

HIGHWAY 1 ELKHORN SLOUGH CORRIDOR
CLIMATE RESILIENCY PROJECT

Rail Policy Committee,
November 2, 2026

TAMC

Caltrans

Elkhorn Slough National Estuarine Research Reserve

The Nature Conservancy

AGENDA

- Project Overview
- PEL Process
- Alternatives Screening
- Alternatives
- Upcoming Outreach Events

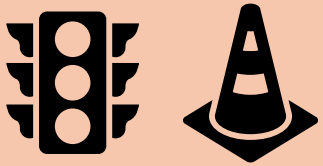




PROJECT GOALS

Improve Highway 1 infrastructure:

- Congestion relief
- Safety and mobility



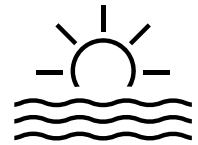
Prepare for future grant opportunities



Reduce tidal flooding and enhance restoration efforts



Long-term resilience



Steering Committee

Sets policy and signs off on recommendations.

Technical Working Group

Provide technical and regulatory input on sea level rise modeling, performance metrics, and resiliency.

Advisory Group

Provide feedback and share materials with their cohorts and constituents.

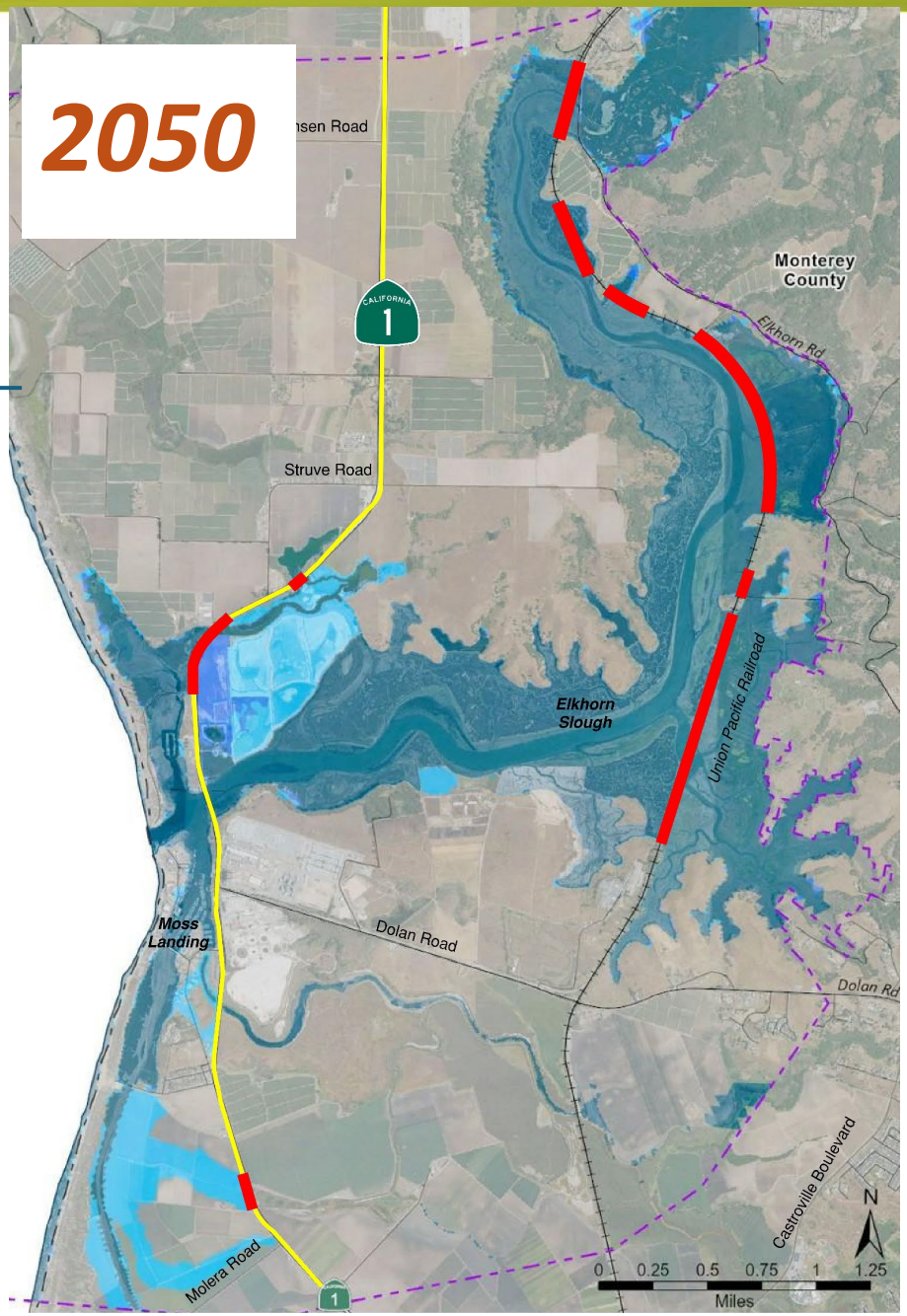
Community-Based Organizations

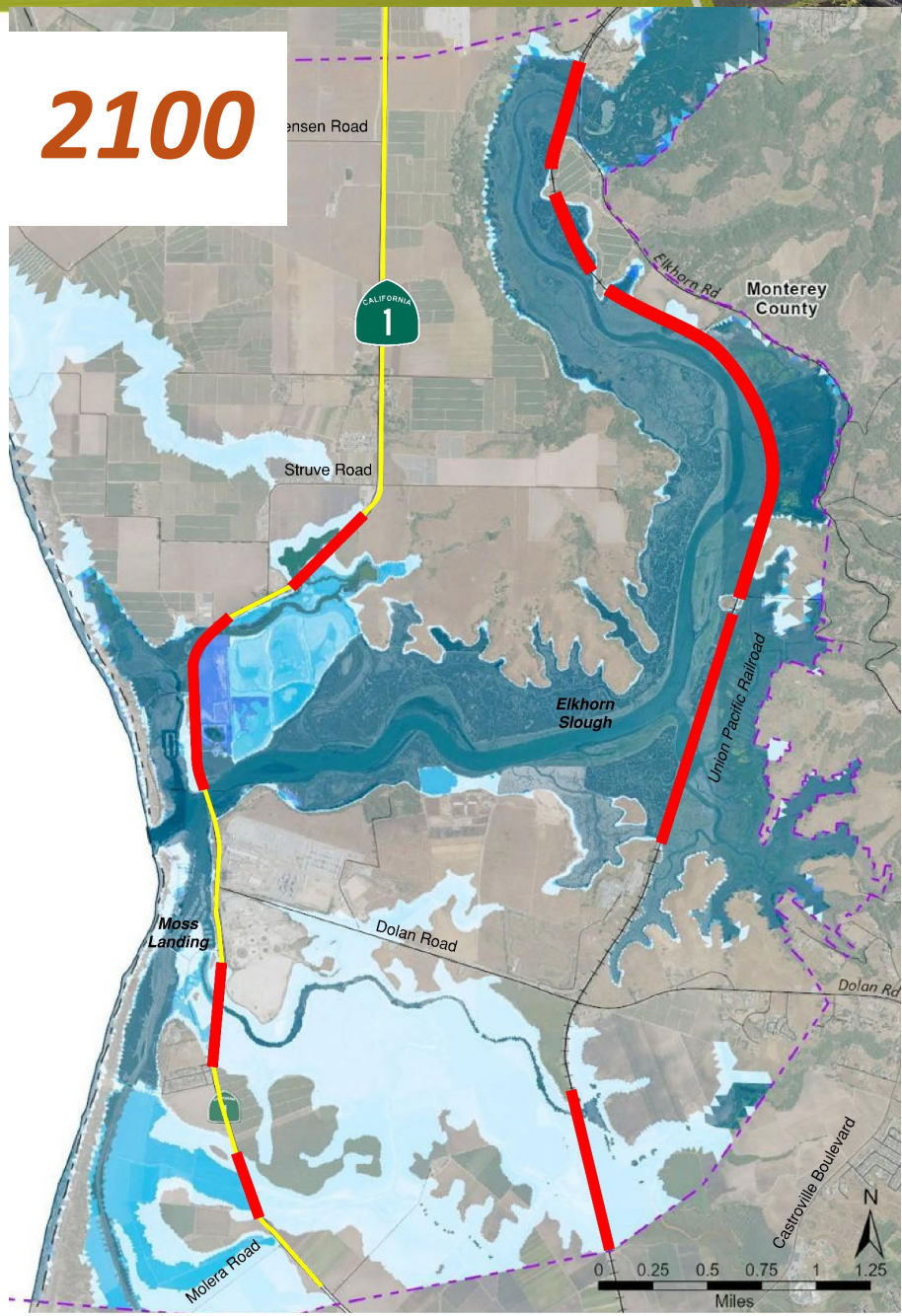
These organizations serve as community ambassadors and provide feedback on outreach materials.

