

Appendices

for the

2016 Regional Transportation Plan - DRAFT

Del Norte Local Transportation Commission



September, 2016



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Appendix A

Stakeholders List

Del Norte County Regional Transportation Plan, Contact List		
Name	Affiliation	Email
Project Team:		
Tamera Leighton	Del Norte Local Transportation Commission	tamera@dnltc.org
Jeff Schwein	Green DOT-Project Manager	jeff@greendottransportation.com
Stephanie Alward	Green DOT Transportation Solutions	stephanie@greendottransportation.com
Jim Damkowitz	Kittelson & Associates	jdankowitz@kittelson.com
Stakeholders:		
	Sutter Coast Hospital	suttercoast@sutterhealth.org
Brad Mettam- Planning and Local Assitance	Caltrans D1	Brad_Mettam@dot.ca.gov
Cindy Vosburg- President	Del Norte Chamber of Commerce	cvosburg@triplicate.com
Eric Weir- Pub Works Director	City of Crescent City	eweir@crescentcity.org
Heidi Kunstal	County of Del Norte*	hkunstal@co.del-norte.ca.us
Paul Standefer- Resource Specialist	Area 1 Agency on Aging	
Ted Ward- Director	Del Norte Solid Waste Management	
Wes White- President	Crescent City Harbor District	
Del Norte Healthcare District Board	Del Norte Healthcare District	dnhcd@delnortehealth.com
Jeff Harris	County and District Superintendent	jharris@delnorte.k12.ca.us
Hal Rosendahl-Lieutenant Commander	California Highway Patrol	Hrosendahl@chp.ca.gov
Martha McClure	Redwood Coast Transit Authority	mmclure@co.del-norte.ca.us
Mathew Leitner	Border Coast Regional Airport Aughority	mleitner@co.del-norte.ca.us
Mark Wall	Redwood Coast Transit Authority	
Douglas Robbins-Roadmaster, Roads Department	Curry County, Oregon	roadinfo@co.curry.or.us
Nita Rolfe- Project Coordinator	Tolowa Dee Ni' Nation	nrolfe@tolowa.com
Russ Crabtree- Tribal Administrator	Tolowa Dee Ni' Nation	russ.crabtree@tolowa-nsn.gov
Donald Valenzuela- Tribal Manager	Resighini Rancheria	Valenzuela.don@gmail.com
Kathy Doud- Administarive Secretary	Resighini Rancheria	Kathydowd6@gmail.com
Janet Gilbert	Member of Public	jgilbertcarr@gmail.com
Nicole Burshem	P.S. Business Senior	nburshem@psbusinessservices.com
Kathy Murray	DNLTC Commission	kmurray@cc.crescentcity.org
Barbara Burke	Public Member	bbconsultant@exciti.com
Bob Berkowitz	Public Member	bberkowitz@yahoo.com
Jaime Yarbrough	DNAM Radio	on file
Dale Condon	Citizen	condon.construction.services@gmail.com
Jason Price	Caltrans	jason.price@ca.gov
Connie Battles	Bern NPS	Connie_battles@nps.gov
Kevin Mealue	Elk Valley Rancheria	Kmealue@elk-valley.com
Melissa McDowell	Citizen	mmcdowell1955@charter.net
Dave Spreen	CRTP	dspreen@davespreen.com
Denice Hart		denicehart@yahoo.com
Tome Romesberg	Citizen	tromesberg@gmail.com
Rosanna Bower	County	rbower@co.del-norte.ca.us
Kathy Horgan	Citizen	horgan_k@yahoo.com
Chris Howard	DNLTC	choward@co.del-norte.ca.us
Terry Nightingale	Voter	terrynightingale@charter.net

Appendix B

Public Outreach Materials

Public Participation Plan and Policy

The Del Norte Local Transportation Commission (DNLTC) has developed this Public Participation Plan (PPP) for regional transportation planning and policy documents. This PPP supports DNLTC's obligation to involve the public in transportation decision-making and responds to state and federal laws and policies that emphasize public engagement. Developed through input gathered by policy research, stakeholder outreach, Social Services Transportation Advisory Council member comment and Technical Advisory Committee member comment, the PPP will guide public engagement to ensure that transportation planning and programming reflects public needs.

Transportation Planning:
The process of identifying transportation problems and looking for solutions to those problems.

Transportation Programming:
The commitment of transportation funds that are available over a period of several years to particular projects.

Educating the public on how transportation decisions are made at the regional level is at the forefront as many people find the transportation planning and programming process difficult to understand.

To help the public understand these issues, DNLTC will present materials in clear, understandable, and accessible formats. We will also strive to reach a broad spectrum of the public by using diverse outreach tools and techniques that target traditionally underserved populations and specific stakeholder categories as defined in federal regulations. To assure the public that their input counts, we will review and provide appropriate follow-up responses to all public comments. Finally, this PPP will undergo regular review and evaluation to measure its continued effectiveness. DNLTC, the City of Crescent City, County of Del Norte, and local Native American Tribes generally conduct extensive public engagement throughout the transportation planning and programming process that helps form transportation planning documents. Agency planning guides the region's transportation future by defining the goals, policies, and strategies to achieve our collective transportation vision. Public input influences transportation planning and, ultimately, the investments made in the region's transportation system.

The scope of this PPP is limited to outlining a process of public engagement for transportation planning in general and the DNLTC or other government or agencies may provide many other public input opportunities during project implementation.

DNLTC emphasizes the fair treatment and meaningful involvement of people of all races, cultures, and income levels, including minority and low income populations, from the early stages of transportation planning and investment decision making through construction, operation, and maintenance.

It is DNLTC's policy and obligation to encourage the public to express their needs and concerns so that transportation decisions better reflect community values and interests. DNLTC also encourages the public to get engaged early in the planning process, particularly at the local level, and to stay involved throughout the many stages of the transportation project development.

Federal and State laws and regulations require public involvement during the transportation planning and decision making process. These laws and regulations flow from legislation typically passed every six years that accompanies reauthorization of new federal transportation funding. The most recent reauthorization in 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21), affirms the emphasis on providing early and continuous opportunities for public comment. Along with MAP-21, DNLTC follows other Federal and State laws and policies that support public involvement.

To form an effective and comprehensive public participation process, DNLTC considers the State Public Participation Plan. The State asked the public how they would like to be involved during transportation planning and programming processes. Because of its small size and limited budget, DNLTC has adopted the State's conclusions as a starting point rather than proceeding with extensive research that is likely to result in similar conclusions. DNLTC will continually evaluate the effectiveness of the public participation process.

The following general strategies will build on these principles to ensure a comprehensive, meaningful, and responsive public participation process.

Simplify Educational Materials and Utilize Visualization Techniques

We can increase public interest in regional transportation planning if we clarify the transportation planning and programming processes. To make these complicated procedures more accessible, we will utilize educational materials that simplify transportation planning and programming. Those wanting more in-depth explanations of these activities will be directed to more detailed reference documents. Another way to help the public understand transportation planning and programming is to incorporate visualization techniques whenever possible, both on the web and in printed materials.

Visuals such as charts, graphs, drawings, photos, and process graphics often convey technical information, complex ideas or concepts more effectively than a narrative format.

Be Transparent

The public should be able to access transportation planning and programming documents easily, find out about public involvement opportunities, and know that their comments are acknowledged. The public told the State that they prefer web communication to all other methods. To facilitate this, DNLTC has updated its website to be more user-friendly and to be easier to update.

Use Diverse Outreach Tools

While a comprehensive and dynamic online presence will be the focal point of our public participation efforts, DNLTC will strive to reach a broad spectrum of the public by employing other techniques. DNLTC strives to make workshops and focus groups as open to as many people as possible by choosing easily accessible locations and accommodating nontraditional work schedules.

Engage the Traditionally Underserved

Limited transportation access, childcare necessities, work schedules, and language barriers are just some of the hurdles that keep traditionally underserved populations from attending workshops and focus groups. DNLTC endeavors to provide meaningful public involvement opportunities to people who are of a minority and low income populations. Effective strategies include actively engaging members at community gathering places, providing outreach materials at transit facilities, and communicating through trusted community leaders.

Evaluate and Update the Public Participation Plan on a Regular Basis

Del Norte Local Transportation Commission is committed to a continuous review of the Public Participation Plan and the public involvement process. We anticipate updating the process every three to five years or as appropriate.

The following techniques are potential outreach methods that may be used. Actual outreach methods for a particular transportation planning or programming public involvement activity will be determined based on available resources, time constraints, and applicability.

Public Participation Website: www.DNLTC.org

Because the public has indicated at a statewide level that the web was the preferred communication method, a comprehensive website is available. This website will be a primary focus of our public participation efforts. The DNLTC website will strive to have the following features:

- User-friendly and attractive
- Information on statewide, regional, and local transportation planning projects
- Public comment forms, with responses delivered in a timely manner
- The offer of an alternative format, for instance, a printed and mailed version of the website material
- Continual updating
- Surveys when appropriate

Focus Groups

Stakeholder and general public focus groups are an effective method for gathering attitudes, opinions, and ideas to help formulate transportation policies and plans.

Printed Materials and other Media

While web-based communication has become commonplace, other media still holds a valuable role in public engagement. Newspaper releases, flyers, and postcards can be used to publicize the public participation website, important planning milestones, and workshops. News releases can be widely distributed through newspaper ads, public notices and radio.

Regional Workshops

Face-to-face meetings with the public provide the best forum for public interaction and comment. Meetings will be held at convenient times for the public and stakeholders, in Americans with Disabilities Act accessible locations and close to public transit. If needed, translation and sign-language service will be provided. These meetings will be tailored to the type of document that is being reviewed.

Surveys

Because the State reports that the public cites surveys as their least preferred method of communication, surveys will be used on a limited basis. Email questionnaires may be used to focus on very specific issues or as an additional means to collect comments on draft documents.

Public Participation Policy

Policy 1: Del Norte Local Transportation Commission (DNLTC) will actively engage the public and appropriate agencies and organizations in the transportation planning process according to the principles contained in this Public Participation Plan, and in accordance with state procedures and federal law.

Policy 2: DNLTC will keep the public informed of on-going transportation related activities.

Policy 3: DNLTC will utilize visualization techniques to effectively communicate the Regional Transportation Plan and Transportation Improvement Program.

Policy 4: DNLTC will encourage the involvement of all citizens within its jurisdiction, especially including those identified by Federal Highway Administration as traditionally underserved, in the transportation process. Furthermore, DNLTC will work towards ensuring the full and fair participation in the transportation decision-making process by all potentially affected communities.

Policy 5: DNLTC staff will provide feedback on public comments.

Policy 6: DNLTC will work towards continually improving its public involvement practices.

The following is an example of the outreach letters sent to various agencies.

1301 Northcrest Drive, Ste B PMB 16
Crescent City, California 95531
www.dnlte.org



Tamera Leighton, Executive Director
Tamera@dnlte.org
Desk: (707) 465-3878
Cell: (707) 218-6424

September 23, 2015

Redwood Coast Transit Authority

RE: DEL NORTE COUNTY REGIONAL TRANSPORTATION PLAN 2016

Dear Ms. McClure:

The Del Norte Local Transportation Commission (DNLTC) is in the process of developing a new Regional Transportation Plan (RTP) for the 2016 – 2036 planning horizon. The RTP is the long range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Del Norte County.

Stakeholders play a critical role defining the future of transportation in the county. The RTP planning process requires developing strategies for operating, managing, maintaining, and financing the area's transportation system in such a way as to advance our long term goals. For this reason, we would like to set up a meeting to discuss any current or foreseeable inter-regional transportation issues relevant to your organization. During this meeting we can present our progress on the RTP, distribute additional information, and capture any ideas your organization may have regarding the future of the regional transportation system.

Input and comments can be also submitted anytime by contacting the project consultant Green DOT Transportation Solutions or myself. As updates and new information become available, they will be posted on the DNLTC webpage found at www.dnlte.org/2016-regional-transportation-plan/.

To set a time for a meeting regarding the RTP please call me at (707) 465-3878 or email at tamera@dnlte.org.

Thanks for your attention to this process,

Sincerely,

A handwritten signature in blue ink that reads "Tamera Leighton".

Tamera Leighton
Executive Director
Del Norte Local Transportation Commission

Outreach letters were sent to the following stakeholders and agencies:

Neighboring Counties

- Curry County, Oregon
- Josephine County, Oregon
- Humboldt County, California
- Siskiyou County, California

Tribal Governments

- Elk Valley Rancheria
- Resighini Rancheria
- Tolawa Dee Ni'
- Yurok Tribe

Other Stakeholders

- Area 1 Agency on Aging
- Caltrans D1
- California Highway Patrol
- City of Crescent City
- County and District Superintendent
- County of Del Norte
- Crescent City Harbor District
- Del Norte Chamber of Commerce
- Del Norte Healthcare District
- Del Norte Solid Waste Management Authority
- Redwood Coast transit Authority
- Sutter Coast Hospital

Table 1.1 Meeting Summary	
Date	Meeting
July 28, 2015	Project- Kick off
September 9, 2015	Technical Advisory Committee
October 26, 2015	Caltrans
October 27, 2015	Crescent City
October 27, 2015	County of Del Norte
October 27, 2015	Tolowa Dee-ni' Nation
October 28, 2015	Border Coast Airport Authority
October 28, 2015	Elk Valley Rancheria
January 6, 2016	Community Meeting

DEL NORTE REGIONAL TRANSPORTATION PLAN 2016

MEETING AGENDA

DATE: JULY 28, 2015
TIME: 8:00 AM
LOCATION: DNLTC CONFERENCE ROOM OR TELECONFERENCE
TELECONFERENCE: 302-202-1092 (8106462#)

- A. COMMUNITY OUTREACH**
 - STAKEHOLDERS
 - MEETING DATES
- B. AVAILABLE INFORMATION**
 - OLD RTP FILES
 - GIS
- C. RTP GOALS AND CONTENT**
 - POLICY ELEMENT CHANGES
 - MODELING
 - RTP PROJECTS
 - PERFORMANCE MEASURES
- D. DISCUSS NEXT STEPS**
- E. ADJOURN**

For information regarding this meeting, please contact Project Manager Jeff Schwein at:

530-781-2499

jeff@greendottransportation.com

**TECHNICAL ADVISORY COMMITTEE
AT 9:30 A.M. ON SEPTEMBER 9, 2015
WASTE WATER TREATMENT PLANT CONFERENCE ROOM
210 BATTERY STREET, CRESCENT CITY, CA 95531**

- 1. Call Meeting to Order**
- 2. Public comment period**
Public comments are welcome and encouraged; however, no proposed action can be taken on any item not appearing on the agenda.
- 3. Minutes of July 2, 2015**
To be approved in October.
- 4. Consider transportation infrastructure concerns presented by Pine Grove Elementary School principal regarding increased enrollment**
Proposed Action: Consider potential solutions or further study and make recommendation to DNLTC.
- 5. 2016 Regional Transportation Plan**
Proposed Action: Receive information and coordinate work with Green DOT Transportation Solutions.
- 6. Climate Change and Stormwater Management Plan**
Proposed Action: Establish schedule for project conclusion.
- 7. RSTP Local Agency Allocation Agreement**
Proposed Action: Provide comment to DNLTC and identify next steps.
- 8. Performance audit contract amendment.**
Proposed Action: Recommend DNLTC amend contract to include Redwood Coast Transit Authority performance audit.
- 9. PS Business Services Contract Amendment to include records scanning.**
Proposed Action: Recommend DNLTC amend contract with PS Business Services to include document scanning services.
- 10. Discussion**
 - Overall Work Program Amendment 1
 - Project updates: Dr. Fine Bridge, Fred Haight Drive, Harbor Trail/Starfish Way, Last Chance Grade, Parkway Drive, Tryon Bridge, 197/199 Safe STAA, and others.
- 11. Adjourn to the next regular meeting of October 1, 2015 at 9:30 a.m.**

Anyone requiring reasonable accommodation to participate in the meeting should contact the Executive Director Tamera Leighton, at (707) 465-3878, at least five (5) days prior to the meeting. For TDD use for speech and hearing impaired, please call (707) 464-2226.

