Garcia River Feasibility Study

What is this feasibility study?

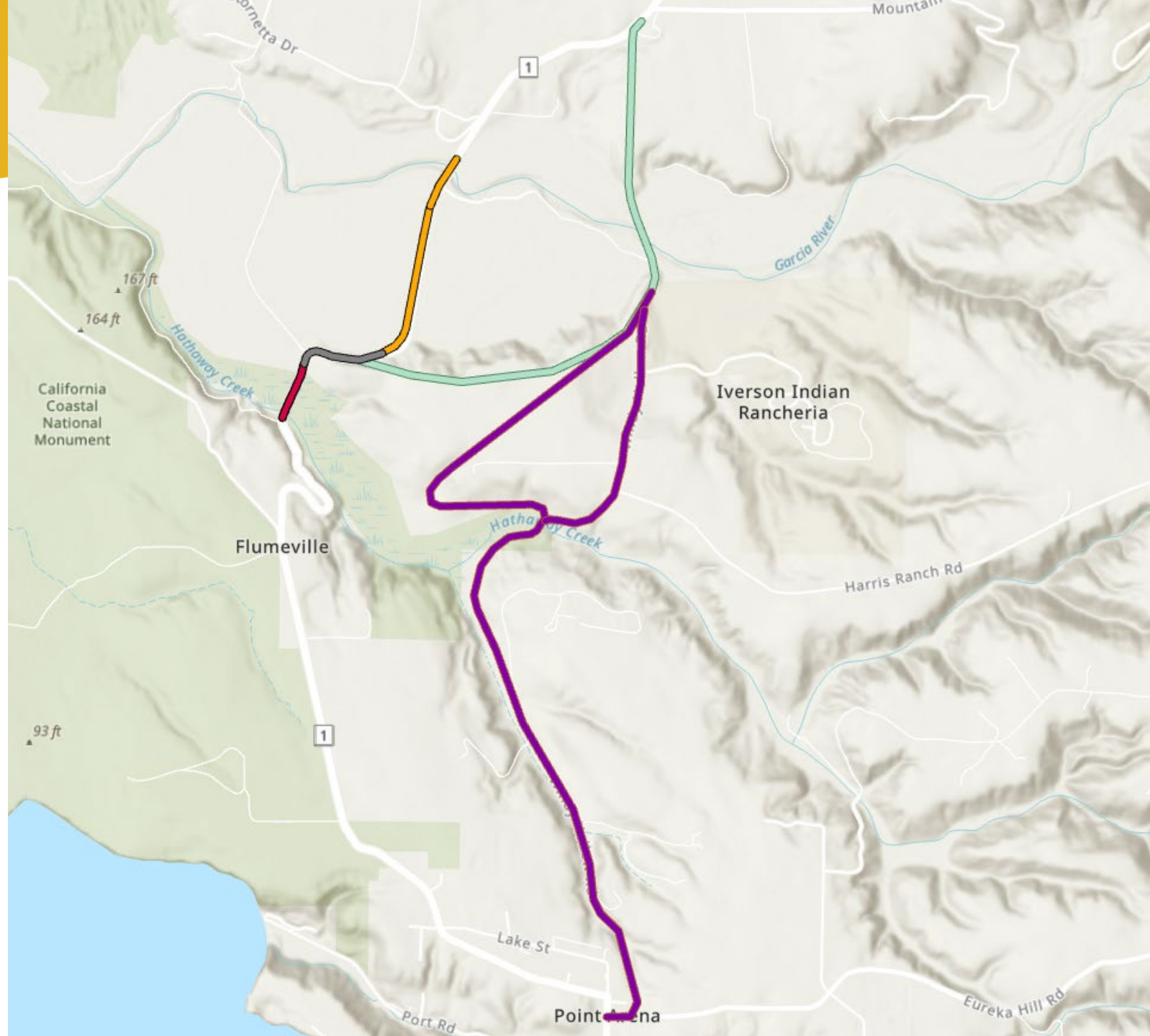
- Not a project, but rather a planning document scoping out the feasibility of alternatives for HWY 1 before a project gets funded & programmed
- Expanding on the 2017 Garcia River Climate Adaptation Feasibility Study

Estimated timeline:

Kick-off	Stakeholder Engagement, Develop Alternatives, Cost Estimates, Caltrans Functional Unit Requests	Draft 1	Internal Review	**External Review**	Final Review	Final Draft
4/2026		10/2026	11/2026	12/2026	2/2027	4/2027

2017 Feasibility Study Alternatives

- Viaduct/Bridge on Existing Alignment
  - New study keeps this but with structure adjacent to existing HWY
- Conforming to existing elevation/road
- Windy Hollow Rd and bluff top
  - New study keeps this, but curvature improved north of Hathaway Creek
- Windy Hollow Rd all the way to Point Arena
  - **New study has removed these due to stakeholder feedback and impacts**
- Hathaway Creek Grade Raise and Bridge Replacement
  - New study keeps this



New Alternatives for Current Study

Alternative 3 – Windy Hollow Rd

Alternative 4 – Hathaway Creek bridge replacement and grade raise (all alternatives include this)

Alternative 1

Viaduct/Bridge West of Existing Alignment

- Stornetta/BLM conservation easement parcels
- Elevation 36ftNAVD88 (existing Garcia River Bridge Deck is 30ft)
- 2% cross slope for drainage
- 8ft shoulders on viaduct conform down to no shoulders

Alternative 2

Viaduct/Bridge Adjacent to Existing Alignment

- Stornetta/BLM conservation easement parcels
- 36ft NAVD88 with a 2% cross slope
- Adjacent to existing alignment - construction and staging does not interrupt traffic
- Ties into embankment near bluff – currently no plans to change curvature here
- 8ft shoulders on viaduct conform down to no shoulders