Public

Informs the Project through direct public engagement methods, including workshops, surveys, and tabling.

Future Flooding: Sea Level Rise & King Tide





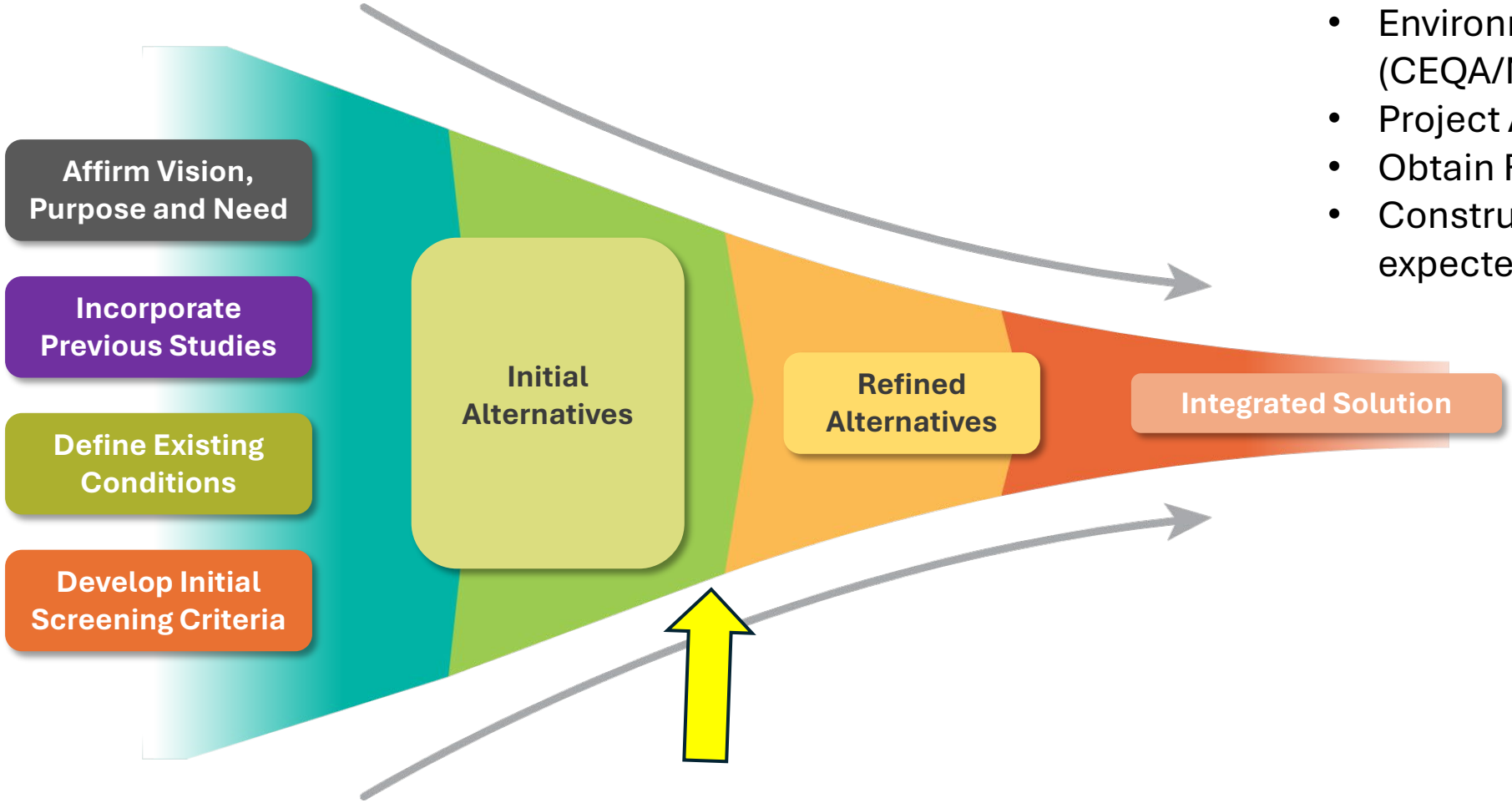
Rail & Road flooding

What is a Planning Environmental Linkages (PEL) Process?

