

MINUTES
DEL NORTE LOCAL TRANSPORTATION COMMISSION
REGULAR MEETING AGENDA, THURSDAY, OCTOBER 10, 2013, 11 A.M.

Present: Commissioner Richard Enea, City, Chair
Commissioner Gerry Hemmingsen, County, Vice-Chairman
Commissioner Kathryn Murray, City
Commissioner Doug Wakefield, Public Member

Absent: Commissioner Rick Holley, City
Commissioner Mike Sullivan, County

Also Present: Tasha Ahlstrand, Caltrans, Alternate Policy Advisory Member, via phone
Jeff Bomke, Superintendent State Parks
Randy Butcher
Eileen Cooper
Paul Dillard
Scott Feller, Harbor Commission
Sharon Frymer, Klamath Chamber of Commerce
Ron Gastineau, City Councilman
Don Gillespie, Friends of Del Norte
Roger Gitlin, Supervisor
Talitha Hodgson, Project Manager, Caltrans
Jeff Leighton
Tamera Leighton, Local Transportation Commission
Bill Lonsdale
Brad Mettam, Deputy Director District 1, Caltrans
Eugene Palazzo, City Manager
Jeff Parmer, Crescent City/Del Norte Chamber of Commerce
Karen Phillips, Local Transportation Commission
Ron Phillips, Harbor District
Mike Redel, Lt., California Highway Patrol
Adam Spencer, Triplicate
Kurt Stremberg
Kevin Tucker, Associate Transportation Planner, Caltrans
Wes White, Hambro Group

1. Call Meeting to Order

Chairman Enea called the meeting to order at 11:00 A.M.

2. Public comment period

The following person(s) addressed the Commission: none.

3. Adjourn to the Policy Advisory Committee

Chairman Enea recessed the Del Norte Local Transportation Commission meeting at 11:01 A.M. and immediately convened as the Policy Advisory Committee.

CONSENT AGENDA

Items are considered routine in nature and voted on in one motion: Consider public comments or requests to pull matters from the consent agenda for separate action.

a) Minutes of September 26, 2013

By consensus, accept minutes of August 8, 2013

b) Contract with Green DOT Transportation Solutions

Staff recommendation: By polled vote, authorize executive director to execute contract with Green DOT Transportation Solutions to prepare Safe Routes To School Project Implementation Plan for the Safe Routes to Schools Program.

There were no comments regarding the consent agenda from the public and no requests to pull matters for separate action.

On a motion by Commissioner Wakefield, seconded by Commissioner Hemmingsen, and unanimously carried on a polled vote, the Policy Advisory Committee approved and adopted the consent agenda, consisting of items 3.a-b, as presented.

POLICY and ADMINISTRATIVE

c) Receive presentation and information regarding Last Chance Grade from California Department of Transportation (Caltrans) District 1

Informational item.

Director Leighton introduced the topic and Talitha Hodgson, Caltrans Project Manager, presented the project information. In 1923 the highway was completed over Last Chance Grade. In 1935 it was straightened, and in the 1960's it became U.S. Highway 101. The roadway is built over a large landslide complex as denoted by Caltrans. The area has been moving since 1923 (PM 12 to PM15) and the slide triggers are documented to be heavy rainfall and high groundwater. The cost of the current project is on budget because of some changes in specifications for the number of tie backs. Ms. Hodgson did note that the tie backs are very expensive, need to be custom ordered and take a long time to get delivered, which is one of the reasons that the project completion is delayed. The upcoming soldier pile wall project is anticipated to cost \$4+ million and is scheduled to begin in 2016, along with a soil nail wall, approved at \$4 million, which will be started in 2016 also. This area of roadway has been a problem for a long time and Caltrans is trying to resolve this issue. Ms. Hodgson stated that there are studies dating back to 1987, 1992, 1993 (2), 1995, 2000, 2001, 2002, 2003 and 2007 for this roadway. An engineered feasibility study is the next step to collect and evaluate current data, including topographical, geotechnical, physical, and economic. Caltrans will then review the previous studies, develop a range of alternatives, evaluate feasibility with time, impacts, and costs to develop recommendations, and explore funding opportunities. A chart of the slide movement was presented and it was noted that location 2 is the area with the most movement both horizontally and vertically. Caltrans partners with Del Norte Local Transportation Commission for information, recommendations, and help with data collection. The road relocation cost is estimated to be \$60-\$70 million per mile (two lane roadway), which includes environmental, building, support costs, etc., based on other recent projects. Ms. Hodgson noted that the projects used to estimate these costs did not have old growth redwoods, were not in the park system and were not in