Alternative 3

New Alignment with New Bridge Utilizing Windy Hollow Road

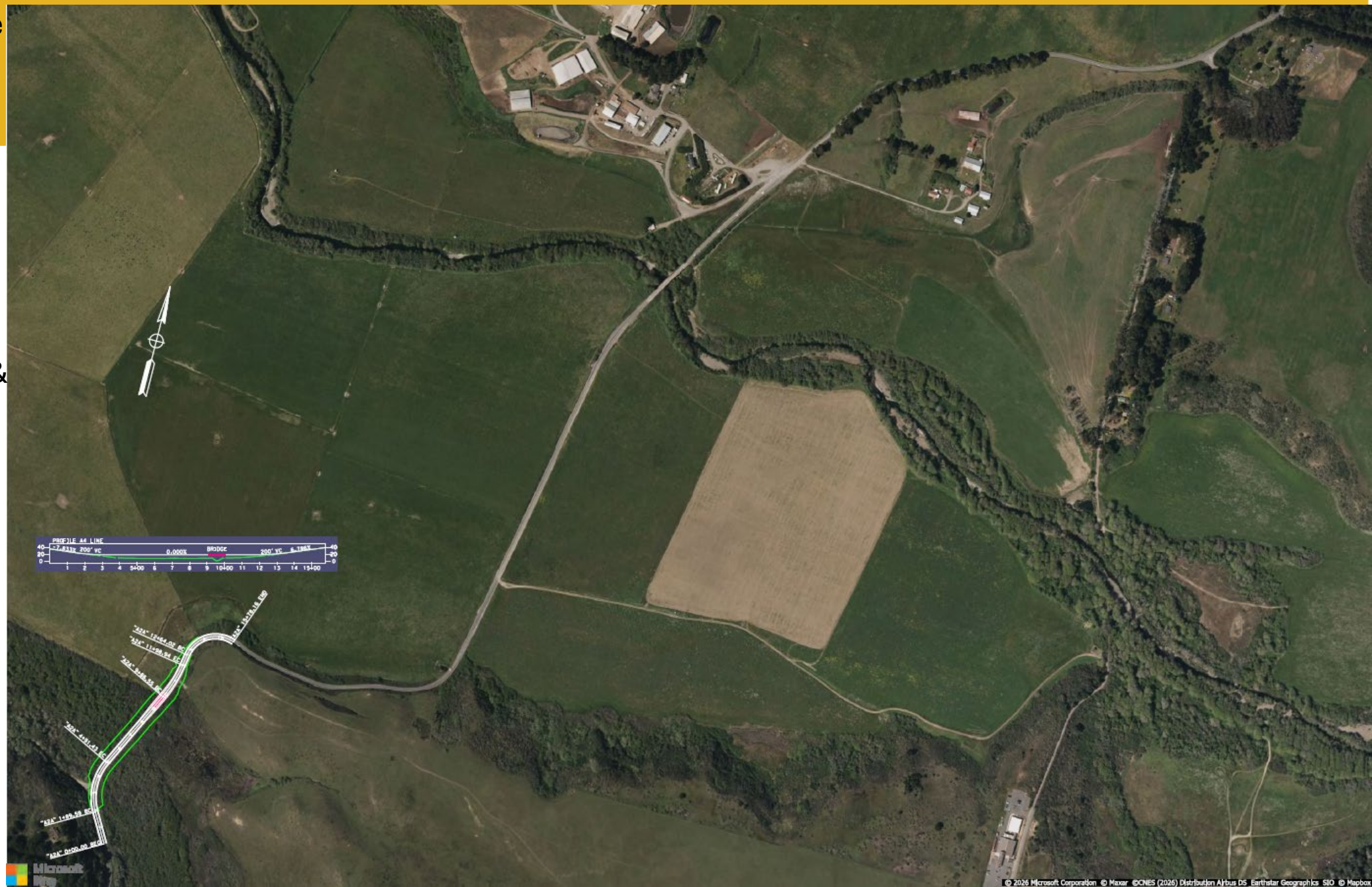
Red – cut
Green – fill
Blue – new bridge

- 6% grade or less
- Curvature improved on s. end
- Intersection at cemetery removed but access maintained via Mountain View Rd
- Questions about cultural impacts to bluff area