- Long-term vision
- Conceptual
- Gather input and build shared understanding
- Better projects, help expedite later stages



PEL Process Overview



Next Steps:

- Environmental Review (CEQA/NEPA)
- Project Approval
- Obtain Funding
- Construction (Phasing expected)

Summer/Fall 2025 | Winter 25/Spring 26 | Summer/Fall 2026 | Winter 26/Spring 27

Approaches to Alternatives to Highway 1

- **Protect**
  - Keep Highway 1 in place with protective seawalls or a levee
- **Adapt**
  - Keep Highway 1 generally in place by raising/relocating portions out of flooding danger
- **Retreat**
  - Relocate Highway 1 elsewhere

Alternative Screening Criteria – Most Important Factors

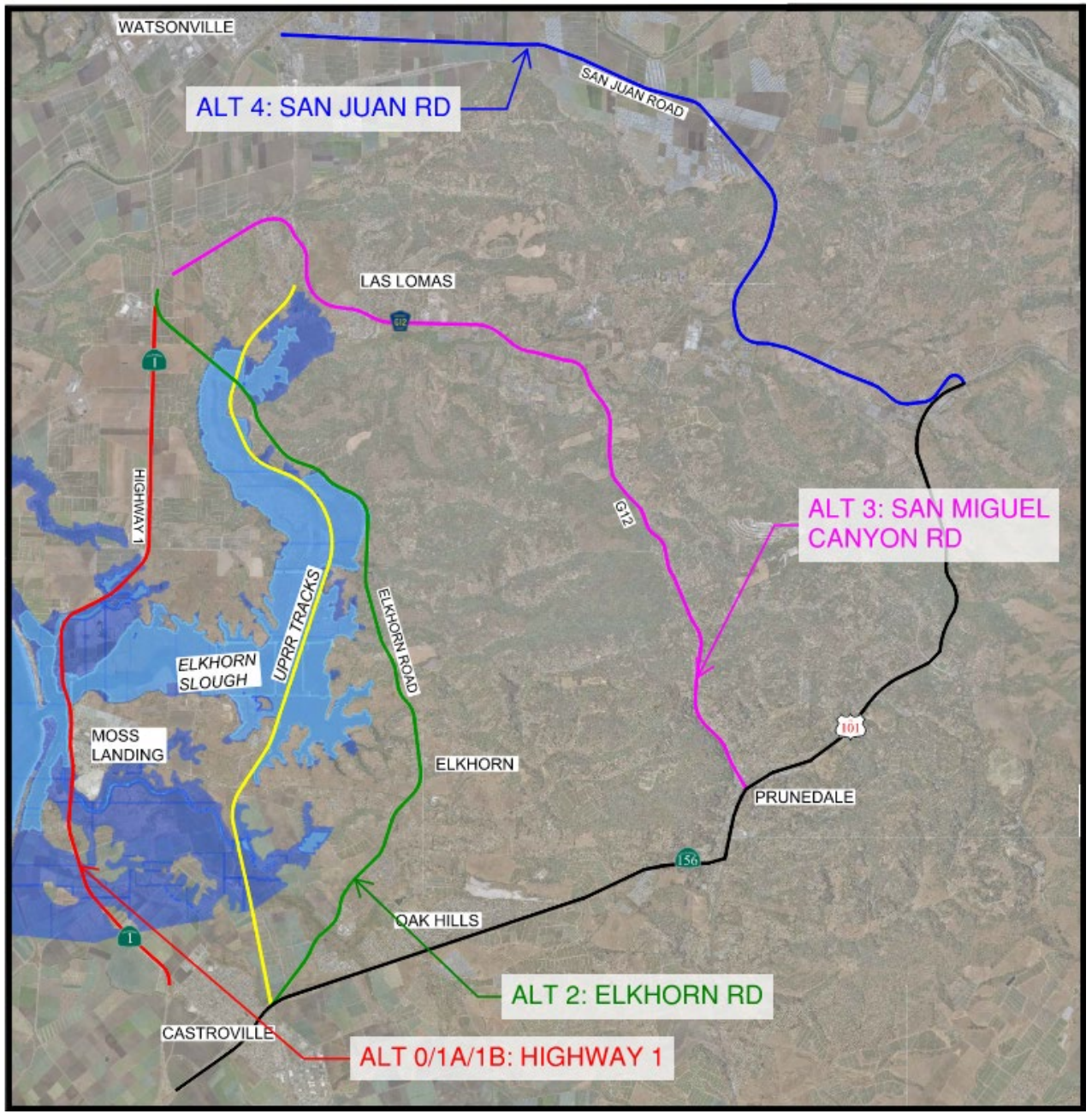
Construction	Operations and Safety	Environmental
Cost to construct	Resilience to flooding	Enhancement opportunities:
Feasibility/complexity	Opportunity to improve safety	• Hydrologic/tidal connectivity and water quality
	Change in access (to properties)	• Protected habitat/sensitive natural communities
	Ability to reduce congestion/meet future travel demand	• Marsh migration
		Opportunity for nature-based solutions