the coastal zone. For other areas, an alternative route, after complete failure of a current roadway, has been as limited as a one lane dirt roadway, and Caltrans has had this type of emergency solution open as soon as one week; however this is an estimate based on their experience with other roadways within the District. The public can assist in the construction of a project by providing information and input to the Del Norte Local Transportation Commission and to Caltrans directly. An email address for this project specifically has been set up at www.dot.ca.gov/dist1/d1projects/last_chance_grade. Questions were asked about the studies and if the value analysis held up today and the cost of the maintaining of the current roadway versus an alternative roadway. Caltrans has not pulled the data for a full historical record of the costs at this time. Chair Enea asked How/What criteria does Caltrans use to consider a roadway failed? Is it after one year of one-way traffic? Ms. Hodgson did not have an answer for the criteria used. The geological work will be funded as a portion of the engineered feasibility study, and Caltrans is submitting an application to FHWA (Federal Highway Administration) for the rest of the study that they anticipate will be funded. Commissioner Murray asked when will Caltrans have the economic study done? Caltrans is planning to put economic information in the feasibility study, but they are not planning on doing a full economic study. Ms. Hodgson suggested that the Del Norte Local Transportation Commission might take the lead on this so that it would be ready, if requested. If the roadway was declared an emergency the criteria would be tied to a storm event. If the roadway could not be rebuilt on the existing alignment, Caltrans would explore other road alternatives. Is there a point where Caltrans cannot work on the roadway anymore? Caltrans' number one priority is safety and they would not put traffic over the area if it were that dangerous. A thorough feasibility study will take two years, and Caltrans believes that there needs to be a thorough study to get a project funded. Director Leighton asked if the most recent date of October 30th, 2013 is still the date for the US Highway to be open to two-way traffic and Ms. Hodgson confirmed this date. Director Leighton asked if the State Office of Transportation Economics would be available to the Local Transportation Commission so that it is considered a valid analysis by Caltrans standards, and Ms. Hodgson stated that she would research that question and get back to her. Caltrans will find out if the economic report is a mandate of the FHWA or if the Commission can take the lead on that study. Director Leighton stated that the Del Norte region needs the information available in a study similar to the Confusion Hill Landslides Economic Impact of US 101 Closure that was provided by Caltrans. Ms. Hodgson reported that that study was requested by FHWA. Director Leighton stated that whether FHWA requires this analysis or not is not the issue, but that the Del Norte region needs this analysis regardless of the FHWA requirements.

The following persons addressed the Commission: Supervisor Roger Gitlin; Klamath Chamber of Commerce President Sharon Frymer; Don Gillespie; Eileen Cooper; Crescent City/Del Norte Chamber of Commerce Executive Director Jeff Parmer; Randy Butcher; Kurt Stremberg; District Representative for Senator Nielsen Scott Feller; second time speaker Don Gillespie; Bill Lonsdale; and Paul Dillard.

Caltrans does prioritize projects based on funding; they are looking for permanent restoration monies for this project. Upon request by the DNLTC, Jeff Bombke, Superintendent of State Parks, noted that his agency is concerned about the impact on resources with alternate routes and they are gathering information at this time and that

they are also studying the challenges. Commissioner Murray asked that the studies Caltrans mentioned earlier in the meeting be made available electronically and she confirmed that this is a Caltrans (state and federal) project, not a Del Norte Local Transportation (local) project. Director Leighton further clarified by adding that we will be watching the project closely, but we are not an eligible applicant or recipient for permanent restoration funding or other funding that could resolve this issue on the State and Federal highway.

4. Commissioner comments and reports.

No comments or reports were made by commissioners.

5. Action on the recommendations of the Policy Advisory Committee

Adjourn as the Policy Advisory Committee, reconvene as the Del Norte Local Transportation Commission and by polled vote, approve and adopt the actions taken by the Policy Advisory Committee in items 3 listed above.

Chairman Enea adjourned the meeting of the Policy Advisory Committee at 12:11A.M. and immediately reconvened the meeting as the Del Norte Local Transportation Commission.

On a motion by Commissioner Hemmingsen, seconded by Commissioner Murray, and unanimously carried on a polled vote, the Del Norte Local Transportation Commission approved and adopted the actions taken by the Policy Advisory Committee in items 3-4, listed above.

6. Adjourn to the next regularly scheduled meeting on November 14, 2013 at 11 a.m.

There being no further business to come before the Commission, Chairman Enea adjourned the meeting at 12:11 P.M., until the next regularly scheduled meeting of November 14, 2013.

Respectfully submitted,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission