

ATTACHMENT H  
Community Outreach Summary & Public Engagement Plan

# Last Chance Grade

## Summary of March 2016 Community Town Halls

Prepared by:



800 Hearst Avenue  
Berkeley, CA 94710  
April 2016

**Last Chance Grade**





## Table of Contents

<b>I. INTRODUCTION .....</b>	<b>1</b>
<b>III. METHODOLOGY .....</b>	<b>2</b>
<b>Outreach Methods .....</b>	<b>2</b>
<b>Community Town Hall Meetings.....</b>	<b>2</b>
<b>IV. COMMUNITY TOWN HALL PARTICIPATION AND RESULTS.....</b>	<b>5</b>
<b>Community Town Hall Participation.....</b>	<b>5</b>
<b>Community Town Hall Results.....</b>	<b>6</b>

### APPENDICES

**Appendix A: Outreach Materials**

**Appendix B: Meeting Materials**

**Appendix C: Comment Cards**



# **Last Chance Grade**

## **Summary of March 2016 Community Town Halls**

### **I. INTRODUCTION**

The “Last Chance Grade” (LCG) is a 3-mile segment of US Highway 101 in Del Norte County, California located between Klamath and Crescent City. Last Chance Grade is an area of highway prone to geological activity. Landslides and road failures have been an ongoing issue for decades and substantial funds have been invested in repairs. The road is currently safe to use, but a long term solution is needed to ensure continued safe and reliable transportation on US 101.

Caltrans, the California Department of Parks and Recreation, the National Park Service, the Yurok Tribe, the Tolowa Dee-ni’ Nation, and the Elk Valley Rancheria entered into a Memorandum of Understanding for the partners to work collaboratively to identify a long-term solution at Last Chance Grade. The partners meet about every 3-4 months to discuss resource issues so they can be addressed early in the planning process as Caltrans prepares the required planning, technical and environmental documents.

During January 2015, the LCG Partners hosted three community workshops presenting possible alternatives for future study, and provided opportunities for stakeholders and the public to submit input regarding the alternatives. In June 2015, Caltrans completed the Last Chance Grade Feasibility Study which identified a full range of alternatives that could provide a long-term solution. Alternatives for this study were developed using design criteria based on constructability, adherence to design standards, and impacts to the environment and sensitive resources. Using the design criteria, a set of fourteen alternatives were studied. These alternatives range from a one-mile long tunnel retreating behind the Last Chance Grade slide, to a 15.5-mile bypass east of the existing US 101 alignment.

Following the Feasibility Study, Caltrans initiated the preparation of the Project Initiation Document (PID), also referred to as the Project Study Report (PSR). The PID is a document that describes the scope, cost, and potential schedule for a transportation project. The PID also narrows down the number of project alternatives to be studied, which allows for a more efficient design and engineering process.

The conditions at Last Chance Grade are complex and there is no alternative that can be achieved without impacts to the significant natural and cultural resources within the project area. As a results, Caltrans is engaged in extensive activities to ensure coordination with the wide variety of federal, state and local agencies and interests who need to be involved. Caltrans has also been meeting with and providing information to area officials regarding the funding needs of the project. Caltrans is limited in its efforts to advance the planning process until funding sources are identified.

## II. METHODOLOGY

In March 2016, Caltrans and the Last Chance Grade Partners hosted three community town halls to inform the community on the status of the project and current efforts to ensure the safety of travelers on Last Chance Grade.

### ***Outreach Methods***

Participation opportunities were promoted and advertised through a variety of methods including:

- Postcard mailing and e-mail announcements to local residents and updated stakeholder lists and to stakeholder groups including:
  - County, state and city elected officials
  - Local public agencies including transportation, community development and community services agencies
  - Natural resources agencies including State and National Parks, State and National Fish and Wildlife, regional and national coastal and water commissions, and USDA Forest Service
  - Native American Tribes
  - Local and regional public transportation providers
  - Bicycle and pedestrian advocacy groups
  - Safety groups including CHP, CalFire and local fire departments, paramedics and emergency responders
  - Hospitals and clinics
  - Special interest organizations including environmental organizations
  - Chambers of Commerce
  - Local businesses
  - Schools and universities
- Posting on dedicated webpage at [www.lastchancegrade.com](http://www.lastchancegrade.com)
- Press releases and media coverage including local and regional online and print newspapers and radio. Local news coverage received included articles in the *Del Norte Triuplicate* and *Eureka Times-Standard*.

For more information, see Appendix A, “Outreach Materials.”

### ***Community Town Hall Meetings***

Three community town hall meetings were conducted by the Last Chance Grade Partners, with assistance provided by MIG, Inc. on March 22, 23 and 24. MIG is Caltrans’ On-Call contractor whose participation is made available through funding and resources provided through the statewide Public Participation and Engagement Contract.

The workshops were held in the three main communities located along the route: Crescent City, Klamath and Eureka. All workshops were held at ADA-accessible locations. The following workshops were held:

<b>Location</b>	<b>Address</b>	<b>Date and Time</b>
Eureka	Wharfinger Building Great Room Eureka Public Marina, #1 Marina Way Eureka, CA	Tuesday, March 22, 2016 5:30-7:30 p.m.
Crescent City	Del Norte County Fairgrounds Mail Hall Building 421 Highway 101 North Crescent City, CA	Wednesday, March 23, 2016 5:30-7:30 p.m.
Klamath	Yurok Tribal Office Klamath Community Room 190 Klamath Boulevard Klamath, CA	Thursday, March 24, 2016 3:30-5:30 p.m.

### **Town Hall Format**

All three workshops followed the same interactive format, consisting of an open house with multiple stations, staffed by Partner experts to answer attendee's questions, and a presentation by the Caltrans Project Manager on Last Chance Grade.

Each workshop began with a brief open house period. After attendees signed in, they were able to view maps and displays which provided information about the project, the alternatives for a solution currently under consideration, and current efforts to ensure safety on the Grade. The displays were organized into subject matter stations and included the following:

- Introductory LCG information:
  - Location Map showing the location of the project area in relation to Del Norte and Humboldt Counties, local roads, rivers, watersheds and National and State Parks
  - Purpose, need for and description of the Last Chance Grade project
- Project alternatives and current status:
  - Map showing the 6 alternative alignments currently being studied; their position in relation to the existing Last Chance Grade alignment, Highway 101, and State and National Parks; and the topology of the region
  - Matrix comparing details of the alternatives
  - Map with images and information on retaining walls at Last Chance Grade
  - Map of estimated travel delays between Arcata and Crescent City due to project work during Summer 2016
- Geotechnical information:
  - Map of landslides in the project area, with types of landslide specified, shown in relation to Highway 101, existing LCG alignment and alternatives
  - Displays including: typical cross-section of landslide area; horizontal movement at select post miles along slide complex; slide movement and its relation to

recent rainfall at Retaining Wall #3 (most heavily damaged); photograph of “broken formation” common to slide areas

- Environmental and cultural resources:
  - Environmental Resources Map showing the general location of environmental resources including old growth redwoods, coastal zones, state/national parks, watersheds and streams
  - Information regarding tribal cultural resources and federally recognized Tribes participating in the Last Chance Grade partnership
- Information regarding emergency scenarios and funding:
  - Information regarding Caltrans’ Emergency Projects Process, plus requirements and options for Federal emergency relief funding
  - A diagram showing scenarios for emergency repair in the event of small, moderate and large scale slipouts of the road
- Additional general LCG information:
  - Projected Last Chance Grade project timeline
  - List of groups working to support a permanent solution at Last Chance Grade
  - Contact information for the Last Chance Grade project including website address, project team email and phone number

Attendees were also provided with the following handouts:

- Materials packet which included: Agenda, Location Map, Purpose, Need and Description, and Map of Alternatives
- Alternatives Comparison matrix
- Emergency Repair Scenarios diagram
- Comment Card

Information on emergency preparedness for earthquakes and tsunamis was also provided. Last Chance Grade Partner staff experts were available at each station to answer questions.

### **Presentation**

After a fifteen-minute open house period, Caltrans’ Last Chance Grade Project Manager, Sebastian Cohen, made a PowerPoint presentation. The presentation included:

- A summary of the geology of Last Chance Grade including major landslides;
- A history of Last Chance Grade, including details of various emergency events and consequent repair projects undertaken as well as public concern and requests for action, cost history from 1981 to present, completed documents and data on road movement due to seismic activity; and
- An update on the status of the permanent repair project, including alternatives, possible impacts to cultural and environmental resources, likely project timeline,

challenges, emergency project and funding requirements, and stakeholders involved.

Following the presentation, attendees were encouraged to continue visiting the various display stations and get their questions answered one-to-one by the Partner staff experts.

For reproductions of all displays and handouts and the full presentation, please see Appendix B, “Workshop Materials.”

### **III. COMMUNITY TOWN HALL PARTICIPATION AND RESULTS**

#### ***Community Town Hall Participation***

Approximately 180 people from throughout the region attended the community town halls. They represented a wide variety of organizations and interests, including:

- Area residents, many of whom regularly travel Last Chance Grade
- Local and regional transportation agencies
- Law enforcement agencies
- County and municipal governments
- Fire departments and Community Service Districts
- Regional and local planning staff
- Native American tribal governments
- Emergency and medical services providers
- Environmental organizations
- Bicycle and pedestrian advocacy groups
- National and State Parks and natural resources agencies
- Statewide, regional and local transportation providers
- Tourism organizations
- Local civic and cultural organizations
- Local educators, schools and colleges
- Political organizations
- Local and regional Chambers of Commerce
- Local business interests and labor unions
- Local news media

#### ***Community Town Hall Results***

At all three town halls, attendees displayed a high degree of interest in the project, engaging in conversation and asking questions of staff at the various display stations. Several attendees at the meeting held in Crescent City had expectations that the meeting format would include a large group comment period. These participants

provided substantial feedback to Caltrans including numerous suggestions regarding their preferred format. A small number of comment cards were submitted; a transcription can be found in Appendix C, “Comment Cards.”

## APPENDIX A: OUTREACH MATERIALS

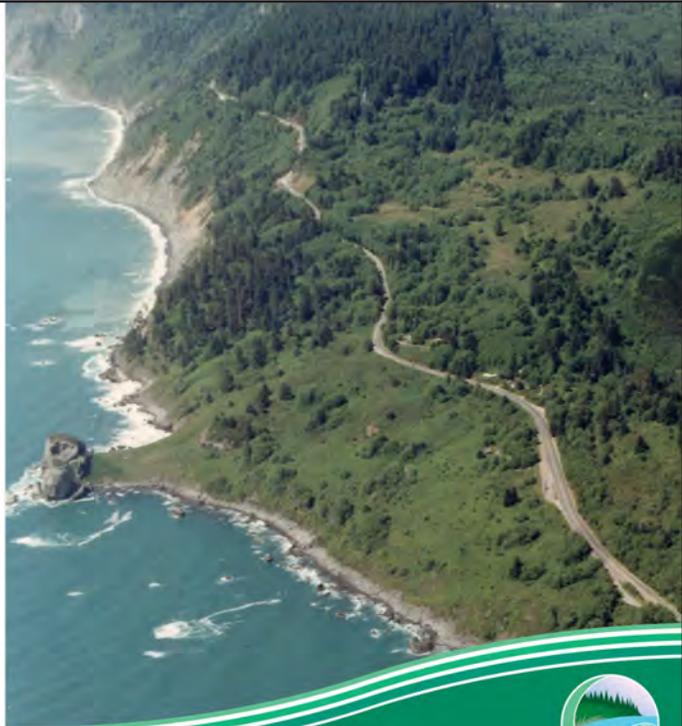
### I. Postcard Mailing

#### LAST CHANCE GRADE COMMUNITY TOWN HALLS

The “Last Chance Grade” is a 4-mile segment of US Highway 101 just south of Crescent City. Landslides and road failures have been ongoing issues for decades. While the road is currently safe to use, a long term solution is needed to ensure continued safe and reliable transportation on US 101.

In March, Caltrans will hold a series of town-hall style meetings to discuss the status of the project and share what’s being done to keep motorists safe as they travel on the Grade right now.

**Please join us at a Community Town Hall to get an update on Last Chance Grade.**



#### JOIN US AT A COMMUNITY TOWN HALL!

##### EUREKA

**Tuesday, March 22, 2016**

5:30–7:30 p.m.

Wharfinger Building, Great Room  
Eureka Public Marina  
#1 Marina Way

##### KLAMATH

**Thursday, March 24, 2016**

3:30–5:30 p.m.

Yurok Tribal Office  
Klamath Community Room  
190 Klamath Boulevard

##### CRESCENT CITY

**Wednesday, March 23, 2016**

5:30–7:30 p.m.

Del Norte County Fairgrounds  
Main Hall Building  
421 Highway 101 North

All locations are  
ADA-accessible.

Attn: Last Chance Grade  
Project Team  
Caltrans District 1  
P. O. Box 3700  
Eureka, CA 95502-3700

#### CONTACT

For project updates and general information:

[www.lastchancegrade.com](http://www.lastchancegrade.com)

Or contact the Last Chance Grade Project Team at:

[lastchancegrade@dot.ca.gov](mailto:lastchancegrade@dot.ca.gov)

(707) 445-6465, TTY 711



## II. Email Blast Sent to Stakeholders

### LAST CHANCE GRADE COMMUNITY TOWN HALLS

The "Last Chance Grade" is a 4-mile segment of US Highway 101 just south of Crescent City. Landslides and road failures have been ongoing issues for decades. While the road is currently safe to use, a long term solution is needed to ensure continued safe and reliable transportation on US 101.

In March, Caltrans will hold a series of town-hall style meetings to discuss the status of the project and share what's being done to keep motorists safe as they travel on the Grade right now.

**Please join us at a Community Town Hall to get an update on Last Chance Grade.**



### JOIN US AT A COMMUNITY TOWN HALL!

**EUREKA**  
**Tuesday, March 22, 2016**  
5:30 p.m. – 7:30 p.m.  
Wharfinger Building  
Great Room  
Eureka Public Marina  
#1 Marina Way

**CRESCENT CITY**  
**Wednesday, March 23, 2016**  
5:30 p.m. – 7:30 p.m.  
Del Norte County Fairgrounds  
Main Hall Building  
421 Highway 101 North

**KLAMATH**  
**Thursday, March 24, 2016**  
3:30 p.m. – 5:30 p.m.  
Yurok Tribal Office  
Klamath Community Room  
190 Klamath Boulevard

**All locations are  
ADA-accessible.**

### CONTACT

For project updates and general information:

[www.lastchancegrade.com](http://www.lastchancegrade.com)

Or contact the Last Chance Grade Project Team at:

[lastchancegrade@dot.ca.gov](mailto:lastchancegrade@dot.ca.gov)  
(707) 445-6465, TTY 711



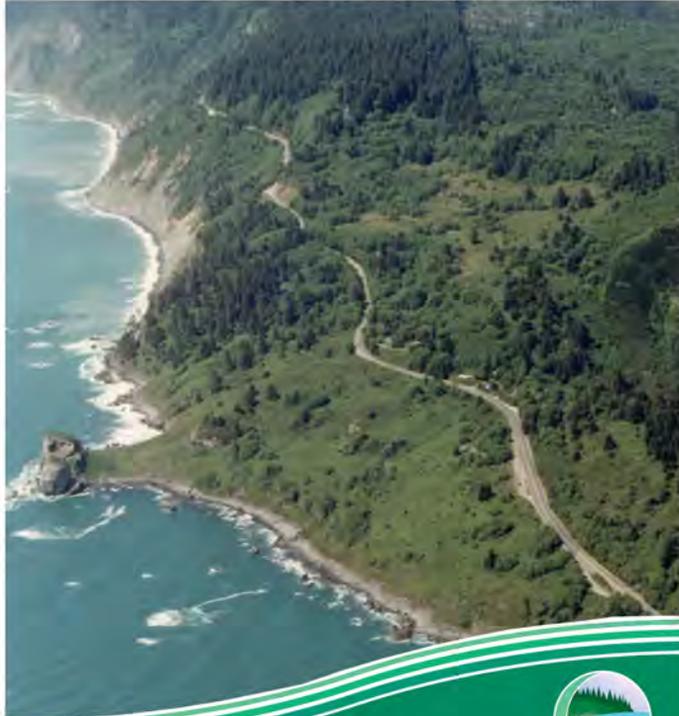
### III. Flyer

#### **LAST CHANCE GRADE COMMUNITY TOWN HALLS**

The “Last Chance Grade” is a 4-mile segment of US Highway 101 just south of Crescent City. Landslides and road failures have been ongoing issues for decades. While the road is currently safe to use, a long term solution is needed to ensure continued safe and reliable transportation on US 101.

In March, Caltrans will hold a series of town-hall style meetings to discuss the status of the project and share what’s being done to keep motorists safe as they travel on the Grade right now.

**Please join us at a Community Town Hall to get an update on Last Chance Grade.**



#### **JOIN US AT A COMMUNITY TOWN HALL!**

##### **EUREKA**

**Tuesday, March 22, 2016**

5:30–7:30 p.m.

Wharfinger Building

Great Room

Eureka Public Marina

#1 Marina Way

##### **CRESCENT CITY**

**Wednesday, March 23, 2016**

5:30–7:30 p.m.

Del Norte County Fairgrounds

Main Hall Building

421 Highway 101 North

##### **KLAMATH**

**Thursday, March 24, 2016**

3:30–5:30 p.m.