DEL NORTE COUNTY REGIONAL TRANSPORTATION PLAN 2016

TECHNICAL ADVISORY COMMITTEE MEETING AGENDA

DATE: SEPTEMBER 9, 2015

TIME: 9:30

LOCATION:

- A. INTRODUCTION TO THE RTP PROCESS**
- B. STAKEHOLDERS**
 - 1. IDENTIFICATION**
 - 2. DISTRIBUTION LIST**
 - 3. COMMUNICATION PROTOCOLS**
- C. INFORMATION DISCOVERY**
 - 1. GIS DATA**
 - 2. PLANNING DOCUMENTS**
 - 3. TRAFFIC DATA**
- D. FINANCIAL AND ACTION ELEMENTS**
 - 1. PROJECTED REVENUE**
 - 2. COMPLETED PROJECTS**
 - 3. PROJECT LISTS**
- E. Community Outreach**
- F. DISCUSS NEXT STEPS**
- G. ADJOURN**

For information regarding this meeting, please contact Project Manager Jeff Schwein at:

530-781-2499

jeff@greendottransportation.com

Del Norte County 2016 Regional Transportation Plan

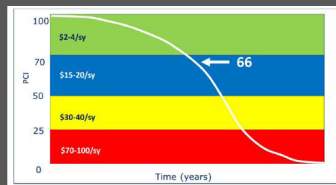
THE RTP

- ❖ Must be updated every 5 years
- ❖ Guides transportation investments – 20 year document
- ❖ Includes many project types and modes of transport
 - ❖ Local Roadways
 - ❖ County & City
 - ❖ State Highways
 - ❖ Bridges
 - ❖ Bicycle and Pedestrian
 - ❖ Transit
 - ❖ Airports

PAVEMENT NEEDS

Pavement

- ❖ 643 Lane Miles
- ❖ Avg. PCI = 63
- ❖ Pavement Cost
 - ❖ \$2,751-\$4,901/ lane mile
 - ❖ \$129 Million 10 year need



Essential Components

- ❖ \$981-\$3,525/ lane mile
- ❖ \$34 Million 10 year need

Classification	Unit Costs (\$/square yard)			
	Preventive Maintenance	Thin AC Overlay	Thick AC Overlay	Reconstruction
Major Roads	\$4.85	\$18.82	\$29.73	\$68.48
Local Roads	\$4.61	\$18.04	\$28.44	\$60.31

BRIDGE NEEDS

- ❖ 28 Bridges
- ❖ Average Sufficiency Rating=78
- ❖ 11 Bridges <80
- ❖ 3 Bridges <50
- ❖ \$12 MILLION Rehabilitation Needs



ADDITIONAL PROJECT NEEDS

- ❖ Transit
- ❖ Pedestrian
- ❖ Bicycle
- ❖ Aviation Projects



Policy, Funding, Projects

- ❖ Policy language
 - ❖ Consistency with local and state planning documents
 - ❖ Consistency with Federal Highway programs
- ❖ Funding
 - ❖ State Funding Resources (SHOPP, IIP, etc.)
 - ❖ State Transportation Improvement Program
 - ❖ Regional Surface Transportation Program
 - ❖ Local Transportation Funds
 - ❖ State Transit Assistance
 - ❖ Secure Rural Schools and Community Self-Determination Act
 - ❖ Airport Improvement Program
 - ❖ Federal Transit Administration
 - ❖ Highway Bridge Program
 - ❖ Active Transportation Program
- ❖ Project Lists
 - ❖ Short Range 1-10 Yr.
 - ❖ Long Range 11-20 Yr.
- ❖ Projects put forward by regional and local agencies

TRANSPORTATION REVENUES

Table XX Projected Revenues from Federal, State, and Local Sources*			
Revenue Category	Revenue (in 1000's)		
	2015 RTP		
	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total
State Transportation Improvement Program (STIP)	\$20,000	\$18,000	\$38,000
Regional Surface Transportation Program (RSTP)	\$3,400	\$3,060	\$6,460
Local Transportation Fund (LTF)	\$6,700	\$6,030	\$12,730
State Transit Assistance (STA)	\$2,300	\$2,070	\$4,370
Federal Transit Administration (FTA)	\$1,200	\$1,080	\$2,280
Airport Improvement Program (AIP)	\$16,900	\$15,210	\$32,110
Airport Income (Local)	\$470	\$423	\$893
Proposition 42	\$8,000	\$7,200	\$15,200
Transit Fares	\$1,200	\$1,080	\$2,280
Highway Bridge Program (HBP)	\$5,000	\$4,500	\$9,500
Highway Safety Improvement Program (HSIP)	\$500	\$500	\$1,000
Active Transportation Program (ATP)	\$500	\$500	\$1,000
Total Transportation Revenue	\$66,170	\$59,653	\$125,823

Bridge?
ATP?
Safety?

*Revenues are based on known or expected annual revenues. The annual is then projected through the 10 and 20 year periods. Bridge revenues based on previous programming periods.

PROJECTS

- ❖ Review Project Lists (Local Agencies and Tribes)
- ❖ Develop New Projects
 - ❖ 2016 Regional Transportation Improvement Program
 - ❖ Active Transportation Plan
 - ❖ Transit Development Plan
 - ❖ Caltrans SHOPP
- ❖ Prioritize Project Lists

NEXT

- ❖ Projections
 - ❖ Funding
 - ❖ Population
 - ❖ Needs
- ❖ Project Development
 - ❖ Project lists
 - ❖ Funding resources
- ❖ Meetings
 - ❖ November TAC
 - ❖ Direct Stakeholder Outreach

Questions/Comments?

www.dnlrc.com

Contact Jeff Schwein

530-781-2499

jeff@greendottransportation.com

Tamera Leighton

707-465-3878

tamera@dnlrc.org

STAFF REPORT

Item # 2016 Regional Transportation Plan Update

The Regional Transportation Plan (RTP) is the guiding document for transportation investments in the near term (1-10 years) and the long term (10-20 years) for Del Norte County. The previous Del Norte RTP, prepared in 2011, identified approximately \$340 million available for transportation projects in the County over the 20 year planning horizon and over \$230 million in local project needs. The 2016 RTP update is just kicking into gear and is expected to be completed in May of 2016. The project consultant, Green DOT Transportation Solutions will be working with the Technical Advisory Committee, regional stakeholders and the community to develop policies and projects to be included in the 2016 RTP.

BACKGROUND

Since the mid-1970s, with the passage of Assembly Bill 69 (AB 69, Chapter 1253, statutes of 1972) California state law has required the preparation of Regional Transportation Plans (RTPs) to address transportation issues and assist local and state decision –makers in shaping California’s transportation infrastructure and programs. In 2006, the legislature passed Senate Bill 45 which provided regional and local agencies the authority to decide what projects should receive funding. On July 1, 2009, the California Transportation Commission (Commission), upon consultation with the California Air Resources Board and the California Department of Transportation (Caltrans), formed an Advisory Committee to prepare new Regional Transportation Plan Guidelines in response to the requirements of Assembly Bill 32 and subsequent Senate Bill 375 (SB 375, Chapter 728, Statutes of 2008). As required by Government Code Section 14522.1(a)(2), the Commission’s Advisory Committee included representatives of regional transportation planning agencies, Caltrans, organizations knowledgeable in the creation and use of travel demand models, local governments, and organizations concerned with the impacts of transportation investments on communities and the environment. The 2010 RTP Guidelines adopted by the Commission in April 2010, incorporated new planning requirements as a result of SB 375 and incorporated the addendum to the previous 2007 RTP Guidelines.

2016 DEL NORTE RTP UPDATE

As few changes in population, development and roadway capacity needs have occurred since the last RTP update in 2011, the 2016 RTP update is less complex than a comprehensive update would be. There are some key areas that are required by statute to be reviewed and updated that will be addressed in this process. These areas include:

- Language consistency with the latest Federal Highway Bill, Moving Ahead for Progress in the 21st Century (MAP-21).
- Compliance with Senate Bill 375 (for rural areas).
- Compliance with the 2010 RTP Guidelines.
- Updated RTP elements including; Policy Element, Action Element, and Financial Element.
- Develop baseline performance measures based on Rural Counties Task Force recent study.
- Integration with local planning efforts (i.e. blueprint, land use, transit, etc.).

- Integration with the California Transportation Plan.
- Integration with the Strategic Highway Safety Plan.
- Update the CEQA compliance.

COMMUNITY INVOLVEMENT

Updating the RTP requires outreach to stakeholders and the general Del Norte community soliciting input on policies and projects to be included in the RTP. This effort will include one on one meetings with stakeholders, presentations at board/council/committee meetings, and solicitation for input through various resources. Information regarding the RTP can always be found at the DNLTC website and dedicated RTP section at <http://www.dnltc.org/2016-regional-transportation-plan/>.

The TAC will be the primary stakeholder group involved in the development of the RTP policies, financial element, and action element (project lists). The consultant project team will be soliciting information and input from TAC members throughout the process.

Important Dates

RTP Webpage Available	8/29/15
Project List Draft	9/8/15
Projected Revenue List Draft	9/8/15
TAC Meeting # 1	9/9/15
Questionnaire Available	9/9/15
Stakeholder and Community Outreach	9/9/15 through 11/15/15
Draft Policies Ready for Review	11/2015
2 nd Draft Project List for Review	11/2015
TAC Meeting #2	12/3/15
Admin Draft RTP	1/2016
TAC Meeting #3	2/4/2016
Draft RTP for Public/CT Review	2/2016
TAC Meeting #4	4/7/16

SUMMARY

This RTP update will guide the future investment of transportation financial resources through the year 2036. Projects identified in the RTP will be eligible for Federal and State funding through regular distribution programs and grant programs.

DEL NORTE REGIONAL TRANSPORTATION PLAN 2016

MEETING AGENDA

DATE: OCTOBER 26, 2015
TIME: 3:30 PM
LOCATION: CALTRANS D1-1656 UNION STREET, EUREKA, CA
CONF. CALL #: 302-202-1092 –PASS 8106462#

- A. CURRENT STATE PROJECTS IN DEL NORTE COUNTY**
- B. PROJECTION RATES FOR RTP**
- C. STATE PRIORITY PROJECTS (1-10 YR) FOR 2016 RTP (PLEASE PROVIDE A LIST IN EXCEL)**
- D. STATE LONG RANGE (11-20 YR) PROJECTS FOR 2016 RTP**
- E. PERFORMANCE MEASURES**
- F. RTP PROJECT SCHEDULE**
- G. ADJOURN**

For information regarding this meeting, please contact Project Manager Jeff Schwein at:

530-781-2499

jeff@greendottransportation.com

Or Tamera Leighton at:

707-465-3878

tamera@dnltc.org

DEL NORTE REGIONAL TRANSPORTATION PLAN 2016

MEETING AGENDA

DATE: OCTOBER 27, 2015
TIME: 8:00 AM
LOCATION: CRESCENT CITY/CITY HALL 377 J STREET
CONF. CALL #: 302-202-1092 –PASS 8106462#

- A. CURRENT PROJECTS**
- B. PROJECTION RATES FOR RTP**
- C. PRIORITY PROJECTS (1-10 YR) FOR 2016 RTP**
- D. LONG RANGE (11-20 YR) PROJECTS FOR 2016 RTP**
- E. PERFORMANCE MEASURES**
- F. RTP PROJECT SCHEDULE**
- G. ADJOURN**

For information regarding this meeting, please contact Project Manager Jeff Schwein at:

530-781-2499

jeff@greendottransportation.com

Or Tamera Leighton at:

707-465-3878

tamera@dnltc.org

DEL NORTE REGIONAL TRANSPORTATION PLAN 2016

MEETING AGENDA

DATE: OCTOBER 27, 2015
TIME: 2:00 PM
LOCATION: COUNTY OF DEL NORTE-981 H STREET
CONF. CALL #: 302-202-1092 –PASS 8106462#

- A. CURRENT PROJECTS**
- B. PROJECTION RATES FOR RTP**
- C. PRIORITY PROJECTS (1-10 YR) FOR 2016 RTP**
- D. LONG RANGE (11-20 YR) PROJECTS FOR 2016 RTP**
- E. PERFORMANCE MEASURES**
- F. RTP PROJECT SCHEDULE**
- G. ADJOURN**

For information regarding this meeting, please contact Project Manager Jeff Schwein at:

530-781-2499

jeff@greendottransportation.com

Or Tamera Leighton at:

707-465-3878

tamera@dnltc.org

DEL NORTE REGIONAL TRANSPORTATION PLAN 2016

MEETING AGENDA

DATE: OCTOBER 27, 2015
TIME: 10:00 AM
LOCATION: TOLOWA DEE-NI' NATION, 140 ROWDY CREEK ROAD
SMITH RIVER, CA
CONF. CALL #: 302-202-1092 –PASS 8106462#

- A. CURRENT PROJECTS
- B. PROJECTION RATES FOR RTP
- C. PRIORITY PROJECTS (1-10 YR) FOR 2016 RTP
- D. LONG RANGE (11-20 YR) PROJECTS FOR 2016 RTP
- E. RTP PROJECT SCHEDULE
- F. ADJOURN

For information regarding this meeting, please contact Project Manager Jeff Schwein at:

530-781-2499

jeff@greendottransportation.com

Or Tamera Leighton at:

707-465-3878

tamera@dnltc.org

RTD

Elk Valley - Oct 28 10 AM

Hendi, Chair, Miller, 2 others

Projects

Chair asked about LCG

Comment about impacts to Tribe. IT would kill economy of Tribe.

Tribe supports a project & should be kept in the RTP

-IT is a priority

009

2013 LRP in Draft

CC approval with mitigation

Hopes for construction in 2016

Proc

#1 South Beach Connector

#3 accel Decel

#1 Top Priority is LCG

#2 Sand Mine Roundabout

#3 Accel / Decel

#4 Maybe some components of Roundabout

#5 South Beach Trails Connector

Some discussion

Drainage culverts on near cemetery

Transit needs - discussion of bus shelters

NEMT

Grant just written for wellness coordinator for smaller regional needs.

22% → 40% aging populations

Run map of counts by Tribe across County looks at them.

Airport Meeting

95% funded by FAA

& then match

operational revenue

connect

New Water & Sewer

Phase 1

realignment of Debt Report

FAA funded 95% & 5% taken care of

→ Roundabouts

Btc replacements

10/28/15 Tolawa Di Nee
~~Elk Valley~~ Mtz.

Nov. 4 kickoff & February
Tribe discussed 7 mile corridor
Oregon to Dr. Fine Bridge.
Look @ Tribal safety Audit
Feasibility Study Caltrans
2008 Needs Assessment - LBC
Caltrans Planning Grant

Tribe is getting land & buying land & zoning
property.

C store is focus now - discussed Truck turning,
log trucks & tractor trailers

Projects

* By Friday get revised project list to Tribe

change is re-opening soon 6 months

DEL NORTE REGIONAL TRANSPORTATION PLAN 2016

MEETING AGENDA

DATE: OCTOBER 28, 2015
TIME: 1:00 PM
LOCATION: 250 DALE RUPERT ROAD
CONF. CALL #: 302-202-1092 –PASS 8106462#

- A. CURRENT PROJECTS**
- B. PROJECTION RATES FOR RTP**
- C. PRIORITY PROJECTS (1-10 YR) FOR 2016 RTP**
- D. LONG RANGE (11-20 YR) PROJECTS FOR 2016 RTP**
- E. RTP PROJECT SCHEDULE**
- F. ADJOURN**

For information regarding this meeting, please contact Project Manager Jeff Schwein at:

530-781-2499

jeff@greendottransportation.com

Or Tamera Leighton at:

707-465-3878

tamera@dnltc.org

DEL NORTE REGIONAL TRANSPORTATION PLAN 2016

MEETING AGENDA

DATE: OCTOBER 28, 2015
TIME: 10:00 AM
LOCATION: 2332 HOWLAND HILL RD., CRESCENT CITY, CA
CONF. CALL #: 302-202-1092 –PASS 8106462#

- A. CURRENT PROJECTS
- B. PROJECTION RATES FOR RTP
- C. PRIORITY PROJECTS (1-10 YR) FOR 2016 RTP
- D. LONG RANGE (11-20 YR) PROJECTS FOR 2016 RTP
- E. RTP PROJECT SCHEDULE
- F. ADJOURN

For information regarding this meeting, please contact Project Manager Jeff Schwein at:

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jeff@greendottransportation.com

Or Tamera Leighton at:

707-465-3878

tamera@dnltc.org

CAR TRUCK BICYCLE BUS
PLANE BOAT FEET

Come join us to learn about and discuss the

2016 Regional Transportation Plan!

Being prepared by the Del Norte Local Transportation Commission

The Regional Transportation Plan (RTP) is a 20-year plan for the region's transportation system, including roadways, transit, bicycle and pedestrian infrastructure, and aviation projects. To learn more about the document and process, visit the "2016 RTP" page at DNLTC.org.

January 6, 2016 @ 4:00 PM

Wastewater Treatment Plant
Conference Room
210 Battery Street
Crescent City, CA 95531

Questions? Contact:

Executive Director
Tamera Leighton
Del Norte LTC
Tamera@dnltc.org
(707) 465-3878

Project Consultant
Jeff Schwein, AICP
Green DOT Transportation Solutions
jeff@greendottransportation.com
(530) 895-1109

DEL NORTE REGIONAL TRANSPORTATION PLAN 2016

MEETING AGENDA

DATE: JANUARY 6, 2016
TIME: 4:00 PM
LOCATION: WASTEWATER TREATMENT PLANT

A. WHAT IS A REGIONAL TRANSPORTATION PLAN?

- GOALS/SCOPE OF THE RTP
- PROJECTS
- FINANCIAL ELEMENT

B. DISCUSS NEXT STEPS

C. OPEN DISCUSSION

- COMMUNITY MAPS
- PROJECT LISTS
- COMMUNITY FEEDBACK

D. ADJOURN

For information regarding this meeting, please contact Project Manager Jeff Schwein at:

530-781-2499

jeff@greendottransportation.com

Sign In Sheet

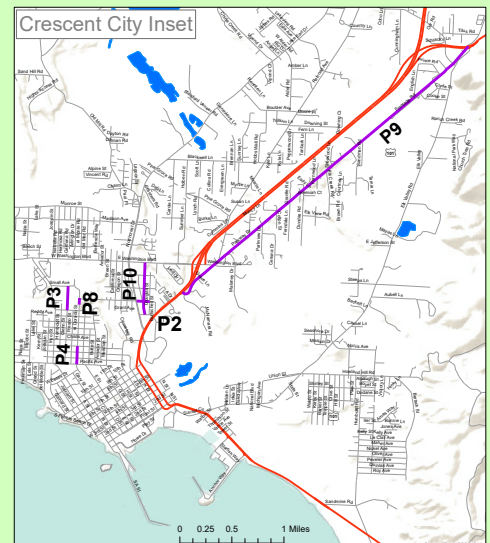
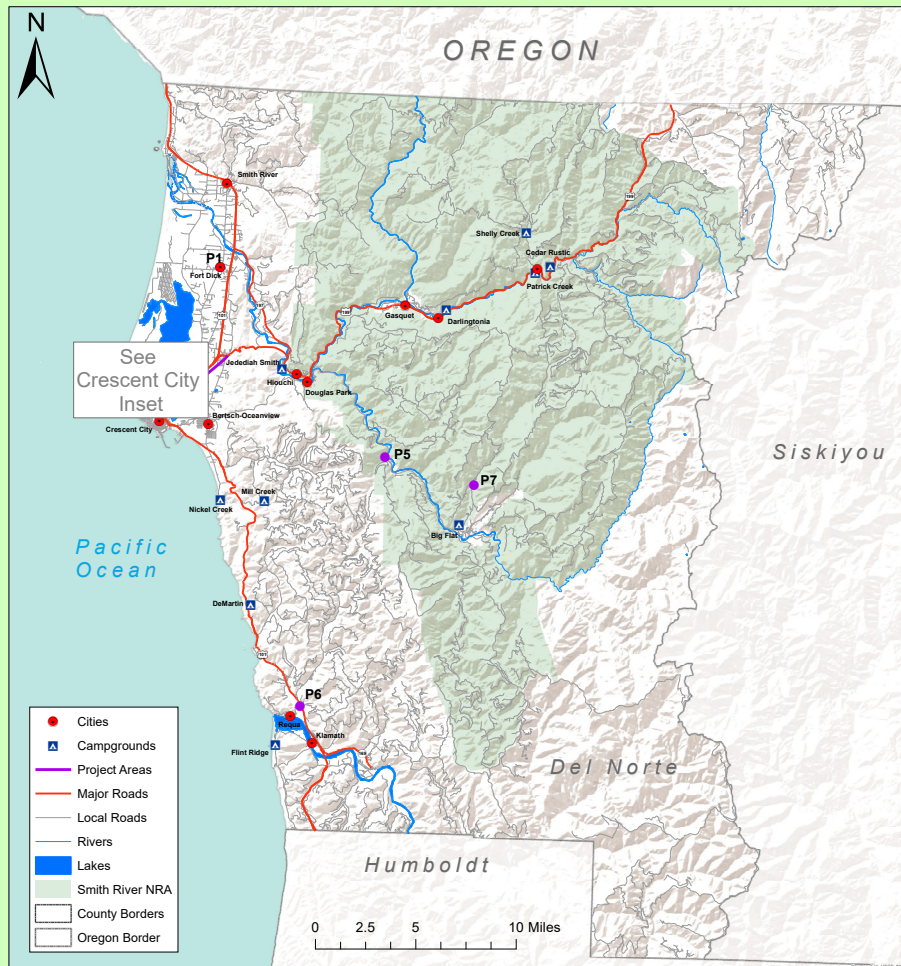
Del Norte County RTP Meeting

Wednesday, January 6, 2016
 4:00 – 6:00 PM
 Wastewater Treatment Plant
 Conference Room
 210 Battery Street
 Crescent City, CA 95531

Name	Affiliation	Email	Phone
Janet Gilbert	member of public	jjgilbertarr@gmail.com	
Nicole Burshorn	P.S. Business Service	nburshorn@psbusinessservices.com	
Kathy Murray	DNLC Commission	KMurray@cc	(707)
Brianne Burke	public member	bbconsultante@excite.com	464-8745
Donna Thompson	public person	kita.coast.donna@charter.net	
Diana Ashley	citizen		707-457-3096
Kathy Reed			707-464-9897
Bob Berkowitz	Public	bberkowitz@yahoo.com	751-5294
JAMIE ARBROUGH	DNAM Radio	on file	
DALE CONDOU	HUMAN/LITIZAN	CONDOUNCONS@GMAIL.COM	
REN MANASSA	GASQUET		
DOREEN BRUCE			707 299-6423
RICHARD PEDERSON			707 465-6304
Donald Bruce	Gasquet		707-299-6423
JASON PRICE	ALTRANS	jason.price@agov	707-441-4554
CONNIE BATHES	BEHN NPS	Connie_bathes@NPS.GOV	707-465-7301
Kevin Mealne	FLK Valley Rancheria	kmealne@flk-valley.com	707-465-2605
Beverly Brand	citizen		707-465-8385
Melissa McDowell	citizen	mmcdowell1955@charter.net	707-951-3857
Dave Spreen	C RTP	dspreen@davespreen.com	707-445-2244
Denice Hart		denicehart@yahoo.com	707-465-4281

Name	Affiliation	Email	Phone
Ken Letko	citizen	/	
Joe Gillespie	CITIZEN	jaderium24@yahoo.com	954-1641
Tom Romesberg	CITIZEN	tramesberg@gmail.com	661-333-4134
Rosanna Bower	County	rbower@co.del-norte.ca.us	707-464-7229
Victoria Hawkins	CITIZEN		
BEVERLEY GOLD	CITIZEN	Del Norte resident	
Davis Finigan	DN Co Surv		954-0232
Kathy Horgan	CITIZEN	horgan-k@yahoo.com	954-8826
CHRIS HOWARD	DMLTC	choward@co.del-norte.ca.us	
Shirley Martin	citizen		
Perry Nightingale	voter	terrynightingale@charter.net	

Del Norte Regional Transportation Plan



Roadway Rehabilitations

- P1 – Area 8 - Fort Dick (Chip Seal)
- P2 – Harding Avenue – Outside of City limits (Sidewalk Construction)
- P3 – Glenn Street from Small Street to Hamilton Avenue (Sidewalk Construction)
- P4 – El Dorado Street from Cooper Avenue to Pacific Avenue (Sidewalk Construction)

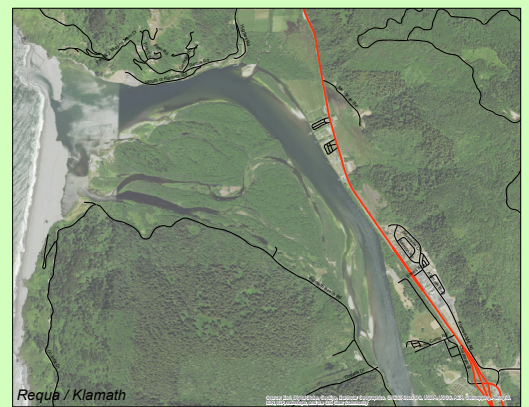
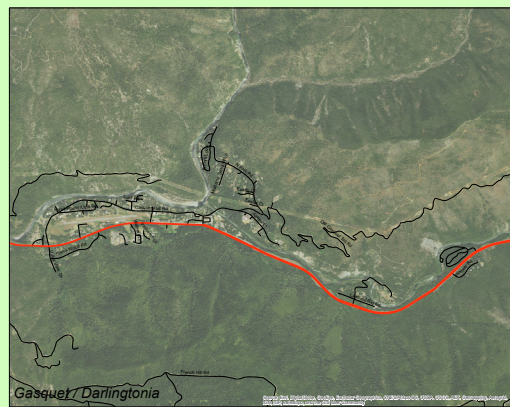
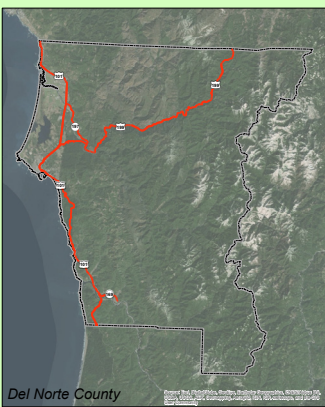
Bridge Replacements

