistent with applicable Caltrans fire-safe landscaping, maintenance, and

vegetation management guidance. Plant selection should consider flammability characteristics, fuel continuity, maintenance requirements, water availability, and site-specific wildfire risk.

6.2.6 | POST-REVIEW DISCOVERIES OF TRIBAL CULTURAL RESOURCES DURING CONSTRUCTION

Within the Caltrans project development process, cultural resource identification of tribal heritage resources, tribal consultation with tribes that are traditionally and culturally affiliated with the geographic area of the proposed project, and development of avoidance, minimization and mitigation protection measures begin as early as the planning phase and continue through project construction. Avoidance, minimization and mitigation protection measures may include but are not limited to: establishment of an Environmentally Sensitive Area, construction-phase tribal and/or archaeological monitoring, development of educational displays or training programs, and pre-construction training for construction personnel to recognize potential tribal cultural resources and to follow established procedures in the event of an unanticipated discovery. If resources are inadvertently encountered during project implementation, then all project construction activities shall promptly stop in the vicinity of the discovery, and implementation of all reasonable measures needed to avoid, minimize, or mitigate further harm to the resource shall occur. The District professionally qualified staff archaeologist must be immediately notified to assess the situation, and Section XV (Post-Review Discoveries) of the 2024 Section 106 Caltrans Programmatic Agreement, the Public Resources Code 5024 Memorandum of Understanding, and/or the project Post-Review Discovery Plan (if available) shall be consulted for guidance.

Any unanticipated discoveries shall be evaluated and assessed for potential adverse effects. The District archaeologist shall notify the appropriate tribal stakeholder(s) that might attach religious or cultural significance to the affected property, and in some cases the Caltrans Cultural Studies Office, and State Historic Preservation Officer. Strict legal protocols guide the handling of any human remains to ensure full compliance with state and federal laws. When preservation in place is not feasible, project teams should collaborate with tribal representatives to develop a cultural interpretation program that respectfully acknowledges and communicates the significance of the affected resources.

6.2.7 | ENVIRONMENTAL COMPLIANCE

This Comprehensive Multimodal Corridor Plan is a planning level document intended to guide future transportation investment and project development. The projects and strategies identified in the CMCP are conceptual and do not

constitute approval for implementation or construction. As individual projects advance, they will undergo the appropriate level of planning, engineering, public engagement, and environmental review in accordance with applicable state and federal requirements. The outcomes of future environmental review may refine project scope, design, timing, or implementation.

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Chapter 7 Stakeholder and Public Engagement

This chapter summarizes the stakeholder and public engagement activities conducted to support development of the SR 68 CMCP. The engagement process was designed to build upon previous corridor planning efforts, gather input from transportation partners, corridor users, and the public, and ensure that corridor recommendations reflect local, regional, and statewide transportation priorities. Through coordination with partner agencies and outreach to communities served by the corridor, the CMCP identified transportation needs, validated corridor challenges, and helped inform the multimodal projects, strategies, and recommendations contained in this plan.

7.1 | Previous Public Engagement Efforts and Plans

For more than a decade, the SR 68 corridor has been shaped by extensive study, community dialogue, and shared problem-solving. Grounded in new legislation and evolving policy priorities, the SR 68 CMCP is designed to dynamically reflect community needs and expectations. As re-engagement went underway, two key questions guided the process: **Did we hear you correctly, and has the CMCP accurately captured your input?**

To date, engagement along the SR 68 corridor has been shaped by two key initiatives, which provide important context for the corridor and a strong foundation for the CMCP's engagement approach. Among some notable efforts are the *2017 State Route 68 Scenic Highways Plan* led by TAMC and the on-going *SR 68 Corridor Improvement Project* led by Caltrans in partnership with TAMC. The SR 68 CMCP builds on the existing engagement of those efforts to further refine and advance corridor-specific recommendations.

SR 68 Scenic Highways Plan (2017):
Extensive public outreach was performed throughout the SR 68 Scenic Highway Plan development process. Including traditional public workshops, community/stakeholder meetings, online engagement, and media coverage. The input received through these various channels helped inform the study and ultimately the study recommendations.

- ***Public workshops***: Two public workshops were held during 2017. Both were supplemented with online virtual workshops which emulated all materials presented at the traditional workshops. This allowed the results of both

workshops to be appropriately merged and summarized together. The purpose of the first workshop, held in April 2017, was to:

1) inform the public of the study;

2) receive input from the public on what they perceive as the critical and operational safety opportunities in the corridor; and

3) allow the public to identify where specific problems were based on their own experience. The purpose of the first workshop was to present analysis findings of the three corridor concepts and receive input on which concept the public supported.

- ***Online engagement***: To support and supplement the public engagement efforts, a project logo and website were developed (archived here).

The project website was highly utilized by the public with over 4,000 unique visits during the study. The SR 68 Scenic Highway Plan website provided project information, background and related documents, interim study deliverables and technical memorandums, and a complete video and photo library featuring wildlife in the project area. The project website also utilized an interactive mapping tool for users to comment on specific areas of need.

- *E-Blasts*: A database was established of interested parties informing an e-Blast template and mailing list. A series of four e-Blasts were sent out to the public from April through June 2017, to promote participation at the second Public Workshop and the Virtual Workshop.
- *Stakeholder Meetings*: Input from key stakeholders/groups with specific interest in the study was also sought, including TAMC Board, TAMC Technical Advisory Committee, Monterey Regional Airport, Monterey Rotary Club, and more (see page 18 of the Scenic Highways Plan).
- *News Coverage:* With support of TAMC'S public information office, the SR 68 Scenic Highway Plan generated news coverage as well as additional print and television stories. Some examples include:
    - Monterey Herald: Roundabouts on Short List to Improve Traffic
    - Monterey on the Move (Public Access Channel, June)
    - Matthew Sundt: Roundabouts are Needed on Monterey-Salinas Highway

- Progress is Made on SR68 KION, May 4, 2017.

Engagement and technical data following the Scenic Highways Plan informed the eventual project initiation document of the SR 68 Corridor Improvement Project.

***SR 68 Corridor Improvement Project (on-going)*:**
Following the Scenic Highways Plan, Caltrans prepared a Project Study Report-Project Development Support (PSR-PDS) report which included a Preliminary Environmental Assessment Report completed in December 2018. Caltrans began preliminary design efforts in coordination with Transportation Agency for Monterey County and their design consultant GHD. After which a project description was developed in Fall 2019 which excluded Torero Drive and included Ragsdale Drive in the project limits.

GHD Engineering, TAMC, and Caltrans collaborated on outreach efforts focused on informing and engaging the public on the corridor alternatives evaluation process and ultimate selection of the "Preferred Corridor Plan" as outlined in the Scenic Highways Plan. This outreach effort included:

- *Scoping Meeting*: A public scoping meeting was held on October 3, 2019, at the Monterey-Salinas Transit boardroom in Monterey, California. The main purpose of the scoping meeting was to hear from the public on scoping of the environmental document (major issues of concern). As well as project alternatives, and to provide the public with information about the upcoming environmental document process, the project timeline, in addition to future opportunities for public input. The second priority for the scoping meeting was to open channels of communication with the public regarding the proposed project.
- *Open House*: A public open house meeting was held on July 19, 2023, to provide the public with an update on the proposed project and the environmental review process underway. The meeting was held in the evening at the Laguna Seca Raceway meeting room. The meeting was attended by an estimated 150 community members, about 93 of which signed up on a meeting sign-in sheet that recorded the names and contact information of the attendees.
- *Public Hearings*: Caltrans and TAMC held three community meetings from November – December 2023, including two English meetings and one Spanish meeting. This corresponded with the release of the DEIR. At these events, the public were shown designs of improvement alternatives and

provided their feedback. GHD developed an online interactive outreach website that supplemented the community meetings and hosted relevant documents, including the DEIR and improvement designs.

- *Stakeholder Meetings*: In addition to the public meetings with the community, Caltrans and TAMC met with various stakeholders to discuss improvements and developments. Stakeholders included the local Fire Chief, the Sheriff, County of Monterey, private developers, and local Homeowners Associations. In June 2024, Caltrans hosted a CTC Bus Tour for decision makers. These meetings allowed stakeholders to provide feedback and meet with the agencies to discuss issues related to public safety, such as exits at fire stations, and private developments.

Map 22 | Construction Beginning and Ending Along SR



- *Additional Coordination*: Other coordination under the Environmental Impact Report included consultation and coordination with public agencies, stakeholders, and Native American Tribes and Representatives. Chapter 4 of the Environmental Document outlines this coordination effort in greater detail.

The following are key topics, themes, or future project elements under consideration following the SR 68 Corridor Improvement Project engagement efforts:

- Bike lanes are proposed along entire SR 68 corridor as result of input from the community.
- A 4th leg added at the intersection of SR 68 and Laureles Grade based on meetings with Friends of Laguna Seca.
- Evaluate and address cut through traffic on Toro Park roads that led to a pilot project to address cut through traffic in Toro Park based on community outreach.
- Work with fire department to evaluate emergency response times

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- Implementation of the Adaptive Traffic Signal Control Project within the SR 68 corridor.

The CMCP recognizes the preferred alternative identified through the environmental process and that this planning study does not supersede or modify that decision.

Additional SR 68 Corridor Efforts:

SR 68 ATSC Pilot Project

As of July 2026, Caltrans has presented or formally updated the TAMC board and the public on the SR 68 ATSC pilot project at a minimum of five TAMC board meetings over its development and roll-out timeline. The pilot project is a regular agenda item at the TAMC board meetings due to transitions through continuous phases of approval, funding, installation, and performance tracking.

- **October 2024 (Project Initiation and Funding Authorization):** Staff introduced the AI-driven pilot concept. The TAMC Board of Directors approved an initial allocation of $500,000 in regional Measure X funds to pursue the pilot program.
- **March 2025 (Corridor Scope Expansion):** Based on public and commuter feedback requesting a holistic corridor approach rather than a fragmented fix, the board debated the corridor scope and ultimately voted to expand the project funding up to $1.2 million to ensure all nine intersections were equipped rather than a partial deployment.
    - A local Salinas newspaper (Salinas Valley Tribune) reported on the project in April: Caltrans and TAMC launch innovative adaptive signal control pilot on SR 68.
- **March 25, 2026 (Pre-Launch Readiness and Education):** Caltrans and TAMC staff presented a comprehensive SR 68 Corridor Status Report outlining the final testing timeline ahead of the May launch, setting performance expectations, and establishing public reporting channels.
- **May 27, 2026 (Early Go-Live Performance and Feedback Loop):** Weeks after the May 4 launch, staff presented Agenda Item #4. This meeting served as a forum for drivers to report initial signal calibration issues, which technicians used to fine-tune the AI camera algorithms.

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- **June 24, 2026 (Operational Data Verification):** Caltrans staff presented preliminary "Before-and-After" data collected while local schools were still in session, demonstrating early transparency with the community regarding real-world transit times.
- **Future meetings to come:** The board expects to review the next round of pilot data at its upcoming meeting scheduled for August 26, 2026.

The key engagement outcomes for the ATSC pilot project demonstrate a highly responsive, data-driven framework that directly aligns with CMCP guidelines objectives. Public and stakeholder testimony at the October 2024 and March 2025 TAMC board meetings directly influenced the project's scale, successfully converting a proposed partial deployment into a fully funded, $1.2 million, nine-intersection corridor system.

Furthermore, the engagement strategy established a real-time crowdsourced calibration loop by funneling commuter feedback directly into the Caltrans Customer Service Portal, allowing technicians to rapidly fine-tune the system's AI camera algorithms based on immediate driver experiences. Early reporting of "before-and-after" travel performance metrics provided stakeholders with initial operational data that will contribute to the monitoring and evaluation of the five-year pilot program.

Salinas Pavement Preservation Project
Caltrans held a partner meeting with TAMC, MST, City of Salinas and Monterey County on July 11, 2024, to share information and get feedback on two separate pavement preservation projects in Salinas (05-1R300 and 05-1R320). The project on SR68 proposes to preserve 36 lane miles of pavement, restore drainages, install bike and pedestrian infrastructure, upgrade curb ramps, and rehabilitate lighting.

Partners were interested in complete streets elements, drainage, and wildlife crossing improvements being added to the project scope. Partners expressed support for the project and the feedback received is being considered by the Project Development Team (PDT). The PDT anticipates conducting public outreach during the environmental phase, likely 2026/2027.

7.2 | General Engagement Plan

The SR 68 CMCP has been a collaborative effort between Caltrans and TAMC since 2024. The CMCP follows the CTC CMCP Guidelines and was developed to align with the SB 1 and SCCP Guidelines by incorporating the principles, goals,

policies, and objectives of key stakeholder agencies, including Caltrans, TAMC, and AMBAG.

The SR 68 CMCP builds upon and reflects previous engagement efforts along the SR 68 corridor. It was developed through a collaborative engagement process that supports coordination among state, regional, and local agencies while incorporating input from transportation partners, community organizations, system users, and other interested parties.

The engagement process builds upon existing partnerships and outreach efforts to identify corridor needs and priorities, promote meaningful public participation, and ensure diverse perspectives are considered, including those of disadvantaged and historically underserved communities. This approach is consistent with Title VI requirements and SB 1 Transportation Equity guidance to support equitable outcomes throughout the transportation planning process.

7.3 | Engagement Strategy and Activities

Caltrans and TAMC worked together to draft corridor goals, objectives, and performance metrics for the SR 68 CMCP. Activities included in-person and virtual meetings.

To ensure public engagement for the SR 68 CMCP was purposeful, the project team designed a three-phased framework. This approach prevented community engagement fatigue, integrated on-going initiatives like the Scenic Route 68 Corridor Improvements Project and built directly upon the foundation of the SR 68 Scenic Highway Plan.

Phase 1: Planning and Equity Assessment
Before launching active outreach, the project team established an equitable foundation by executing three initial steps:

- **Reviewing Prior Efforts:** Analyzed public feedback from earlier corridor studies to avoid redundant questioning and respect community time.
- **Assessing Demographics:** Evaluated local census data to identify historically underserved and underrepresented groups across the Monterey-Salinas region.
- **Targeting Outreach Strategies:** Designed specific communication channels to engage diverse populations, ensuring the final plan honors historical feedback.

Phase 2: Implementation and Outreach Channels

With a framework established, the team initiated a public campaign focused on educating stakeholders, sharing previous corridor insights, and presenting refined design alternatives. Engagement was executed through accessible, high-capacity channels:

- **Bilingual Digital Tools:** Distributed targeted E-blasts, launched a SR 68 CMCP engagement website (including opportunity to provide comments), and deployed an online survey in both English and Spanish. The website is also available in both languages.
- **Community Engagement Event:** (Placeholder) Hosted an in-person community engagement event ("SR 68 CMCP Open House") with corridor project teams and regional partners (Caltrans, TAMC, and MST) to present ongoing and upcoming work along the corridor. The event featured several stations where community members could learn about specific projects along the corridor and ask questions.

  To reduce language and technology barriers, we provided Spanish-speaking interpreters and multiple ways for stakeholders to share input.
- **Community Survey**: (Placeholder) Created a public survey which facilitated meaningful engagement by reaching corridor residents as well as those who use it to access recreational and employment centers along the corridor. It was shared at outreach events, as well as on the CMCP website. It was also shared through regional partners to gather practical input that reflects diverse travel needs.
- **Open Feedback Windows:** (Placeholder) Provided a dedicated public comment period to gather insights from a broader circle of regional interest holders.

Phase 3: Finalization and Feedback Integration
During the final phase, the team reviewed all community insights to confirm the proposed corridor enhancements aligned with regional values.
(Placeholder) After all public comments were addressed, the final SR 68 CMCP was published and shared with the public.

7.4 | Stakeholder Engagement

7.4.1 | STAKEHOLDERS

(Placeholder)

7.4.2 | COMMUNICATION WITH STAKEHOLDERS

Placeholder

7.4.3 | STAKEHOLDER FEEDBACK

Placeholder for how feedback received influenced the final plan.

7.4.4 | EMERGENCY SERVICE PROVIDER ENGAGEMENT

Placeholder

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Appendix A | SR 68 CMCP Project Scoring Methodology & Scoring Rubric

Project Scoring Methodology

The following scoring criteria were developed utilizing the five primary goals along with their objectives and performance measures outlined in Chapter 2.4 of the SR 68 CMCP. To minimize redundancies, several performance measures were consolidated to create a more streamlined and comprehensive evaluation. To support this effort, the tables below present each scoring criterion, its objectives, and the relevant performance measures. Scoring results are expressed as:

- High or Low
- High, Medium, or Low

Goal 1: Safety, Efficiency, & Resiliency
Enhance safety, efficiency, and reliability along the corridor.
Performance Measures

- Number of incidents involving Single Occupancy Vehicles (SOV), transit, pedestrians, and bicyclists
- Crash rate and crash severity
- Vehicle Throughput and Speed
- Congestion and Queue Characteristics
- AM/PM Peak Period Vehicle Miles Traveled
- Truck Travel Time Reliability[9]
- Transit Frequency
- Number of Transit Stops along the corridor

[9] Truck Travel Time Reliability is included within Scoring Criteria # 8

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Scoring Criteria W/ Brief Description	Evaluation Rating	Rating Description	Performance Measure(s)
• **1. Safety** - Project includes elements listed within established Proven Safety Countermeasures 1.5 X	High	Project includes elements from FHWA's Proven Safety Countermeasures Initiative that mitigate collisions between various road users including but not limited to SOV, Pedestrians, and Cyclists; or project includes elements that minimize wildlife collisions across all road users.	• Number of incidents involving Single Occupancy Vehicles (SOV), transit, pedestrians, and bicyclists • Crash rate and crash severity • Culvert Conditions
	Low	Project does not include elements from FHWA's Proven Safety Countermeasures Initiative.	
• **2. Efficiency** - Project Vehicle Throughput/ Speed	High	Project is likely to increase vehicle and person throughput and speed within known congestion areas.	• Vehicle Throughput • Vehicle Speed
	Medium	Project addresses issues with vehicle throughput and speed outside of known congestion areas.	
	Low	Project does not include elements that increase vehicle throughput and speed	
• **3. Congestion** - Project addresses identified location with high congestion	High	Project addresses congestion relief in identified bottleneck on the corridor.	• Congestion and Queue Characteristics • Annual Vehicle Hours of Delay • Travel Time Reliability Index
	Medium	Project addresses congestion relief outside of an identified bottleneck on the corridor.	
	Low	Project does not address congestion relief.	

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Scoring Criteria W/ Brief Description	Evaluation Rating	Rating Description	Performance Measure(s)
• **4. Vehicle Miles Traveled** - The project aims to cut Vehicle Miles Traveled by offering better multimodal options, boosting network efficiency, and encouraging shifts from single-occupancy vehicles to transit, biking, and walking	High	Project is likely to facilitate mode shift and reduce vehicular demand and reduce vehicle miles traveled per the Caltrans SB 743 Program Mitigation Playbook.	• AM/PM Peak Vehicle Miles Traveled • AM/PM Peak Vehicle Hours Traveled
	Medium	Project is unlikely to increase or reduce mode shift and will result in a negligible VMT impact or, is a project that includes mitigating VMT reduction components per the Caltrans SB 743 Program Mitigation Playbook.	
	Low	Project that is likely to increase vehicular demand and increase vehicle miles traveled per the Caltrans SB 743 Program Mitigation Playbook.	
• **5. Transit Performance** - Project includes elements intended to improve the transit network	High	Project will directly improve transit performance and competitiveness in comparison to vehicular traffic, improve multimodal transit access, and provide the opportunity to expand transit service, increasing mobility and access for existing and future riders.	• Transit Frequency • Number of Transit Stops along the corridor
	Low	Project does not directly improve transit or multimodal transit connectivity.	

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Goal 2: Multimodal Accessibility
Reduce SOV trips and trip length and increase accessibility to multimodal transportation choices.
Performance Measures

- Inventory of bicycle facilities
- Number of Park-and-Ride/Mobility hubs
- Number of people living and working within the Corridor
- Number of Gaps and Barriers in existing Bike/Pedestrian Networks

Scoring Criteria W/ Brief Description	Evaluation Rating	Rating Description	Performance Measure(s)
• **6. Active Transportation Network** - The project improves the bicycle and pedestrian network by upgrading or connecting existing facilities in line with Complete Streets principles and regional active transportation plans.	High	Project improves connectivity, crossings, and safety of the active transportation network.	• Inventory of bicycle and pedestrian facilities • Number of Gaps and Barriers in existing Bike/Pedestrian Networks
	Low	Project does not improve connectivity, crossings, and safety of the active transportation network	
• **7. Mobility Hubs/ Park & Ride -** The project improves	High	Project includes elements that improve multimodal access to Park & Ride Facilities or Mobility Hubs	• Number of Park-and-

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multimodal access by upgrading park-and-ride facilities and adding mobility hubs where possible.	Low	Project does not include elements that improve multimodal access to Park & Ride Facilities or Mobility Hubs	Ride/Mobility hubs

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Goal 3: Economic Prosperity and Goods Movement
Support strategies that increase the efficiency of goods movement and accessibility to economic opportunities.
Performance Measures

- Freight Throughput
- Percentage of Truck average annual daily traffic (AADT)
- Regional Jobs-Housing Balance
- Percent of income spent on transportation
- Average commute time to work

Scoring Criteria W/ Brief Description	Evaluation Rating	Rating Description	Performance Measure(s)
• **8. Freight Mobility** - The project improves the efficient movement of goods by reducing bottlenecks, improving truck travel time reliability, and supporting more efficient freight operations along the corridor.	High	Project improves mobility location that is unreliable for trucks or encourages multi-modal freight movement.	• Truck Travel Time Reliability • Truck Vehicle Hours of Delay; • Average Annual Daily Truck Traffic
	Medium	Project improves mobility location that is nearing unreliability for trucks	
	Low	Project is in location without existing reliability challenges	

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Goal 4: Public Health, Climate Resiliency, & Environmental Stewardship
Improve air quality through shared mobility and reduced vehicle emissions along the corridor and strengthen the climate resiliency of roadways and other state and local assets.
Performance Measures

- VMT Reduction
- GHG Reduction
- Criteria Air Pollutant Reduction
- Bicycle level of Stress
- Number of Collisions Involving Cyclist
- Approx. Miles of ATP facilities along corridor or within corridor study area
- Number of Zero Emission Vehicle Charging Infrastructure along corridor or within corridor study area

Scoring Criteria W/ Brief Description	Evaluation Rating	Rating Description	Performance Measure(s)
• **9. Air Quality** (GHG and Air Pollution) - Project supports greenhouse gas emission reductions by improving system efficiency, reducing congestion, and enabling shifts to lower-emission travel modes, including transit, biking, and walking.	High	Project Includes elements that will likely reduce GHG emissions by increasing efficiency, minimizing congestion, incorporating ZEV infrastructure, or enabling shifts to lower-emission travel modes, including transit, biking, and walking.	• VMT Reduction • GHG Reduction • Criteria Air Pollutant Reduction
	Medium	Project does not include elements that will reduce GHG emissions by increasing efficiency, minimizing congestion, incorporating ZEV infrastructure, or enabling shifts to lower-emission travel modes, including transit, biking, and walking.	
	Low	Project will most likely increase GHG emissions	

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• **10. Bicycle Level of Stress** - The project boosts bicyclists' comfort and safety by adding protected lanes, improving network connections, and enhancing intersection safety.	High	Project Includes elements that boosts bicyclist comfort by adding protected lanes, improving network connections, and enhancing intersection safety.	• Bicycle level of Stress • Number of Collisions Involving Cyclist • Approx. Miles of ATP facilities along corridor or within corridor study area
	Low	Project does not include elements that boost bicyclist comfort by adding protected lanes, improving network connections, and enhancing intersection safety.	
• **11. ZEV Infrastructure** - The project expands zero-emission vehicle charging by connecting with current or planned corridor facilities and mobility hubs.	High	Project Includes elements that expand zero-emission vehicle infrastructure within or proximal to the corridor study area	• GHG Reduction
	Low	Project does not include elements that expand zero-emission vehicle infrastructure within or proximal to the corridor study area	

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Goal 5: Equity

Eliminate transportation burdens across all communities.

Scoring Criteria W/ Brief Description	Evaluation Rating	Rating Description	Performance Measure(s)
12. Underserved Community Investment • Invest in underserved communities with focused support for low-income residents, communities of color, and people with disabilities • Promote access to affordable transportation options for residents	High	Public transportation or active transportation project that directly serves a priority population community as defined by the Caltrans Transportation Equity Index tool.	• Number of investments in Equity Priority Communities, SB 535 Disadvantaged Communities, AB 1550 Low-Income Communities, and other burdened populations and projects identified locally defined disadvantaged communities in Regional Transportation Plans.
	Medium	Project is not public transportation or active transportation, but the project directly serves a priority population community as defined by the Caltrans Transportation Equity Index tool.	
	Low	Project does not directly serve a priority population community as defined by the Caltrans Transportation Equity Index tool.	

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Unconstrained Project List

Identifier #	Project Name	Description	Primary Project Category	Summary/Type	Source	Source Document ID	Responsible Planning Agency	Cost ($K)	Proximity to Corridor
1	Route 68 Corridor Op Improvements	On State Route 68 from Josselyn Canyon Road to San Benancio Road.	Highway Operations	Intersection improvements	Caltrans D5 Status of Projects (April 2026)	EA: 05-1J790	Caltrans	230000	Within corridor limits
2	G17 Widening (Reservation Road)	Widen to Four Lanes with Class II bike lanes on Reservation Rd from Davis Rd to SR 68. Improves regional multimodal mobility along the corridor.	Active Transportation	Corridor Operation Improvements	2050 AMBAG MTP/SCS	MON-MYC183-UM-2026	AMBAG	30300	Adjacent to corridor limits
3	River Road Bike Lanes	Class III bike lanes from SR 68 to Fort Romie Rd. Improves regional multimodal mobility along the corridor.	Active Transportation	Enhance bike facilities (parallel routes)	2018 Monterey County Active Transportation Plan	MC-130	TAMC	283	Adjacent to corridor limits
4	Laureles Grade Rd Bike Lanes	Class II bike lanes from SR 68 to Carmel Valley Rd. Improves regional multimodal mobility along the corridor.	Active Transportation	Enhance bike facilities (parallel routes)	2018 Monterey County Active Transportation Plan	MC-9	TAMC	307	Adjacent to corridor limits
5	Monterey County SR 68 Bike Lanes	Class II bike lanes on SR 68 from San Benancio Rd to Salinas Creek Bridge.	Active Transportation	Enhance bike facilities (parallel routes)	2018 Monterey County Active Transportation Plan	MC-128	TAMC	231	Within corridor limits
6	Salinas River SR 68 Bike Lanes	Class II bike lanes on SR 68 from Salinas River to Salinas City Limits.	Active Transportation	Enhance bike facilities (parallel routes)	2018 Monterey County Active Transportation Plan	MC-132	TAMC	76	Within corridor limits
7	San Benancio-Corral de Tierra Rd Loop Bike Lanes	Class II bike lanes from each end of each road's intersections with SR 68. Improves regional multimodal mobility along the corridor.	Active Transportation	Enhance bike facilities (parallel routes)	2018 Monterey County Active Transportation Plan	MC-20	TAMC	646	Adjacent to corridor limits
8	Salinas Pavement Preservation Project	Preserve 35.862 LM of Class II Pavement, Drainage Restoration, upgrade curb ramps, replace sign panels, Lighting Rehabilitation, Bike and	Highway Operations	Pavement rehabilitation	Caltrans D5 Status of Projects (April 2026)	EA: 05-1R300	Caltrans	52294	Within & beyond corridor limits