Yurok Tribal Office

Klamath Community Room

190 Klamath Boulevard

#### **CONTACT**

For project updates and general information:

**[www.lastchancegrade.com](http://www.lastchancegrade.com)**

Or contact the Last Chance Grade Project Team at:

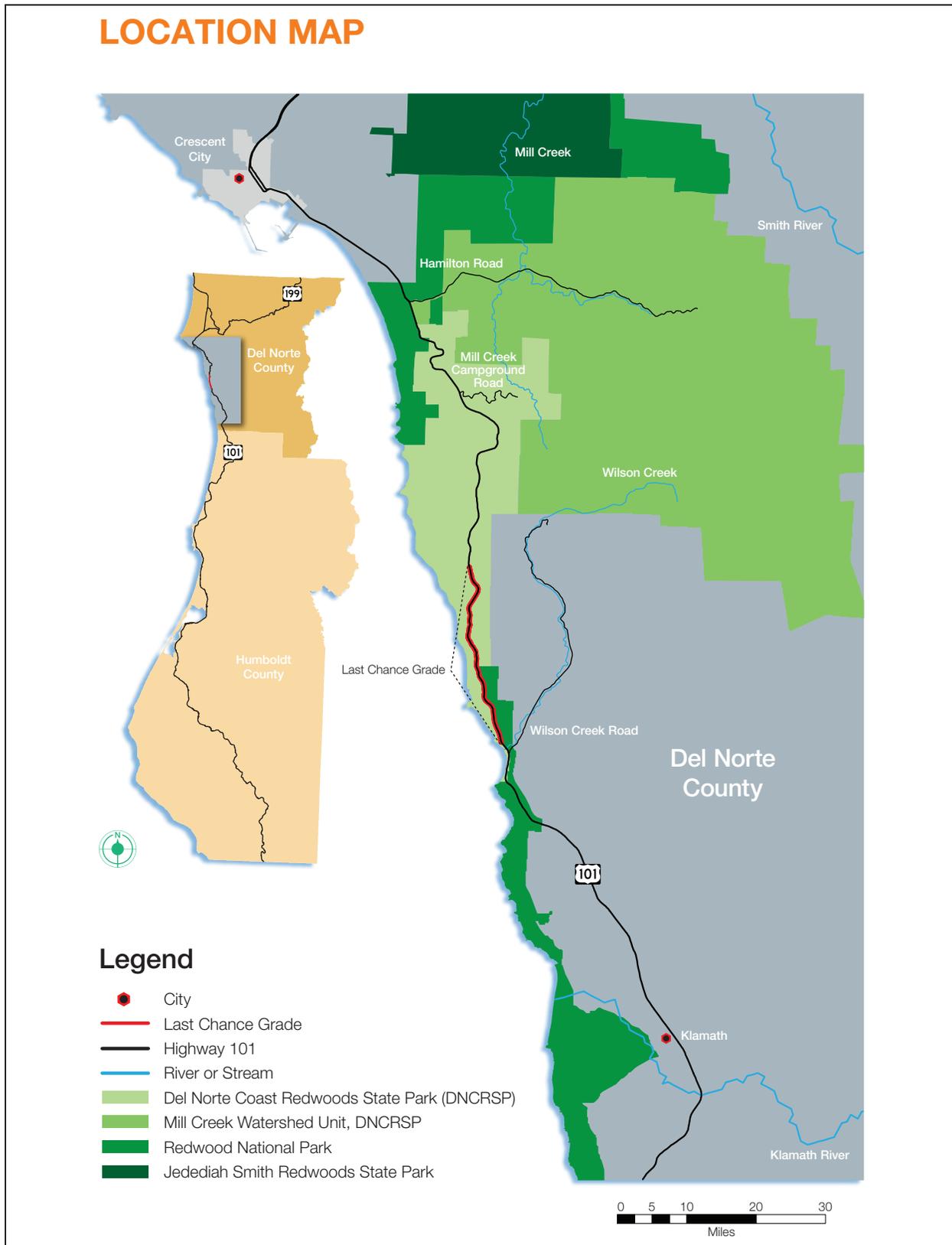
**[lastchancegrade@dot.ca.gov](mailto:lastchancegrade@dot.ca.gov)**

**(707) 445-6465, TTY 711**



# APPENDIX B: TOWN HALL MEETING MATERIALS

## I. Displays



# LAST CHANCE GRADE

---

## Purpose

The purpose of this project is to develop a permanent solution to instability and potential roadway failure at Last Chance Grade. Caltrans is developing the Project Study Report which will consider alternatives that reduce maintenance costs, provide a reliable highway facility, and protect economic, environmental, and cultural resources.

## Need

Landslides and road failures at Last Chance Grade have been an ongoing issue for decades. A geologic study in 2000 conducted for Caltrans by the California Geological Survey mapped over 200 historical and active landslides (both deep-seated and shallow) within the corridor between Wilson Creek and Crescent City. Over the years, Caltrans has conducted a considerable number of construction projects and expended significant resources on maintenance activities in order to keep the highway open for traffic. Since 1980, landslide mitigation projects – including roadbed overlays, slipout and washout repairs, retaining walls, drainage improvements, and significant maintenance – have cost over \$40 million. There is a need for a long-term solution to this historic instability at Last Chance Grade.

## Description

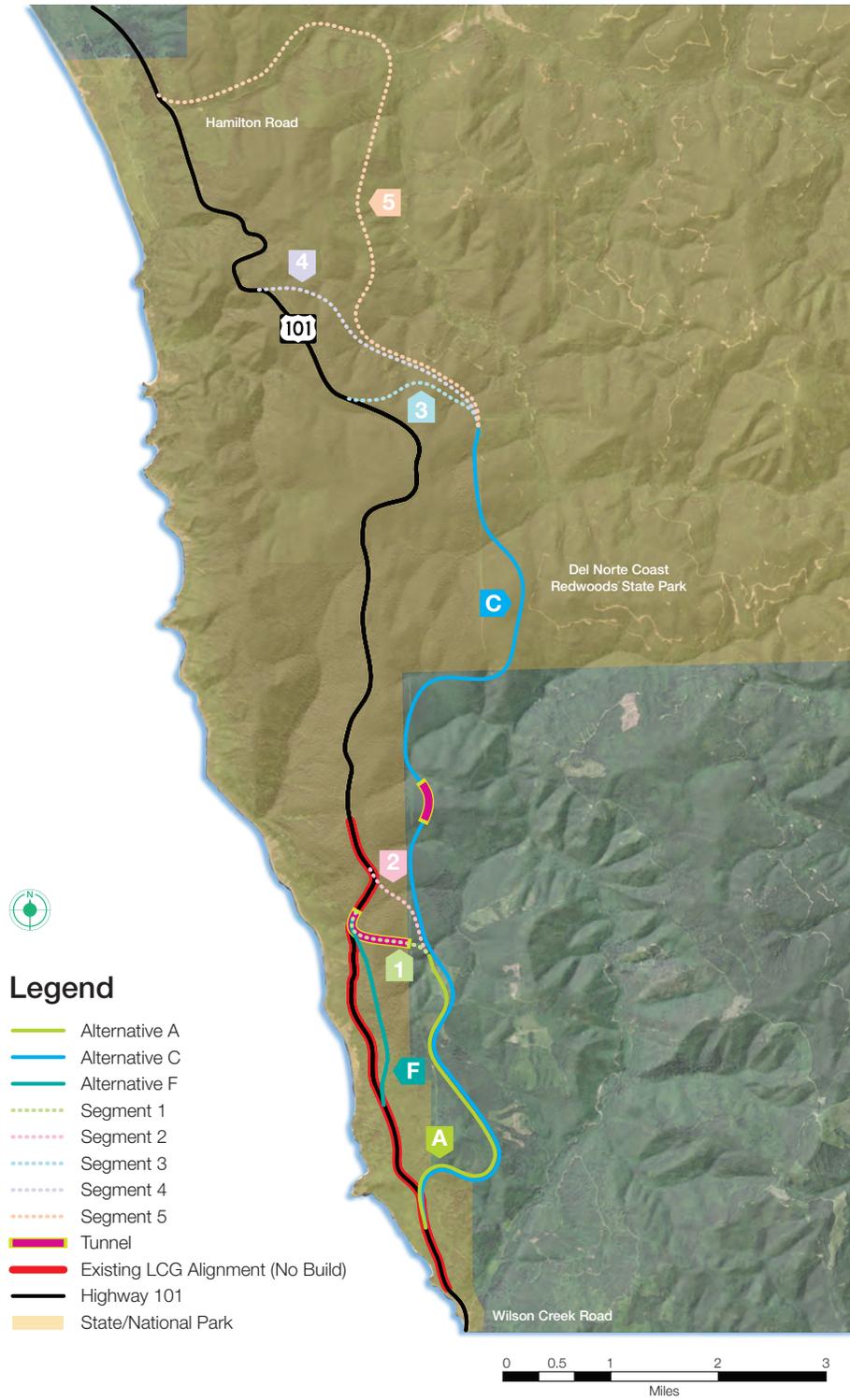
This Project Study Report will propose a range of alternatives to address the segment of US Highway 101 at Last Chance Grade impacted by landslides and increasing instability. A Partnership was formed with the National Park Service, California Department of Parks and Recreation, the Yurok Tribe, Elk Valley Rancheria, and the Tolowa Dee-ni' Nation to study and develop feasible solutions that ensure environmental and cultural resources are considered in the development of a solution.

**Last Chance Grade**



# MAP OF ALTERNATIVES

A1, A2, C3, C4, C5, F



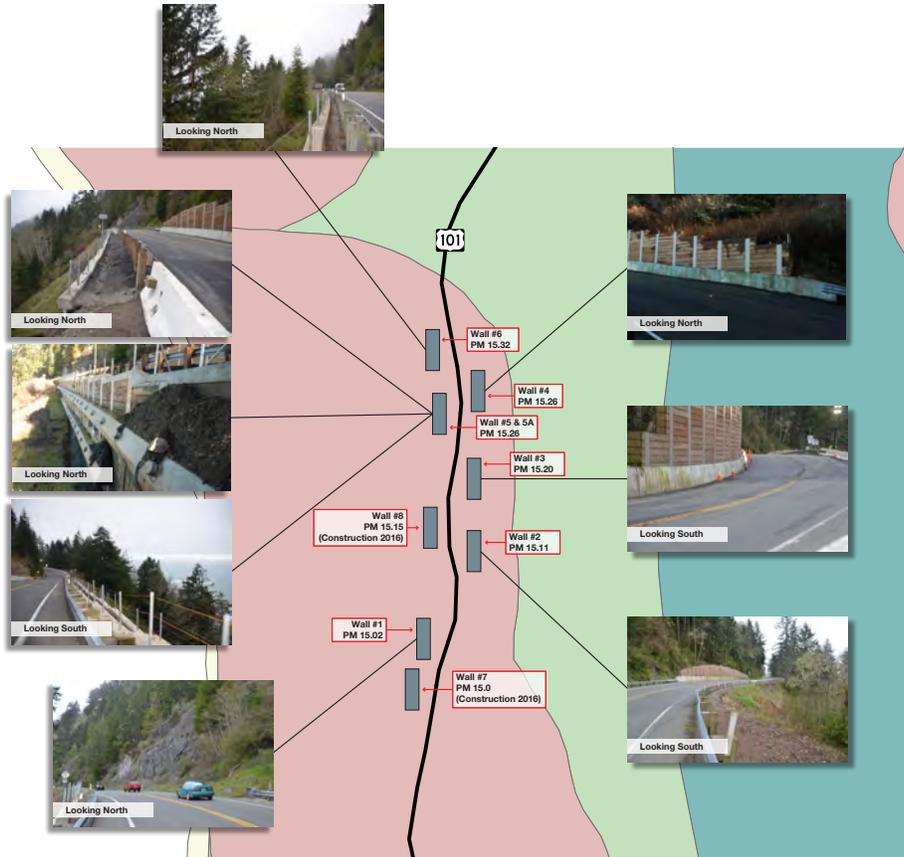
# PRELIMINARY ALTERNATIVES COMPARISON\*

ALTERNATIVE	NEW CONSTRUCTION										WATERSHED CROSSINGS			EXISTING HABITAT TYPE	
	TRAVEL TIME ADDED (MINUTES)	CONSTRUCTION LENGTH (MILES)	STRUCTURES				LENGTH WITHIN PARKS (MILES)	CONSTRUCTION FOOTPRINT (ACRES)	CONSTRUCTION SCHEDULE (YEARS)	WILSON CREEK	MILL CREEK	CONSTRUCTION COST IN 2016 \$ (MILLIONS)	TYPE	ACRES	
			CULVERTS > 36"	TUNNEL	BRIDGES										
<b>A1</b> Rudisill Road to LCG Tunnel (Includes 2,425 ft. tunnel)	1.0 min.	3.2 miles	9	Yes	1	0.8 miles	80 acres	3 years	1	0	\$680	Coastal scrub/grassland/spruce Riparian Clear cut Young Redwood Forest Mature Redwood Forest Old Growth Redwood Forest	7 1 13 57 0 1.5		
<b>A2</b> Rudisill Road to Damnation Trailhead	0.8 min.	3.2 miles	10	No	2	0.6 miles	85 acres	2 years	2	0	\$275	Coastal scrub/grassland/spruce Riparian Clear cut Young Redwood Forest Mature Redwood Forest Old Growth Redwood Forest	7 1 13 61 0 3		
<b>C3</b> Rudisill Road to South of Mill Creek Access (Includes 1,680 ft. tunnel)	1.7 min.	7.8 miles	19	Yes	4	3.2 miles	245 acres	3 years	6	3	\$950	Coastal scrub/grassland/spruce Riparian Clear cut Young Redwood Forest Mature Redwood Forest Old Growth Redwood Forest	7 1 13 200 23 0		
<b>C4</b> Rudisill Road to North of Mill Creek Access (Includes 1,680 ft. tunnel)	1.5 min.	8.6 miles	14	Yes	5	4.0 miles	265 acres	4 years	6	4	\$1,000	Coastal scrub/grassland/spruce Riparian Clear cut Young Redwood Forest Mature Redwood Forest Old Growth Redwood Forest	7 1 13 200 43 0		
<b>C5</b> Rudisill Road to Hamilton Road (Includes 1,680 ft. tunnel)	2.6 min.	11.7 miles	21	Yes	11	7.0 miles	330 acres	4 years	6	10	\$1,250	Coastal scrub/grassland/spruce Riparian Clear cut Young Redwood Forest Mature Redwood Forest Old Growth Redwood Forest	7 1 13 216 93 0		
<b>F</b> Full Tunnel Parallel to Existing Alignment (5,600 ft.)	1.0 min.	1.3 miles	N/A	Yes	N/A	N/A	4.5 acres	6.5 years	N/A	N/A	\$1,050	Coastal scrub/grassland/spruce Riparian Clear cut Young Redwood Forest Mature Redwood Forest Old Growth Redwood Forest	2 0 0 0 1 1.5		
Maintain Existing Alignment	Unknown and unquantifiable														

\*All figures are estimates



# LAST CHANCE GRADE RETAINING WALLS



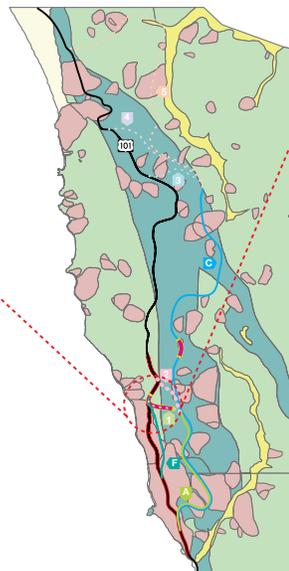
## Legend

### Routes

- Alternative A
- Alternative C
- Alternative F
- - - Segment 1
- - - Segment 2
- - - Segment 3
- - - Segment 4
- - - Segment 5
- Tunnel
- Existing LCG Alignment (No Build)
- Highway 101
- Walls

### Geologic Units

- Alluvium (Qal)
  - Beach Deposits (Qb)
  - Landslide Deposits (Qls)
  - Broken Complex (KJFbf)
  - Mélange (KJFm)
- Franciscan Complex



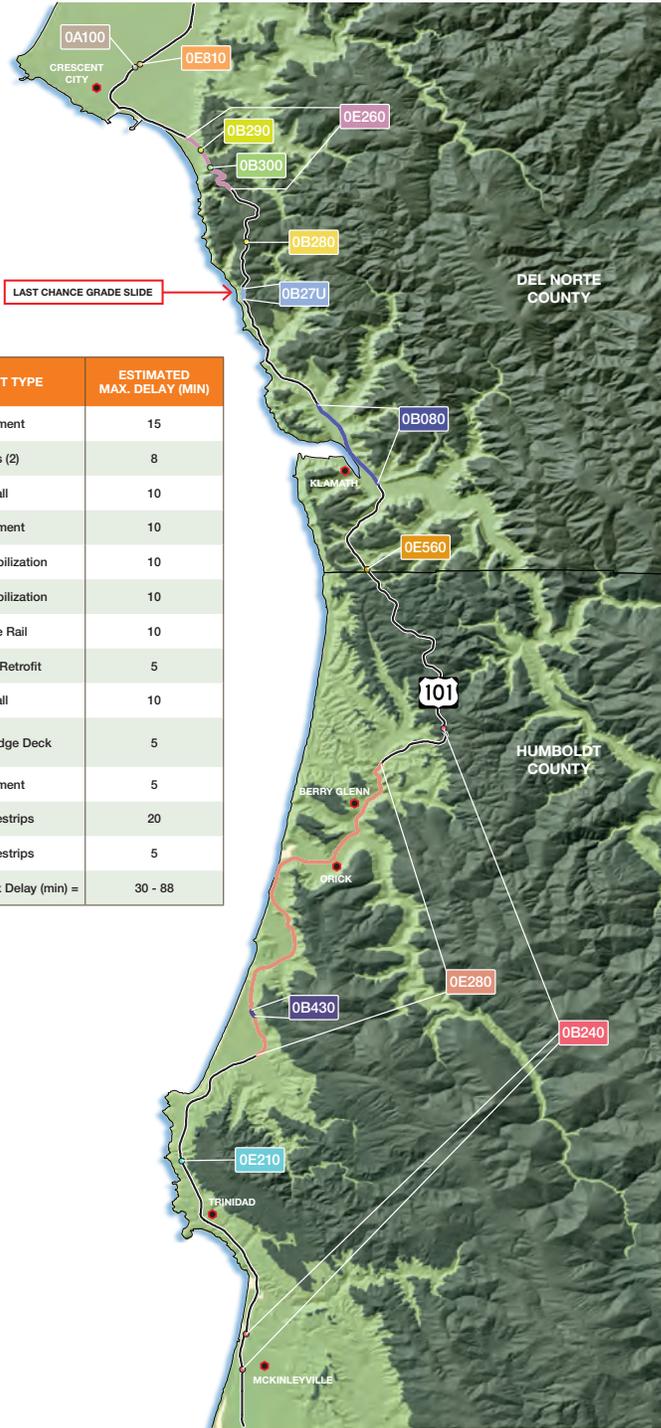
# HIGHWAY 101 ESTIMATED TRAVEL DELAYS DUE TO PROJECT WORK (SUMMER 2016)