Alternative 4

Hathaway Creek Grade Raise and Bridge Replacement Only

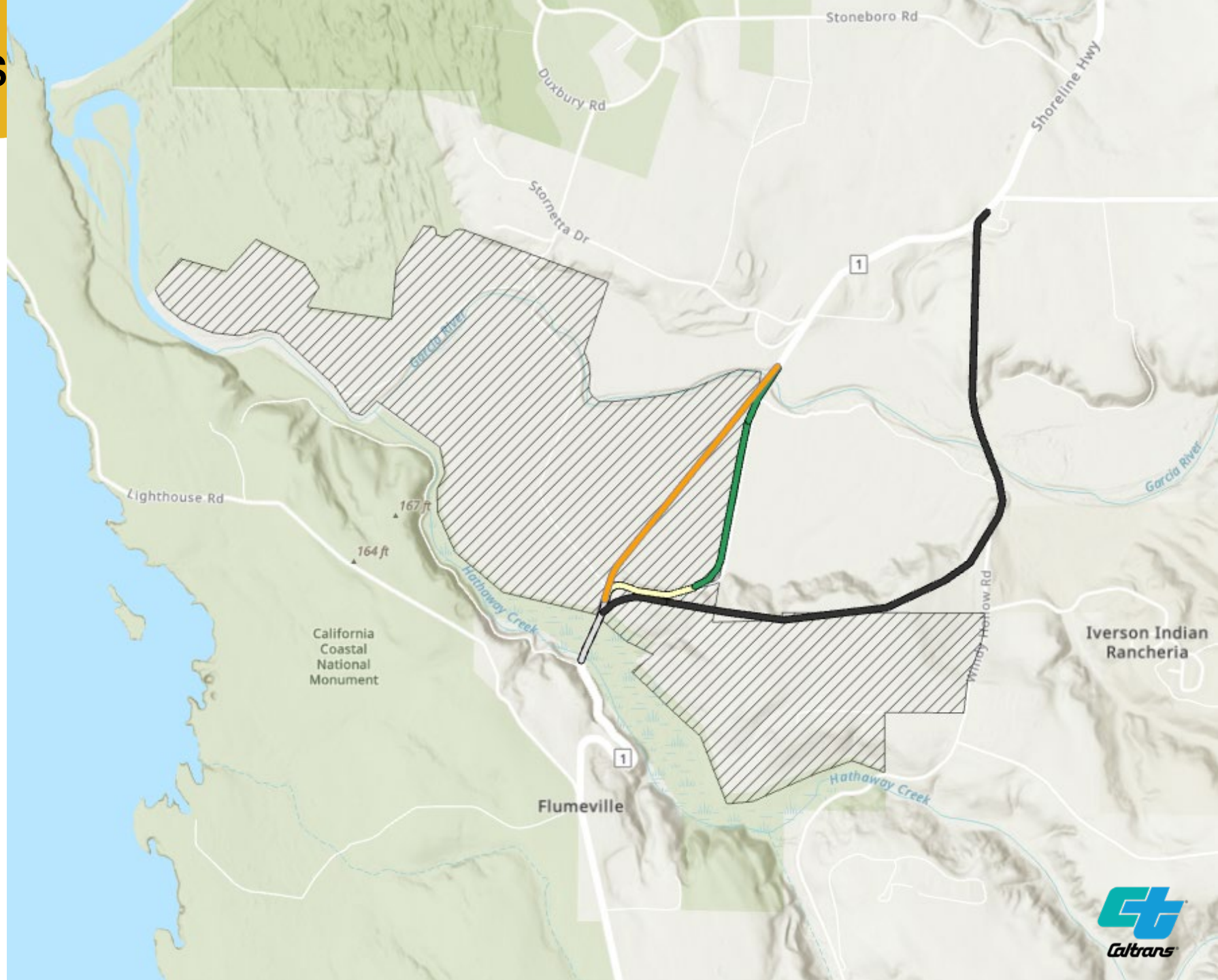
- All alternatives merge to include this but presented as a standalone alternative for a near-term solution & to separate out costs
- Addresses chronic flooding and majority of road closures
- 10-12ft raise of embankment
- ~40ft of fill width
- 1:1 slope with guardrails to reduce wetland impacts



Feasibility Issues

There's a conservation easement that may influence feasibility of alternatives

- BLM Conservation Easement
- Alternative 1
- Alternative 2
- Alternative 3
- Alternatives 1 - 4



Stakeholder Engagement for Current Study

Meetings held:

- BLM – Conservation Easement
- The Nature Conservancy – Stornetta Parcels east of HWY
- MCOG – now

Memo sent with invitation to meet:

- Manchester – Point Arena Band of Pomo Indians

To-Do's for engagement:

- Meet with School District
- Share web portal with the public – hope to get MCOG's help to spread the word locally
  - Questionnaire for public and tool to submit comments

Feasibility Issues

Funding

Alternatives 1 – 3 are large capital projects that would require large amounts of funding.
Alternative 4 is more affordable.

Funding would be sought from local, state, and federal funds.

No funding sources have been secured yet, but options include:

- Interregional Transportation Improvement Program (ITIP) – administered by Caltrans
- Regional Transportation Improvement Program (RTIP) – MCOG has authority to decide where to program funds
- State Highway Operation and Protection Program (SHOPP)
- Senate Bill 1 (SB 1)
- Federal Bridge Investment Program (BIP)
- Federal Tribal Transportation Program (TPP)
- Local sales tax measures

Feasibility Study team needs to work up cost estimates in next steps