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		Ped infrastructure, and upgrade guard rail.							
9	Route 68 Drainage Improvements	Drainage improvement, replace lighting, and install Count Stations.	Highway Operations	Drainage improvements	Caltrans D5 Status of Projects (April 2026)	EA: 05-1J880	Caltrans	8142	Within & beyond corridor limits
10	Landscape planting for parent project 05-1J880.	Landscape planting for parent project 05-1J880.	Highway Operations	Landscaping improvements	Caltrans D5 Status of Projects (April 2026)	EA: 05-1J881	Caltrans	2050	Within & beyond corridor limits
11	SR-68 Culverts Biological Monitoring Project	Biological monitoring for parent project 05-1J880.	Highway Operations	Environmental monitoring	Caltrans D5 Status of Projects (April 2026)	EA: 05-1J882	Caltrans	99	Within & beyond corridor limits
12	Bus Replacement	Replacement of fixed route buses	Highway Operations	Corridor Operation Improvements	2050 AMBAG MTP/SCS	MON-MST010-MST-2026	MST	$206,215	Within & beyond corridor limits
13	Monterey County Bicycle and Pedestrian Improvement Projects	Various bicycle and pedestrian improvement projects throughout Monterey County	Active Transportation	Enhance bike facilities (parallel routes)	2050 AMBAG MTP/SCS	MON-TAMC006-TAMC-2026	TAMC	$12,741	Within corridor limits

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Ranked Project List with Final Score

Rank	Project Name	1. HL - Safety	2. HML - Efficiency	3. HML - Congestion	4. HML- Vehicle Miles Traveled	5. HL - Transit Performance	6. HL - Active Transportation Network	7. HL- Park-and-Ride/Mobility hubs	8. HML - Freight Mobility	9. HML - Air Quality	10. HL - Bicycle Level of Stress	11. HL - ZEV Infrastructure	12. Underserved Community Investment	Project Score
1	Route 68 Corridor Op Improvements	4.5	3	3	3	3	3	1	3	3	1	1	2	**30.5**
2	Monterey County Bicycle and Pedestrian Improvement Projects	4.5	2	2	3	3	3	3	1	3	3	1	1	**29.5**
Tied for 3rd	G17 Widening (Reservation Road)	1.5	2	2	1	3	3	1	2	1	3	3	2	**24.5**
Tied for 3rd	Monterey County SR 68 Bike Lanes	1.5	1	1	3	3	3	1	1	3	3	1	3	**24.5**
Tied for 3rd	River Road Bike Lanes	1.5	1	1	3	3	3	1	1	3	3	1	3	**24.5**
Tied for 3rd	Laureles Grade Rd Bike Lanes	1.5	1	1	3	3	3	3	1	3	3	1	1	**24.5**
Tied for 3rd	Salinas River SR 68 Bike Lanes	1.5	1	1	3	3	3	1	1	3	3	1	3	**24.5**
8	Bus Replacement	1.5	3	2	3	3	1	3	1	3	1	1	1	**23.5**
Tied for 9th	San Benancio-Corral de Tierra Rd Loop Bike Lanes	1.5	1	1	3	3	3	1	1	3	3	1	1	**22.5**
Tied for 9th	Salinas Pavement Preservation Project	4.5	1	1	2	1	3	1	1	1	3	1	3	**22.5**
11	Route 68 Drainage Improvements	4.5	1	1	2	1	1	1	1	2	1	1	2	**18.5**
12	Landscape planting for parent project 05-1J880.	1.5	1	1	2	1	1	1	1	2	1	1	2	**15.5**
13	SR-68 Culverts Biological Monitoring Project	1.5	1	1	2	1	1	1	1	2	1	1	1	**14.5**

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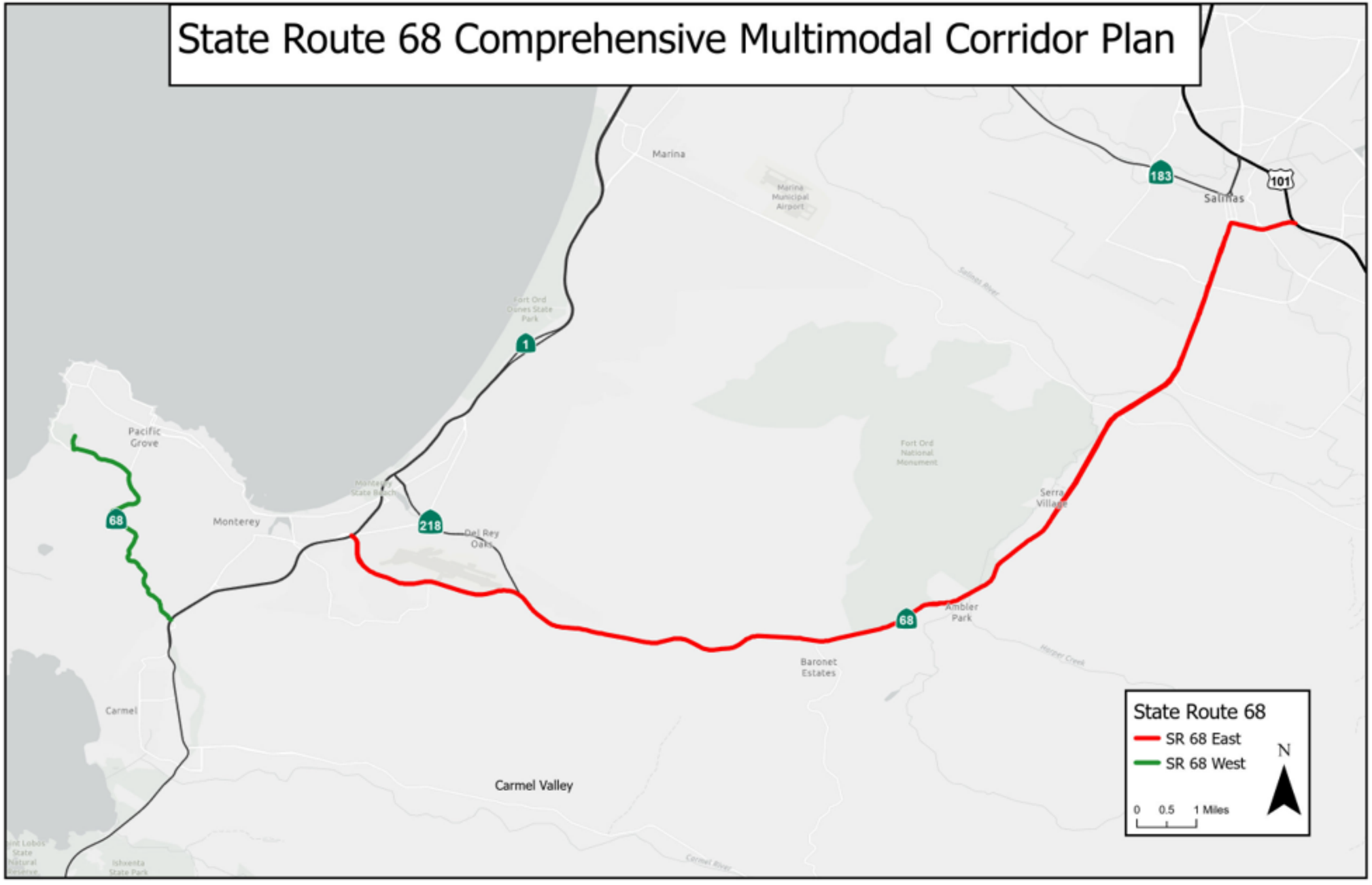
Appendix B| SR 68 CMCP Maps

SR 68 CMCP Maps

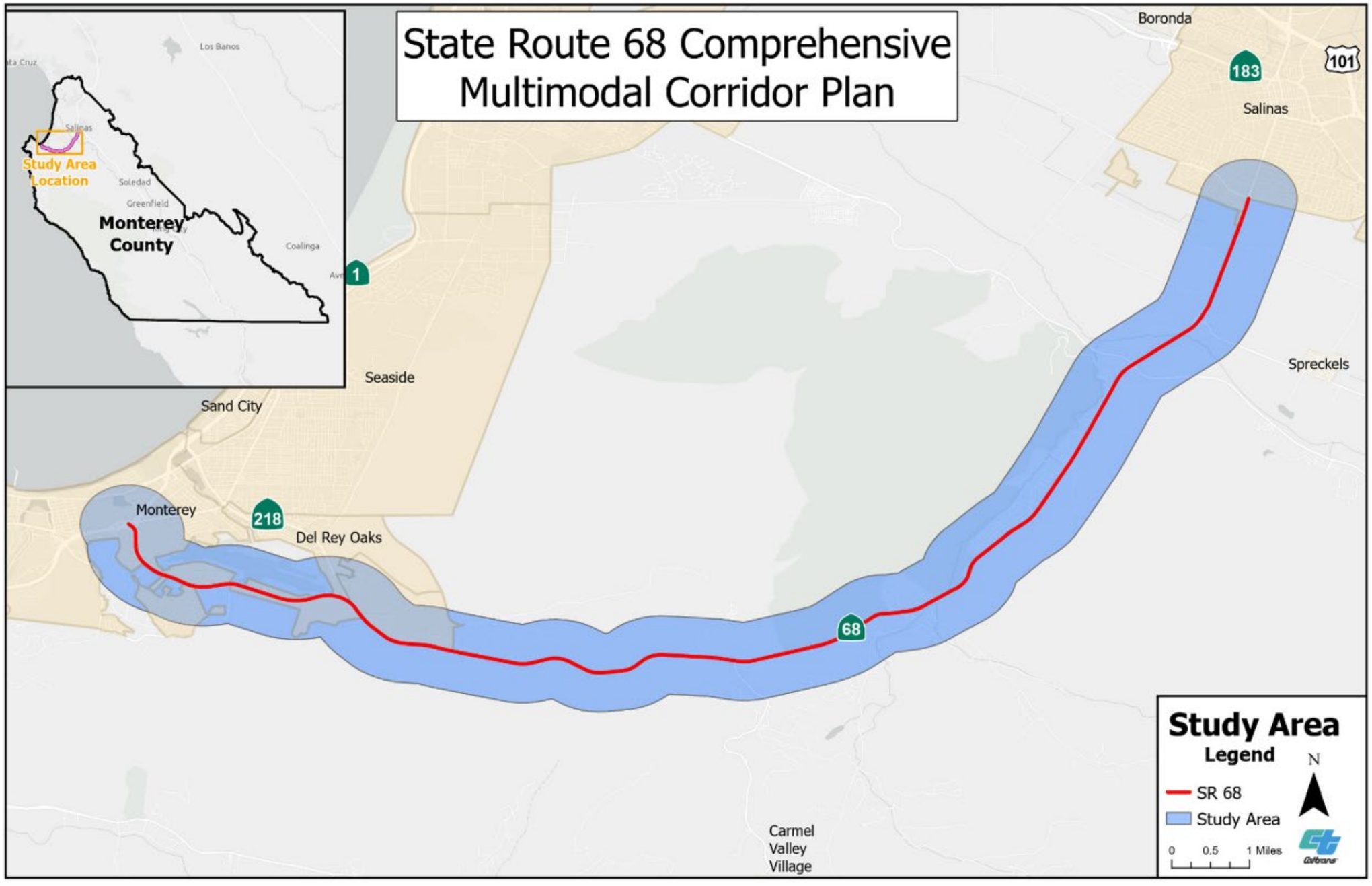
- Map 1 | SR 68 Full Corridor
- Map 2| SR 68 CMCP Corridor Study Area
- Map 3 |Origin Destinations
- Map 4 | Land Use
- Map 5 | SR 68 Points of Interest Located Proximal to Corridor
- Map 6 | Schools and Healthcare
- Map 7 | Caltrans EQI
- Map 8 | Cal Enviro Screen 4.0
- Map 9 | Healthy Places Index
- Map 10 | Tribal Communities Near the SR 68 Corridor
- Map 11 | Map of SR 68 Corridor Study Area
- Map 12 | SR 68 Corridor Functional Class
- Map 13 | SR 68 Access Control Type
- Map 14 | SR 68 Bottleneck/Congestion Locations
- Map 15 | ZEV Infrastructure
- Map 16 | Transit Network Map
- Map 17 | Truck Network
- Map 18 | Truck Travel Time Reliability Index
- Map 19 | Bike Access
- Map 20| Pedestrian Access
- Map 21 | Existing Bike and Pedestrian Facilities
- Map 22 Construction Beginning and Ending Along SR 68

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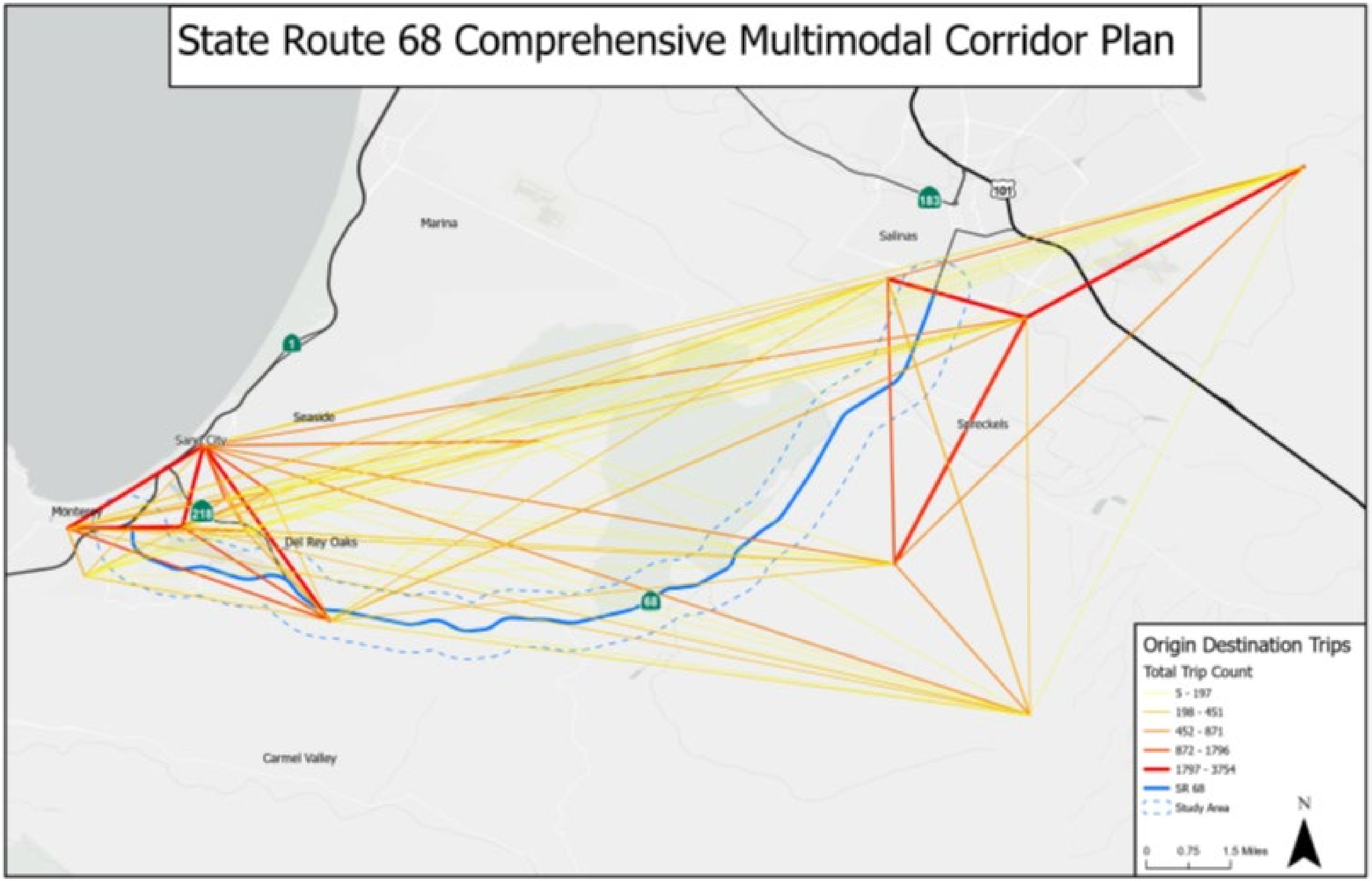
Map 1 | SR 68 Full Corridor



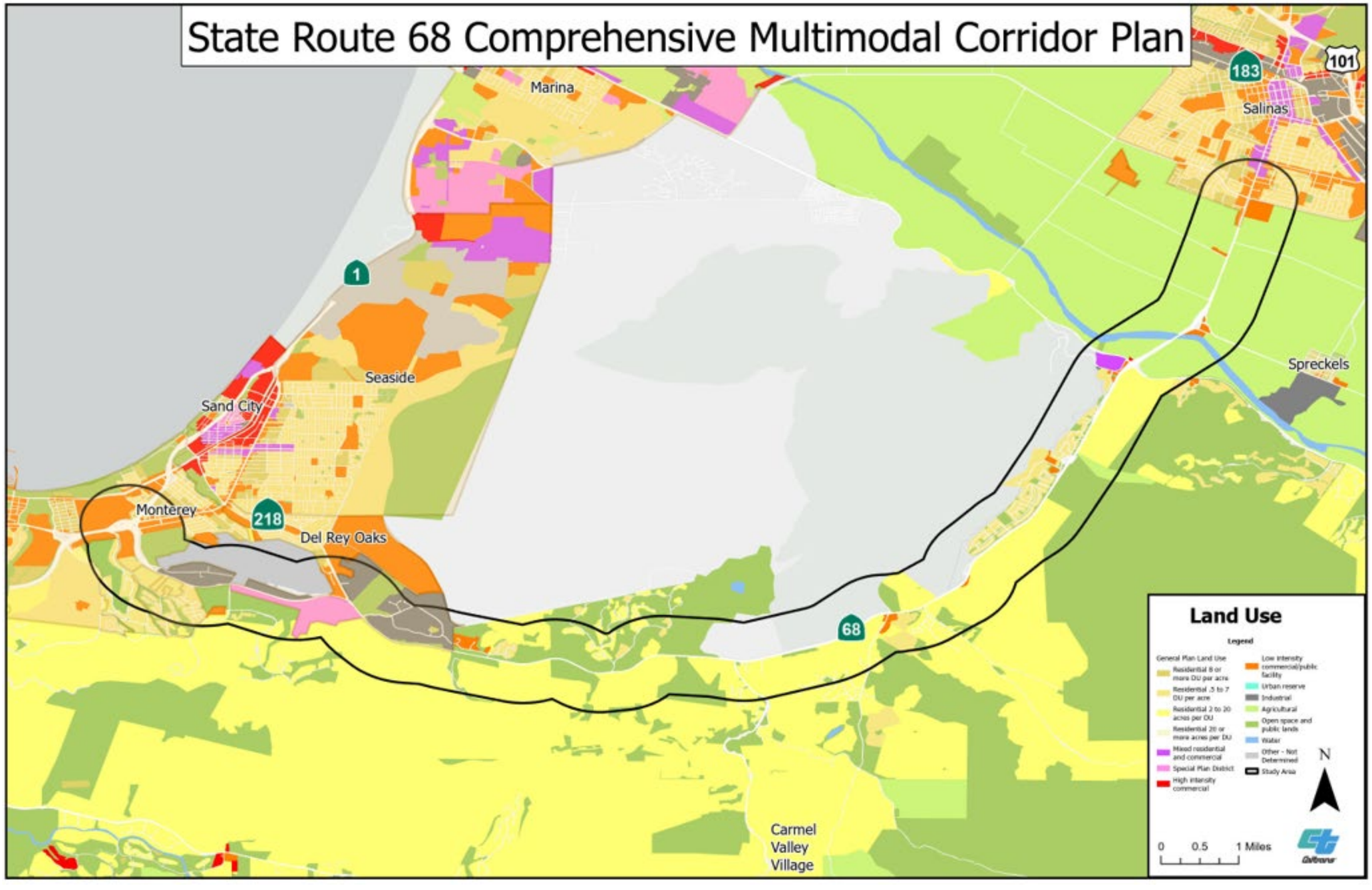
Map 2| SR 68 CMCP Corridor Study Area



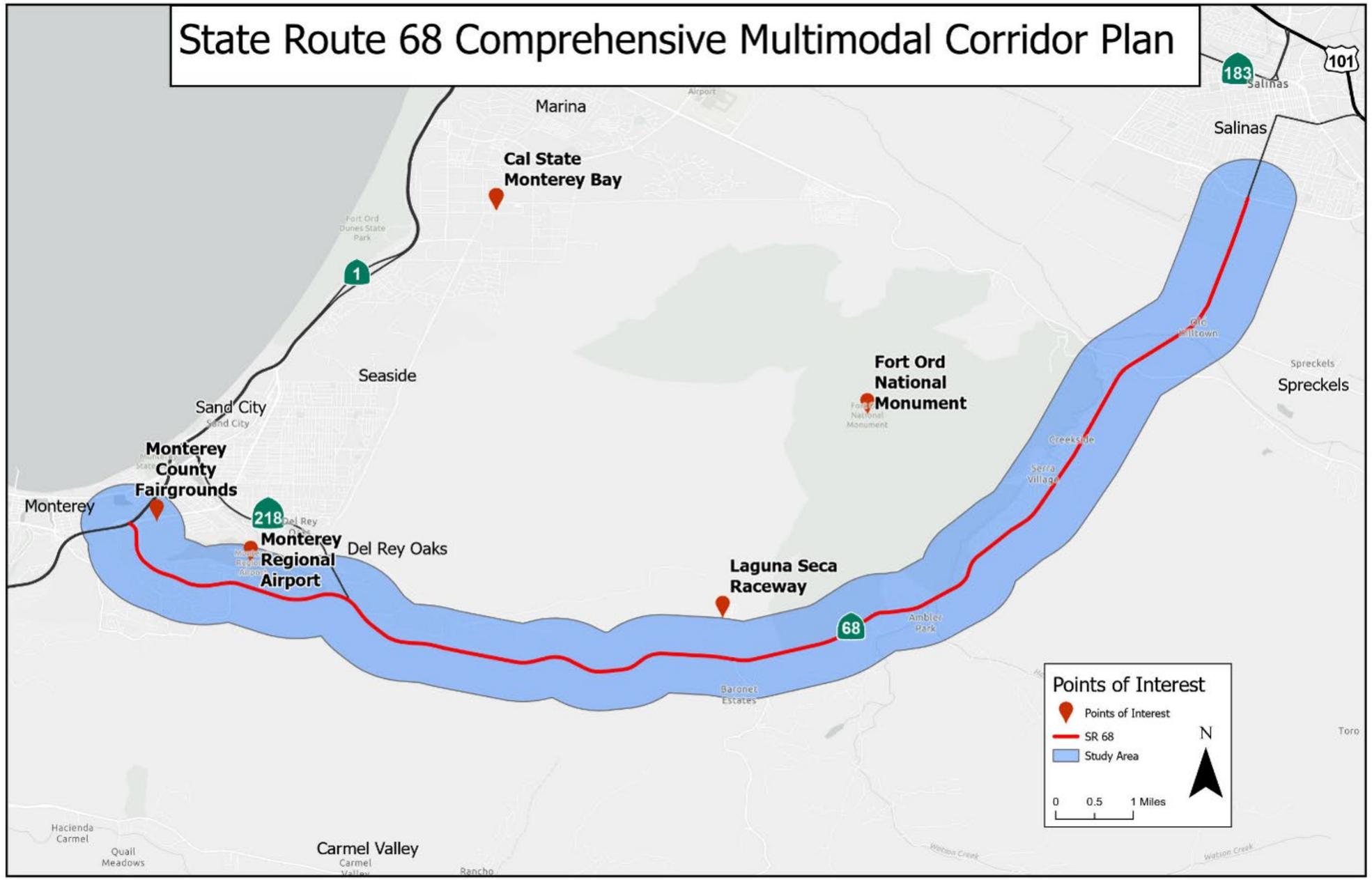
Map 3 | Origin Destinations



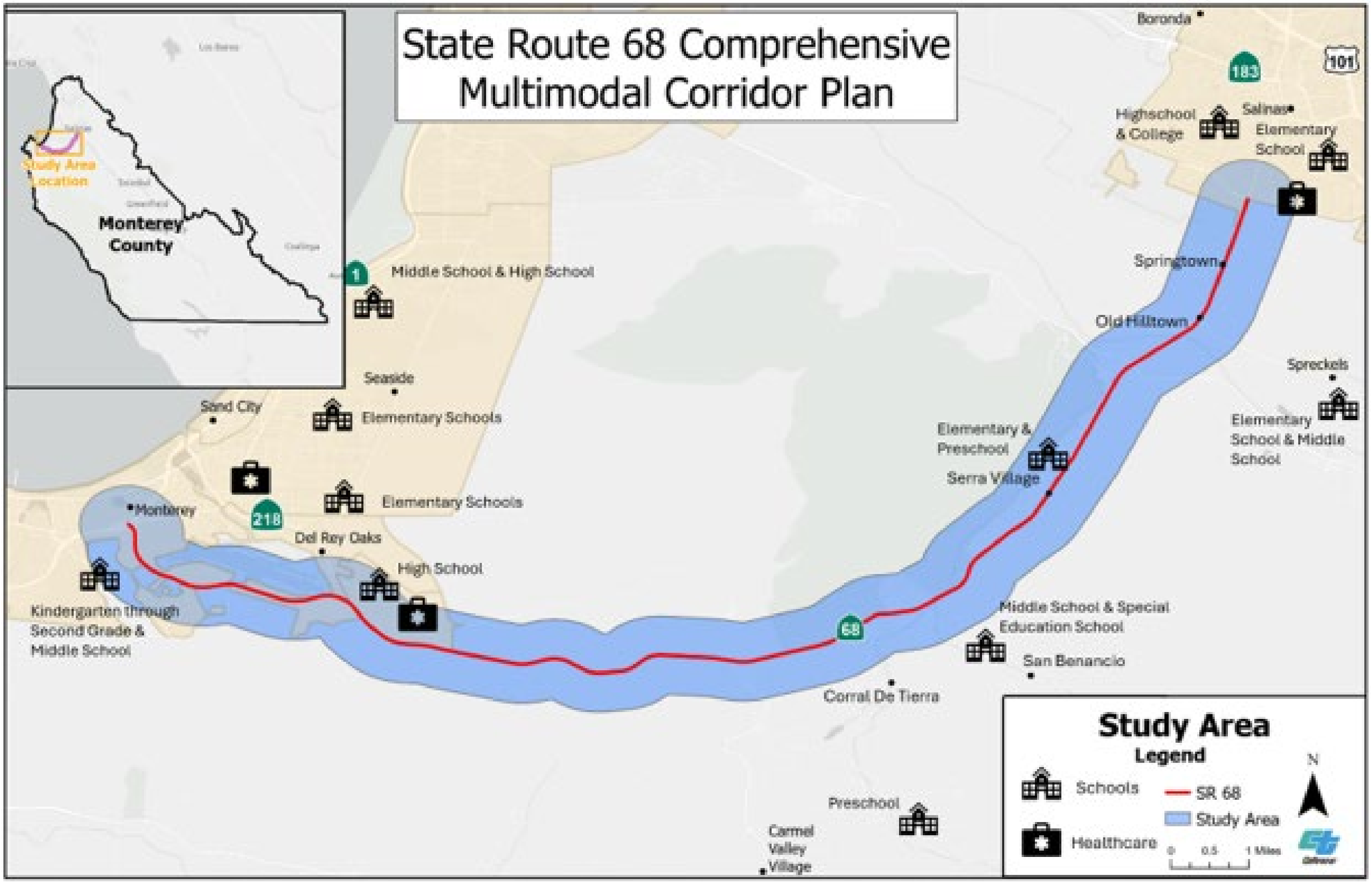
Map 4 | Land Use



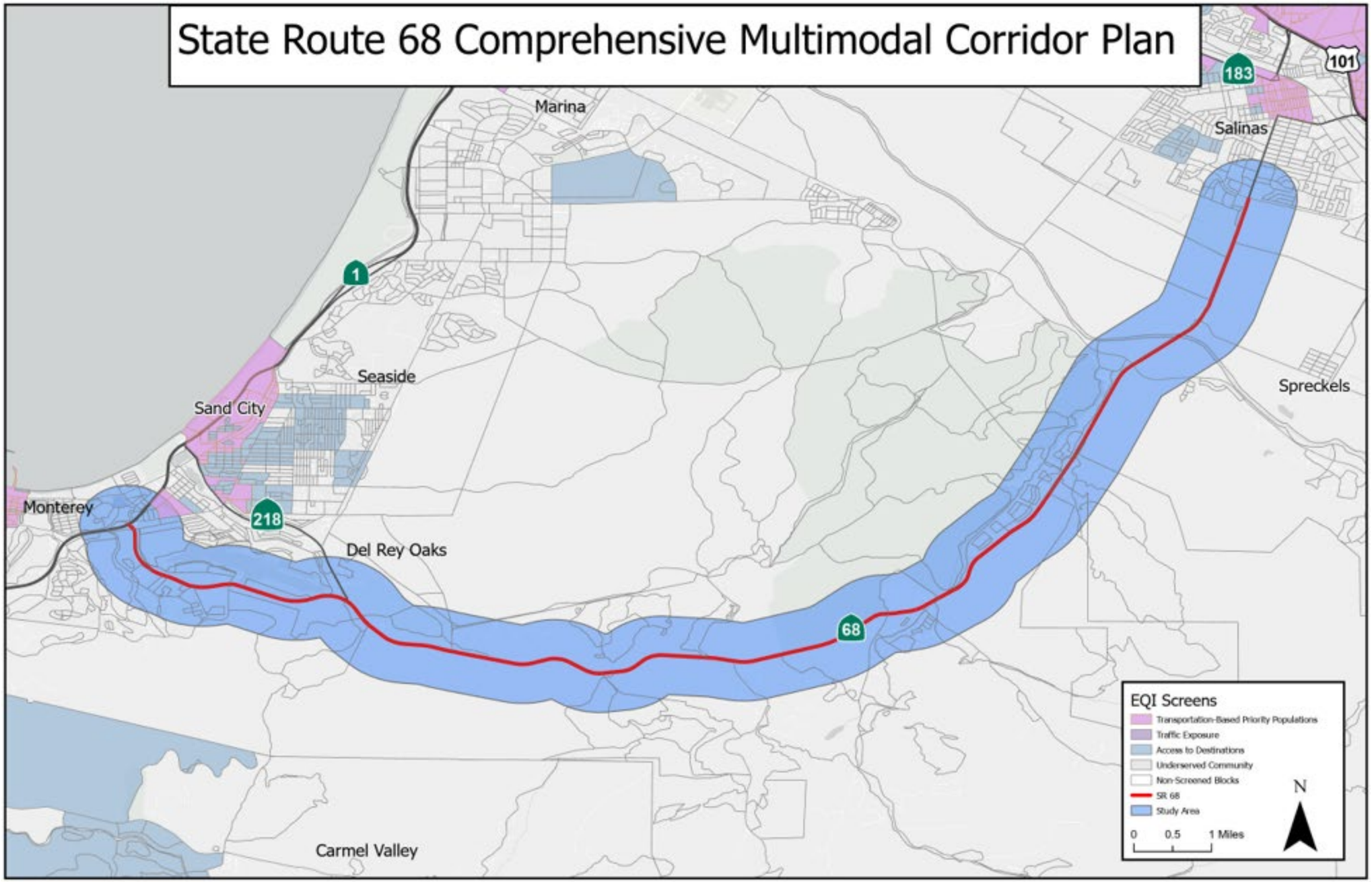
Map 5 | SR 68 Points of Interest Located Proximal to Corridor