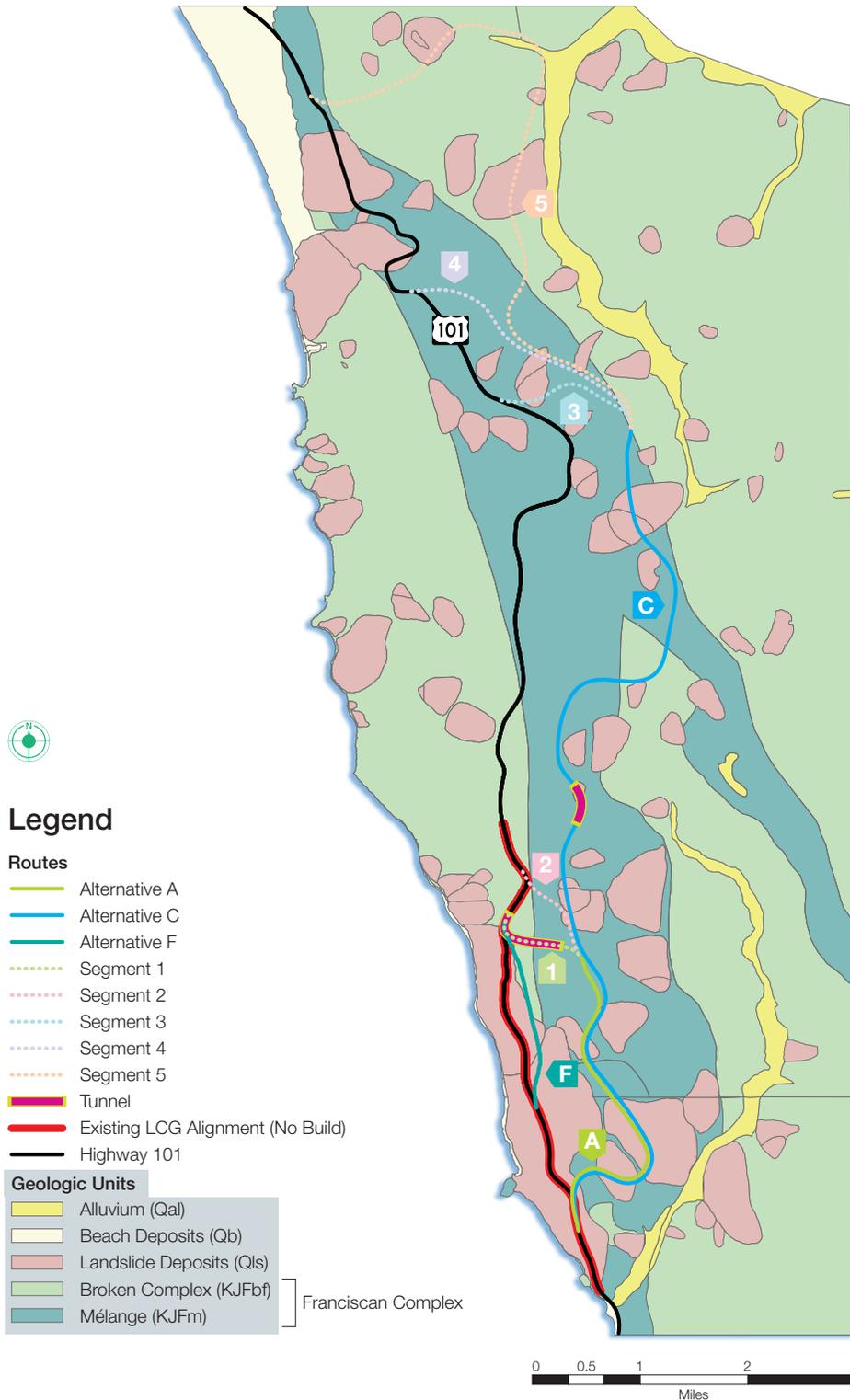
## Legend

EA	POSTMILE MARKER	PROJECT TYPE	ESTIMATED MAX. DELAY (MIN)
0B080	4.40 - 9.40	Pavement	15
0B27U	14.90 - 15.30	Walls (2)	8
0B280	17.40	Wall	10
0E260	20.40 - 23.60	Pavement	10
0B300	22.00	Bank Stabilization	10
0B290	22.90	Bank Stabilization	10
0E810	28.32	Bridge Rail	10
0A100	28.32 - 39.63	Seismic Retrofit	5
0B430	111.40 - 111.60	Wall	10
0B240	R93.9, R95.6, R129.0	Rehab Bridge Deck	5
0E210	103.40	Pavement	5
0E280	109.50 - 125.80	Rumblestrips	20
0E560	0.10 - 39.70	Rumblestrips	5
Total Min - Max Delay (min) =			30 - 88

LAST CHANCE GRADE SLIDE

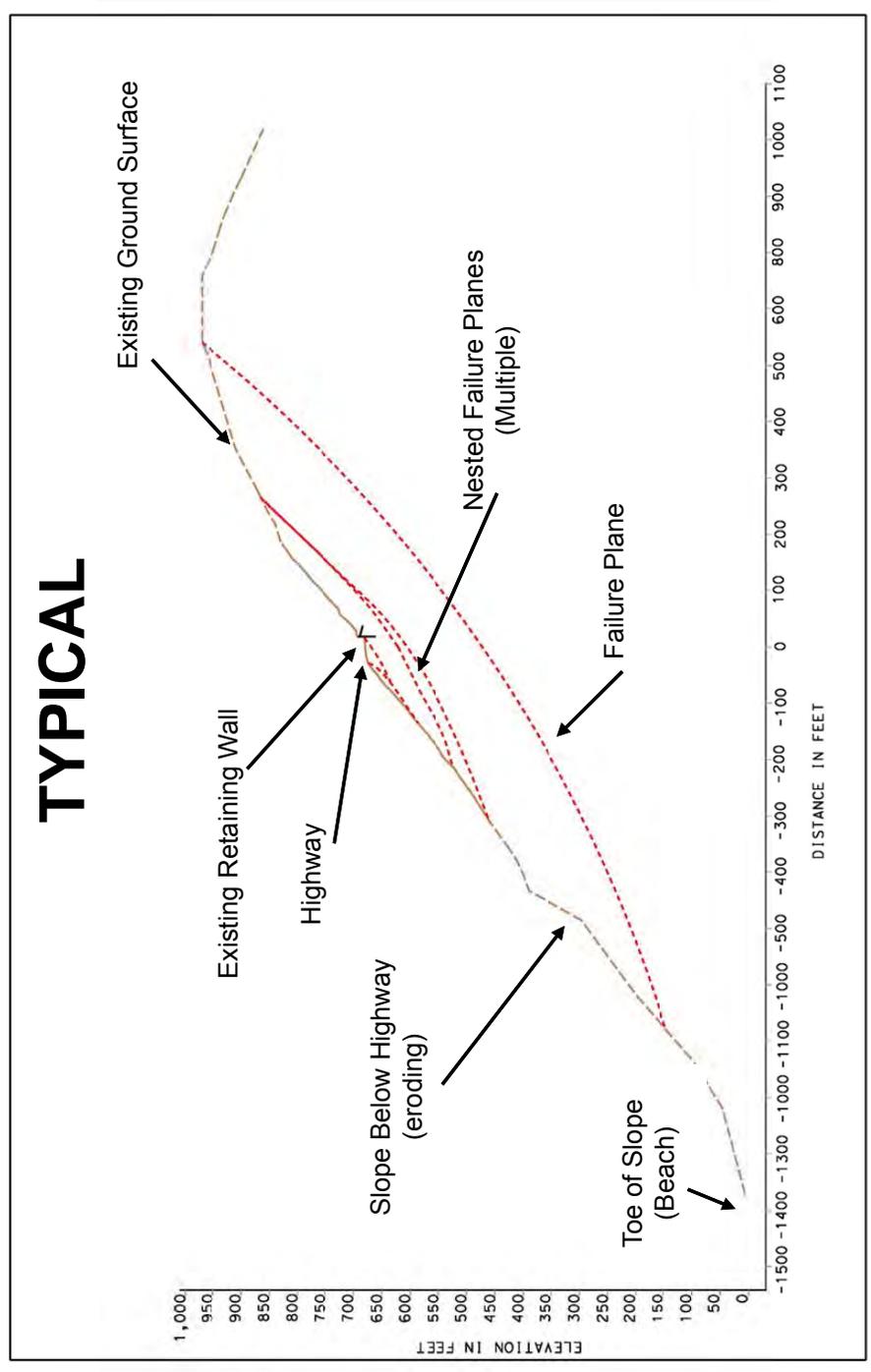


# LANDSLIDE MAP



# CROSS-SECTION

## TYPICAL

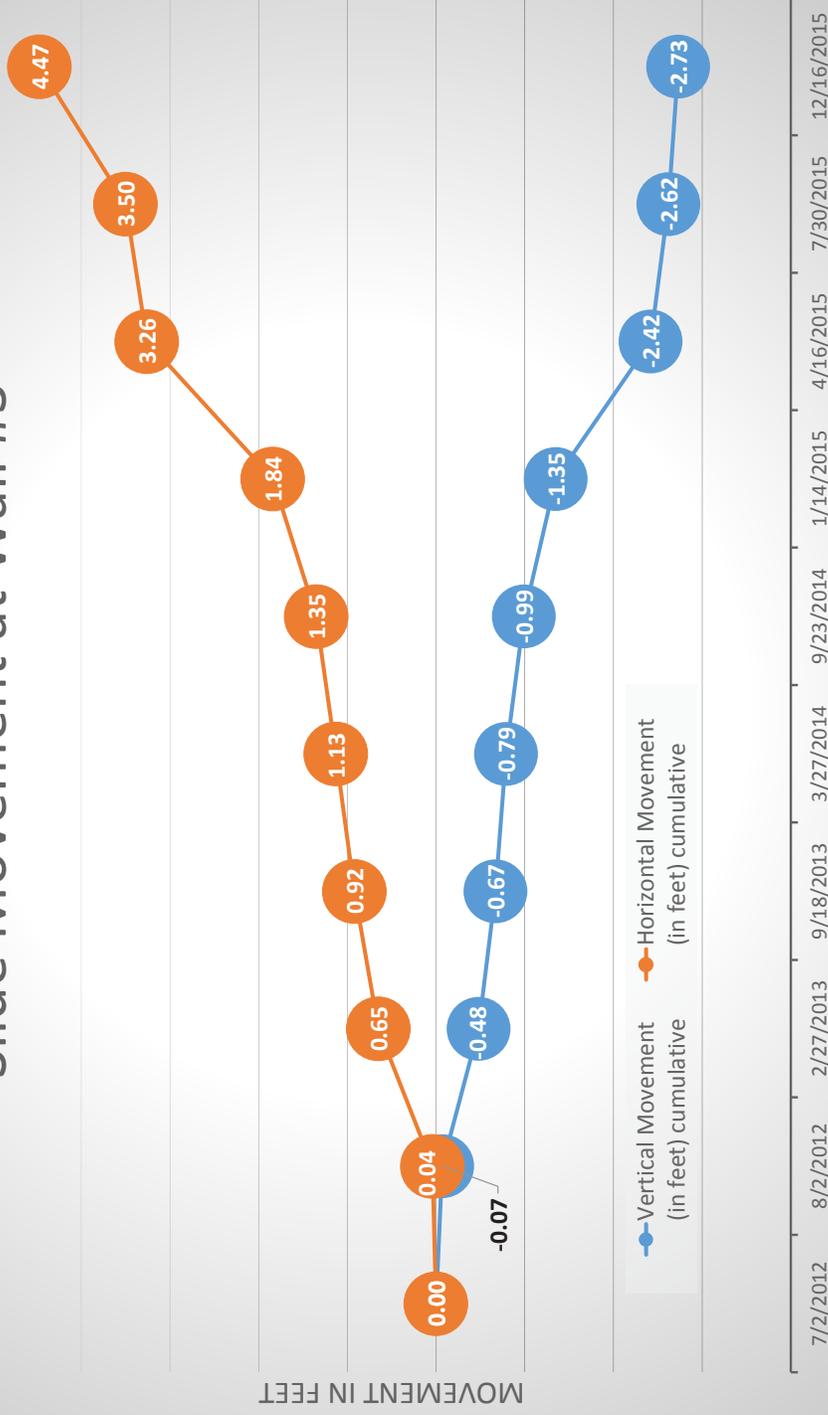


LAST CHANCE GRADE

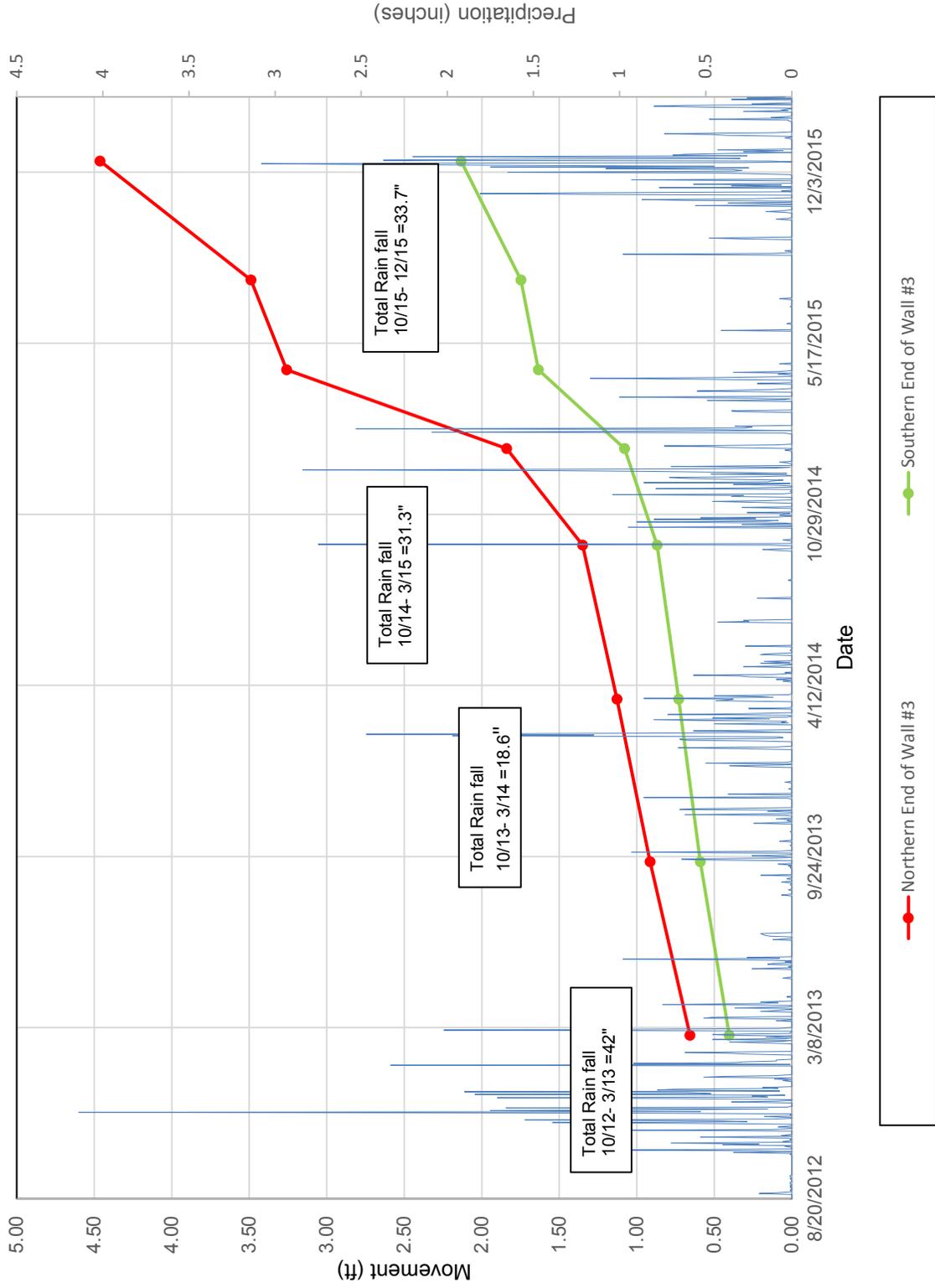
## Horizontal Movement at Select Post Miles Along Slide Complex



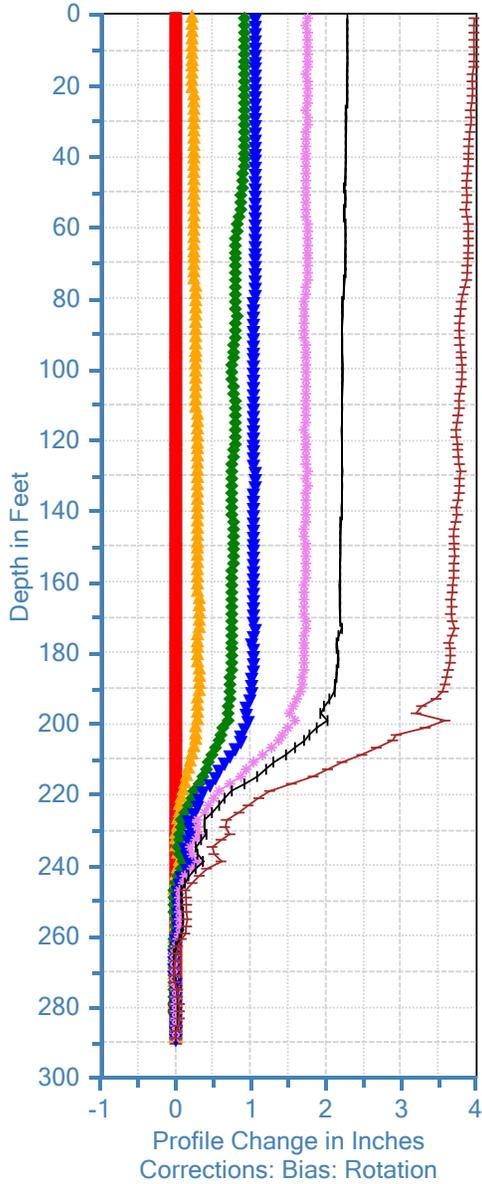
# Slide Movement at Wall #3



# Wall #3 Horizontal Movement and Rainfall

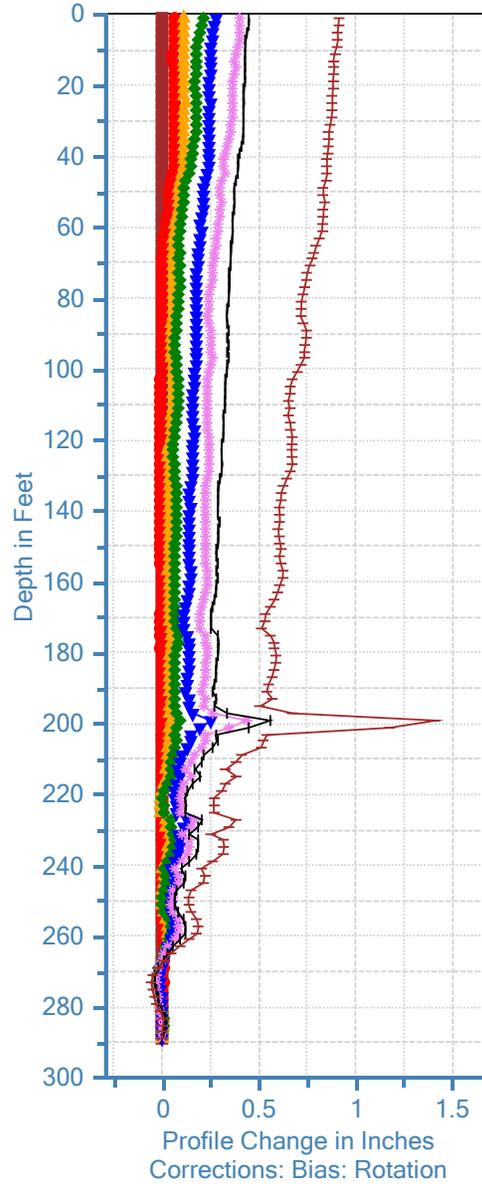


LCGEFS P14050 A



- 3/18/2014
- 3/18/2014
- ▲ 4/8/2014
- ◆ 5/13/2014
- ▼ 9/16/2014
- ✱ 1/13/2015
- ⊢ 2/12/2015
- 7/29/2015

LCGEFS P14050 B



- 3/18/2014
- 3/18/2014
- ▲ 4/8/2014
- ◆ 5/13/2014
- ▼ 9/16/2014
- ✱ 1/13/2015
- ⊢ 2/12/2015
- 7/29/2015



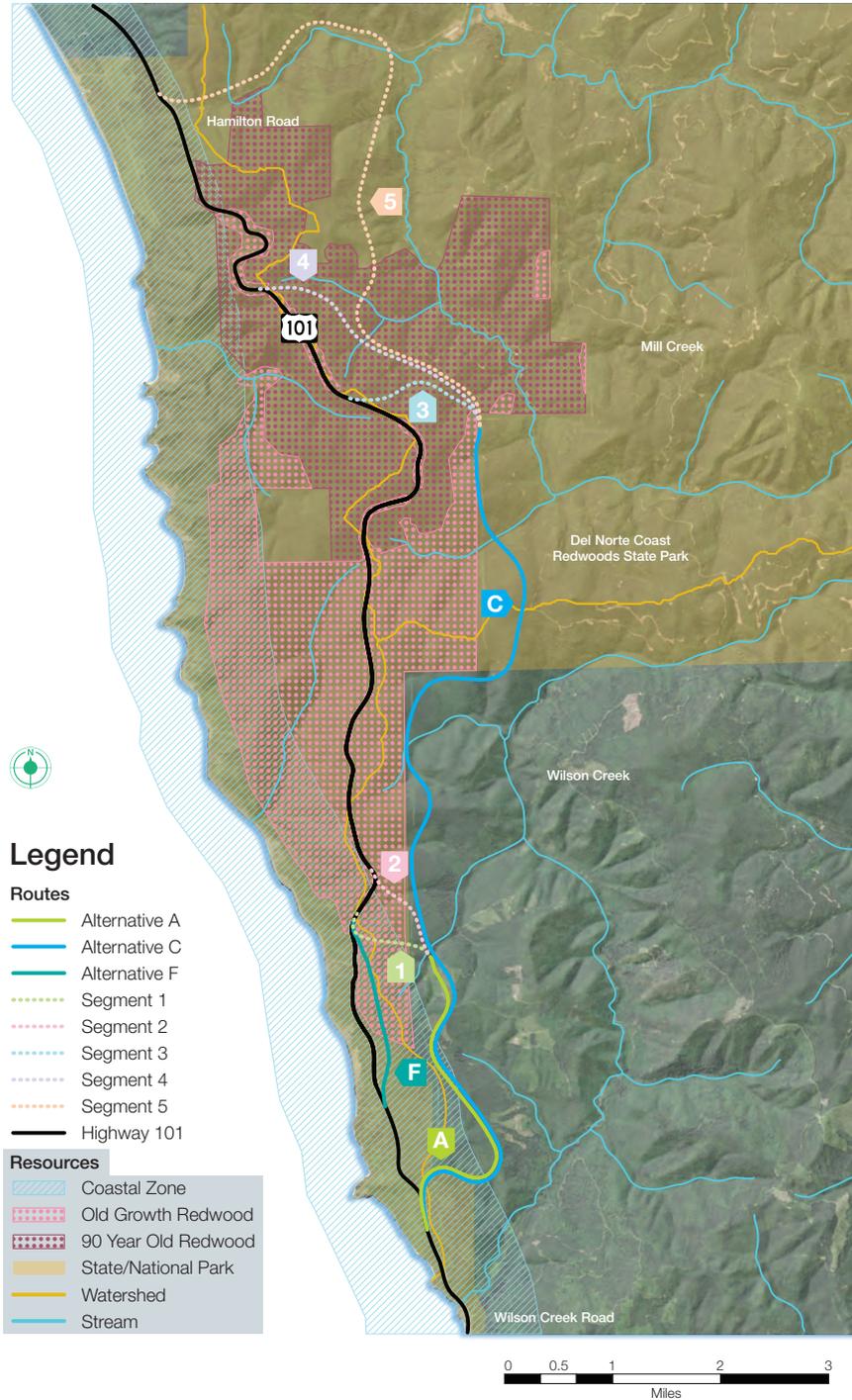
INCLINOMETER RESULTS  
01-DN-101-P.M 15  
LCG EFS-Last Change Grade  
E.A. No: 0112000259  
0114000066

DEPTH OF INCLINOMETER CASING: 289'  
Ao DIRECTION: 248 \* (MAGNETIC NORTH)  
LOCATION (WGS-84): N41\*38.198', W124\*06.922'

## BROKEN FORMATION



# ENVIRONMENTAL RESOURCES



Preliminary Alternatives:  
A1, A2, C3, C4, C5, F

## CULTURAL RESOURCES

---

There are important tribal cultural resources located in the vicinity of the proposed alternative alignments for Last Chance Grade. The Last Chance Grade Partners are committed to avoiding and minimizing potential impacts on these resources.

The Last Chance Grade Partners include the following federally recognized Tribes:

**Elk Valley Rancheria**  
**Tolowa Dee-ni' Nation**  
**Yurok Tribe**

**Last Chance Grade**



## FHWA EMERGENCY RELIEF (ER) PROGRAM REQUIREMENTS

---

- Applicable for identified Federal Aid Routes only
- Governor or Presidential Proclamation required
- Project scope to restore pre-event conditions only (repair of pre-existing conditions not allowed)
- Betterments / Improvements / Traffic capacity increase not allowed
- No work allowed outside State ROW
- Strict project delivery schedule—must reach construction phase by end of second fiscal year following the year of the event.
- Maximum Project Cost—\$100 million max, per event with a Proclamation, per state, per year.
  - Note that ER Program is only funded with \$100 million per year, for all US States and territories. Allocation of funding beyond the maximum requires unique congressional appropriation.
- Variances from ER Program Requirements must be requested and approved.

Last Chance Grade



# EMERGENCY REPAIR SCENARIOS

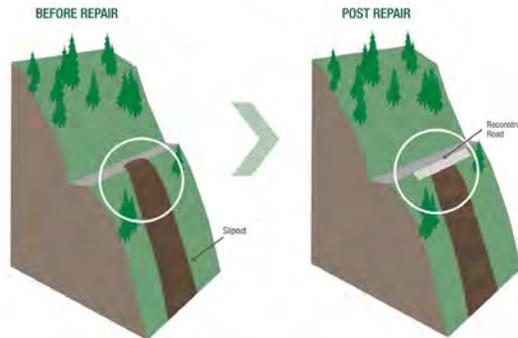
SCENARIO 1

## Small Scale Slipout

**Caltrans Response**  
Reconstruct Roadway  
in Place

**Construction Duration**  
Days to Weeks

**Traffic Access**  
Yes. Likely One-Way  
Reversible



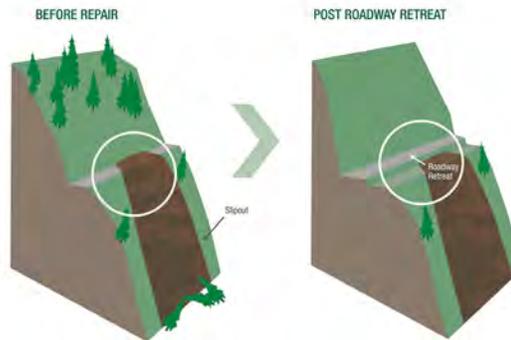
SCENARIO 2

## Moderate Scale Slipout

**Caltrans Response**  
Roadway Retreat Away  
from Ocean

**Construction Duration**  
Weeks to Years

**Traffic Access**  
Short-Term Full Closure.  
Then, One-Way  
Reversible Traffic



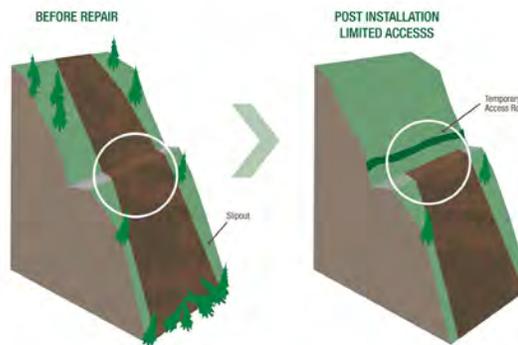
SCENARIO 3

## Large Scale Slipout

**Caltrans Response**  
Construct Temporary  
Access Road (1 or 2 lanes)  
+ Accelerate LCG  
Realignment Project

**Construction Duration**  
Years

**Traffic Access**  
Full Closure. Then,  
One-Way Reversible  
Traffic on Temporary  
Road Until Realignment  
is Complete



Last Chance Grade



# CALTRANS EMERGENCY PROJECTS PROCESS

## When Emergency Damage Occurs:



\*Note: an Emergency Opening (EO) project only eliminates advertisement and contracting requirements. Caltrans complies with environmental and right of way requirements, and expeditiously obtains required permits, approvals, and any required mitigation. Caltrans expends significant resources ensuring the laws allowing use of emergency contracts is respected, complied with and not abused or over-utilized, as such contracts are an invaluable tool which, along with our Field Maintenance Forces, allow us to keep our roadways open and safe for the traveling public.



## FEDERAL EMERGENCY FUNDING

---

**Funding source: Federal Highway Administration (FHWA) Emergency Relief (ER) Program. Note that this is a Congressionally Appropriated program, not a standard Fed-Aid Program.**

### Requirements:

- Significant damage occurs (coordination with FWHA begins)
- Through coordination with the Office of Emergency Services (OES), a Gubernatorial or Presidential Proclamation declares a State of Emergency and initiates the ER process
- Caltrans & FHWA specialist staff review damage sites and project applications
- FHWA approves, denies or requests adjustments to project applications

### If Request For Project Funding Is Approved:

- Emergency Opening (EO) projects, which are minimally scoped to solely restore essential traffic and minimize the extent of further damage until a restoration project that completely restores the roadway to pre-damage conditions can be developed and implemented, are 100% reimbursed for the 1st 180 days after the date of the event stated on the Proclamation.
- Permanent Restoration (PR) projects, which are scoped to bring the roadway facility back to pre-damage conditions, are implemented via the standard federal-aid contract procedures and project delivery process.
- Process includes CEQA/NEPA\* compliance, acquisition of approved Permits, and Right of Way (ROW) approvals & acquisitions.

\*California Environmental Quality Act of 1970 (CEQA), and National Environmental Policy Act of 1969 (NEPA) are state and federal laws outlining the required environmental analysis.

Last Chance Grade



# LAST CHANCE GRADE PROJECT TIMELINE



Last Chance Grade



# GROUPS WORKING TO SUPPORT A PERMANENT SOLUTION AT LAST CHANCE GRADE

## Congressman Huffman's Stakeholder Group

Convened by Congressman Huffman, representatives from the following groups participate in facilitated full day meetings to explore options for Last Chance Grade.

- Del Norte County
- Humboldt County
- Curry County
- Del Norte Local Transportation Commission
- Yurok Tribe
- Elk Valley Rancheria
- Tolowa Dee-ni' Nation
- Redwood National and State Parks
- California State Parks
- Caltrans
- California Highway Patrol
- Crescent City
- Humboldt County Association of Governments
- Environmental Protection Information Center (EPIC)
- Friends of Del Norte
- Save the Redwoods League
- Green Diamond Resources Co.
- Crescent City-Del Norte Chamber of Commerce
- Last Chance Grade Advisory Committee
- C. Renner Petroleum
- Rumiano Cheese

## Biological Resources Working Group

Comprised of Partner and agency specialists and regulators, this group meets to ensure that the proposed strategies are consistent with regulatory requirements.

- Coastal Commission
- California Department of Fish and Wildlife
- Army Corps of Engineers
- California Department of Parks and Recreation
- Yurok Tribe
- National Park Service
- Tolowa Dee-ni' Nation
- Elk Valley Rancheria
- US Fish and Wildlife
- NOAA Fisheries (NMFS)
- North Coast Regional Water Quality Control Board

## Last Chance Grade Partners

Comprised of entities with responsibilities in the project area, the Partners meet regularly to discuss issues specific to their entities' missions and responsibilities while working collaboratively to support development of a permanent solution at Last Chance Grade.

- Caltrans District 1
- California Department of Parks and Recreation
- National Park Service
- Elk Valley Rancheria
- Tolowa Dee-ni' Nation
- Yurok Tribe

## Caltrans Multi-Disciplinary Project Development Team

Comprised of Caltrans specialists with the goal of determining and advancing the selected alternative.

- Project Manager
- Advanced Planning Project Engineers
- Regional Planner
- Construction Engineer
- Hydraulics Engineer
- Engineering Geologist
- Geologist
- Structures Construction Engineer
- Structures Design Engineer
- Surveyor
- Archaeologist
- Biologist
- Environmental Coordinator
- Traffic Safety Engineer
- Traffic Operations Engineer
- Right of Way Agent and Engineer
- Program Manager and Advisor
- Major Damage Coordinator
- Public Information Officer
- Tribal Liaison

## Cultural Resources Sub-Working Group

Comprised of Tribal representatives with the goal of ensuring that impacts to cultural resources and possible mitigation are included in the consideration of alternatives.

- Elk Valley Rancheria
- Tolowa Dee-ni' Nation
- Yurok Tribe
- Caltrans Archeologist

## Del Norte County Last Chance Grade Citizens Advisory Committee

Comprised of community members from Del Norte County, with the goal of supporting the effort to find an alternate route at Last Chance Grade and raise public awareness of the issue. To date, they have collected 16 letters of support from government entities and potentially impacted businesses throughout the region.