Alternative Screening Criteria – Other Factors

Construction or Operations	Environmental: benefits or impacts to:	
VMT impacts and mitigation	Special-status species (or habitat)	Moss Landing Harbor
Traffic mobility during construction	Conservation easements	Archaeological sites/Tribal Cultural Resources
Improvements for ped/bike/transit?	Recreational lands/waters	Protected farmland
Change in travel time	Visual character	

Initial Alternatives

Alternative 0: No Build
Alternatives 1a (4 lanes) / 1b (2 lanes): Existing Highway 1
Alternative 2: Elkhorn Road
Alternative 3: San Miguel Canyon Road (G12) (including connection to Hwy 1)
Alternative 4: San Juan Road (including connection to Hwy 1)
Rail: Stays on existing alignment; shifted to piles, flood protections



Alternative 0 - No Build

- Highway and Rail will flood
- Congestion increases
- No opportunities to enhance safety or add multimodal options

Construction Cost and Constructability – High Level Estimates

Alternatives	Route Length	Key Elements	Cost Range*	Construction Duration (Years)
Alternative 1a/1b: Highway 1 (4 or 2 lanes)	7.5 miles	• Roadway widening and raising	High	8-10 years, option for phasing
Alternative 2: Elkhorn Road	10 miles	• Roadway widened/realigned/ raised	Very High	15-20 years
Alternative 3: San Miguel Canyon	16 miles	• Roadway widening; new interchange		
Alternative 4: San Juan Road	21 miles	• Roadway widening		