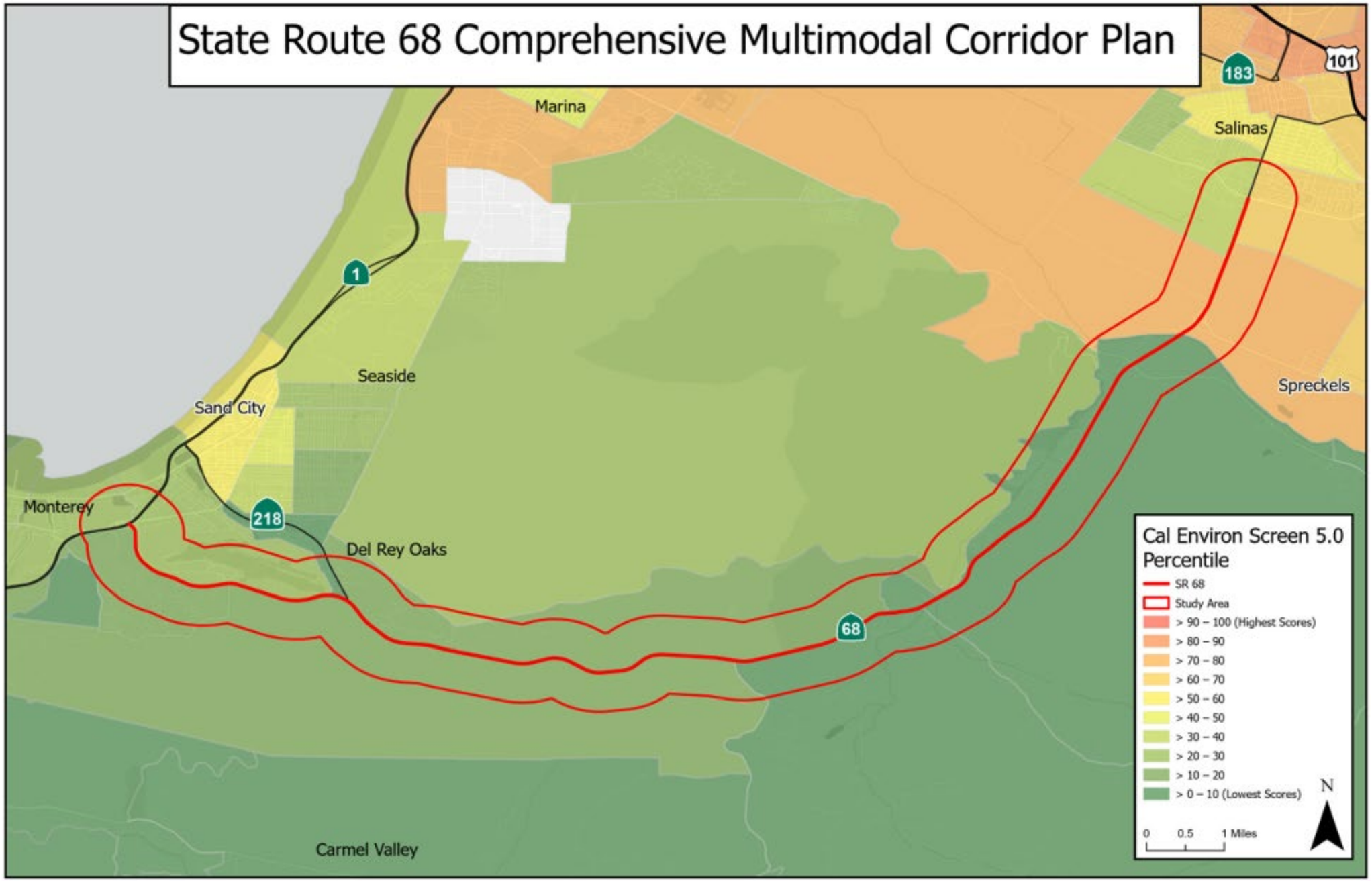
Map 6 | Schools and Healthcare



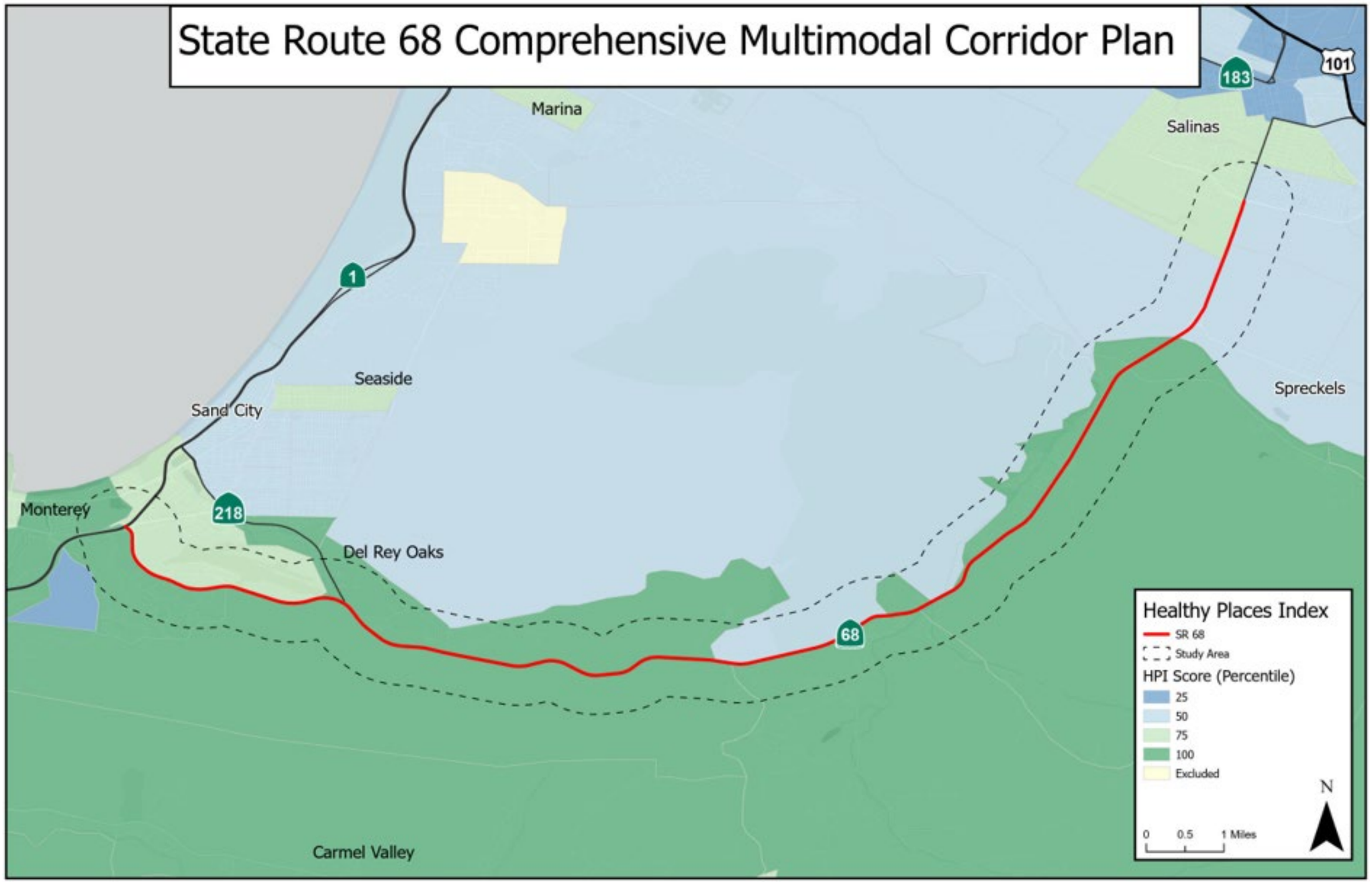
Map 7 | Caltrans EQI



Map 8 | Cal Enviro Screen 4.0



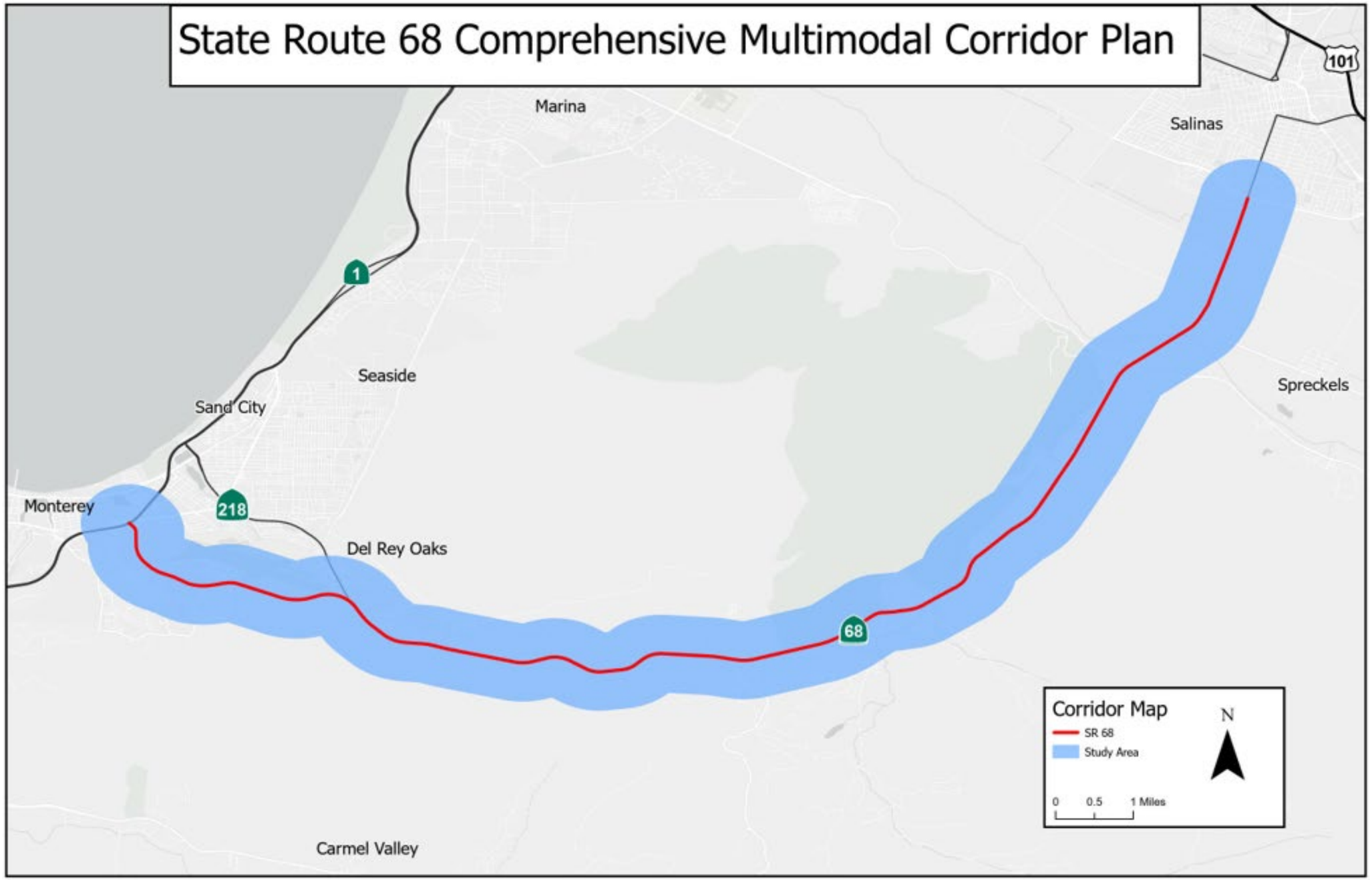
Map 9 | Healthy Places Index



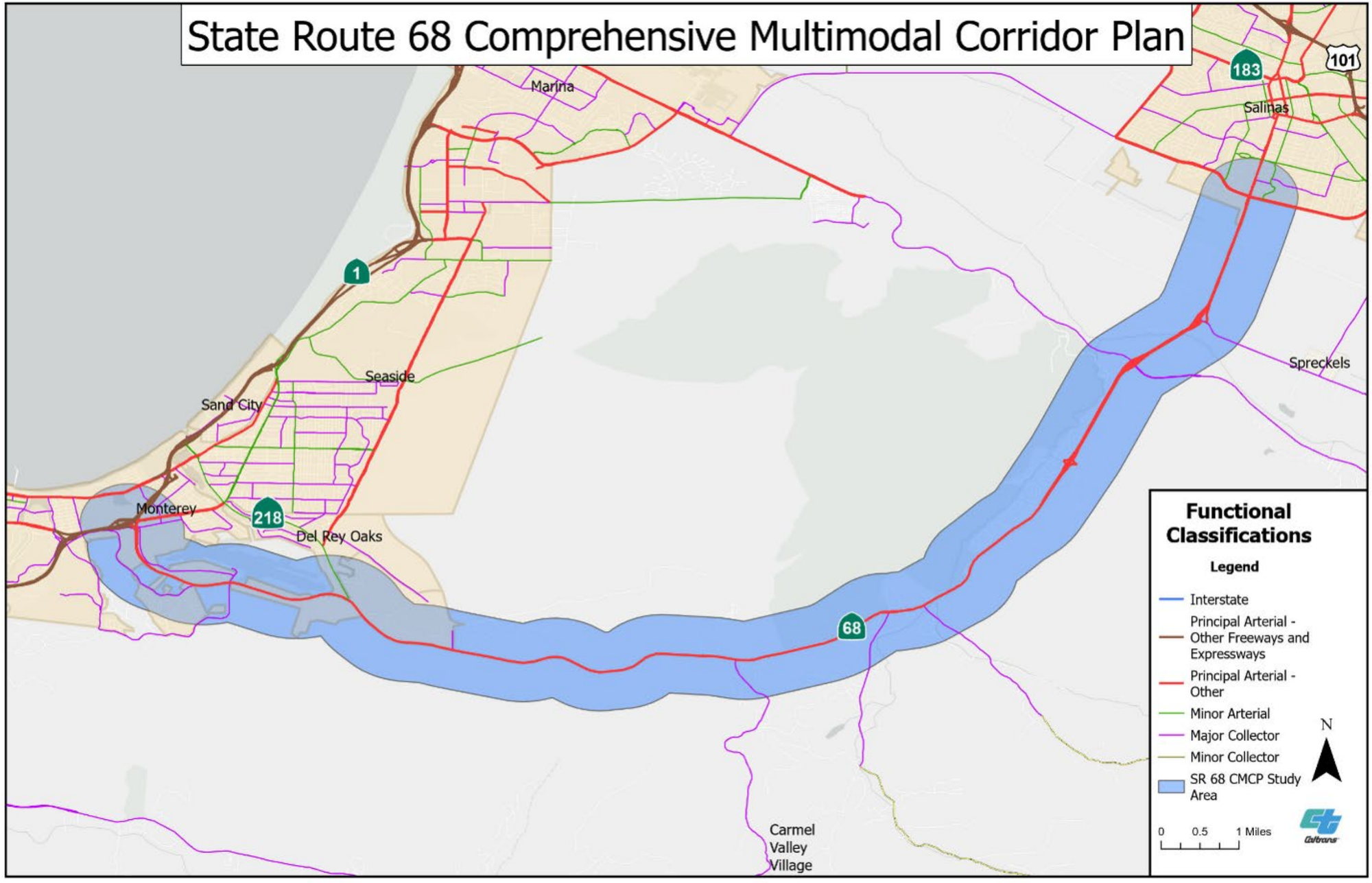
Map 10 | Tribal Communities Near the SR 68 Corridor



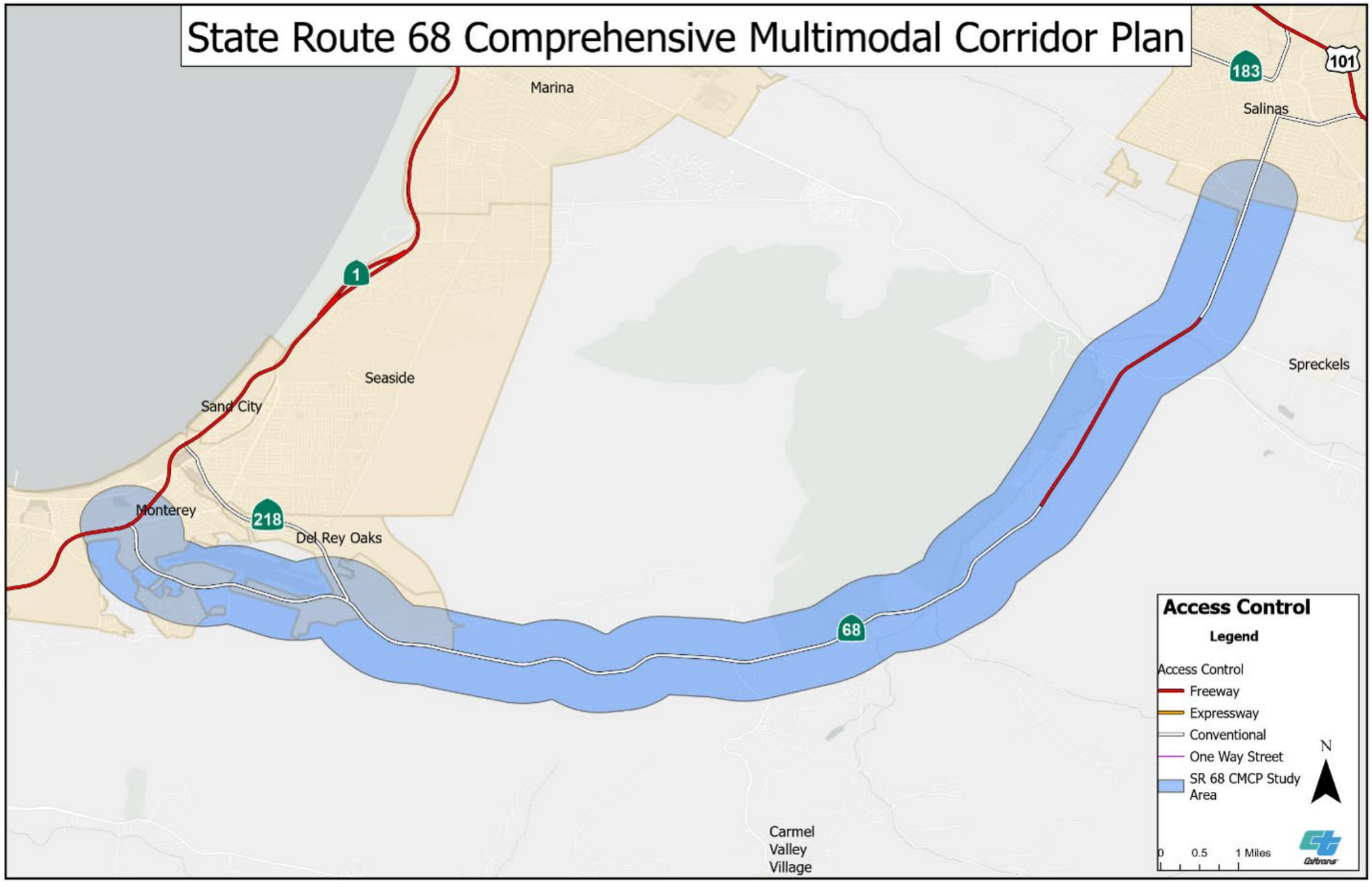
Map 11 | Map of SR 68 Corridor Study Area



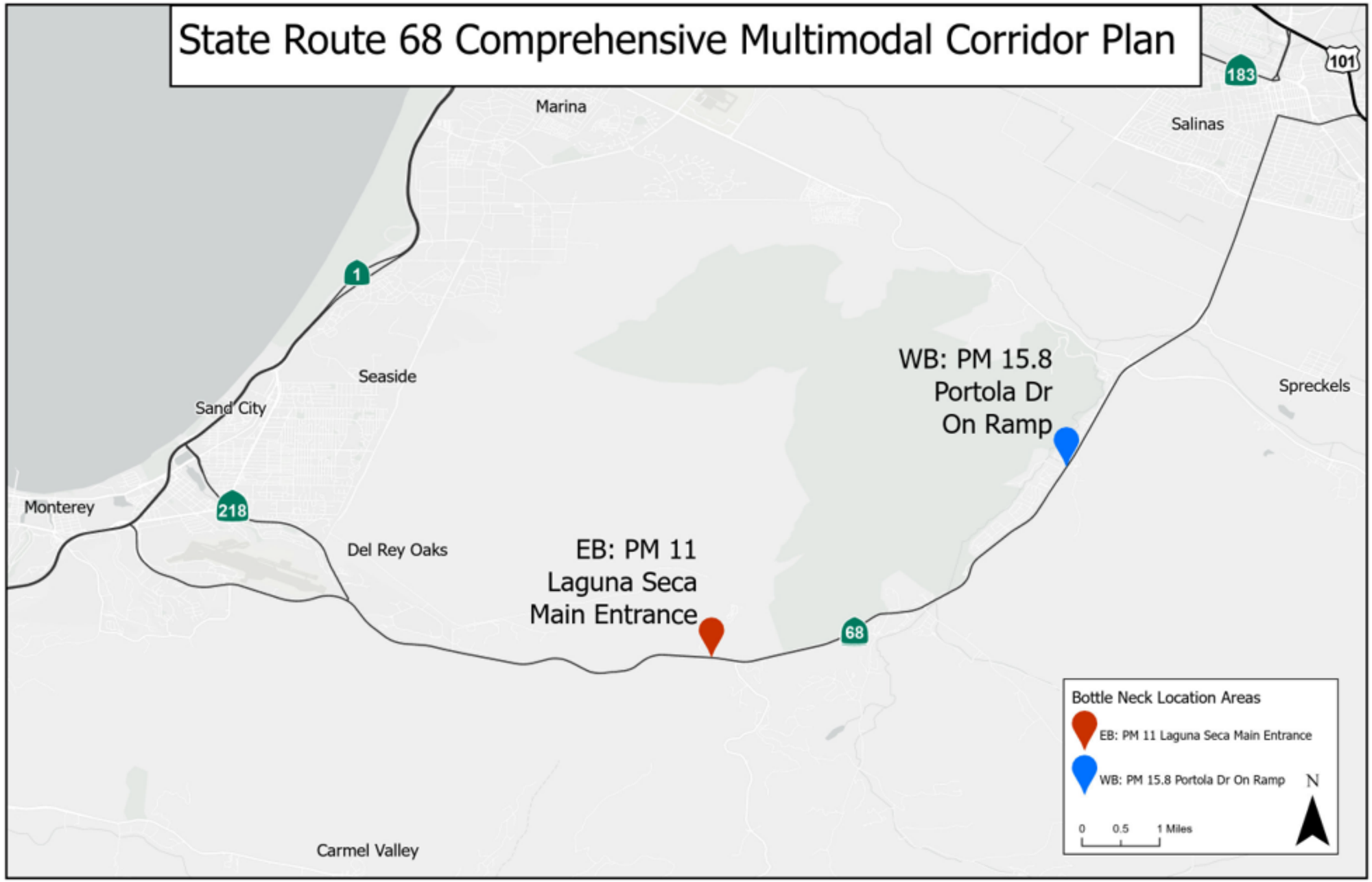
Map 12 | SR 68 Corridor Functional Class



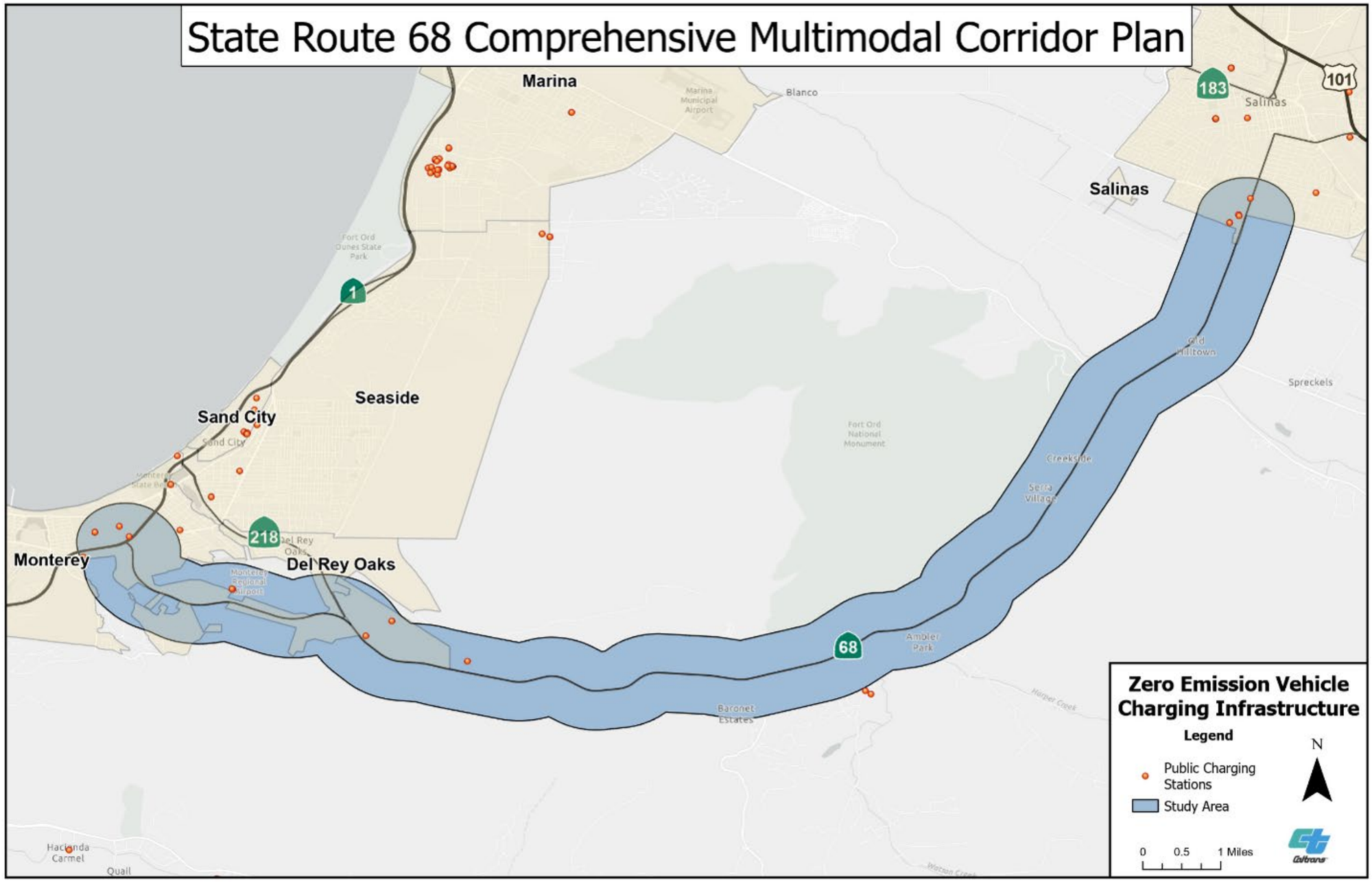
Map 13 | SR 68 Access Control Type



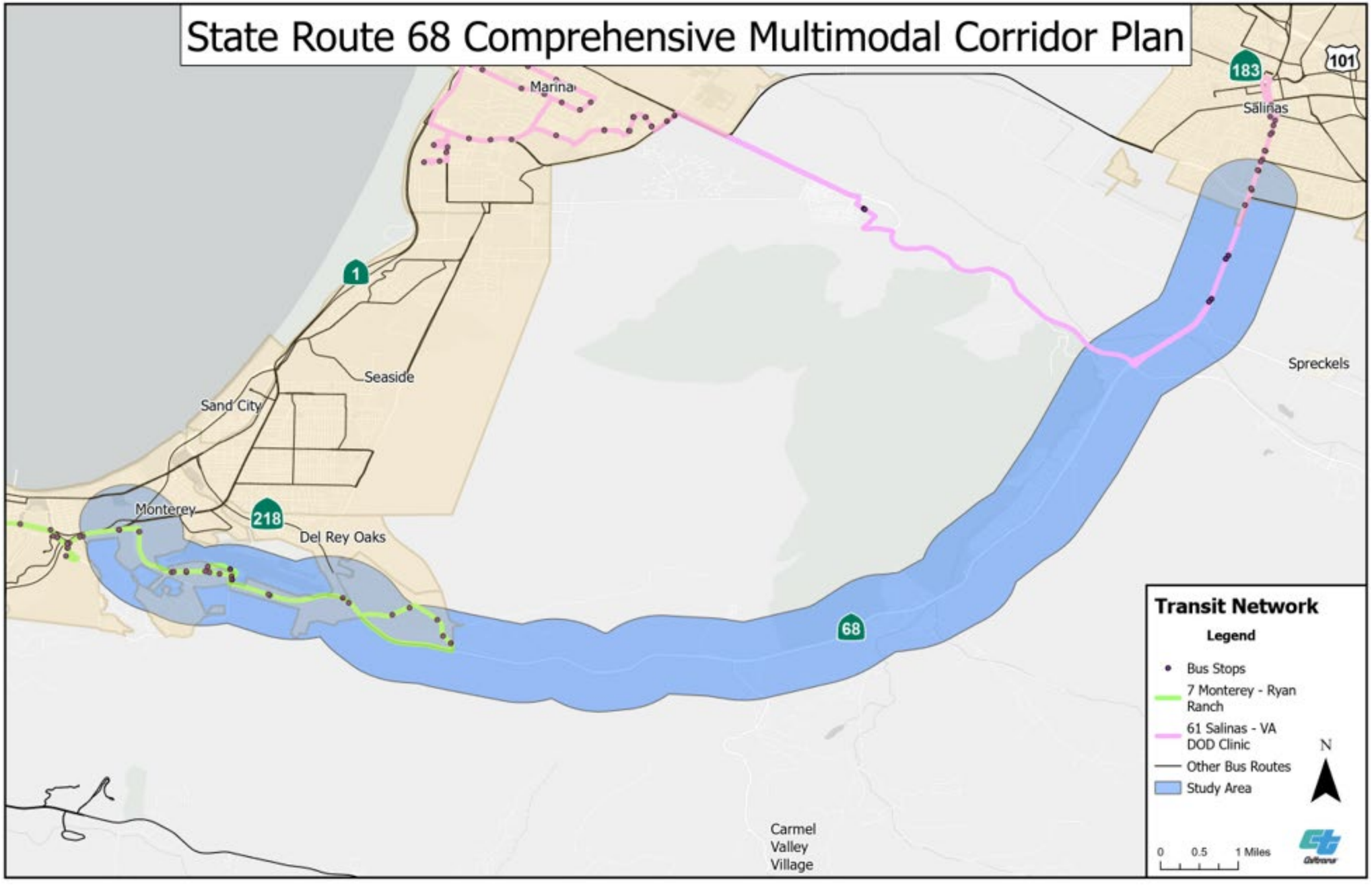
Map 14 | SR 68 Bottleneck/Congestion Locations



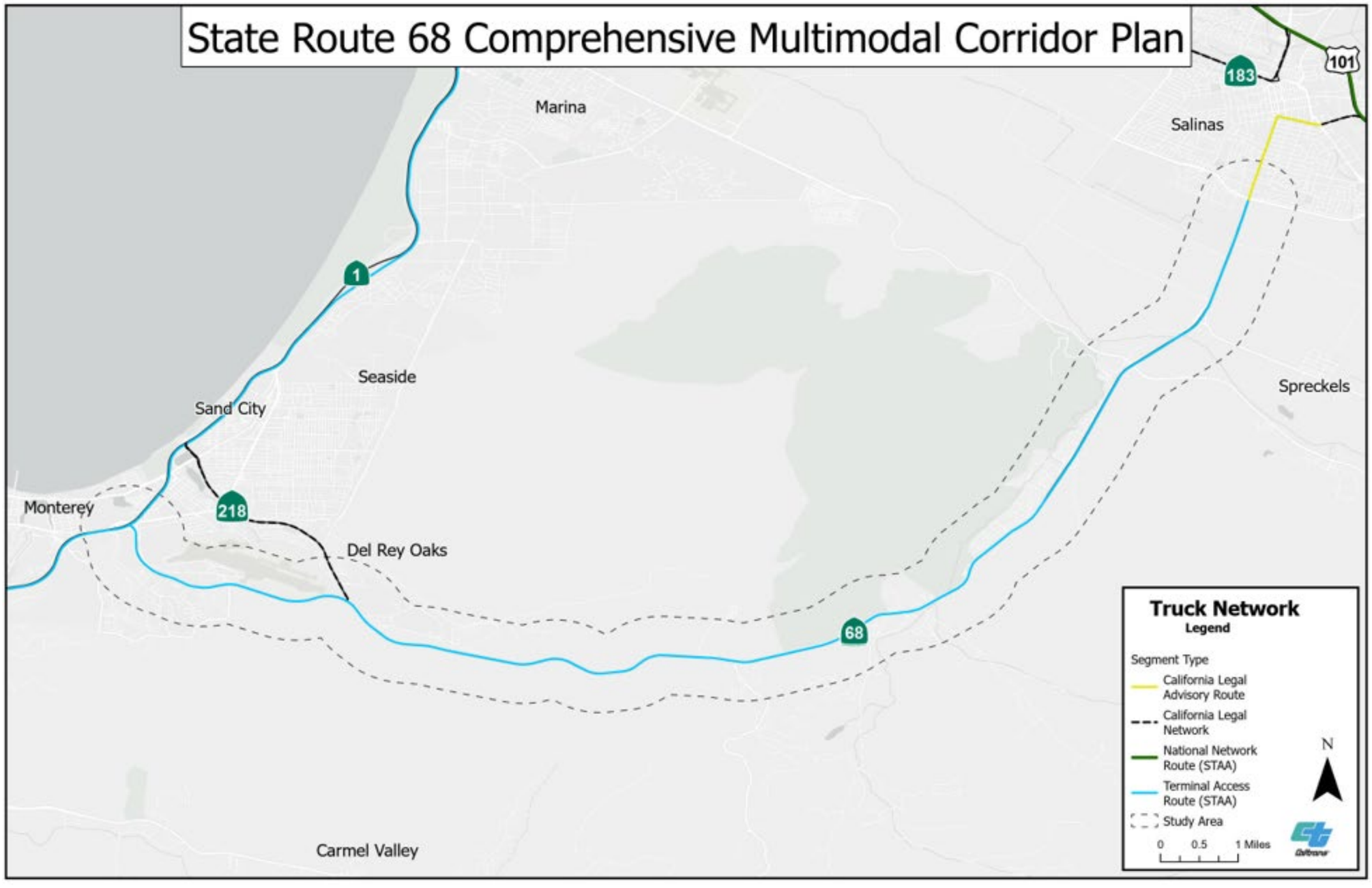
Map 15 | ZEV Infrastructure



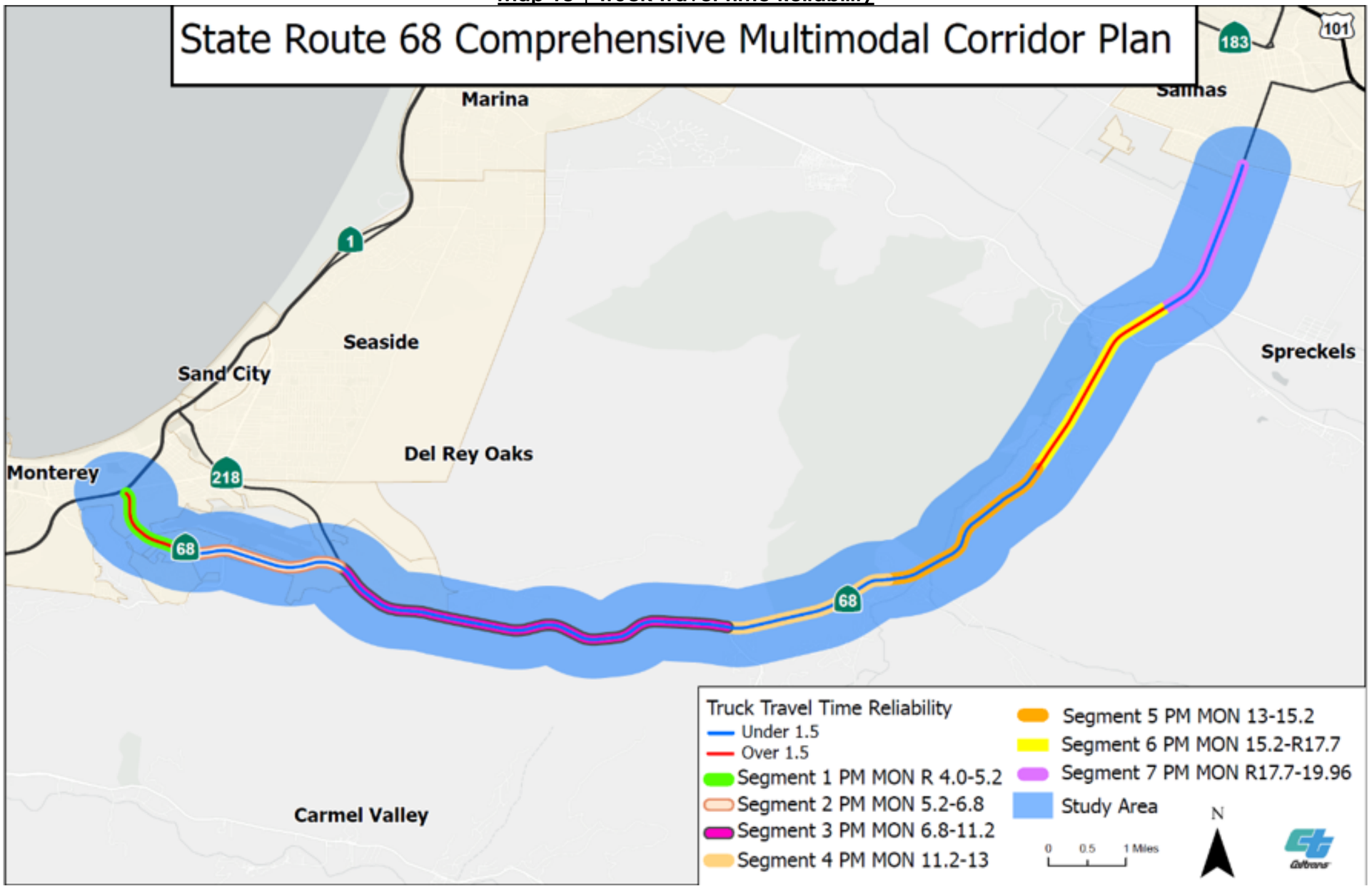
Map 16 | Transit Network Map



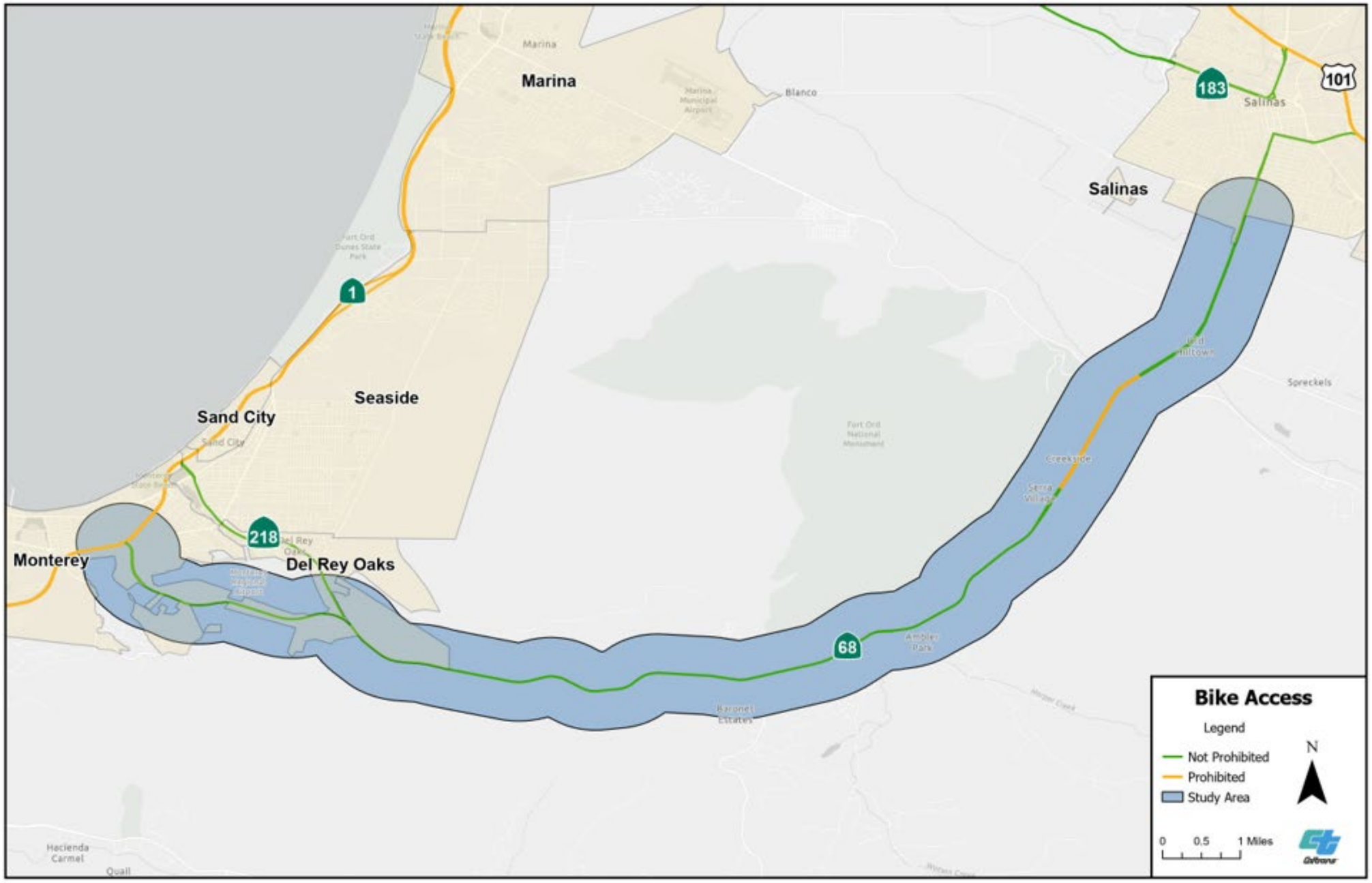
Map 17 | Truck Network



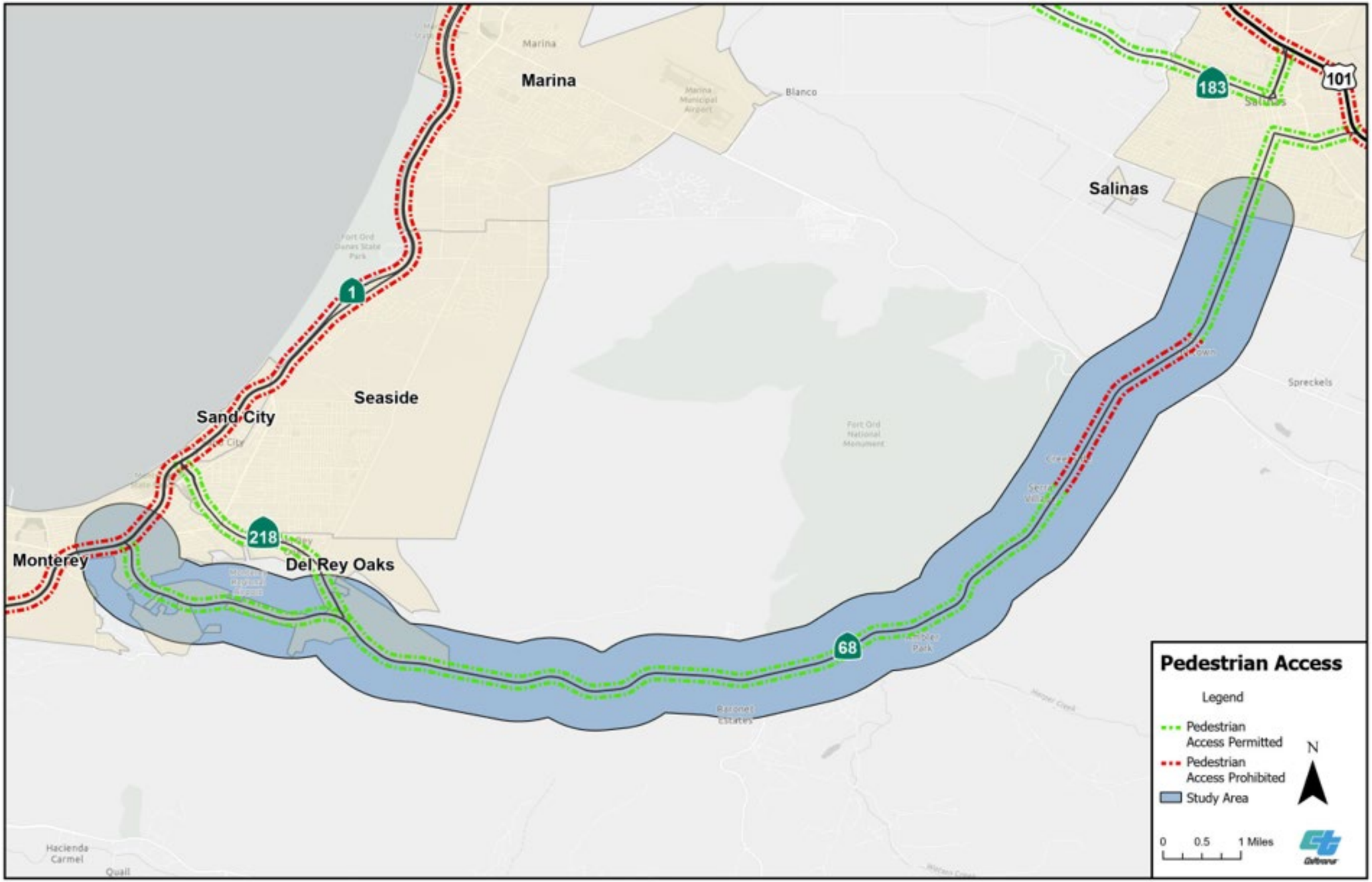
Map 18 | Truck Travel Time Reliability



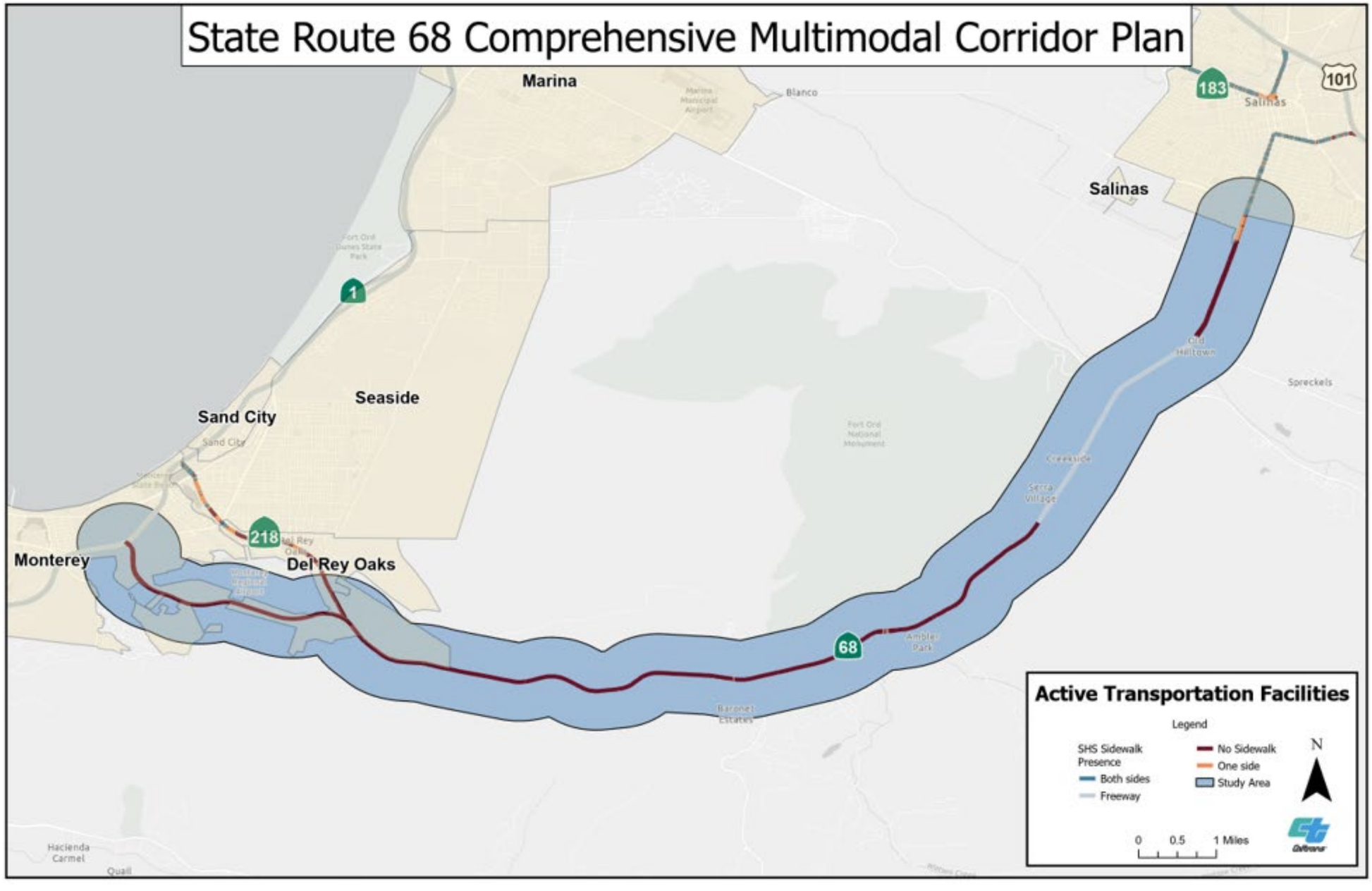
Map 19 | Bike Access



Map 20| Pedestrian Access



Map 21 | Existing Bike and Pedestrian Facilities



Map 22 Construction Beginning and Ending Along SR 68