## Other Significant Communications and Ongoing Working Relationships

- Federal Highway Administration (FHWA) Sacramento and FHWA Geotech, Colorado
- Congressman Jared Huffman
- Congressman Peter DeFazio, 4th District Oregon
- Assembly Member Jim Wood, 2nd District
- State Senator Mike McGuire, 2nd District
- California Highway Patrol
- US Coast Guard
- Crescent City Harbor Commission
- Del Norte County
- Humboldt County
- City of Crescent City
- Del Norte Local Transportation Commission (DNLTC)



## LAST CHANCE GRADE CONTACT INFORMATION

---

For project updates and general information:

[www.lastchancegrade.com](http://www.lastchancegrade.com)

Or contact the Last Chance Grade Project Team at:

[lastchancegrade@dot.ca.gov](mailto:lastchancegrade@dot.ca.gov)  
(707) 445-6465, TTY 711

**Last Chance Grade**



**II. Agenda Packet**

**Last Chance Grade  
COMMUNITY TOWN HALL**

**EUREKA**  
March 22, 2016  
5:30-7:30 p.m.  
Wharfinger Building  
Great Room  
Eureka Public Marina  
#1 Marina Way

**CRESCENT CITY**  
March 23, 2016  
5:30-7:30 p.m.  
Del Norte County Fairgrounds  
Main Exhibit Hall  
421 Highway 101 North

**KLAMATH**  
March 24, 2016  
3:30-5:30 p.m.  
Yurok Tribal Office  
Klamath Community Room  
190 Klamath Boulevard

**AGENDA**

---

15 min.	Sign-in and Open House
20 min.	Presentation
85 min.	Open House/Q&A
	Adjourn

**Last Chance Grade Contact Information**

**For project updates and general information:**

[www.lastchancegrade.com](http://www.lastchancegrade.com)

**Or contact the Last Chance Grade Project Team at:**

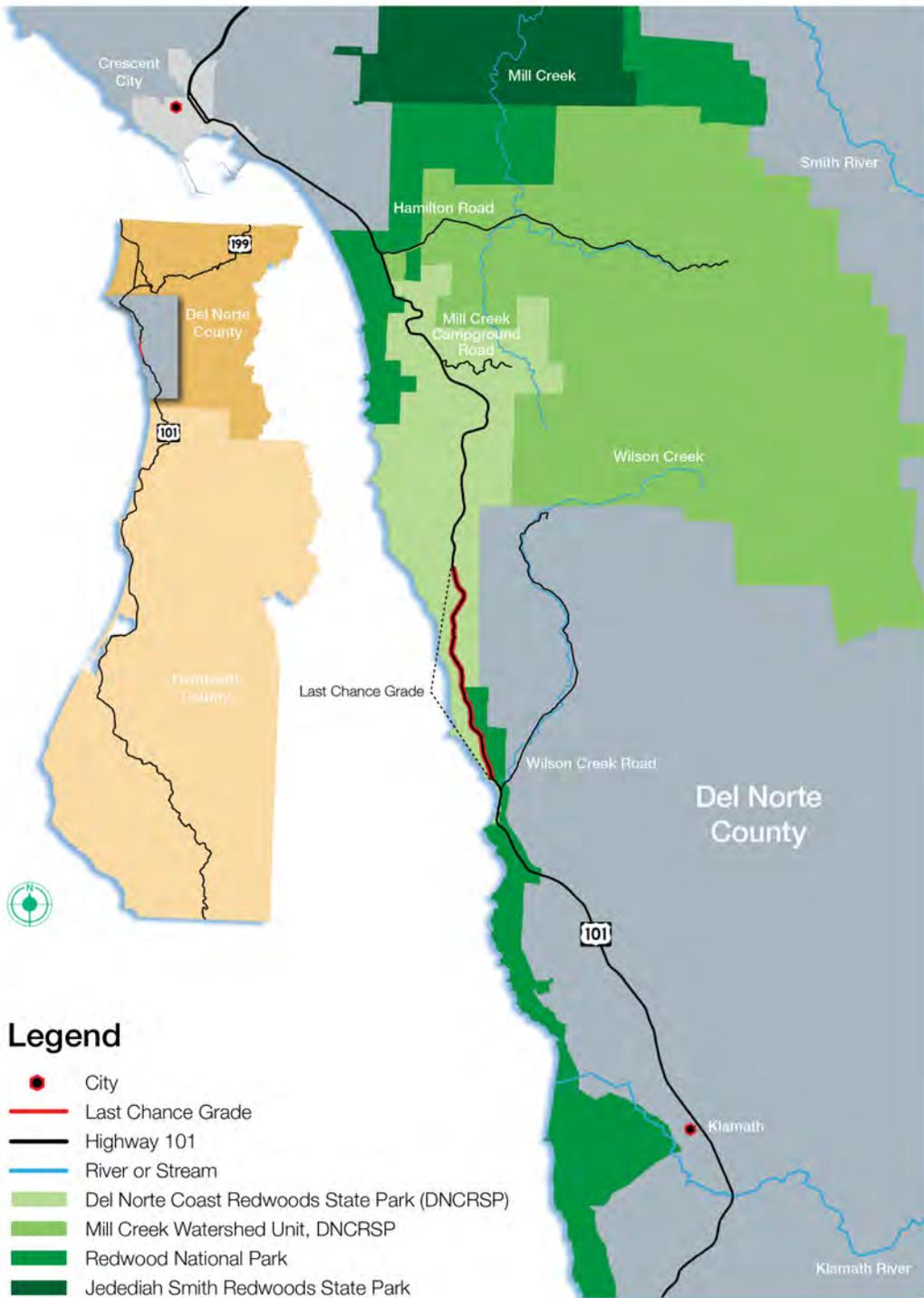
[lastchancegrade@dot.ca.gov](mailto:lastchancegrade@dot.ca.gov)

**(707) 445-6465, TTY 711**

**Last Chance Grade**



# LOCATION MAP



# LAST CHANCE GRADE

---

## Purpose

The purpose of this project is to develop a permanent solution to instability and potential roadway failure at Last Chance Grade. Caltrans is developing the Project Study Report which will consider alternatives that reduce maintenance costs, provide a reliable highway facility, and protect economic, environmental, and cultural resources.

## Need

Landslides and road failures at Last Chance Grade have been an ongoing issue for decades. A geologic study in 2000 conducted for Caltrans by the California Geological Survey mapped over 200 historical and active landslides (both deep-seated and shallow) within the corridor between Wilson Creek and Crescent City. Over the years, Caltrans has conducted a considerable number of construction projects and expended significant resources on maintenance activities in order to keep the highway open for traffic. Since 1980, landslide mitigation projects – including roadbed overlays, slipout and washout repairs, retaining walls, drainage improvements, and significant maintenance – have cost over \$40 million. There is a need for a long-term solution to this historic instability at Last Chance Grade.

## Description

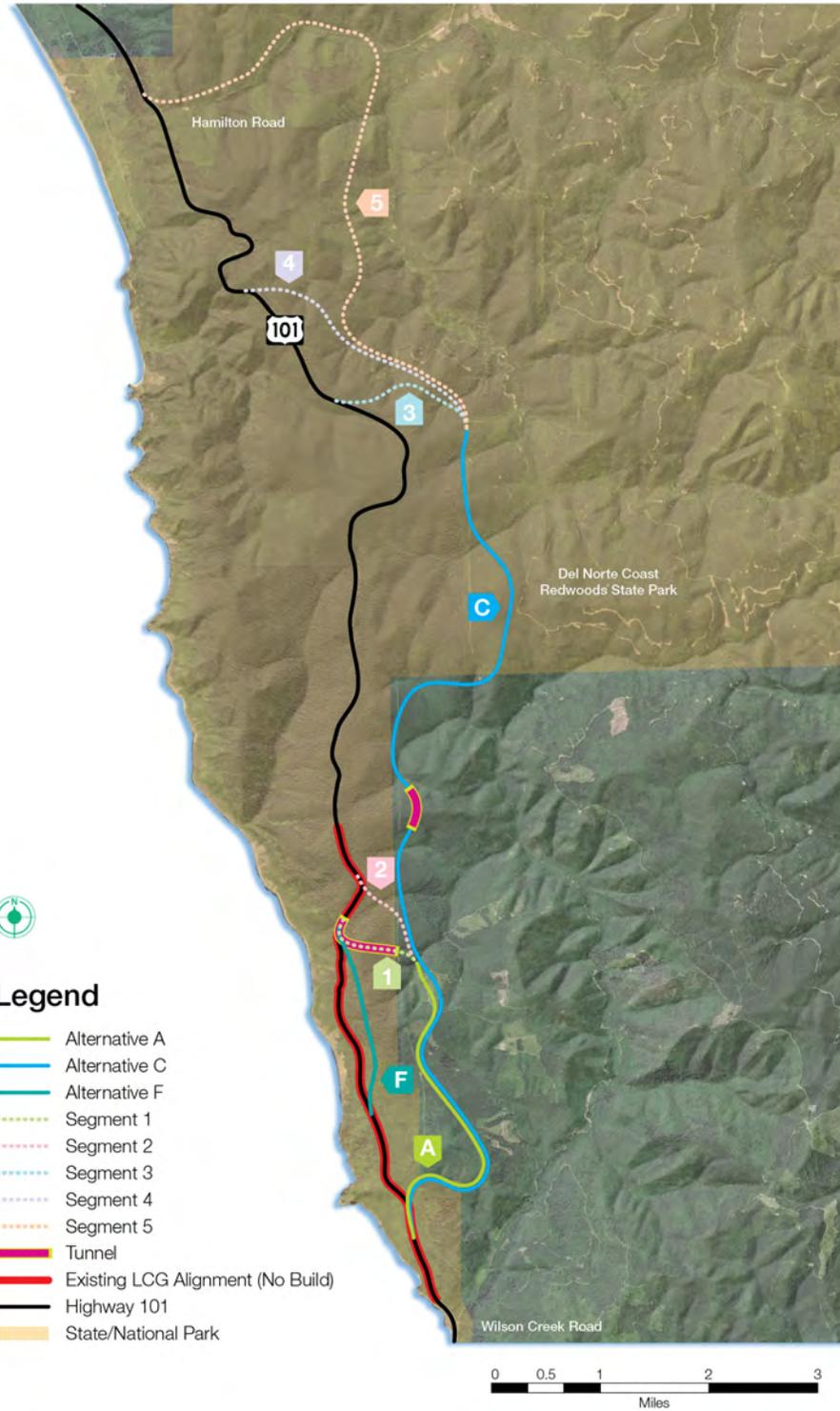
This Project Study Report will propose a range of alternatives to address the segment of US Highway 101 at Last Chance Grade impacted by landslides and increasing instability. A Partnership was formed with the National Park Service, California Department of Parks and Recreation, the Yurok Tribe, Elk Valley Rancheria, and the Tolowa Dee-ni' Nation to study and develop feasible solutions that ensure environmental and cultural resources are considered in the development of a solution.

**Last Chance Grade**



# MAP OF ALTERNATIVES

A1, A2, C3, C4, C5, F



### III. Other Handouts

PRELIMINARY ALTERNATIVES COMPARISON*														
ALTERNATIVE	NEW CONSTRUCTION										WATERSHED CROSSINGS		EXISTING HABITAT TYPE	
	STRUCTURES										WILSON CREEK	MILL CREEK	CONSTRUCTION COST IN 2016 \$ (MILLIONS)	ACRES
	TRAVEL TIME ADDED (MINUTES)	CONSTRUCTION LENGTH (MILES)	CULVERTS > 36"	TUNNEL	BRIDGES	LENGTH WITHIN PARKS (MILES)	CONSTRUCTION FOOTPRINT (ACRES)	CONSTRUCTION SCHEDULE (YEARS)	CONSTRUCTION COST IN 2016 \$ (MILLIONS)	TYPE				
<b>A1</b> Rudisill Road to LCG Tunnel (Includes 2,425 ft. tunnel)	1.0 min.	3.2 miles	9	Yes	1	0.8 miles	80 acres	3 years	1	0	\$680	7	Coastal scrub/grassland/spruce Riparian Clear cut Young Redwood Forest Mature Redwood Forest Old Growth Redwood Forest	
<b>A2</b> Rudisill Road to Damnation Trailhead	0.8 min.	3.2 miles	10	No	2	0.6 miles	85 acres	2 years	2	0	\$275	7	Coastal scrub/grassland/spruce Riparian Clear cut Young Redwood Forest Mature Redwood Forest Old Growth Redwood Forest	
<b>C3</b> Rudisill Road to South of Mill Creek Access (Includes 1,680 ft. tunnel)	1.7 min.	7.8 miles	19	Yes	4	3.2 miles	245 acres	3 years	6	3	\$950	7	Coastal scrub/grassland/spruce Riparian Clear cut Young Redwood Forest Mature Redwood Forest Old Growth Redwood Forest	
<b>C4</b> Rudisill Road to North of Mill Creek Access (Includes 1,680 ft. tunnel)	1.5 min.	8.6 miles	14	Yes	5	4.0 miles	265 acres	4 years	6	4	\$1,000	7	Coastal scrub/grassland/spruce Riparian Clear cut Young Redwood Forest Mature Redwood Forest Old Growth Redwood Forest	
<b>C5</b> Rudisill Road to Hamilton Road (Includes 1,680 ft. tunnel)	2.6 min.	11.7 miles	21	Yes	11	7.0 miles	330 acres	4 years	6	10	\$1,250	7	Coastal scrub/grassland/spruce Riparian Clear cut Young Redwood Forest Mature Redwood Forest Old Growth Redwood Forest	
<b>F</b> Full Tunnel Parallel to Existing Alignment (5,600 ft.)	1.0 min.	1.3 miles	N/A	Yes	N/A	N/A	4.5 acres	6.5 years	N/A	N/A	\$1,050	2	Coastal scrub/grassland/spruce Riparian Clear cut Young Redwood Forest Mature Redwood Forest Old Growth Redwood Forest	
Maintain Existing Alignment														
Unknown and unquantifiable														

\*All figures are estimates



# EMERGENCY REPAIR SCENARIOS

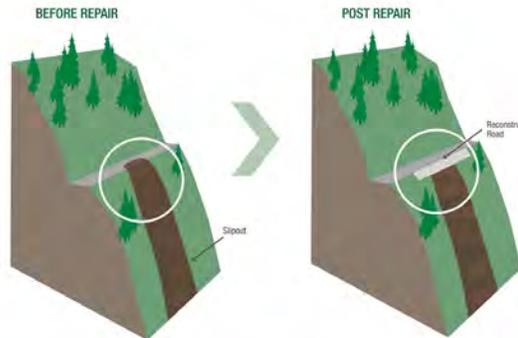
SCENARIO 1

## Small Scale Slipout

**Caltrans Response**  
Reconstruct Roadway  
in Place

**Construction Duration**  
Days to Weeks

**Traffic Access**  
Yes. Likely One-Way  
Reversible



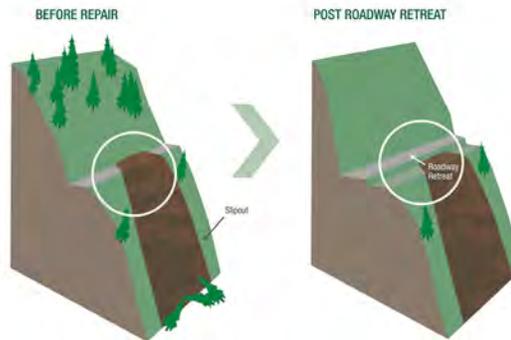
SCENARIO 2

## Moderate Scale Slipout

**Caltrans Response**  
Roadway Retreat Away  
from Ocean

**Construction Duration**  
Weeks to Years

**Traffic Access**  
Short-Term Full Closure.  
Then, One-Way  
Reversible Traffic



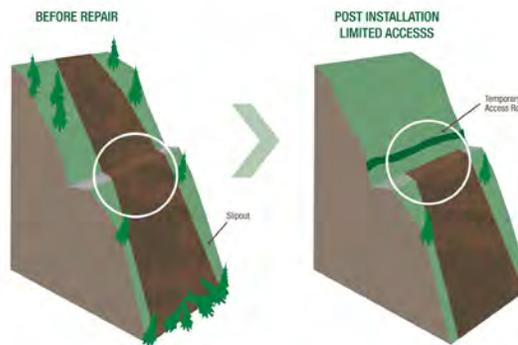
SCENARIO 3

## Large Scale Slipout

**Caltrans Response**  
Construct Temporary  
Access Road (1 or 2 lanes)  
+ Accelerate LCG  
Realignment Project

**Construction Duration**  
Years

**Traffic Access**  
Full Closure. Then,  
One-Way Reversible  
Traffic on Temporary  
Road Until Realignment  
is Complete



Last Chance Grade



## COMMENT CARD

Please share your comments regarding Last Chance Grade.

Optional:

Name: \_\_\_\_\_ Affiliation: \_\_\_\_\_

Contact Info: (Mailing address or email):  
\_\_\_\_\_

Thank you for your participation! Please turn this card in at the end of the meeting. You may also return it by mail or email **no later than April 15, 2015**. Please mail to: Caltrans District 1, c/o Sebastian Cohen, 1656 Union Street, Eureka, CA 95501, or email to: [lastchancegrade@dot.ca.gov](mailto:lastchancegrade@dot.ca.gov).



## VI. Presentation

# LAST CHANCE GRADE

## COMMUNITY TOWN HALL



Eureka: 03/22/16  
Crescent City: 03/23/16  
Klamath: 03/24/16

**Sebastian Cohen**  
**Caltrans-Project Manager**



## Presentation Overview

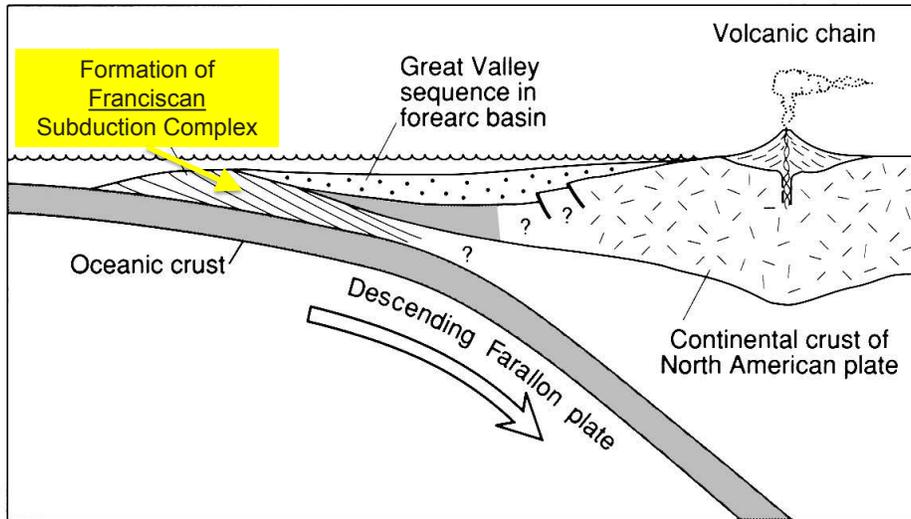
- Geology
- History
- Site Status
  - What's Occurring
- Status of Permanent Repair Project (Realignment)
  - Alternatives, Cultural & Environmental Resources
  - Challenges
  - Emergency Project / Emergency Response / Emergency Funding
  - Stakeholders