- P5 – South Fork Smith River Bridge on South Fork Road
- P6 – Hunter Creek Bridge on Requa Road
- P7 – Hurdygurdy Creek Bridge on Big Flat Road

Complete Streets and Safety

- P8 – Bess Maxwell School SRTS Project
- P9 – Parkway Drive Safety Project
- P10 – Harold Street, from Washington Boulevard to Wilson Avenue

Del Norte Regional Transportation Plan



Del Norte RTP - Comments		
Who	Comment	Date
Charlene Storr, Tolowa Nation	HWY 197 is too narrow in many sections for bicyclists, heavy trucks or double trailers to use safely.	1/6/2016
	HWY 197 - Slow traffic due to pedestrians and animals; recommends speed limit of 45 mph.	1/6/2016
	The 2016 RTP should not support STAA truck access on HWY 199/197 because it works against important community goals: safety, enhancing recreation and tourism, and protecting natural resources	1/6/2016
13 Signatories, Friends of Del Norte	The 2016 RTP plan should support and prioritize a Last Chance Grade bypass on HWY 101 South that conserves our parklands and Old Growth Redwoods.	1/6/2016
	Caltrans' HWY 199/197 STAA truck access design uses steep cut-slopes into the canyon. But the geologic instability of the Smith River Canyon prevents sufficient widening for STAA trucks to pass safely.	1/6/2016
480 Signatories	Allowing STAA trucks on HWY 199/197 will result in more accidents and jeopardize the water quality of the Smith River.	1/6/2016
Anonymous	Allowing STAA trucks on HWY 199/197 would endanger people and the environment while spending funds that could be used to enhance the community on a project that will only benefit large trucking companies.	1/6/2016
Anonymous	No STAA trucks should be allowed on any HWY. More bicycle and pedestrian safety measures are needed.	1/6/2016
Anonymous	HWY 199/197 should be improved without allowing STAA access.	1/6/2016
Barbara Burke	I am opposed to creating a 2-lane, 2-way street on Front Street, Crescent City and the proposed roundabouts. A 4-lane, 2-way street is more welcoming and picturesque, and supports better flow of traffic.	1/6/2016
Anonymous	HWY 199 is too narrow for STAA trucks. Narrow or non-existent bike lanes are a concern in my community. Humboldt Rd. and Elk Valley Rd. North need more bicycle and pedestrian facilities.	1/6/2016
Barbara Kennedy	Spending valuable funds on improvements to Hwy 197/199 that will allow STAA trucks to use these routes will endanger county citizens and the environment and take funding away from other possible improvements that may benefit citizens more.	1/5/2016
Dale Condon	Safety improvements to HWY 199 are welcome and will benefit all, however allowing STAA trucks on these routes is still dangerous to both other drivers and the environment.	1/5/2016
Paul J. Dillard	At the intersection of Elk Valley Rd and Howland Hills, the view of traffic is blocked to the East. Appropriate traffic devices should be installed.	1/10/2016
Jimmie Ellis	The intersection of Elk Valley Rd and Howland Hills is dangerous and needs improvements.	1/10/2016
Natalynne DeLapp, EPIC	Increasing access for STAA trucks on HWY 199/197 is not justified and will decrease safety of other motor vehicles while increasing threats to salmon. Last Chance Grade is a higher priority than improvements to HWY 199 or HWY 197, which do not serve local interests/needs.	1/5/2016
Mara Feeney, Mara Feeney & Associates	The minimal economic benefits that allowing STAA trucks on Hwy 199/197 do not justify the cost or increased threat to a sensitive surrounding environment.	9/26/2012
Pamela Holloway	A light is very much needed at the intersection of Parkway and Washington Blvd.	1/10/2016
Rick Kelley	The intersection of Elk Valley Rd and Howland Hills is dangerous and needs a warning light and road bumps.	1/13/2016
Gerald Riley	It would be helpful if a merge lane existed from Parkway Dr. on to Washington Blvd.	1/10/2016
Steve Wahlstrom	Widening the road at Richardson Grove will endanger important surrounding resources.	1/4/2016
Dave Stiles	The intersection of Elk Valley Road and Howland Hill is very dangerous; a traffic light is needed.	1/10/2016
Wendy Bertrand	Allowing STAA trucks on Hwy 199/197 will offer no/little local economic gain and will negatively affect the safety and quality of life for local residents.	1/5/2016

Transportation Questionnaire Results:

Q2. What are your top five regular travel destinations?		
Location	Total Number	Percentage
Crescent City	19	13.8%
Brookings	29	21.0%
Grants Pass	27	19.6%
Eureka/Arcata area	26	18.8%
San Francisco	8	5.8%
Santa Rosa	2	1.4%
Redding	2	1.4%

Q2. What are your top five regular travel destinations?		
Location	Total Number	Percentage
Crescent City	19	13.8%
Brookings	29	21.0%
Grants Pass	27	19.6%
Eureka/Arcata area	26	18.8%
San Francisco	8	5.8%
Santa Rosa	2	1.4%
Redding	2	1.4%
Sacramento	4	2.9%
Medford	7	5.1%
Ashland	2	1.4%
Portland	6	4.3%
Southern California	1	0.7%
Eugene	1	0.7%
Oregon Coast	1	0.7%
Gasquet	2	1.4%
Jedediah Smith State Park	1	0.7%
Total	138	100.0%

Q3. Fill in the percentages of your ride share.		
Modes	Total Share	Percentage
Own Auto	2763	83.7%
Relative or Friend Auto	87	2.6%
Bike	157	4.8%
Bus	0	0.0%
Walk	133	4.0%
Other - Unspecified	70	2.1%
Other - Electric Scooter	90	2.7%
Total	3300	100.0%

Q4. If you have school-aged children, fill in the percentages of their ride share for the commute to		
Mode	Total Share	Percentage
Own Auto	280	10.4%
Relative or Friend Auto	120	4.4%
Bike	0	0.0%
Bus	0	0.0%
Walk	0	0.0%
Other	0	0.0%
N/A	2300	85.2%
Total	2700	100.0%

Q5. How far do you commute to work or school?		
Distance	Total Number	Percentage
No commute	7	21.2%
1-5 miles	14	42.4%
5-30 miles	10	30.3%
30-100 miles	1	3.0%
100+ miles	1	3.0%
Total	33	100.0%

Q6. If you have school-aged children, how far do they commute to school?		
Distance	Total Number	Percentage
No commute	0	0.0%
1-5 miles	0	0.0%
5-30 miles	0	0.0%
30-100 miles	4	14.8%
100+ miles	0	0.0%
N/A	23	85.2%
Total	27	100.0%

Q7. How often do you leave Del Norte County?		
Frequency	Total Number	Percentage
More than once Daily	1	3.1%
Daily	2	6.3%
Once a Week	8	25.0%
Every Two Weeks	14	43.8%
Once a Month	6	18.8%
Twice per year	1	3.1%
Total	32	100.0%

Q8. What is your age group?		
Age Group	Total Number	Percentage
Under 20	0	0.0%
20-60	14	43.8%
60+	18	56.3%
Total	32	100.0%

Q9. How many people in your household?		
Number of People	Total Number	Percentage
1	5	15.6%
2	22	68.8%
3	3	9.4%
4	1	3.1%
5	1	3.1%
Total	32	100.0%

Q10. Part I. Do you have safety concerns with the transportation network in Del Norte County.		
Yes/No	Total Number	Percentage
Yes	29	93.5%
No	2	6.5%
Total	31	100.0%

Q10. Part II. What are your safety concerns?		
Concern	Total Number	Percentage
101 S is going to be a very big problem when the highway fails.	2	4.4%
Last Chance Grade	12	26.7%
Public Transportation is not available in all areas.	2	4.4%
HWY 199 is very narrow	2	4.4%
Homless wandering into traffic	1	2.2%
HWY 199 may fail.	5	11.1%
Fear of being stranded if HWY 101 and HWY 199 are not passable	1	2.2%
Pedestrian crossing at 101/Citizens Dock Road.	1	2.2%
Bike safety on HWY 197	1	2.2%
Allowing STAA trucks on HWY 199.	7	15.6%
Pedestrian safety around Crescent City is poor.	2	4.4%
Low visibilty on HWYs	1	2.2%
Road alignment.	1	2.2%
Deteriorating roadways (potholes, drainage, reflective signs).	1	2.2%
Speed limits on HWY 199 are too high.	1	2.2%
More guardrails needed between Hiouchi and Gasquet.	1	2.2%
Bicyclists need educational outreach; many ride on incorrect side of traffic.	1	2.2%
Bike lanes on routes leading to parks are too narrow.	1	2.2%
No shoulders on HWYs in the County.	1	2.2%
Speeds on HWYs are too high for bicyclists to travel safely.	1	2.2%
Total	45	100.0%

Q12. What would you like to see more of?		
Facility	Total Number	Percentage
Bike Lanes	16	17.0%
Bike Paths	14	14.9%
Bike Racks	8	8.5%
Pedestrian Paths	14	14.9%
Bike/Ped Connections	9	9.6%
Sidewalks	14	14.9%
Transit Stops	3	3.2%
Transit Service	5	5.3%
Educational outreach to bicyclists.	1	1.1%
Safety at Howland Hill/Elk Valley Road.	1	1.1%
Safe crossings from hotels to the harbor.	1	1.1%
Bike/Ped trails at the harbor.	1	1.1%
Promoting shower facilities at major employers.	1	1.1%
Law enforcement.	1	1.1%
Extend the Coast trail behind the motel south of Elk Creek Road to Anchor Way, possibly along Crescent beach as well.	1	1.1%
Revamp the Elk Creek area for bike/ped facilities.	1	1.1%
Grade separations.	1	1.1%
Bike/Ped crossing treatments at key intersections.	1	1.1%
Promote restaurants/cabins at Wagon Wheel.	1	1.1%
Total	94	100.0%

Q13. Part I. What areas need more bicycle facilities?		
Area	Total Number	Percentage
None	1	3.6%
Unknown	2	7.1%
Hiouchi	1	3.6%
Dr. Fine Bridge on HWY 101	1	3.6%
HWY 197	2	7.1%
HWY 101 through Crescent City	1	3.6%
HWY 199	2	7.1%
HWY 101	3	10.7%
Public offices/Commercial Areas	2	7.1%
50	2	7.1%
100	1	3.6%
Rural areas, such as Hiouchi and Gasquet	1	3.6%
Harbor area	1	3.6%
Elk Creek Rd.	1	3.6%
Lake Earl Dr.	1	3.6%
Downtown Crescent City and surrounding area (Bike Racks).	1	3.6%
Old Mill Rd.	1	3.6%
Bike Bridge across Elk Creek.	1	3.6%
Front Street	1	3.6%
Northcrest/HWY 101 intersection.	1	3.6%
Elk Valley Rd/HWY 101 intersection.	1	3.6%
Total	28	100.0%

Q13. Part II. What areas need more pedestrian facilities?		
Area	Total Number	Percentage
None	1	4.5%
Unknown	1	4.5%
Downtown Crescent City	1	4.5%
Residential areas that lack sidewalks.	1	4.5%
Hiouchi	1	4.5%
Smith River	1	4.5%
Citizens Dock Rd.	1	4.5%
Hwy 101	2	9.1%
50	2	9.1%
Everywhere	1	4.5%
Commercial areas (curb ramps).	1	4.5%
HWY 199 in Gasquet	1	4.5%
HWY 199 in Hiouchi	1	4.5%
HWY 199 through the Redwood Park area	1	4.5%
Harbor area	2	9.1%
Elk Creek Rd.	1	4.5%
HWY 199	1	4.5%
HWY 197	1	4.5%
Front Street	1	4.5%
Total	22	100.0%

Q14. Part I. What areas need better transit service?		
Area	Total Number	Percentage
Unknown	1	14.3%
Rural	1	14.3%
Bertschell Tract	1	14.3%
Stops by the fairgrounds on Saturday mornings during the summer.	1	14.3%
Farmers markets should have better-timed buses to bring people from Gasquet, Klamath and Smith River, especially on Saturdays, but also the Wednesday market.	1	14.3%
Public offices/commercial areas.	1	14.3%
20	1	14.3%
Total	7	100.0%

Q14. Part II. What areas need better transit shelters?		
Area	Total Number	Percentage
Unknown	1	20.0%
Bertsch tract	1	20.0%
The new shelters are great - there just needs to be more at ever scheduled stop!	1	20.0%
Public offices/commercial areas.	1	20.0%
80	1	20.0%
Total	5	100.0%

Q14. Part III. Other Transit Concerns?		
Concern	Total Number	Percentage
More frequent cleaning of shelters.	1	100%

Q15. Any additional Comments?		
Comment	Total Number	Percentage
No shopping malls.	1	6.7%
A Street needs maintenance.	1	6.7%
Smoother connection between a Street and Front Street.	1	6.7%
Some streets in Crescent City have gaps in the sidewalks.	1	6.7%
Would use public transportation if available and usable for my disabilities.	1	6.7%
Last Chance Grade	3	20.0%
Sidewalks on HWY 101 between Lucky 7 Casino and Ship Ashore.	1	6.7%
Opposed to allowing STAA trucks on HWY 199.	6	40.0%
Total	15	100.0%



Jeff Schwein <jeff@greendottransportation.com>

Regional Transportation Plan Comments

1 message

Barbara Kennedy <bkenn202@att.net>

Tue, Jan 5, 2016 at 2:57 PM

Reply-To: Barbara Kennedy <bkenn202@att.net>

To: "jeff@greendottransportation.com" <jeff@greendottransportation.com>

Cc: "tamera@dnltc.org" <tamera@dnltc.org>

While I am not a Del Norte resident, I am a resident of Humboldt County so that the "Regional Transportation Plan" is of immediate concern to me. Oversize (STAA) big-rig trucks are the most dangerous vehicles on the road and should not be permitted in the Smith River Canyon and on other rural roads in either Del Norte or Humboldt counties - they belong on roads such as Interstate 5.