*$0 - Low, $1B-Medium, $4B-High, >$6b - Very High

Operational Reliability

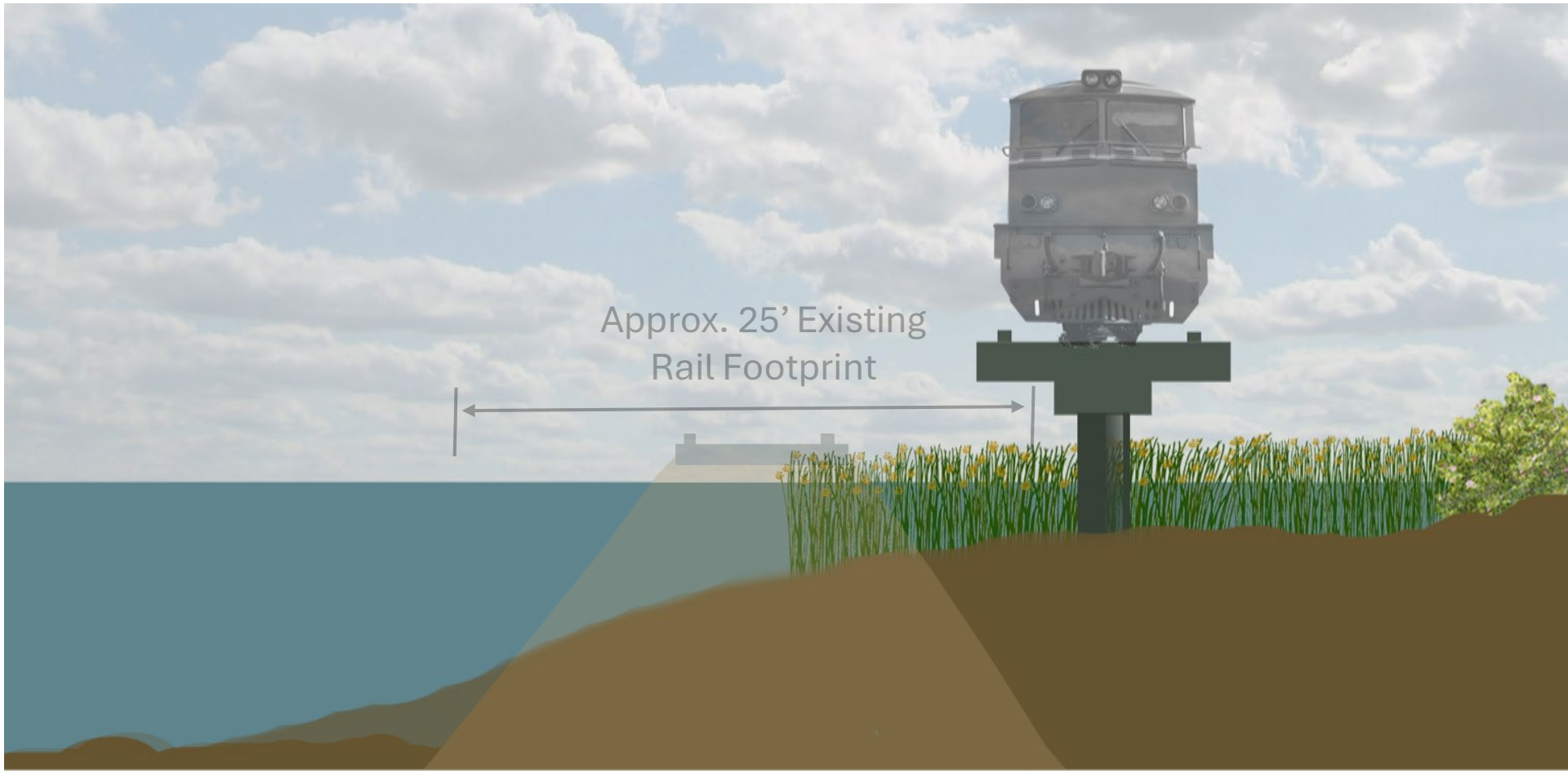
Alternatives	Road Improvements For Operational Reliability	Rail Improvements to achieve Operational Reliability
Alternatives 1a/1b: Highway 1 (4 or 2 lanes)	Adjustments to improve traffic flow and prevent flooding	All alternatives: Rail would be shifted to piles/structures
Alternative 2: Elkhorn Road	Adjustments to improve traffic flow and prevent flooding	
Alternative 3: San Miguel Canyon Rd (G12)	Retreat - would avoid area of anticipated inundation	
Alternative 4: San Juan Road		

Environmental Enhancement Opportunities

Alternative	Highway 1 Elements	Improvement Opportunities
Alternatives 1a/1b: Highway 1 (2 or 4 lanes)	Adaptation	• Ecotone levees • Viaducts • Marsh expansion, habitat improvements • Recreational access
Alternative 2: Elkhorn Road	Retreat	• Could include piles or ecotone levees
Alternative 3: San Miguel Canyon Rd (G12)		• Wildlife corridor connections, hazard mitigation
Alternative 4: San Juan Road		• Wildlife corridor connections, hazard mitigation

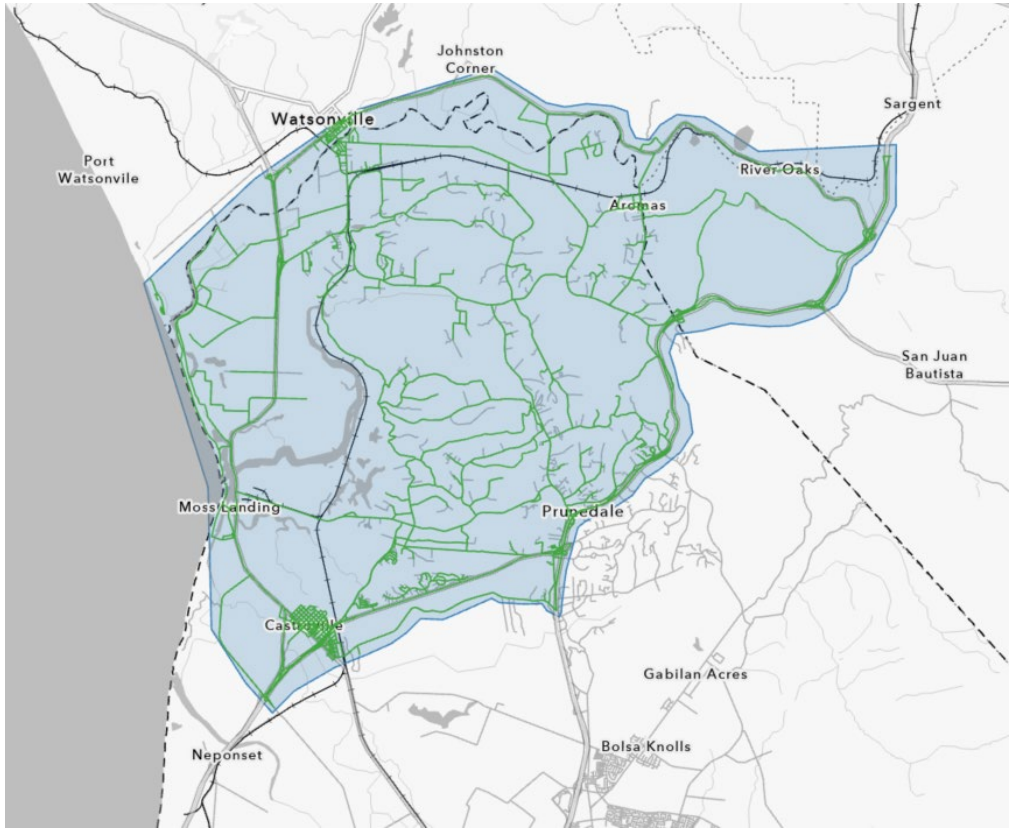
UPRR Sequential Approach

1. Move entire rail to piles
2. Improve marsh east of rail
3. Remove rail embankment



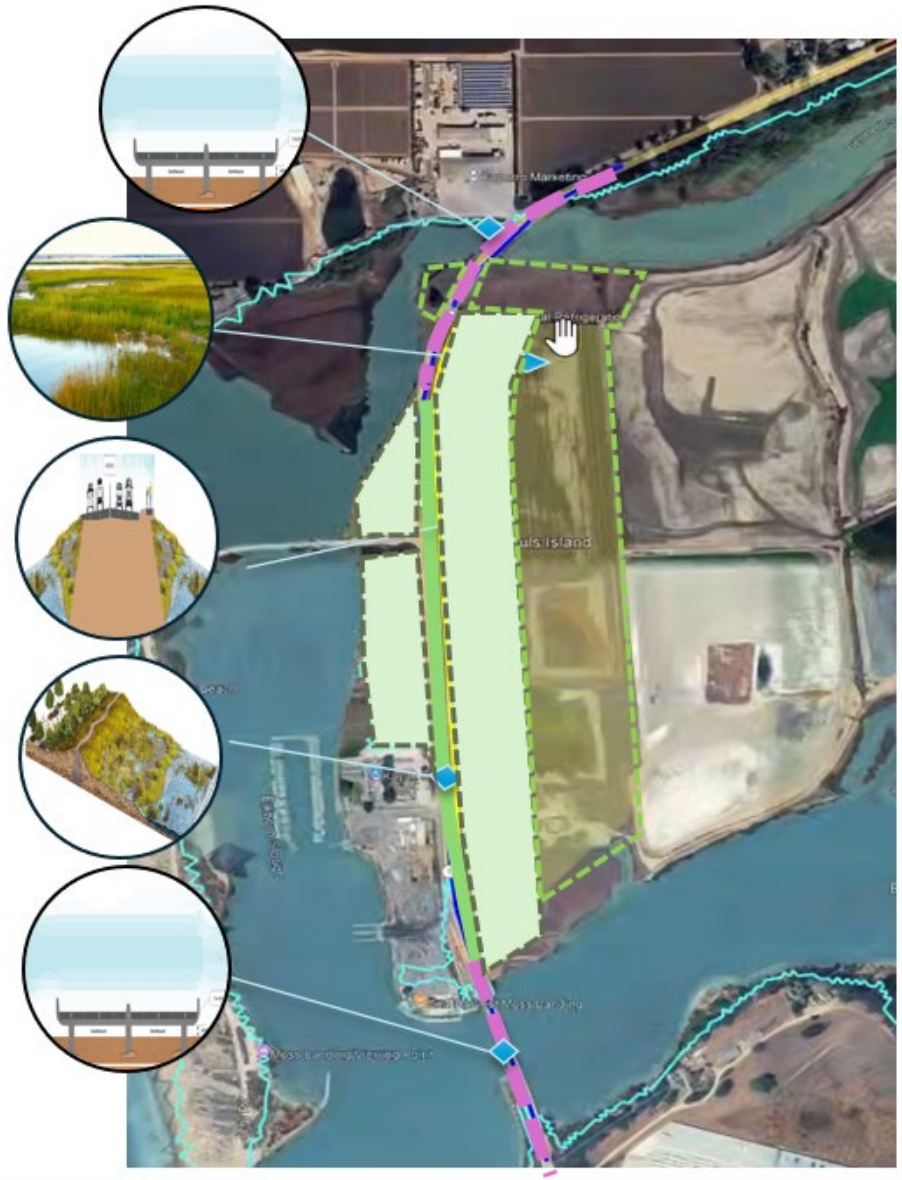
Area Wide Vehicle Miles Traveled Methodology (VMT)

- Association of Monterey Bay Area Governments regional travel demand model.
- 2045 model results to 2050 using annualized VMT growth rates.

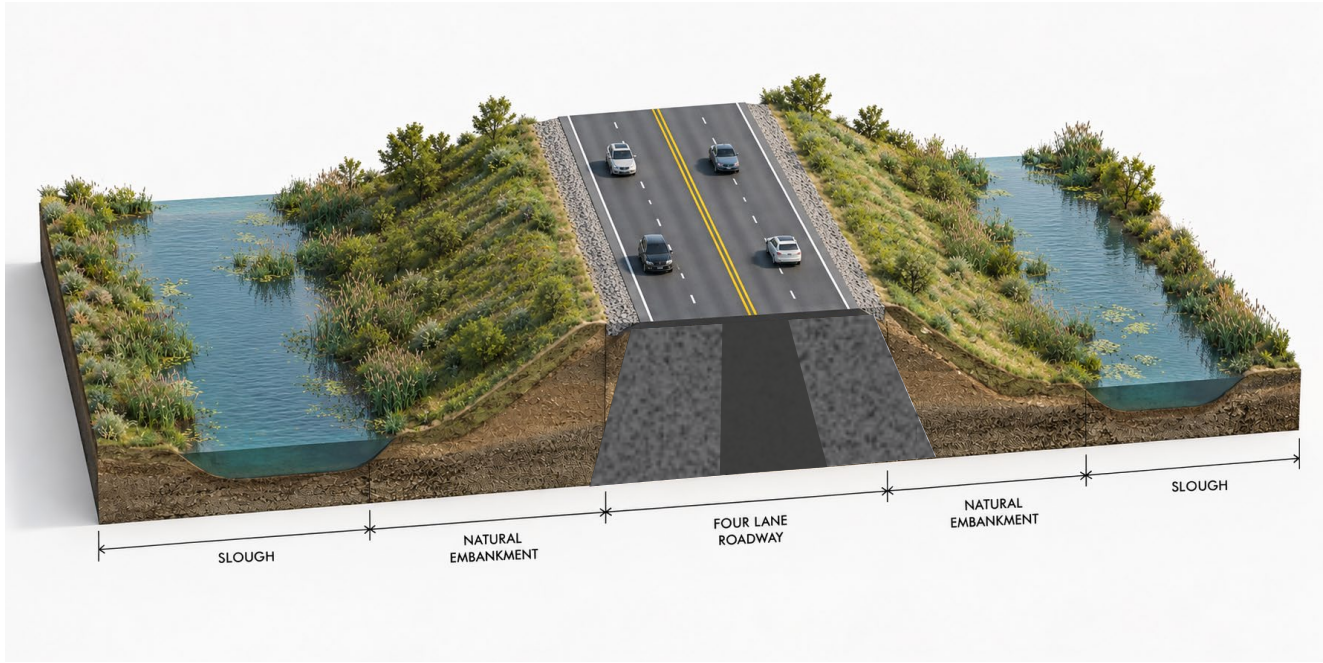


Study Area

Nature Based Solutions



Ecotone embankment



Next Steps for Stakeholder Engagement

Current Phase: Alternative Identification and Screening

Open House Meeting *December 3, 2026*

Next Phase: Selecting a Preferred Alternative

Advisory Group Meeting ***Winter/Spring 2027***

Public Meeting *Spring 2027*

PEL Process Complete! Spring 2027

Alissa Guther

alissa@tamcmonterey.org

(831) 775-4402



Thank You!