LAST CHANCE GRADE





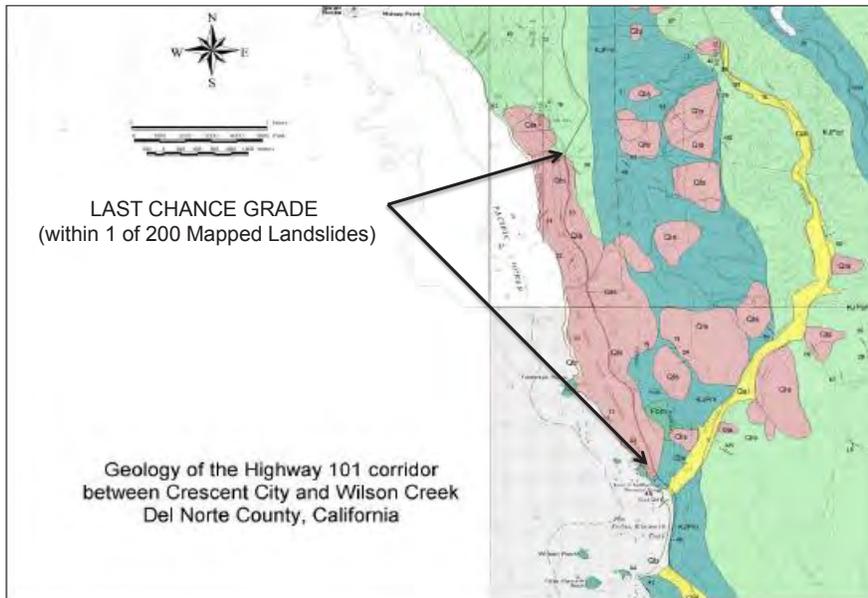
# GEOLOGY



LAST CHANCE GRADE

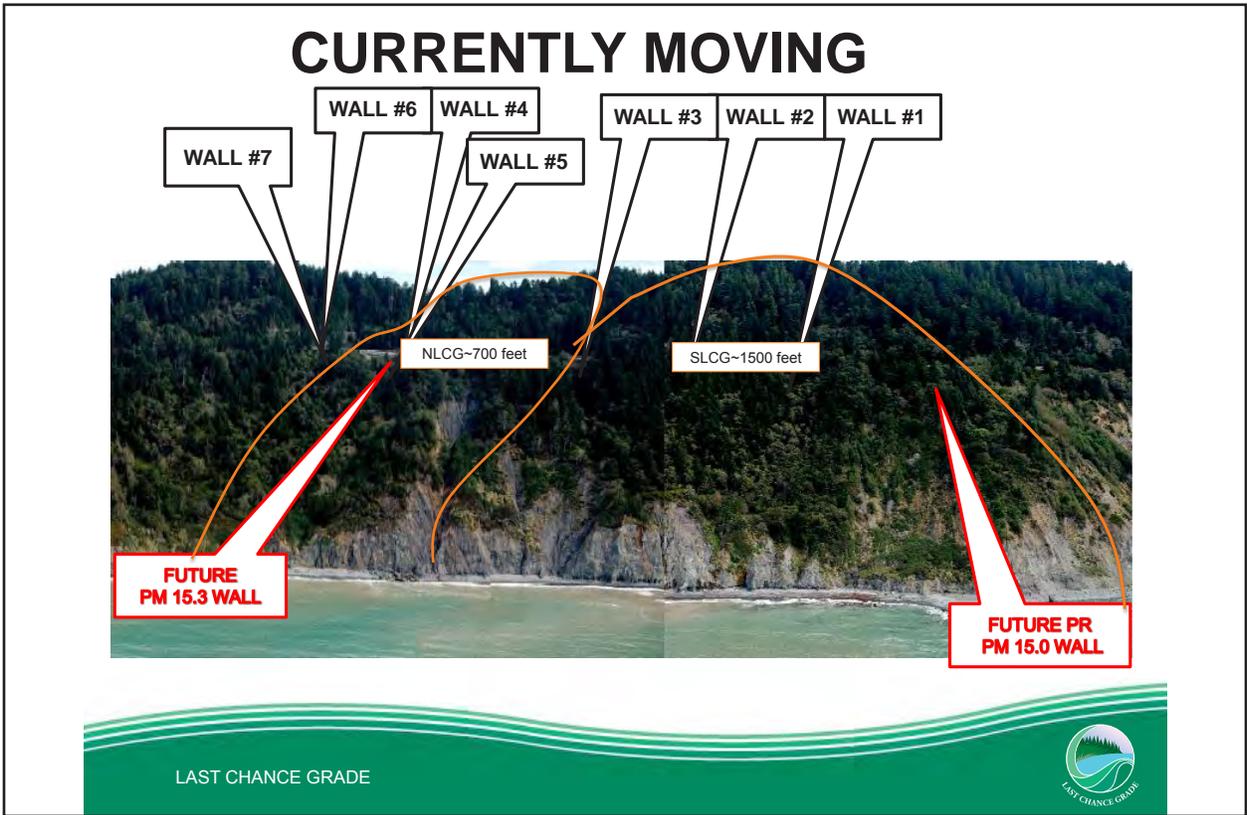
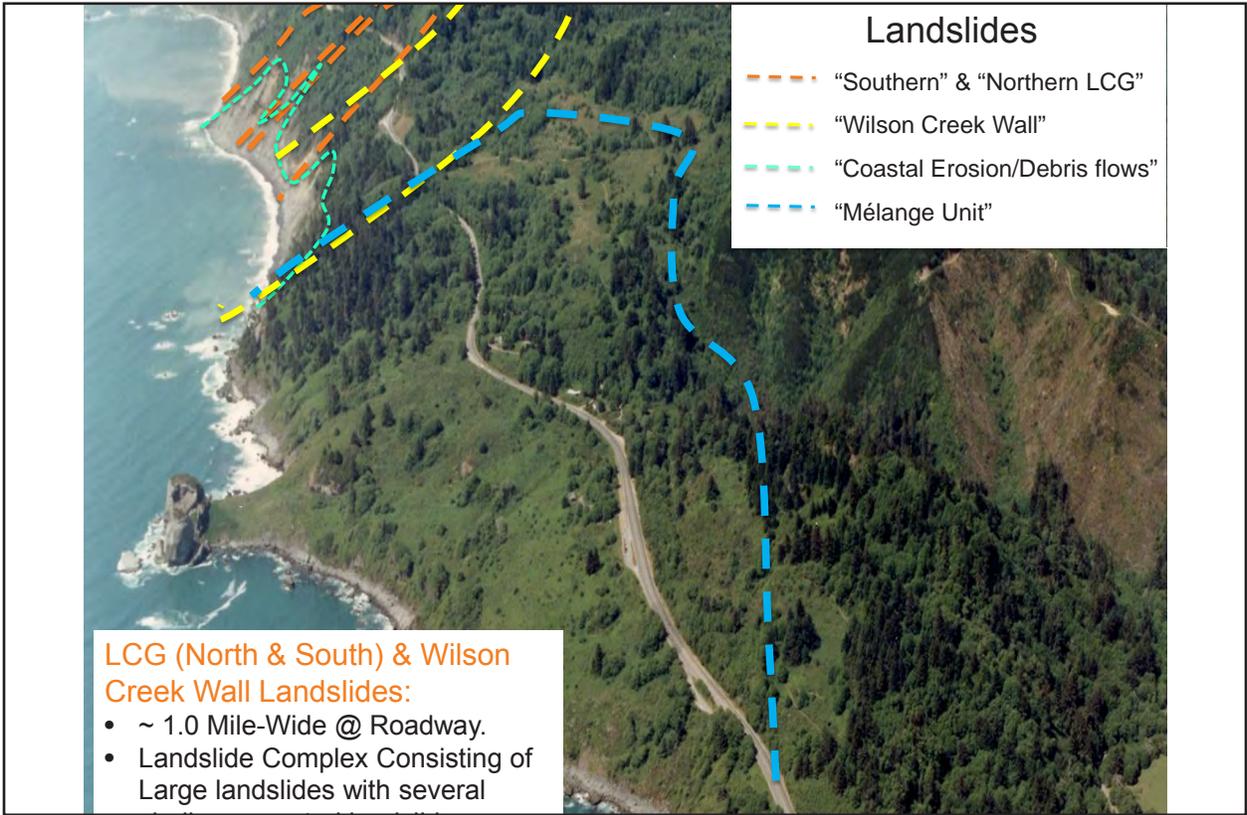


# LANDSLIDE OVERVIEW MAP



LAST CHANCE GRADE





## Undulating Vertical Alignment



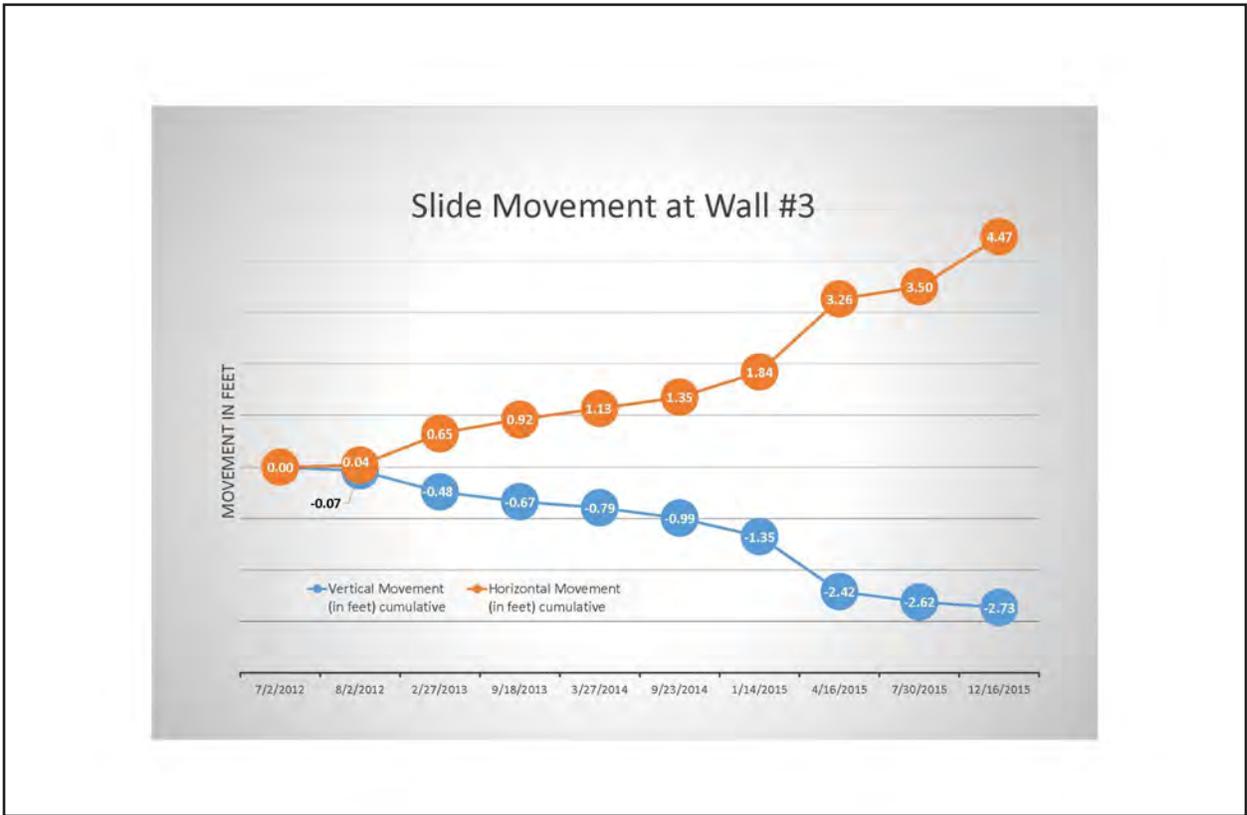
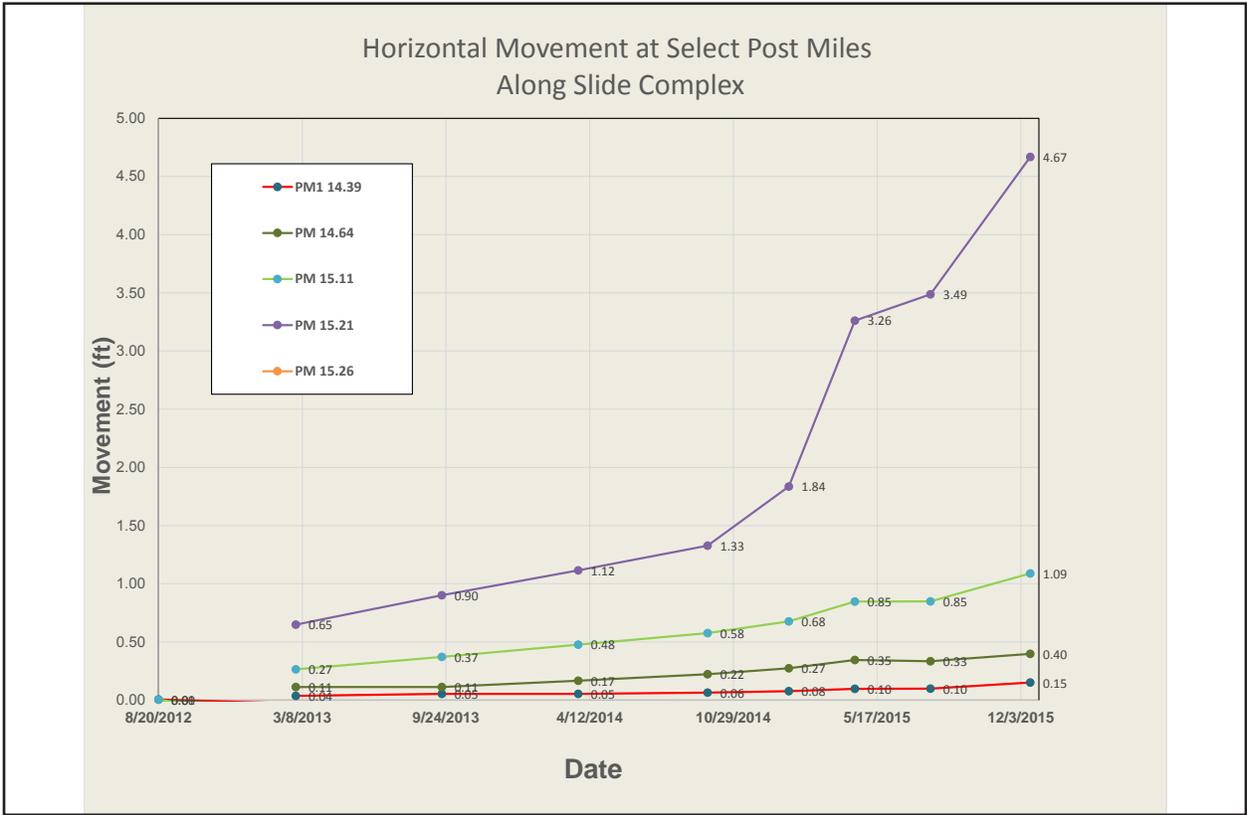
LAST CHANCE GRADE



Work To Be Done This Summer

LAST CHANCE GRADE





# ROADWAY LATERAL MOVEMENT



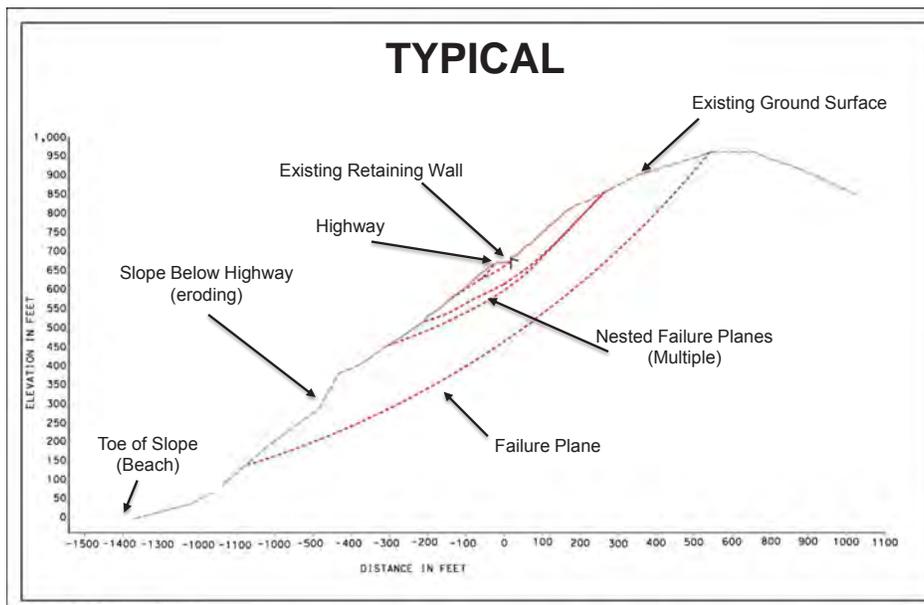
Surface Monitoring Data (Land Surveys) July 2012 – December 2015

- Recent LCG slide movement near RW #3: Vertical ~ **2.5'** Horizontal ~ **3.5'**
- Max horizontal movement near PM 15.21 ~ **4.67'**



# CROSS-SECTION

## TYPICAL



LAST CHANCE GRADE



## HISTORIC TIMELINE

- 1894- Initial “Roadway” built across the site
  - Landslide Noted- “Last Chance Slide”
- 1930’s- Minor realignment performed
  - Landslide Noted-Expensive Maintenance Noted
- 1970’s -\$ and frequency of movement increasing
- 1980’s -Initiated studies for major realignment
  - Realignment Costly & Infeasible
- 1990’s –Reanalyzed major realignment
  - Realignment Costly & Infeasible
  - Maintain Existing Alignment
- 2009 -Safety Project
  - 6 Retaining Walls Constructed

LAST CHANCE GRADE



## HISTORIC TIMELINE

- 2010 & 2011 -Federally Declared Storm Event
  - Received Federal Emergency Relief Program Funding
  - Additional Retaining Walls Necessary to Maintain Alignment
- 2012 –Increased Landslide Movement
  - Community Interest Rapidly Increased
  - Congressmen & Assemblymen Involvement
- 2014/15- Feasibility Study & Economic Impact Study
  - Congressman Huffman Working Group
  - Official Partnering with Parks & Tribes
  - Monitoring Systems Installed
  - Project Initiation Document Started
- Currently
  - Emergency Project (RW#3 / Undulating Alignment))
  - Funding Being Sought

LAST CHANCE GRADE



## SUMMARY of HISTORY

- **Longstanding History of Road Failures**
- **No Full Closures**
- **Average Repair Cost**
  - \$1.2 mil / yr (1981-2012)
  - \$1.5 mil / yr (2012-2016)
  - Over \$40 mil (1981-present)

LAST CHANCE GRADE



## PROJECT DEVELOPMENT (To-Date)

- **Feasibility Study Completed**
  - Included Economic Analysis
- **Project Initiation Document: On track to be completed this summer**
  - Funding identification is next critical step
- **Public Engagement Plan – Proactive Engagement w/ Stakeholders**
  - Initiated early
  - Will continue through out project
- **Several Working Groups**
  - Caltrans Staff/Specialists
  - Congressman Huffman’s Working Group
  - Biological Resources Working Group (Agencies)
  - Partnering with Tribes & Parks (not Gov. to Gov)
  - Cultural Resources Working Group

LAST CHANCE GRADE



# SIGNIFICANT SUPPORT FOR A PERMANENT SOLUTION

- Congressman Huffman's Stakeholder Group
- Last Chance Grade Partners
- Biological Resources Working Group
- Caltrans Multi-Disciplinary Project Development Team
- Cultural Resources Sub-Working Group
- Del Norte County LCG Citizens Advisory Committee
- Many Others.....(local and regional)

LAST CHANCE GRADE



**MAP OF ALTERNATIVES**  
A1, A2, C3, C4, C5, F



## PRELIMINARY ALTERNATIVES FOR STUDY

**Note: All ALTERNATIVES STILL REQUIRE GEOTECHNICAL & ENVIRONMENTAL STUDIES (CEQA / NEPA)**



### PRELIMINARY ALTERNATIVES COMPARISON\*

ALTERNATIVE	TRAVEL TIME ADDED (MINUTES)	CONSTRUCTION LENGTH (MI. OR FT.)	NEW CONSTRUCTION STRUCTURES			LENGTH WITHIN PARKS (MILES)	CONSTRUCTION FOOTPRINT (ACRES)	CONSTRUCTION SCHEDULE (YEARS)	WATERSHED CROSSINGS		CONSTRUCTION COST (M. \$) (K \$ MILLENS)	EXISTING HABITAT TYPE	
			CULVERTS >50"	TUNNEL	BRIDGES				WILSON CREEK	MILL CREEK		TYPE	ACRES
A1 Rudvall Road to LOG Tunnel (Includes 2,425 ft. tunnel)	1.0 min.	3.2 miles	9	Yes	1	0.8 miles	80 acres	3 years	1	0	\$680	Coastal scrub/grassland/riparian Riparian Clear cut Young Redwood Forest Mature Redwood Forest Old Growth Redwood Forest	7 1 13 57 0 1.5
A2 Rudvall Road to Derrumation Trailhead	0.8 min.	3.2 miles	10	No	2	0.6 miles	85 acres	2 years	2	0	\$275	Coastal scrub/grassland/riparian Riparian Clear cut Young Redwood Forest Mature Redwood Forest Old Growth Redwood Forest	7 1 13 81 9 3
C3 Rudvall Road to South of Mill Creek Access (Includes 1,680 ft. tunnel)	1.7 min.	7.8 miles	19	Yes	4	3.2 miles	245 acres	3 years	6	3	\$950	Coastal scrub/grassland/riparian Riparian Clear cut Young Redwood Forest Mature Redwood Forest Old Growth Redwood Forest	7 1 13 200 23 9
C4 Rudvall Road to North of Mill Creek Access (Includes 1,680 ft. tunnel)	1.5 min.	8.6 miles	14	Yes	5	4.0 miles	265 acres	4 years	6	4	\$1,000	Coastal scrub/grassland/riparian Riparian Clear cut Young Redwood Forest Mature Redwood Forest Old Growth Redwood Forest	7 1 13 253 43 0
C5 Rudvall Road to Hamilton Road (Includes 1,680 ft. tunnel)	2.6 min.	11.7 miles	21	Yes	11	7.0 miles	330 acres	4 years	6	10	\$1,250	Coastal scrub/grassland/riparian Riparian Clear cut Young Redwood Forest Mature Redwood Forest Old Growth Redwood Forest	7 1 13 216 93 0
F Full Tunnel Parallel to Existing Alignment (5,500 ft.)	1.0 min.	1.3 miles	N/A	Yes	N/A	N/A	4.5 acres	6.5 years	N/A	N/A	\$1,050	Coastal scrub/grassland/riparian Riparian Clear cut Young Redwood Forest Mature Redwood Forest Old Growth Redwood Forest	2 0 0 0 1 1.5
Maintain Existing Alignment								Unknown and unquantifiable					

\*All figures are estimates



## ENVIRONMENTAL & CULTURAL RESOURCES

- Extensive Environmental & Cultural resources located in the vicinity of all proposed alternative alignments for Last Chance Grade.
- Stakeholders are working together early & committed to avoiding and minimizing potential impacts to these resources.

#### Federally Recognized Tribes:

- Elk Valley Rancheria
- Tolowa Dee-ni' Nation
- Yurok Tribe

LAST CHANCE GRADE



**ENVIRONMENTAL RESOURCES**



Preliminary Alternatives:  
A1, A2, C3, C4, C5, F

# SIGNIFICANT ENVIRONMENTAL RESOURCES

- **Many Studies Will Be Required:**
  - **Old Growth Redwoods**
  - **Marbled Murrelet**
  - **Cumulative Watershed Impacts**
  - **Specific Fisheries Impacts**
  - **Habitat Connectivity Issues**
  - **Bats, Pollinators, etc...**
  
- **Significant Mitigation Expected**



## Project Timeline



**Actual Project Delivery Determined by Acquisition of Funding.**

**Different Funding Programs Have Different Delivery Requirements**

**Usually Seek Funding After PSR Seeking It Now**

**Potential Project Delivery Milestone Durations:**

- **Enviro Studies: ~5-8 yrs**
- **Design, Permits, ROW: ~3-5 yrs**
- **Construction: ~5-8 yrs**

Last Chance Grade Project



## EMERGENCY PROJECTS

- **CALTRANS' EMERGENCY PROJECT REQ.**
- **FEDERAL EMERGENCY FUNDING**
  - **PROCESS**
  - **FUNDING REQ.**
- **CALTRANS' RESPONSE SCENARIOS**

LAST CHANCE GRADE



## CALTRANS' EMERGENCY PROJECT DEVELOPMENT PROCESS

Per PCC 10122 – State can suspend State Contract Act, and initiate an Emergency Contract under specific conditions-

Requirements / Constraints:

- Beyond Caltrans' Maintenance Forces Abilities (Schedule / Equipment / Materials / Technical)
- Project must prevent or mitigate the loss or impairment of life, health, property, or essential services.
- State funds must exist before contract can be initiated

LAST CHANCE GRADE



## Damage That Caltrans Responds To



## Federal Highway Administration (FHWA) Emergency Relief (ER) Program

Congressionally appropriated program, not a standard Fed-Aid Program. Only applicable under unique conditions. Program has many constraints & specific requirements.

Program Initiation:

- Significant damage occurs & coordination with FWHA begins
- Through Office of Emergency Services (OES), a Gubernatorial or Presidential Proclamation declares a State of Emergency, which initiates the ER Program - allowing project applications.
- FHWA approves, denies or requires adjustments to project applications

LAST CHANCE GRADE



## Federal Highway Administration (FHWA) Emergency Relief (ER) Program

**Some of the Requirements:**

- State ROW Only.
- Betterments (improvements) not allowed.
- CEQA/NEPA\*, Permits, Right of Way (ROW) all required.
- Funded \$100 million per year- All US States and Territories.
- \$100 million max project cost, per proclamation, per state, per year.
  - Projects above \$100 million requires unique congressional appropriation.

❖ LCG Realignment Project would require several Variances

LAST CHANCE GRADE



# EMERGENCY RESPONSE -1

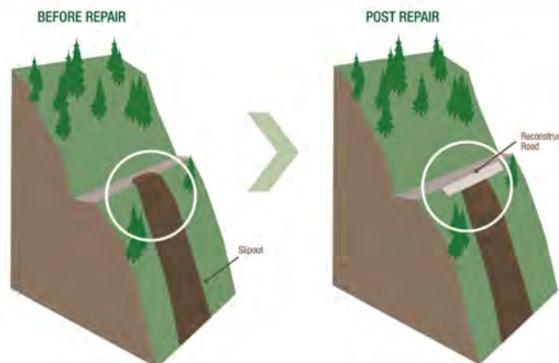
SCENARIO 1

## Small Scale Slipout

**Caltrans Response**  
Reconstruct Roadway  
in Place

**Construction Duration**  
Days to Weeks

**Traffic Access**  
Yes. Likely One-Way  
Reversible



**HAS BEEN OCCURRING AT LCG**

LAST CHANCE GRADE



# EMERGENCY RESPONSE -2

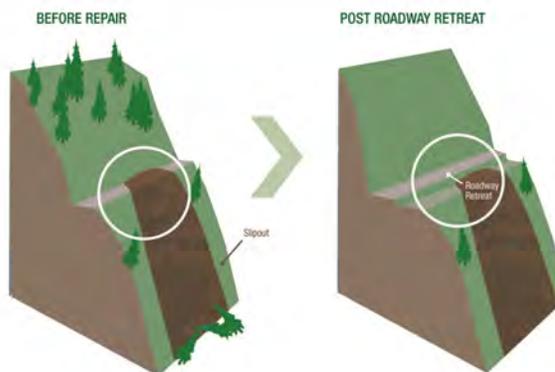
SCENARIO 2

## Moderate Scale Slipout

**Caltrans Response**  
Roadway Retreat Away  
from Ocean

**Construction Duration**  
Weeks to Years

**Traffic Access**  
Short-Term Full Closure.  
Then, One-Way  
Reversible Traffic



**NOT OCCURRING AT LCG  
(will be next step)**

LAST CHANCE GRADE



# EMERGENCY RESPONSE-3

SCENARIO 3

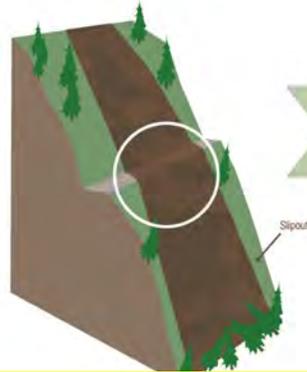
## Large Scale Slipout

**Caltrans Response**  
Construct Temporary  
Access Road (1 or 2 lanes)  
+ Accelerate LCG  
Realignment Project

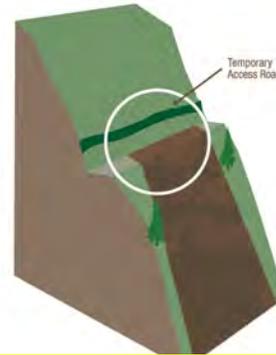
**Construction Duration**  
Years

**Traffic Access**  
Full Closure. Then,  
One-Way Reversible  
Traffic on Temporary  
Road Until Realignment  
is Complete

BEFORE REPAIR



POST INSTALLATION  
LIMITED ACCESS



**NOT OCCURRING AT LCG  
(if necessary)**

LAST CHANCE GRADE



## EXTENSIVE SITE MONITORING

- **Near-Real Time Monitoring System**
- **Field Topographic Surveys**
- **Aerial Surveys**  
**Slope & Toe Erosion**
- **Daily Field Inspections**

LAST CHANCE GRADE



## WHATS OCCURRING NOW

- Project Initiation Document will be completed June, 2016.
- Federal Funding (ER & Other Potential Sources) Being Sought
- Monitoring & Maintaining Existing Road is Priority
  - Repair Retaining Walls
  - Adjust Vertical Alignment
  - Power Supply; Signs w/ Lights; Changeable Message Signs
  - Additional Monitoring Systems Planned
  - Web Cameras for Public's Use
  - Slope Lighting

LAST CHANCE GRADE



## FOR MORE INFORMATION

**Website:**

[www.Lastchancegrade.com](http://www.Lastchancegrade.com)

**Contact:**

[lastchancegrade@dot.ca.gov](mailto:lastchancegrade@dot.ca.gov)

(707) 445-6464, TTY 711

LAST CHANCE GRADE



## APPENDIX C: COMMENT CARDS

### **EUREKA**

I would hope that my comment is so obvious as to be unnecessary, but I am told, that is not the case. Since all routes except F start by bypassing the most problematic area, in partly much the same route, that when construction finally begins, you would start work at the south end. That is the part that is mandatory regardless of the route chosen. It would also prepare as quickly as possible for a complete loss of the existing road. If one of the C routes were chosen, you could still cut over route 1 or 2 and replace the part which must be replaced.

\*\*\*\*\*

Great job! Thank you for the fascinating information. I really want to work on this project ... after I finish Lake 20/53.

\*\*\*\*\*

- 1) Keep 101 to Oregon/California open! Period
- 2) A2 best
- 3) Tunnel won't work, too much money to maintain.

\*\*\*\*\*

I have deep concerns based on Caltrans past record of numerous serious screw ups and sloppy work. I do not want to see any so-called improvements such as road adjustment/expansions to facilitate access for Starbucks. I have concerns for the old growth redwoods and wildlife since Caltrans record in that regard is very poor. My other concern is for the salmon at Mill Creek – that is critical salmon habitat!

My preferences for road placement is to (starting south) go on to Green Diamond land (blue and yellow lines), continues to top of blue line and then continue up 5 to Hamilton Road. If the road is moved inland the old 101 would hopefully recover and revert back to nature giving the trees, \_\_\_\_\_, etc. a chance.

### **CRESCENT CITY**

A1

\*\*\*\*\*

Horrible meeting.

### **KLAMATH**

- How will Caltrans maximize the economic opportunities for local tribes and communities?
- What is the yearly costs of Last Chance Grade now based off past costs for maintenance?

- What is the actual movement in feet (out and down)?
- Where are the top 3 funding sources for each alternative? How will Caltrans work with tribes to fundraise?
- How will Caltrans “empower” tribes with this project as an example for future projects? How will Caltrans get guidance of “empower” from tribes?

# Last Chance Grade Draft Public Engagement Plan

Prepared by:



800 Hearst Avenue  
Berkeley, CA 94710  
February 2016





# TABLE OF CONTENTS

- I. Introduction and Project Purpose ..... 1
  
- II. Stakeholders ..... 2
  - A. Last Chance Grade Partners .....2
  - B. Huffman Stakeholder Group Process .....2
  - C. Biological Resources Working Group .....2
  - D. Partner Cultural Resources Specialists.....3
  - E. Del Norte County Last Chance Grade Citizens Advisory Committee .....3
  - F. Community Stakeholders .....3
  - G. Members of the General Public .....3
  
- III. Public Engagement Strategy ..... 4
  - A. Goals.....4
  - B. Public Engagement Activities for the PSR .....4
  - C. Ongoing Communications and Public Engagement.....7
  - D. Performance Measures.....8

## Appendices

Appendix A: Last Chance Grade Project Timeline

Appendix B: Last Chance Grade Stakeholders



# **Last Chance Grade Draft Public Engagement Plan January 2016**

## **I. Introduction and Project Purpose**

The Last Chance Grade (LCG) Project is a collaborative effort to study alternatives for a permanent solution to instability and roadway failure on a 4-mile segment of US Highway 101 in Del Norte County, extending between Wilson Creek to 9 miles south of Crescent City. In March 2014, Caltrans established the LCG Partnership to create an active, working relationship with the agencies and groups that have management responsibilities for lands and resources that would be directly impacted by any realignment of the route. Members of the partnership include: Caltrans District 1, California Department of Parks and Recreation, National Park Service, the Yurok Tribe, Tolowa Dee-ni' Nation and Elk Valley Rancheria. The Partnership initiated a public engagement process and Engineered Feasibility Study (EFS) that included 14 potential alternative routes to ensure the safety and reliability of the highway while protecting the area's critical economic, environmental and cultural resources. The EFS was completed in June 2015.

The next stage in the LCG Project will be to develop the Project Study Report (PSR) to perform a more detailed analysis of the alternative recommended for further study as they relate to the cost, scope and schedule of developing the project. In this phase, alternatives and alignments will be refined with more precise cost estimates along with more detailed technical analysis of proposed structures and right-of-way. Caltrans will conduct public engagement activities to share information and solicit community in the refined alternatives and alignments. The PSR is scheduled to be completed in July of 2016.

Caltrans is required by the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) to study alternatives and determine the potential environmental impacts before deciding on which alternative to select. This process will involve other federal and state agencies, public hearings, a draft Environmental Impact Report and Environmental Impact Statement, public comment, and eventually a decision on the selected alternative. The environmental review process will likely take about eight years, followed by a design and permitting phase, estimated to take five years, and construction, estimated at five to eight years for a total timeline of twenty-one years. A potential project timeline is attached as Appendix A.

Caltrans will continue public engagement throughout the Project Study Report, Project Approval and Environmental Document, and Design and Permitting phases of the project.

This document provides a public engagement strategy to ensure public education and involvement in the development of the PSR. It also describes recommended outreach activities to help keep the public engaged throughout the long-term planning process.

## **II. Stakeholders**

Project stakeholders can be categorized into seven major groups. They include: The Last Chance Grade Partners; the Huffman Stakeholder Group; the Biological Resources Working Group; Partner Cultural Resources Specialists; the Del Norte County Last Chance Grade Citizens Advisory Committee; community stakeholders; and members of the general public. Members of all these varied stakeholder groups have been and will continue to coordinate their efforts and collaborate on finding a long term solution to instability at Last Chance Grade.

### **A. Last Chance Grade Partners**

The LCG Partners consist of the following members: Caltrans District 1; California Department of Parks and Recreation; National Park Service; Yurok Tribe; Tolowa Dee-ni' Nation; and Elk Valley Rancheria.

These entities have entered into a Memorandum of Understanding establishing a framework for cooperation to support development of alternatives to instability of Route 101 at Last Chance Grade and an implementation strategy that all the Partners support. The LCG Partners have met regularly since March 2014. The Partners invest substantial time preparing for, attending these meetings and conducting follow-up activities to identify alternatives that will lead to long-term stability of the roadway. The LCG Partners will continue to work collaboratively throughout the life of the project.

### **B. Huffman Stakeholder Group Process**

Congressman Jared Huffman initiated the Last Chance Grade Stakeholder Group (LCG Stakeholder Group) process on March 30, 2015. Recognizing the wide range of issues and concerns and the need for in-depth understanding to advance these discussions, the Huffman process brought together representatives from agencies, tribes, environmental and business organizations to participate in a series of facilitated discussions to explore options for Last Chance Grade. As of November 2015, the LCG Stakeholder Group has reached consensus on a series of topics. They agreed they will continue to meet, as funding and new information is available, throughout the process of preferred alternative selection. Caltrans provided substantial support and staff participation in these meetings and will continue in the future as requested. It is anticipated the LCG Stakeholder Group will continue to be involved throughout the life of the project.

Members of the LCG Stakeholder Group are listed in Appendix 1, "Last Chance Grade Stakeholders."

### **C. Biological Resources Working Group**

Caltrans has convened a Biological Resources Working Group consisting of Partner and agency specialists, including experts on environmental and other resources from agencies with regulatory responsibilities and other organizations involved in the project. This group plays a critical role in ensuring that the proposed strategies that are being considered by stakeholders

are consistent with the regulatory requirements administered by the agencies. This group will continue to meet on a regular basis to discuss issues including mitigation and resource classification, as needed throughout the life of the project.

#### ***D. Cultural Resources Specialists***

Caltrans is also meeting with the Partners' cultural resources specialists to ensure that impacts to these resources and possible mitigation are considered and included in the consideration of alternatives. Should the need arise, a regular Cultural Resources Working Group will be convened.

#### ***E. Del Norte County Last Chance Grade Citizens Advisory Committee***

Community members in Del Norte County formed an LCG Citizens Advisory Committee to support the effort to find an alternate route at Last Chance Grade and raise public awareness of the issue. Since September 2013, they have been meeting with government entities and potentially impacted businesses throughout the region to get letters of support for creating an alternative to the current alignment.

#### ***F. Community Stakeholders***

Community stakeholders are detailed in Appendix B. These include but are not limited to: residents, elected officials, governmental and resource agencies, Native American tribes, public transportation providers, safety groups, Community Services Districts, health organizations and medical providers, bicycle and pedestrian advocacy groups, Chambers of Commerce and economic development corporations, environmental groups, community-based organizations, schools, and area businesses.

#### ***G. Members of the General Public***

This group includes members of the general public and residents of the potentially impacted communities. Caltrans will work throughout the life of the project to keep the public informed regarding the planning process and solicit input at key points in the process. Caltrans will also continue its ongoing efforts to keep residents and area travelers informed of road conditions and activities being conducted to ensure and enhance safety.

Caltrans continues to maintain and update the stakeholder list throughout the process.

### **III. Public Engagement Strategy**

The Last Chance Grade Public Engagement Plan (PEP) is designed to engage a diversity of stakeholders and community members throughout the lifetime of the project. Since the planning process will take time and additional information will continue to surface as more technical studies are completed, it is important to keep people engaged and informed over the long-term. The entire community needs to understand that this is not just a Caltrans project, but it is a project the entire community needs to be invested in to ensure the long-term safety and economy of the region. The alternatives and potential impacts are complex and there is no one alternative that will have minimal impacts. Plus, each alternative has its own impacts that must be evaluated individually.

This strategy recommends activities to educate community members on an ongoing basis, about the issues involved in the analysis and evaluation of the alternatives for the permanent solution to roadway failure at Last Chance Grade, the impacts of construction, and the schedule for completion. The process will also provide Caltrans and its Partners with insights into the community's needs and priorities.

#### **A. Goals**

The outreach goals of the PEP are to:

- Share information on the technical, land use, geological and environmental issues and challenges to overcome in finding the most reasonable transportation solution.
- Obtain informed, relevant, and useful comments from a wide variety of stakeholders throughout the region.
- Address publicly the potential for roadway failure and help to alleviate concern regarding the interim safety of using the roadway.
- Demonstrate to the public that Caltrans is working diligently, inclusively, and transparently to study viable options for preventing long-term roadway closures in the future and to provide a safe and reliable route.
- Improve and maintain relationships between Caltrans and the public, stakeholders, elected officials, tribes, and the media
- Share information on the status/condition of current and upcoming emergency projects, expected delay, and relative probability of failure.
- Optimize the public education and information sharing opportunities afforded by the Huffman Stakeholder Group process.

#### **B. Public Engagement Activities for the PSR**

Three community workshops and associated public outreach activities are planned in support of the Project Study Report process.

## **1. Project Study Report Community Town Hall Meetings**

Three community town hall meetings will be conducted in March 2016. The purpose of these town hall meetings will be to provide updated information to the public and stakeholders regarding the alternatives and potential impacts and to receive input to inform the completion of the Project Study Report. This will include assisting the community in understanding the decision-making process for selecting an alternative and where their input can influence that process, as well as addressing concerns and clarifying the requirements regarding an emergency project. Each of the three town hall meetings will have the same general content, design and format.

### ***Town Hall Locations and Schedule***

Town hall meetings will be held in Crescent City, Klamath and Eureka. Town hall meeting locations will be low-cost or no-cost, generally accessible to all parties, ADA-compliant, and accessible by public transit. The Crescent City and Eureka town hall meetings will be held in the evening and as requested by the community, the Klamath town hall meeting will be held during daytime hours. Caltrans anticipates holding the town hall meetings on consecutive days.

### ***Town Hall Meeting Outreach***

Outreach activities will begin approximately 3 weeks in advance of the town hall meeting dates using the following recommended methods:

- Notices posted on District and websites and District social media channels
- Press releases and local media relations
- Email communications including email blasts and emails to targeted stakeholders and residents.
- Mailed postcards: Postcards will be mailed 3 weeks in advance to an existing database of interested parties that includes: residents, businesses and organizations
- Community-based communications channels. Interested organizations and community groups will be asked to publicize the town hall meetings through their communications channels including: newsletters, announcements at meetings, social media, email communications and posting and distribution of printed flyers.
- One-on-one communications via phone or email: Targeted stakeholders will be contacted by phone and email to ensure they are aware of the opportunity to participate in the town hall meetings.

### ***Town Hall Meeting Format***

The town hall meetings will include an open house with display materials including illustrative display boards and project area maps, a PowerPoint presentation with question and answer period, and handout materials or brochures to provide updated information. All information and instructions will be provided in language that is easy to understand without detailed technical knowledge. The presentation will be kept as concise as possible. Opportunities will be provided to submit input, either verbally during the town hall meetings or through written comment cards. The presentation may also include interactive live electronic polling to enhance engagement.

### ***Online Virtual Town Hall Meeting***

Coinciding with the March 2016 community town hall meetings, a “virtual town hall meeting” will be hosted on the project website in order to maximize engagement with those who are unable to attend in person. The virtual town hall meeting will include a taped version of the PowerPoint presentation and a brief survey to collect input. The presentation will be edited to make it as concise as possible (ideally 8-10 minutes in length) and recorded specifically for this purpose.

### ***Town Hall Meeting Summary and Documentation***

Once the town hall meetings and comment period is completed, a detailed summary will be provided, focusing on comments received from participants. To ensure transparency, the summary will include transcriptions of comment cards received as well as copies of comments submitted by individuals via correspondence or email. The final summary will be posted on the project and District websites, along with copies of related town hall meeting materials.

## **2. Other PSR Outreach**

Throughout the PSR process, the following outreach tools will be used to keep stakeholders and the public up to date on the status of the project. Outreach activities should be conducted at least once per quarter and at project milestones as they occur.

### ***Project Websites***

The project and District websites will be updated on a regular basis. Automatic email notifications will be sent when new information is posted to the project website. Updates will include, but are not limited to: updated project information; all completed project reports and studies; executive summaries of LCG Partner Meetings; summaries of public engagement activities; and public correspondence received regarding the project. The website will also allow users to comment throughout the process through an on-line comment form. A protocol will be established for responding to comments submitted.

### ***E-Blasts or E-Newsletters***

Regular e-blasts will be sent at least once per quarter and/or at project milestones. These short, regular communications are intended to keep people engaged with short snippets of information. A template and anticipated schedule of topics will be developed.

### ***Briefings and Presentations***

Briefings and presentations will be conducted with elected officials, agency leadership and others as needed by Caltrans or on an as requested basis pending staff availability.

### ***Social Media Engagement***

Regular posts on the Caltrans District 1 Facebook and Twitter accounts will be used to keep people engaged. Posts may focus on road conditions, project milestones, findings of technical study and other topics of interest. Posts will be scheduled 1-2 times per month.

### ***Press Releases and Local Media Relations***

Caltrans will issue a press release to local media outlets at project milestones including the release of the Project Study Report.

## ***C. Ongoing Communications and Public Engagement***

### **1. Ongoing Communications**

Throughout the entire project period, Caltrans should continue to proactively reach out to and engage a full range of stakeholder groups. Project websites should be updated as new information, reports, meeting minutes or other items become available. Website updates should occur regularly, at least monthly or at project milestones, whichever occurs more frequently.

Caltrans is conducting a variety of monitoring activities and maintenance or construction projects on an ongoing basis to keep the current alignment open and safe, including surveying, real-time monitoring, helicopter flyovers, an emergency wall repair project, and safety signage. Caltrans PIO will continue to use established channels to share information about road and safety conditions on a day-to-day or as-necessary basis.

In addition, at least three communications activities should take place each quarter, including project milestones and outreach for workshops or other public engagement opportunities as appropriate. These can include the following methods as previously described:

- E-blasts or E-newsletters
- Social media posts
- Press releases and local media relations
- Briefings and presentations for local officials, community groups, and other stakeholders

### **2. Public Scoping Workshops and Hearings**

Currently, two additional rounds of public workshops are planned to take place during the project scoping period. Other activities may be scheduled to meet future needs, utilizing the methods and tools outlined in this PEP.

#### ***Three CEQA/NEPA Scoping Workshops***

Three public scoping workshops will be held at the outset of the Environmental Document process, which is projected to be initiated in 2018. The purpose of the scoping workshops will be to educate stakeholders and the public about the current status of the project and impacts, and to gather input regarding the project as part of the CEQA/NEPA-mandated public participation requirements. Locations and timing are to be determined.

The meeting format and outreach will be conducted through all available methods, similar to the approach used for the March 2016 community workshops.

### ***CEQA/NEPA Draft EIR/EIS Public Hearings***

Once the draft Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) are completed, a comment period will be established with a specific cutoff date. The draft EIR and EIS will be posted on the project and/or District 1 websites, with provision to submit comments via email or correspondence.

A minimum of three public hearings will be held to enable stakeholders and the public to review the draft. Details of location and timing are to be determined.

### ***D. Performance Measures***

The public engagement process will be assessed according to ability to reach a broad range of stakeholder groups and achieve targeted objectives. Caltrans will consider the following metrics to track and evaluate public engagement efforts:

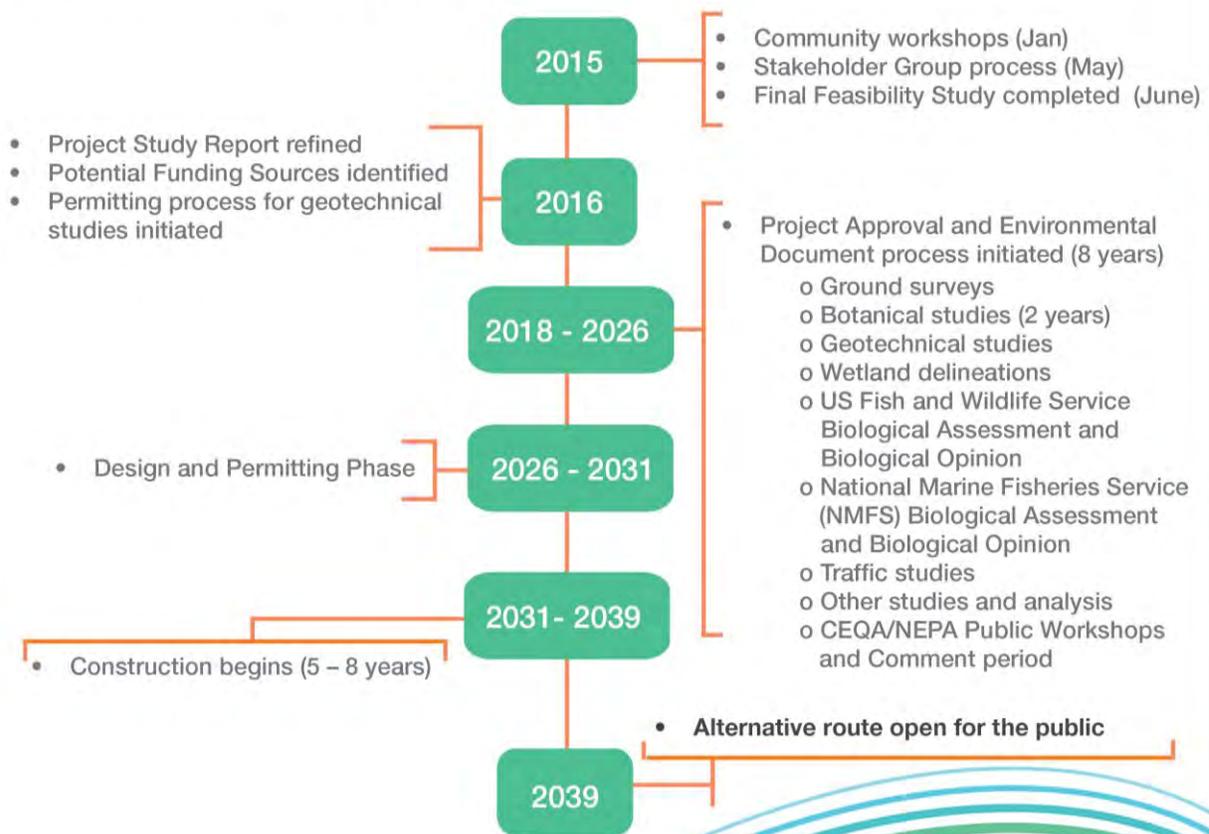
- Number of participants
- Number of responses
- Quality and quantity of input
- Demographics of respondents
- Consistency of results by method
- Level of agreement achieved

**Last Chance Grade Project Initiation Document  
Public Engagement Plan  
Appendix A: Last Chance Grade Project Timeline**

## Project Timeline

Identifying, planning and constructing an alternative route at Last Chance Grade is a complex and lengthy process. Along with securing stakeholder and community agreement along the way, Caltrans will need to conduct a variety of studies and analyses to support decision making throughout the process.

Here's a potential timeline that shows the sequence and timing of key project milestones. In the event of a large scale roadway failure at Last Chance Grade the project will become an **"emergency project"** with an **accelerated schedule**. The project phases including design, environmental documents, and construction will overlap in order to complete the project and have the road open to the public in **2-8 years**.



# **Last Chance Grade Project Initiation Document**

## **Public Engagement Plan**

### **Appendix B: Last Chance Grade Stakeholders**

#### **I. Last Chance Grade Stakeholder Group**

The Last Chance Grade Stakeholder Group convened by Congressman Huffman is made up of representatives from each of the following groups, agencies and organizations:

- California Highway Patrol
- California State Parks
- Caltrans
- Crescent City
- Crescent City-Del Norte Chamber of Commerce
- Del Norte County
- Del Norte Local Transportation Commission
- Elk Valley Rancheria
- Environmental Protection Information Center (EPIC)
- Friends of Del Norte
- Green Diamond Resource Company
- Humboldt County
- Humboldt County Association of Governments
- Redwood National and State Parks
- C. Renner Petroleum
- Rumiano Cheese
- Save the Redwoods League
- Tolowa Dee-ni' Nation (formerly Smith River Rancheria)
- Yurok Tribe

## II. Additional Stakeholders

All residents of the nearby communities affected by instability at Last Chance Grade are considered to be stakeholders in the process. Specific stakeholders include, but are not limited to, the following groups, agencies, and organizations:

### Government

- Federal, State and County elected officials
- Del Norte County Board of Supervisors
- Del Norte Local Transportation Commission (DNLTC)
- Del Norte County Community Development Department
- Humboldt County Association of Governments
- City of Crescent City
- California Department of Parks and Recreation
- California Department of Fish and Wildlife
- California Coastal Commission
- National Park Service
- North Coast Regional Water Quality Control Board (NCRWQCB)
- National Oceanic and Atmospheric Administration (NOAA)
- US Fish and Wildlife
- USDA Forest Service

### Native American Tribes

- Elk Valley Rancheria
- Tolowa Dee-ni' Nation (formerly Smith River Rancheria)
- The Yurok Tribe

### Community Groups

- Del Norte County Last Chance Grade Citizens Advisory Committee

### Public Transportation Providers

- Redwood Coast Transit
- Humboldt Transit Authority
- Arcata and Mad River Transit System
- Other public transportation providers

### Safety Groups

- California Highway Patrol
- CalFire
- Paramedics and Emergency responders
- Fire departments and fire protection districts

### Community Services Districts

- Big Rock Community Services District
- Humboldt Community Services District

- Del Norte Local Agency Formation Commission (LAFCo)

#### Health Organizations and Medical Providers

- Sutter Coast Hospital
- Del Norte Healthcare District

#### Bicycle and Pedestrian Advocacy Groups

- Local bike groups
- Recreational bike users
- Pedestrian and bike advocates
- California Walks
- California Bicycle Coalition
- California Bicycle Advisory Committee
- Rails-to-Trails Conservancy

#### Organizations

- Crescent City/Del Norte County Chamber of Commerce
- Del Norte Economic Development Corporation
- The Greater Eureka Chamber of Commerce
- Arcata Economic Development Corporation
- Klamath Chamber of Commerce
- Friends of Del Norte
- Save the Redwoods League
- Environmental Protection Information Center (EPIC)
- Redwood Region Audubon Society
- Center for Biological Diversity
- Area 1 Agency on Aging Advisory Council

#### Schools

- Del Norte County Unified School District
- Humboldt County School District
- Margaret Keating Elementary School, Klamath
- Arcata School District
- Humboldt State University
- Other local community and charter schools

#### Area Businesses

- Green Diamond Resource Company
- Rumiano Cheese
- Other area businesses or those with interests in the area