The RTP (regional transportation plan) 2016 should not support Hwy 199/197 STAA big truck access because it works against important overarching community goals: safety, enhancing recreation and tourism, and protecting natural resources. This project will endanger our lives and those who visit, and will increase the risk of truck spills that spoil our clean water and our salmonid fishery. The steep cut-slopes with extensive curtain walls will damage the beauty of the canyon and harm our fishery. Furthermore, there is negligible local economic need for the project. This is an expensive and dangerous project that does not meet overarching community goals. The Hwy 199/197 focus should be to make the road safer for the traffic we have today. There are safer alternatives. Funding for safety improvements should not be linked to access for bigger trucks.

The RTP 2016 plan should support and prioritize a Last Chance Grade bypass on Hwy 101 South that conserves our Parklands and Old Growth Redwoods, as outlined by the stakeholder meetings. Let's put our money where it makes sense.

The Caltrans design uses steep cut-slopes into the canyon. But the geologic instability of the Smith River Canyon prevents sufficient widening for STAA trucks to pass safely. Thus, Caltrans has exempted themselves from mandatory safety requirements. An independent review by leading transportation engineer, Smith Engineering, reveals that the safety design exemptions are extreme, and will endanger all of our lives. Only one foot tolerance for error, one foot between you and passing STAA trucks on triple reverse turns has been designed, whereas the mandatory distance is four times greater! This is too dangerous a road to ignore mandatory safety design standards. You are squeezed between a hard canyon wall and the Smith River below. There are safer alternatives for the traffic we have today.

The environmental documents reveal that there is a negligible local economic need for this project, as most local trucking companies (80%) responded that shipping routes were in place and the STAA truck route would not affect their business. In fact, a more dangerous road will discourage and harm tourism, which is essential for our economy.

Local residents have signed petitions against this big STAA truck project.

Thank you for this opportunity to comment. Very truly yours, Barbara Kennedy, P.O. Box 29, Weott, CA 95571



January 22, 2016

Executive Director Tamera Leighton & Commissioners
Del Norte Local Transportation Commission
1301 B Northcrest Drive #16
Crescent City, CA 95531
tamera@dnltc.org

Jeff Schwein, AICP
Green DOT Transportation Solutions
jeff@greendottransportation.com

Commissioners, Ms. Leighton & Mr. Schwein:

The Coalition for Responsible Transportation Priorities (CRTP) is a grassroots organization whose mission is to promote transportation solutions that protect and support a healthy environment, healthy people, healthy communities and a healthy economy on the North Coast. We appreciate this opportunity to comment on the development of Del Norte County's 2016 Regional Transportation Plan (RTP) Update.

General Priorities

CRTP supports the following general priorities for transportation infrastructure funding and strongly encourages the Del Norte Local Transportation Commission (DNLTC) to mold the 2016 RTP Update around these common-sense ideas:

1. *Spend limited transportation dollars on maintenance and repairs first.* It is becoming increasingly clear that in Del Norte County as around the United States, we have built more infrastructure over the last century than we can afford to maintain in an acceptable condition. Locally, the rugged and unstable terrain combined with the age of our roads and bridges make this problem particularly acute. The maintenance funding crisis should be self-evident in the new RTP if it includes an honest accounting of the revenue sources and costs to operate and maintain the current system, as the state RTP guidelines encourage.¹ We must prioritize maintenance, repair, and rebuilding projects which protect basic access for residents and emergency services.
2. *Only build new projects that support healthy, livable, sustainable communities.* In addition to the funding crisis, our transportation infrastructure system faces a number of other significant challenges today. Many years of transportation planning focused almost

¹ California Transportation Commission. 2010 California Regional Transportation Plan Guidelines. See <http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/>.



exclusively on moving increasing numbers of fossil-fueled vehicles farther and faster has left a legacy of environmental and human destruction which urgently needs to be addressed. Two facts are particularly striking in this regard: first, transportation accounts for nearly a third of US greenhouse gas (GHG) emissions;² second, the combination of traffic accidents with transportation-related emissions makes the transportation sector one of the top causes of death, injury and illness in North America and around the world.³ In this context, it's clear that the kind of infrastructure we built in the twentieth century will not serve the needs of the twenty-first century. Indeed, RTPs are now required to include a strong consideration of safety as a planning factor. Furthermore, while many of the formal state requirements for planning for GHG reduction and sustainable communities do not apply to rural areas such as ours, such planning must nevertheless be central to any modern RTP.⁴ New infrastructure we build today must focus on encouraging lower-emission, safer modes of transportation.

3. *Cancel counterproductive road expansion projects.* As noted above, we cannot afford—from a financial, environmental, or human health perspective—to continue to build new infrastructure catering to the biggest fossil fuel-burning vehicles. The bigger the vehicle and the higher the traffic volume, the more expensive and damaging to our roads, communities and environments. Unfortunately, due to the long timeline of the complex transportation planning and funding process, many projects planned in a different era with different priorities continue to hang on today. Such projects should be canceled.

Specific Projects

Recent public statements from the DNLTC have incorrectly indicated that two of the biggest local transportation issues are irrelevant or inappropriate to the 2016 RTP Update process. We strongly encourage DNLTC to revisit its position on these projects.

Last Chance Grade

Finding a permanent and responsible solution to the long-term problems posed by geologic instability at Last Chance Grade on US 101 is undoubtedly the most significant transportation planning challenge facing Del Norte County. It is a top goal of local residents, and would fit clearly into the category of “maintaining basic access” described as CRTP’s first priority above.

² US EPA. US Greenhouse Gas Inventory Report: 1990-2013. See <http://www3.epa.gov/climatechange/ghgemissions/usinventoryreport.html>.

³ World Bank. Transport for Health: the global burden of disease from motorized road transport. See <http://documents.worldbank.org/curated/en/2014/01/19308007/transport-health-global-burden-disease-motorized-road-transport>.

⁴ 2010 California Regional Transportation Plan Guidelines.



However, Ms. Leighton has recently been described as saying that this project is not relevant to the 2016 RTP Update because it “won’t be funded” within the next 5 years.⁵

While the RTP is updated at least every 5 years, its planning horizon is significantly longer. In fact, an RTP is specifically required to consider “both short-term (0-10 years) and long-term (10-20 years) periods.”⁶ Local officials and other stakeholders clearly (and appropriately) do not plan to wait until after 2036 to achieve a permanent solution to the problems at Last Chance Grade. Therefore, this project is well within the 20-year planning period and must be addressed in the 2016 RTP Update. In fact, it should be DNLTC’s top priority.

Furthermore, while we recognize that the funding requirements for this project will be formidable, DNLTC can’t simply pass the buck to the state and federal governments. It must at the very least plan to contribute some of its own funding allotment to the planning process to ensure its needs are met. In fact, the DNLTC’s current Overall Work Program includes instruction to “advocate for long term solutions to the instability of Last Chance Grade” and comments that “this work...informs the Regional Transportation Plan.” Given this recognition in its own adopted documents of the importance of local work toward a solution at Last Chance Grade, and of the link between Last Chance Grade and the RTP, DNLTC’s denial of the project’s relevance to the 2016 RTP Update is hard to understand.

US 199 Safety Improvements & the “197/199 STAA Safe Access Project”

Ms. Leighton recently stated that the 197/199 Safe STAA Access Project was not relevant to the 2016 RTP Update because “it’s already funded and in the construction phase.”⁷ In fact, this project is not under construction but rather is currently undergoing additional court-ordered environmental review. The environmental review process is intended to inform project decision-making, not to be an after-the-fact addendum to a decision already made. Therefore, it is highly appropriate to discuss this project and related topics in relation to the 2016 RTP Update.

In both official documentation and public discussion, the STAA access project has often mixed up two distinct topics: STAA truck access and the safety of road users. The purpose of the project is clearly identified in the Final Environmental Impact Report as “to adjust the roadway alignment to accommodate STAA truck travel.”⁸ Yet in the very next sentence, the document claims that the project would “also enhance safety of the routes” for other road users.

While it is possible that some of the components of the proposed project would improve safety for road users in the absence of STAA trucks, reclassifying the route and adding these additional oversized vehicles instead increases safety hazards for other users. The project incorporates

⁵ Welter, Laura Jo. January 11, 2016. “Last Chance, STAA Hot Topics.” *Del Norte Triplicate*.

⁶ 2010 California Regional Transportation Plan Guidelines, p.93.

⁷ Laura Jo Welter 2016.

⁸ Caltrans. April 2013. 197/199 Safe STAA Access Project: Final Environmental Impact Report/Environmental Assessment and Programmatic Section 4(f) Evaluation: p.ii.



significant exceptions to the state's mandatory design standards for measurements such as curve radius, shoulder width, and sight distance.⁹ In other words, while the project would create roadway geometries sufficient to *theoretically* allow STAA trucks to make the curves, it would not create alignment sufficient for them to *safely* make those curves. This would make the roadway particularly dangerous for other users, as large trucks account for a disproportionate number of fatalities in vehicle collisions.¹⁰

CRTP believes that safety improvements can and should be made on US 199. However, we do not believe that the proposed STAA access project will increase safety, nor that it targets the most dangerous locations. The 10-year collision analysis recently performed by Caltrans shows that fatal and injury accidents are not even above average for some of the locations targeted by the project.¹¹ Furthermore, the Caltrans analysis assesses the number of accidents relative to the number of vehicles and compares this rate to the statewide average collision rate for "similar" road segments. However, for Del Norte officials deciding which spots most urgently require safety improvements, the relative rate, the type of road and the statewide average should matter much less than the raw number of serious accidents compared to other spots within the county. A recent report by CRTP which took just this approach to analyzing fatal accident occurrences on the state highway system in Caltrans District 1 (attached) did find one particularly hazardous spot near one of the project locations, but found that none of the accidents had occurred within the project boundaries.

We urge the DNLTC to stop trying to justify the STAA access project with claims of safety improvement. Instead, the DNLTC should de-couple safety improvements on US 199 from the STAA project. It should take a systematic approach to identifying the most hazardous spots on US 199 and the causes of accidents at those locations, and then should propose effective and appropriate safety interventions to include in the 2016 RTP Update. We recognize that such an approach may require identifying alternate funding sources, but we do not believe this to be an insurmountable obstacle.

As for STAA access, CRTP feels strongly that this falls under the category of "counterproductive road expansion" and that the project should be canceled. There appears to be little remaining support for the project at the state level, as the recently adopted Interregional Transportation Strategic Plan and California Freight Mobility Plan do not list the 199/197 corridor as a priority freight corridor of any kind. Furthermore, a major project under construction on SR 299 is expected to open another corridor of STAA access between I-5 and US 101 in the near future, likely alleviating whatever minor latent demand may exist for

⁹ Caltrans 2013: p.1-14 and 1-18.

¹⁰ Insurance Institute for Highway Safety. 2015. Large Trucks: Q&As. See at <http://www.iihs.org/iihs/topics/t/large-trucks/qanda>.

¹¹ Thomas, Bryan, Assistant Traffic Safety Engineer, District 1 Traffic Office. October 30, 2014. Memorandum to Tamera Leighton. Subject: Request for 10-Year Collision Analysis.



additional STAA truck access to Del Norte County. Conditions have changed since the project was proposed, and it is no longer necessary or appropriate (if it ever was).

In sum, we strongly encourage the DNLTC to include the Last Chance Grade project and specific, targeted safety improvements on US 199 in the 2016 RTP Update, while leaving out the 197/199 STAA access project.

Thank you for your time and consideration of our comments.

Sincerely,

Colin Fiske
Campaign Coordinator
Coalition for Responsible Transportation Priorities
colin@transportationpriorities.org



Jeff Schwein <jeff@greendottransportation.com>

Re: Updated information for RTP meeting

1 message

Colin Fiske <colin.fiske@gmail.com>

Mon, Jan 25, 2016 at 5:35 PM

To: Tamera Leighton <Tamera@dnltc.org>

Cc: Jeff Schwein <jeff@greendottransportation.com>

Thanks for the information!

On Mon, Jan 25, 2016 at 2:13 PM, Tamera Leighton <Tamera@dnltc.org> wrote:

Hello, Colin.

The information packet that we sent out is information only and we continue to update it as we find errors and omissions. I expect that by tomorrow afternoon we'll have an update. By way of example, some significant projects were not initially submitted. This is only because some thought others were representing the project. The Crescent City Gateway project is one such project – it crosses many jurisdictions. We've agreed that it belongs on the Caltrans list as they are the owners of the State Highway System and you'll see it there in the future.

Regarding where we are in the process, we are receiving public input. We have not yet proposed a first draft of the document and the lists presented are simply the submissions of agencies for consideration in the 2016 RTP. Members of the public asked for preliminary project lists so we are attempting to provide this and to have a second meeting while we simultaneously make progress on developing and writing first draft.

Sincerely,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
1301 B Northcrest Drive, #16
Crescent City, California 95531
Desk: [707 465 3878](tel:7074653878)
Cell: [707 218 6424](tel:7072186424)
www.dnltc.org

On Mon, Jan 25, 2016 at 11:59 AM, Colin Fiske <colin.fiske@gmail.com> wrote:

Thanks, Tamera.

Am I correct in assuming that the lists of goals, projects and projected revenues (pp. 3-12 of the info packet) represent the initial proposals for inclusion in the 2016 RTP, provided so that the public may comment on them at the meeting? The way this information is presented in the packet left me somewhat uncertain about where the development of the actual RTP document is currently in the process. If you could clarify, I'd really appreciate it. Thanks.

On Sat, Jan 23, 2016 at 6:51 AM, Tamera Leighton <Tamera@dnltc.org> wrote:

Hello, community members.

Please find attached updated information for the 2016 Regional Transportation Plan meeting on Wednesday from 4 to 6 p.m. The informational packet for the 2016 RTP community meeting next week that went out yesterday had some errors in the project list. Please use the one that is attached to this email and delete the first-sent file. I've included the unchanged meeting flyer for convenience.

Sincerely,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission



Keeping Northwest California wild since 1977

January 5, 2016

Jeff Schwein, AICP CTP
Green DOT Transportation Solutions
jeff@greendottransportation.com

Tamera Leighton,
Executive Director Del Norte Local Transportation Commission
tamera@dnltc.org

RE: 2016 Del Norte County Regional Transportation Plan

Dear Jeff and Tamara,

These comments are submitted on behalf of the Environmental Protection Information Center (EPIC). EPIC is a public interest environmental advocacy organization that works to protect and restore the forests of Northwest California. We advocate on behalf of more than 3,000 members, many of who live, work and recreate within the borders of Del Norte County. We appreciate the opportunity to begin commenting on the 2016 Del Norte County Regional Transportation Plan and look forward to participating in the process.

EPIC is especially concerned with the Surface Transportation Assistance Act (STAA) Project slated for Highway 199 and 197. Since 2010, EPIC has held Caltrans accountable to state and federal laws—proving inadequate environmental analysis to determine the impacts of the 199/197 Project on the Smith River, and its natural and human communities. We strongly believe that increasing access for the largest commercial trucks (STAA) along the steep, narrow, winding river canyon of the Smith River is unnecessary and unjustified. As designed, the Project would increase safety risks for other motorized and non-motorized traffic, increase threats to endangered salmon, and is not supported by credible economic or environmental analysis.

Additionally, EPIC is a member of Congressman Jared Huffman's Last Chance Grade Stakeholder Working Group. "The stakeholder group's efforts pave the way for a permanent solution to the troubled stretch of U.S. Highway 101 south of Crescent City," Rep. Huffman said. "While there is still significant technical information that is needed for the group to reach agreement on specific routes, this paper represents a big step forward" (White Paper attached).

Environmental Protection Information Center

145 G Street, Suite A, Arcata, CA 95521

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Road failure at Last Chance Grade is the single biggest threat to the health and well being of Del Norte and surrounding counties. For example, when U.S. Highway 101 is closed at Last Chance Grade, a 20-mile trip becomes a 450-mile trip for anyone traveling from Crescent City to Klamath, California. **This project should be the highest priority for Del Norte County.**

The Regional Transportation Plan for 2016 should focus on spending transportation dollars on maintenance and repairs first—Last Chance Grade is such a project. Fixing this problem needs to come before we consider expanding existing roadways such as Highway 199. **If bridges along Highway 199 or Highway 197 need to be replaced because they are structurally unsound—replacement should not be coupled with STAA access.**

Del Norte County should only fund new infrastructure projects that support healthy, livable, sustainable communities. The road-building, road-widening approach to transportation planning is a relic of an earlier era—a fact reflected by Caltrans’ newly updated mission and policies. When we build new infrastructure today, it should be with the goal of supporting safe, environmentally sustainable, community-building modes of transportation, such as walking, bicycling, mass transit, and responsible marine transportation. These sentiments are reflected in the public’s responses during the 2011 RTP update. When all comments were tallied and categorized public transportation and bicycle and pedestrian improvements received the greatest priority.

According to the 2014 Regional Transportation Improvement Program (Page 4), Del Norte currently has the 4th highest accident and fatality rate among the regions in the State. It is well known that the narrow and dangerous Smith River canyon, along Highway 199, is already pushed to its limits to accommodate the present load of highway traffic. Numerous fatal and near fatal collisions plague the corridor. In December 2014 a vehicle tumbled off an unprotected embankment on near Hardscrabble Creek (not within the 197/199 Project area) killing two local men. This is not unusual. Trucks carrying diesel, paint and plywood glue have all spilled into the Smith River, the longest designated Wild and Scenic River of any in the United States.

Caltrans’ STAA Project along Highway 199 and 197 was not designed to increase vehicular safety, or to address known problem sections of road. The Project was designed using computer simulation to allow STAA trucks to navigate the narrow roadway without “off-tracking” (going into the opposite lane). Because the Smith River canyon is so steep and geologically unstable, it is impossible to widen the roadway sufficiently for STAA trucks—so Caltrans had to exempt itself from its own safety design standards. An independent review by the highly respected Smith Engineering Firm (attached), analyzed the severe deficiencies of the design. The author states, “The driver of an STAA vehicle on Highway 199 has only 1 foot of tolerance to either side of the perfect line through a curve. Ordinarily an STAA driver has four times as much leeway to either side of the curve to negotiate it safely.”

New alternative routes must be considered in the 2016 Del Norte RTP; future STAA Access on 299 must be considered. Caltrans District 2 is nearing completion on its STAA project called, “Buckhorn Summit” on Highway 299 east of Weaverville (Shasta County) that will completely remove STAA restrictions on Highway 299 as soon as 2017.

The 2011 RTP claims, “with the trucking industry forced to travel a longer distance between Crescent City and the Interstate 5 corridor, or use non-standard tracks to transport cargo, goods movement in Del Norte is limited.” In the Goods Movement section of the 2011 RTP the document repeatedly points to the distance between Crescent City and Grants Pass, Oregon as the preferred trucking destination.

- Why did the 2011 RTP choose Grants Pass and not another city?
- Where does the majority of Del Norte County’s exports travel?
- Where do the majority of Del Norte County’s imports travel in from?

Trucking and shipping of goods is dependant on access to the National Highway Network and Interstate Highway System. Redding, California and Sacramento, California are the closest large highway hubs for trucking needs.

Once the STAA restrictions are lifted on Highway 299, it will be the most direct route for trucking and goods movement. From Crescent City to Redding via the 299 is 212 miles; from Crescent City to Sacramento it is 374 miles. Compared to using Highway 199 to Grants Pass and then south to Redding it is 259 miles, and 419 miles to Grants Pass and then south to Sacramento.

Thanks to the “Buckhorn Grade” project, the biggest trucks on the road will soon have two ways to enter Humboldt and Del Norte Counties—via US 101 from Oregon and Highway 299 from Redding. The proposed Caltrans projects at Richardson Grove (Humboldt County) and on Highways 199/197 (Del Norte County) would add two more segments to this STAA trucking network, inviting even more big trucks into our communities and increasing greenhouse gas emissions at a time when Governor Brown has required Caltrans to reduce them. These projects are expensive, unnecessary and damaging to our roads, communities and environments. They reflect outdated planning priorities, and they do not serve our local needs. **They can and should be canceled.**

The 2011 RTP makes many claims and statements about how goods movement is affected by the STAA restriction on Highway 199, “Trucking businesses that travel this corridor area affected by limitations and agree that improvements to the corridor are a top-priority” and the “cost of goods in Del Norte County *could be* lowered, if additional STAA access was secured.” The 2016 RTP should explicitly show how Del Norte businesses use regional trucking channels, and demonstrate commitments from businesses such as Walmart and Home Deport that they will reduce prices to Del Norte consumers, or that the lily bulb industry would hire additional employees if their shipping costs were reduced.

Del Norte County needs to capitalize on its natural attractions. Redwood State and National Parks, and the Wild and Scenic Smith River attract tourists from around the world, how Del Norte County chooses to develop its transportation infrastructure will either help or hurt the future of the county. Del Norte County should emphasize walkability of the community, ensuring access (if Last Chance Grade slips, no one from the south will be able to get to Del Norte County), fixing known safety concerns, re-striping roadways, filling pot-holes and expanding the airport. Encouraging more giant trucks that service “Any-Town America” stores and make the roadways less safe is not what is going to usher Del Norte County into a 21st Century destination community.

Thank you for the opportunity to begin addressing the 2016 Regional Transportation Planning Process.

Sincerely,

A handwritten signature in blue ink that reads "Natalynne DeLapp". The signature is written in a cursive, flowing style.

Natalynne DeLapp
Executive Director

1/26/2016

Green DOT Transportation Solutions Mail - Re: Updated information for RTP meeting

1301 B Northcrest Drive, #16
Crescent City, California 95531
Desk: [707 465 3878](tel:7074653878)
Cell: [707 218 6424](tel:7072186424)
www.dnltc.org



Jeff Schwein <jeff@greendottransportation.com>

Fwd: Regional Transportation Plan - Comments Requested

1 message

Tamera Leighton <Tamera@dnltc.org>
To: Jeff Schwein <jeff@greendottransportation.com>

Thu, Jan 14, 2016 at 5:06 PM

Hello, Jeff.

The Chamber of Commerce just shared my email with the link to the survey to their mailing list. See the forward.

Sincerely,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
1301 B Northcrest Drive, #16
Crescent City, California 95531
Desk: 707 465 3878
Cell: 707 218 6424
www.dnltc.org

----- Forwarded message -----

From: **CC DN Chamber** <chamber@delnorte.org>
Date: Thu, Jan 14, 2016 at 4:06 PM
Subject: Regional Transportation Plan - Comments Requested
To: CC DN Chamber <chamber@delnorte.org>

Dear Members,

From Tamera Leighton, Executive Director of the Del Norte Local Transportation Commission

Please comment on the regional transportation needs in Del Norte County for our 2016 Regional Transportation Plan and consider sharing this email widely.

The information about the process and the second public meeting is at the right hand top of my home page here: [Del Norte Local Transportation Commission](#) |. I'm hoping that many of you can attend.

The survey is here: [Transportation Questionnaire Available](#) |

Sincerely,

Sharyn



Jeff Schwein <jeff@greendottransportation.com>

Regional Transportation Plan

1 message

D <condon.construction.services@gmail.com>
To: tamera@dnltc.org
Bcc: jeff@greendottransportation.com

Tue, Jan 5, 2016 at 3:15 PM

I have lived in Beautiful Del Norte County for 45 years, many of those years in Gasquet. I often travel on highway 199. It is a scary road to drive on, in many places, because of extremely narrow lanes and frighteningly tight curves. I have experienced close calls, meeting large trucks in the opposite lane, especially on the curves North East of Patrick's Creek. Here, there is no space to move sideways in either lane: only sheer cliffs up and down to the Smith River. These cut, fill and stream bed slopes are geologically unstable-a serious threat to vehicles and the River.

I've watched as Caltrans constantly scrapes fallen rocks off the road. I was once blocked by a slide with rocks in the lane. I do appreciate the heavy metal netting that has been overlaid on some of the cut slopes to slow the tumbling boulders.

I once rode my bicycle from Gasquet to Crescent City. It was completely insane. There was no room on most of 199. I left, scared, at Slant Bridge preferring Howland Hill's gravel Road through the forest.

There have been numerous accidents, with polluting truck spills and deaths on 199.

As a Regional Transportation Plan is being formed, the few proposed improvements to Highway 199 are welcome additions to increase safety and longevity.

HOWEVER: Allowing Trucks that are double the size of the ones now legally on the road is a HUGE and deadly mistake! Double Trucks, nearly twice as long, cannot stay in these tight lanes on a sharp curve.

I have recently observed a few of these large trucks with Two Trailers on 199. Luckily I've never encountered them coming at us on those dangerous curves.

Local truck dependent businesses have survived without these double trucks.

Our largest industry is Tourism. The Smith River is our source of drinking water and commercial fishing. Both would be threatened by these monsters.

Thank You
Dale Condon
box 1232 Crescent City CA, 95531



Jeff Schwein <jeff@greendottransportation.com>

Re: Elk Valley/Howland Hills

1 message

Tamera Leighton <Tamera@dnltc.org>
To: Paul Dillard <ugotme505@hotmail.com>
Cc: Jeff Schwein <jeff@greendottransportation.com>

Sun, Jan 10, 2016 at 3:23 PM

Hello, Mr. Dillard.

Thank you for your detailed comments.

Sincerely,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
1301 B Northcrest Drive, #16
Crescent City, California 95531
Desk: 707 465 3878
Cell: 707 218 6424
www.dnltc.org

On Sun, Jan 10, 2016 at 12:40 PM, Paul Dillard <ugotme505@hotmail.com> wrote:

After thinking about this and wondering why Berkowitz would lay the blame on fast traffic on Elk Valley I now think I understand why. He resides in the Bertch Tract Area and therefore most likely comes to town via this intersection. As I earlier stated at the stop sign of Elk Valley/Howland Hills you have an unblocked view of traffic approaching from the left (West) but to the right (East) there is a steep dip in the road within approximately 150 feet but you can see any traffic approaching from approximately 400 to 500 feet away. If you are not exercising due caution, are in a hurry or do not come to a complete stop then you are likely to pull out in front of traffic driving West on Elk Valley. I have also had this happen to me but consider it the lessor of the problem because I always slow down because of the homeless crossing the road here to get to the market.

If at the stop sign making a left turn on to Elk Valley the problem is easily resolved if the driver pays attention to the road in view 400 to 500 feet away and waits approximately 3 or 4 seconds for any vehicle in the gap (dip) to come in view. I have been at this stop sign to make a left and that's how I handle it.

People just need to slow down and pay attention until appropriate traffic devices can be installed. This is a problem area and once again we must ensure impatient driver's are paying attention and not jeopardizing the safety of others. In conjunction with my earlier comments the problem seems to be clearly on those at the stop sign.



Jeff Schwein <jeff@greendottransportation.com>

Re: Dangerous Intersection

1 message

Tamera Leighton <Tamera@dnltc.org>
To: "msjce1@juno.com" <msjce1@juno.com>
Cc: Jeff Schwein <jeff@greendottransportation.com>

Sun, Jan 10, 2016 at 3:32 PM

Hello, Mr. Ellis.

Thank you for your comments.

Sincerely,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
1301 B Northcrest Drive, #16
Crescent City, California 95531
Desk: 707 465 3878
Cell: 707 218 6424
www.dnltc.org

On Sun, Jan 10, 2016 at 10:09 AM, msjce1@juno.com <msjce1@juno.com> wrote:

Dear Tamera, Please do SOMETHING about the dangerous intersection at Howland Hill Road and Elk Valley Road. Please do NOT just "take a study" and then let it go!
Sincerely,

Jimmie Ellis, 230 Barker Street, Crescent City, CA 95531



Keeping Northwest California wild since 1977

January 5, 2016

Jeff Schwein, AICP CTP
Green DOT Transportation Solutions
jeff@greendottransportation.com

Tamera Leighton,
Executive Director Del Norte Local Transportation Commission
tamera@dnltc.org

RE: 2016 Del Norte County Regional Transportation Plan

Dear Jeff and Tamara,

These comments are submitted on behalf of the Environmental Protection Information Center (EPIC). EPIC is a public interest environmental advocacy organization that works to protect and restore the forests of Northwest California. We advocate on behalf of more than 3,000 members, many of who live, work and recreate within the borders of Del Norte County. We appreciate the opportunity to begin commenting on the 2016 Del Norte County Regional Transportation Plan and look forward to participating in the process.

EPIC is especially concerned with the Surface Transportation Assistance Act (STAA) Project slated for Highway 199 and 197. Since 2010, EPIC has held Caltrans accountable to state and federal laws—proving inadequate environmental analysis to determine the impacts of the 199/197 Project on the Smith River, and its natural and human communities. We strongly believe that increasing access for the largest commercial trucks (STAA) along the steep, narrow, winding river canyon of the Smith River is unnecessary and unjustified. As designed, the Project would increase safety risks for other motorized and non-motorized traffic, increase threats to endangered salmon, and is not supported by credible economic or environmental analysis.

Additionally, EPIC is a member of Congressman Jared Huffman's Last Chance Grade Stakeholder Working Group. "The stakeholder group's efforts pave the way for a permanent solution to the troubled stretch of U.S. Highway 101 south of Crescent City," Rep. Huffman said. "While there is still significant technical information that is needed for the group to reach agreement on specific routes, this paper represents a big step forward" (White Paper attached).

Environmental Protection Information Center

145 G Street, Suite A, Arcata, CA 95521

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2016 Del Norte County Regional Transportation Plan

September 26, 2012

To Whom It May Concern:

The Friends of Del Norte (FODN) contacted me earlier this year and asked me to provide an objective review of the environmental impact analysis that Caltrans District 1 prepared for the proposed 197/199 Safe STAA Access Project (June 2010), as well as the comments that FODN has submitted on this project to date, and to offer my professional opinion on both.

I am a planning consultant with approximately 35 years of experience in community involvement and environmental review for complex and often controversial projects throughout the United States and Canada. My experience includes participating in multidisciplinary environmental analyses for numerous infrastructure development and improvement projects in California, including work for Caltrans on proposed roadway improvement projects throughout the State, including District 1 (see resume attached).

Although a Final EIR/EA for the 197/199 Safe STAA Access Project was scheduled to be released this summer, instead the Draft EIR/EA is now being re-circulated for public review and comment, with additional information provided on potential impacts to trees. For a project as important as this one, in a setting with such extraordinary environmental resources, Caltrans should have used the opportunity of re-circulating the draft document to provide additional information and address other key issues that have been raised by FODN--including the faulty assumptions underpinning the truck traffic analysis, the weakness of the economic impact analysis, and the lack of a cumulative traffic impact analysis.

Estimates of short-term increased truck traffic on US199 in the Draft EIR/EA are based on a very limited survey of local businesses (based on a small number of brief survey questions), in which 80 percent of the respondents stated they did not need and would not use STAA trucks on US199 if the project were implemented. Only three local businesses stated that they would use STAA trucks on US199 to lower shipping costs, but one of these has subsequently closed and another ships products only two months each year. Based on these local business surveys, the analysts concluded that Crescent City would enjoy substantial economic benefits from the project yet there would be a negligible short-term increase in truck traffic on US199 associated with local business demand.

The traffic analysis also uses data from a study done by a reputable transportation analyst at UC Berkeley, Dr. Robert Cervero, whose research indicated that long term induced effects of creating new access generally occur at a rate of 3.9 times the short term induced growth rate. However, in direct correspondence with FODN, Dr. Cervero indicated that the referenced research had been done “for road expansion projects in suburban parts of California thus how germane the results might be for a rural part of the state can be questioned.”¹

Furthermore, the analysis does not include any consideration of additional through truck traffic that might be encouraged by the creation of a new STAA truck traffic loop connecting I-5 via SR 197/US 199 to US 101 south through Richardson Grove. Caltrans evaluated proposed changes to US101 at Richardson Grove, a state park with significant old growth redwood resources south of

¹ E-mail message from Robert Cervero, University of California Transportation Center, to Eileen Cooper, FODN. April 9, 2012.

Eureka, in a separate environmental document.² These two proposed projects combined, however, would make it possible for STAA trucks to travel from I-5 at Grants Pass to San Francisco using a scenic coastal route—and, more importantly, one that would allow them to avoid chaining requirements in the Siskiyou range during winter storms. The Draft EIR/EA prepared for the 197/199 Safe STAA Access Project, based on limited survey information and a questionable multiplier, concludes that there would be no significant increase in heavy truck traffic and therefore no significant increase in associated safety risks to local residents, visitors, or the environment.

The project purports to improve safety—but the STAA truck off tracking modeling appears to have assumed unrealistic speeds. In addition, the project proposes no roadway improvements at all for those segments of US199 that now has the highest accident rates.

STAA access on SR 197/US 199 is also purported to be good for the local economy, but the Draft EIR/EA identifies no fiscal benefit to local government entities, nor does it document that the project in any way would result in lower consumer costs for products sold in Del Norte County. Clearly, the lack of STAA network status on SR 199 has not deterred businesses from locating to Crescent City to date. Despite its relatively small population size and remote location, Crescent City has succeeded in attracting such big box retailers as Home Depot and WalMart, as well as a major state prison with continuous resupply needs.

A handful of surveyed business owners in Del Norte County speculated that as many as 30 new local jobs *might* be created if the proposed roadway improvements are made. At a project cost of \$22-34 million (depending on which alternative is selected), this would be an expenditure of on the order of \$1 million per new job in a few businesses, but the economic analysis does not consider potential jobs that would be lost due to switching from local trucking firms that own predominately CA legal trucks to outside firms offering STAA trucks for deliveries, nor does it calculate potential job losses in the tourism sector (which employs more people than any other private sector in the County) resulting from the deterioration of prime scenic and recreational values and perceptions of increased safety and environmental risks.

Caltrans is proposing a large investment of public funds for little clear economic benefit, and for a project that would have substantial impacts on quality of life by: taking private property; decreasing existing buffers between highway right-of-ways and adjacent homes and businesses; increasing the risk of fatal traffic accidents³ due to increased heavy truck traffic; increasing the risk of toxic spills into the Smith River corridor (threatening community water supply sources, world class sport fishing, and critical habitat for several endangered species), and degrading scenic values⁴. The project would increase heavy truck traffic on a road that local residents and businesses depend upon for daily access, but that is also on a significant scenic byway that attracts many visitors annually for bird watching, sightseeing, camping, river rafting, boating and sport fishing—activities that would be disrupted by additional heavy truck traffic. These visitors are the backbone of the tourism industry that employs more people in Del Norte County than any other private sector of the economy, as noted in the Draft EIR/EA.

² In response to lawsuits filed by local environmental organizations, a federal judge ordered Caltrans to redo the environmental analysis for this project on April 4, 2012.

³ According to DOT statistics, while large trucks represent only 3 percent of all registered vehicles, they are responsible for 12-13% of all crash fatalities.

⁴ According to the draft EIR, “A vast area of cut slope with a rock fall mitigation system would greatly degrade the existing visual quality of the roadway corridor” (DEIR p. 2.1-86).

The land use analysis fails to identify project conflicts with adopted plans and policies pertaining to the protection of scenic, recreational and biological resources in the Smith River corridor, such as the Smith River National Recreation Area Management Plan, which states that “the management emphasis for the middle Fork-Hwy199 management area shall be on maintaining wildlife values and providing for a full range of recreation uses, with particular emphasis on the scenic and recreation values associated with the Smith River, old growth redwoods, and CA state highway 199.” Designation of US 199 as part of the STAA truck network would not be consistent with this management priority.

Caltrans’ own Route Concept Report, prepared in 1989 (well after the passing of the Surface Transportation Act of 1982, allowing 53’ truck trailers), acknowledges “the geophysical constraints of the relatively narrow, steep and rocky Smith River Canyon” and concludes that environmental concerns and ecological sensitivities make SR 199 “a poor candidate for extensive upgrading.” That report recommended leaving SR 199 “basically a 2-lane, conventional highway, with passing lanes.” The report recommended developing additional passing lanes as necessary only to maintain acceptable Level of Service, and concluded that: “This Route Concept should serve as a guide for long range planning of improvements to Route 199. It will protect the State’s investment in the Route, while recognizing environmental and financial constraints which will not allow the programming of extensive improvements for this highway.”

It seems that local lobbying and calls for better STAA truck access to Crescent City have caused Caltrans to abandon this previous (and apparently rational) position. The proposed project will result in an increase in heavy truck use on a roadway whose main value is in providing access to environmental and recreation resources along the scenic Smith River Canyon, as well as access to the redwood forests that comprise one of California’s two UNESCO World Heritage sites (the other being Yosemite). Enjoyment of these scenic drives and the natural resources that surround them would be marred by driver concerns about long, heavy trucks careening around curves in areas that would still have considerable variability in lane widths, shoulder widths, and sight distances. There is already a documented history of truck accidents on US199, including fatalities and diesel spills threatening the Smith River. The existing roadway is so narrow and twisting that the improvements Caltrans has proposed at seven locations along the roadway to allow STAA truck access cannot all meet Caltrans engineering design guidelines and will require mandatory design exceptions.

US199 is a vanishingly rare resource: a winding country road that meanders through an area with extraordinary recreational and scenic values. This road—one of only ten routes included in the Forest Service Scenic Byway Network--traverses rolling terrain in the most heavily visited part of the Smith River National Recreation Area, which lies within a National Forest. For much of its length, US 199 follows the course of the Smith River, the only major river system in California that remains undammed, with the longest stretch (over 300 miles) of designated as Wild and Scenic River of any river in the United States. Together with several other roadways, Route 199 is part of the “Mystic Corridor” connecting Crater Lake National Park in Oregon to the redwoods and the California coast near Crescent City.

In my view (both personal and professional), there is still a place for winding country roads along scenic rivers with exceptional scenic, recreational, and ecological values. We should be trying to preserve them, rather than “improving” them to become part of the STAA truck network. Such resources will become more highly valued and sought after over time, as they become more scarce. The irony is that the creation of a STAA truck route (with uncertain truck traffic and safety impacts) may kill the very goose that remains capable of laying golden eggs in Del Norte

County in the future—namely, tourism in this area that is known for its pristine river, extraordinary parks, and scenic resources.

Furthermore, the proposed improvements, which *at great cost* would provide the bare minimum of changes needed to meet current STAA route qualification requirements are not likely to be a sensible long term investment. In the 1960s, the industry standard in trucking was a 40' trailer; in the 1970s it was 48', in the late 1980s, 53' trailers were authorized. The American Trucking Association recently has been seeking Congressional approval for even longer, heavier trucks, despite evidence that heavy trucks are the major source of highway and bridge damage, and that heavy trucks do not pay their fair share of the cost of roadway deterioration and bridge replacement. The continuation of these trends into the future is reasonably foreseeable.

I have no stake whatsoever in this project. Nonetheless, on behalf of FODN, I urge local elected officials and the State of California to reconsider prioritizing funding for this project, which has been declared to be good for public safety and the Del Norte County economy based on wishful thinking and inadequate information pertaining to environmental impacts.

Sincerely,

Mara Feeney
Mara Feeney & Associates
19 Beaver Street
San Francisco, CA 94114
www.marafeeney.com

Mail

COMPOSE

Re: Fixing the dangerous road

Inbox
Starred
Important
Sent Mail
Drafts (58)
Sidekick
bids (17)
Colorado
dnltc agendas
Sent Items
Sitehatchery
South Entry
More

Tamera Leighton <Tamera@dnltc.org>
to pamela7966, me
Hello, Pamela.
Thank you for your comments.
Sincerely,
Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
1301 B Northcrest Drive, #16
Crescent City, California 95531
Desk: 707 465 3878
Cell: 707 218 6424
www.dnltc.org

On Sun, Jan 10, 2016 at 9:55 AM, pamela7966@charter.net <pamela7966@charter.net> wrote:
"Please do something about the dangerous situation where Parkway Drive merges with Washington Blvd." Thinking mayb
Thank u
Sent from my Verizon 4G LTE Smartphone



Jeff Schwein <jeff@greendottransportation.com>

Re: Light needed

1 message

Tamera Leighton <Tamera@dnltc.org>
To: Pamela Holloway <pholloway37@yahoo.com>
Cc: Jeff Schwein <jeff@greendottransportation.com>

Sun, Jan 10, 2016 at 3:19 PM

Hello, Ms. Holloway.

Thank you for your comments.

Sincerely,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
1301 B Northcrest Drive, #16
Crescent City, California 95531
Desk: 707 465 3878
Cell: 707 218 6424
www.dnltc.org

On Sun, Jan 10, 2016 at 9:17 AM, Pamela Holloway <pholloway37@yahoo.com> wrote:

I would like to voice my concern regarding the traffic problem, for some time now, at the intersection of Parkway and Washington Boulevard. A light is way past due. As careful of a defensive driver I am there have been several times I've come close to an accident.

Thank you for hearing my concern.
Pamela Holloway
Sent from Yahoo Mail on Android



Jeff Schwein <jeff@greendottransportation.com>

Re: Howland Hill and Elk Valley intersection

1 message

Tamera Leighton <Tamera@dnltc.org>
To: Rick Kelley <rgoofy@charter.net>
Cc: Jeff Schwein <jeff@greendottransportation.com>

Wed, Jan 13, 2016 at 5:54 PM

Good evening, Mr. Kelley,

Thank you for your comments.

Sincerely,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
1301 B Northcrest Drive, #16
Crescent City, California 95531
Desk: 707 465 3878
Cell: 707 218 6424
www.dnltc.org

On Wed, Jan 13, 2016 at 5:45 PM, Rick Kelley <rgoofy@charter.net> wrote:

I have lived on Norris AV 25 years. I can't count how many times I have had to avoid a possible collision from people rolling through from HH onto EV. I don't see road work being approved to change the intersection but a warning light and road bumps might make people more aware of the potential danger

Sent from my iPhone



Jeff Schwein <jeff@greendottransportation.com>

Re: Parkway Dr. at Washington Blvd.

1 message

Tamera Leighton <Tamera@dnltc.org>
To: Gerry Riley <riley.schuricht@gmail.com>
Cc: Jeff Schwein <jeff@greendottransportation.com>

Sun, Jan 10, 2016 at 3:24 PM

Hello, Mr. Riley,

Thank you for your comments.

Sincerely,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
1301 B Northcrest Drive, #16
Crescent City, California 95531
Desk: 707 465 3878
Cell: 707 218 6424
www.dnltc.org

On Sun, Jan 10, 2016 at 12:07 PM, Gerry Riley <riley.schuricht@gmail.com> wrote:

Hi Tamera,

It would be helpful for there to be a reexamination the merge lane from Parkway Dr. on to Washington Blvd. I travel the intersection frequently and so I am familiar with the traffic pattern. However, when it was first complete, I really did not see the Yield sign, as I was approaching the intersection; was slowing from 50 MPH; and watching traffic from Railroad, traffic coming across Parkway onto Washington and traffic turning left from Parkway north onto Washington. I believe that a blinking yellow light on the merge from Parkway south onto Washington may be a sufficient addition to better ensure safety and the smooth flow of vehicles through that intersection.

Thank You for your Consideration,

Gerald Riley



SMITH ENGINEERING & MANAGEMENT

November 5, 2012

Sent via electronic transmission: Jason meyer@dot.ca.gov

Mr. Jason Meyer
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

Subject: Del Norte 197/199 Safe STAA Access Project

P12010

Dear Mr. Meyer:

As requested by Friends of Del Norte and the Environmental Protection Information Center, I have reviewed the Caltrans Draft Project Report (hereinafter "the PR") and supporting documentation for the Routes 197/199 Safe STAA Access Project in Del Norte County. My qualifications to perform this review include registration as both a Civil and Traffic Engineer in California and 44 years professional consulting practice in these fields. I have extensive experience in matters of highway design and highway safety in California. My professional resume is attached. My comments follow.

Assessment In Brief

Contrary to the repeated statements in the PR, introduction of the longer STAA trucks and construction of the measures necessary to enable them to theoretically navigate the route combination is likely to increase rather than decrease crashes. The PR and related documents fail to evaluate this probability.

A simpler program of improvements not involving provision for STAA trucks could improve traffic safety at lower cost and with less invasive changes to the roadside environment.

Supporting evidence for these points is provided below.

TRAFFIC • TRANSPORTATION • MANAGEMENT

5311 Lowry Road, Union City, CA 94587 tel: 510.489.9477 fax: 510.489.9478

Why the Project May Render the Route Combination Less Safe

What the Project does is to define a minimum program of improvements that *theoretically enable* an STAA truck to be driven through the route combination without crossing the centerline, running off the road or striking a roadside obstacle. We use the words "theoretically enable" advisedly, because the facilities that would be provided by the Project require that the drivers of STAA trucks and other long vehicles to select and maintain a virtually perfect line of travel through some curves to avoid crossing the centerline, running off the road or otherwise striking a roadside obstruction. For example, the fact sheet for exceptions to mandatory design standards for The Narrows (DN 199 PM 22.7 – 23.0) included as PR Attachment F-4 indicates that the swept path width for an STAA truck on the proposed alignment at this location is 12 feet wide. This means, as the cited attachment indicates, that with only 12-foot travel lanes and 2-foot shoulders on either direction of the roadway under the Project, the driver of an STAA vehicle has only 1 foot of tolerance to either side of the perfect line through the curve; any more deviation either way and the passage involves a hazardous incident. Ordinarily, if there were 12-foot lanes and shoulders conforming to the applicable mandatory 8-foot width standard, an STAA driver would have 4 times as much leeway to either side of the perfect line through the curve to negotiate it safely than the Project provides.

The driver's difficulty in picking and maintaining a near perfect line through this particular location are compounded by three closely spaced reversing curves, each of shorter radius (sharper curvature) than the mandatory minimum radius for a 40 mph design speed (respectively only 59%, 68% and 73 percent of the mandatory design minimum). Hence, the driver's task is not just picking and maintaining a near-perfect line through a narrow area, but doing so on thrice-reversing curves of substandard sharpness.

Moreover, the driver's difficulty is further compounded by the fact that these curves restrict stopping sight distance to that adequate for 30 miles-per-hour, and to only 25 miles-per-hour for a 120-foot section rather than the 40 mph approach speed. In other words, the driver must slow down from normal speed, pick and maintain a near perfect line through a narrow area on a set of sharp, triple-reversing curves at a place where line-of-sight to that perfect line-of-travel is restricted.

These compounding conditions, to say nothing of other normal ones like high wind, wet pavement and dark of night, lead to an obvious conclusion that the proposed Project's features impose too challenging task on big-rig drivers and as the result, frequent hazardous incidents involving failure to stay with the narrow 1-foot envelope of tolerance to either side of the perfect line will occur. Consequently, even with the proposed roadway modifications, introduction of

STAA trucks to the route combination will increase hazard to the traveling public. It is insufficient to claim that the geometric features of the route, though continuing to be substandard with the Project improvements, are better than what exists and that an STAA truck, if perfectly driven under perfect conditions can safely negotiate the route combination. If Caltrans is determined to authorize STAA trucks on this route, it must define and implement an improvement plan that provides a normal envelope of safety for the variations from the perfect driving line that a normal, alert truck driver running the entire length of the route would typically experience including the variations that result from the vagaries of wind, wet pavement and dark of night. If such an improvement plan is too costly or is too detrimental environmentally, then Caltrans must admit it is infeasible to approve STAA trucks on this route combination.

When the consequences of all the Project's exceptions to mandatory design standards are viewed in combination as in the above example, it becomes obvious that Caltrans attempt to justify designating this route combination for STAA trucks while avoiding the enormous cost and environmental consequences of improving the road to, or even close to, minimum mandatory standards, involves a significant compromise to public safety.

A second safety issue, aside from crashes involving big rigs, is how the Project's roadway features affect the safety of other roadway users. The PR's record shows that most of the crashes involve run-off-the-road or (to a much lesser extent) centerline crossover incidents where excessive speed, wet pavement and nighttime darkness were factors. The PR and its Exceptions To Mandatory Standards attachments assert that the added shoulder widths at most of the locations where work is contemplated will create an increased recovery area that will enable motorists to avert many crashes. This optimistic assertion ignores two salient contrarian factors.

- The added shoulder width at most locations is marginal in relation to mandatory minimum shoulder width and to true clear recovery zones.
- The increases in curve radius and other improvements to curve alignments and introduction of engineered superelevation on curves will tend to increase traffic speed, thereby increasing the propensity of run-off incidents and increasing the width of recovery area needed to avoid crashes.

Below we examine how the Project's features affect these considerations at each work location.

Ruby 1

Although the PR Table associated with Section 5 claims that Ruby 1 meets all mandatory design standards, the actual approved Fact Sheet Exceptions to

Mandatory Design Standards for this location reveals that there are two exceptions and appears to have omitted a third. The first exception is to the mandatory shoulder width of 4 feet applicable at this location. The Project design does provide the required 4 foot shoulders on the inside of curves because it is needed to accommodate STAA offtracking. But on the outside of the curves, where run-offs due to speed, darkness and wet pavement most frequently occur, a variable shoulder ranging from as little as 0.5 feet (as little as 12.5 percent of mandatory minimum) up to the mandatory 4 feet would be provided (this is changed from the existing shoulder of 0.5 feet to 3.4 feet). The changes to the outside shoulders are obviously very marginal. Meanwhile, the Project would also increase curve radii in the area from seriously non-conforming 300 and 430-foot lengths to 575 and 550-foot radii and improve superelevation, though not fully conforming to mandatory standards as noted in the Exceptions Fact Sheet. These changes will *increase* the comfortable speed through the curves from 36 to 42 miles-per-hour (a 16.7 percent increase). This change in comfortable speed would offset the benefits of marginally increased recovery areas the Project provides on the outside of curves, the place on curves where most run-offs occur due to excess speed, wet pavement and darkness.

Interestingly, this overall section of Route 197 has a purported design speed and posted speed limit of 55 miles-per-hour although advisory speeds of 35 and 30 miles-per-hour are posted on the subject curves. This poses several issues.

- The standard curve radius for a 55 mile-per-hour design speed is 1000 feet.¹ The PR and the Exception Fact Sheet make no mention that the curve radii proposed in the Project at this location, although improved, remain only approximately half the mandatory minimum for the design- and posted speed.
- The fact that the posted speed limit on the specific Ruby 1 area approach is 55 miles-per-hour makes it likely that many vehicles will enter the subject curves at speeds well above the advisory speed signs of 30 and 35 miles-per-hour or the comfortable speed of 42 miles-per-hour. Contrary to the claim of the PR and its exceptions attachment, this makes it unlikely that the Project's marginal improvement to recovery area would reduce the incidence of the types of collisions experienced at the subject location.
- The PR admits that traffic enforcement on the subject routes is sparse. This makes it likely that many vehicles will attempt to travel faster than the posted and advisory speed limits.
- *Highway Design Manual* Topic 309.1(2) indicates that on conventional highways a clear recovery zone of 20 feet minimum is desirable. Although this is a desirable, not mandatory standard, it illustrates the sheer

¹ Value interpolated from Caltrans *Highway Design Manual* Table 203.2.

inadequacy of the proposed 0.5 to 4-foot shoulders in this segment of the Project, especially with the changes to the curve radii and superelevation engendering increased speeds.²

In summary, there is no reasonable support for the PR's assertion that safety will be enhanced by the proposed marginal increases in shoulder width (recovery area) would reduce crash incidence and substantial evidence that changes in speed characteristics engendered by the Project would cause greater crash incidence.

Ruby 2

The concerns in this segment of the Project are similar to those described above for Ruby 1. The Project would widen shoulders at these curves from a variable 0- to 2 feet to a consistent 2 feet (minimum mandatory standard at this location is 4 feet). The Project would also change the radius of curves at this site from 200 feet to a still substandard 400 feet (minimum mandatory standard for 40 mile-per-hour speed limit is 550 feet. Sight distance, though improved, would remain 23% short of the mandatory minimum for 40 miles-per-hour. Rather than decreasing collision incidence, the increased speed engendered by the improved curve radius, compounded by the remaining sight distance deficiency, would likely offset any benefits of the increased recovery area provided by consistent 2-foot shoulders and result in increased crash incidence.

Patrick Creek Location 1.

The proposed horizontal curve and shoulder changes at this location appear as a reasonable response to the constraints of the site. However, the PR unreasonably minimizes its estimate of the potential consequences the considerable sight distance deficiencies at this location, dismissing them as likely to cause only minor rear-end collisions. In fact, at a 55 mile-per-hour speed, rear end collisions have the potential to be far worse than minor and in addition, losing sight of the road ahead can cause drivers to misjudge the alignment with more serious run-off-the-road and cross-centerline crashes as the result. In addition, the PR appears to have failed to assess the potential compounding effects of sight distance limitations on overlapping or closely spaced combinations of horizontal curves. More study of this issue is needed.

Patrick Creek Location 2

² Conventional highways with posted speed limits with posted speed limits at or below 40 miles-per-hour and curbs are exempt from clear recovery zone requirements. Since the posted speed limit is 55 and no curbs exist or are proposed, this exemption does not apply to the Ruby 1 segment.

The PR considered 3 alternatives at this location: replacing the existing bridge at an upstream location with corresponding roadway changes, replacing the existing bridge at a downstream location with corresponding roadway changes, or preserving the existing bridge with changes to the approach roadway alignments to increase curve radii, eliminating the need for large vehicles to cross the roadway centerline while entering and exiting the bridge. Subsequently, Caltrans has settled on the downstream bridge replacement as the preferred alternative. The alternative to preserve the existing bridge is dismissed, despite costing only two-thirds the cost of the replacement alternatives (roughly \$6 million versus \$9 million). The reason given is "functional obsolescence".³ Since the primary element of functional obsolescence apparently is the need of large modern vehicles to cross the roadway centerline while getting on and off the bridge, a condition remedied by approach realignments in the 'preservation alternative', this dismissal is ridiculous. Although the present bridge lacks room for walkable and bikeable shoulders, this is not reasonable justification for dismissal through functional obsolescence, since much of the entire 197/199 route combination lacks walkable and bikeable shoulders.

Caltrans PR also failed to consider two other very low cost alternatives for preserving the existing bridge that are easily and quickly constructible and that would avoid the environmentally intrusive massive rock slope cuts needed to realign the approaches in the 'bridge preservation' alternative and that are also features of the upstream and downstream bridge replacement alternatives. The simplest would be to place signs on the immediate approaches to the bridge requiring traffic approaching the bridge to "Yield To Traffic On Bridge". In this way, there would be no conflict when large vehicles need to cross the centerline while entering or exiting the bridge. The other slightly more sophisticated way of maintaining the functionality of the existing bridge and approaches without massive approach reconstruction is to operate the bridge and its immediate approaches in reversible one-way operation controlled by traffic signals at each end. This latter alternative would also remedy the current lack of shoulders satisfactory for use by bikes and pedestrians, since, with the bridge essentially operating as a one-lane bridge, there would be adequate room for walkable/bikeable shoulders.

The Exceptions To Mandatory Design Standards Fact Sheet for the downstream bridge replacement alternative reveals that Caltrans currently preferred alternative would involve significant compromises to design standards. In an area where the posted speed limit is 55 miles-per-hour, the three approach curves, realigned at high costs with massive rock slope cuts, would only support speeds of 25, 32 and 32 miles-per-hour respectively and would have curve radii

³ No evidence of structural deficiency is presented.

only 21.4%, 25% and 25% of the minimum mandatory curve radius for the 55 mile-per-hour speed limit. This large a disparity between the high speeds at which vehicles approach and the low design speeds supported by the substandard curve radii is a circumstance under which run off the road and centerline crossing hazardous incidents will continue to be prevalent.

Similarly, the compromises to mandatory minimum standards for curve radius, shoulder width and other separations from lateral obstructions result in 4 situations where the mandatory minimum 500 foot stopping sight distance to support the 55 mile-per-hour speed limit is not achieved, with available sight distance limited to respectively 131-, 177-, 199- and 199-feet (26% to 40% of the mandatory minimum). These available sight distances support safe speeds of only 21, 26, 30 and 30 miles-per-hour respectively. The large disparity between the posted speed limit and the safe speeds that would be supported by available sight distance is a serious compromise to safety. This situation is compounded by portions of the road located within Patrick Creek Narrows Location 2 where stopping sight distance is also compromised below mandatory minimum by the proposed vertical alignment of the road. There are 4 such locations some of which are contiguous or overlapping to the locations where sight distance is also impaired by horizontal obstructions. Available sight distance at these locations are respectivel 300-, 442-, 330- and 370-feet, supporting safe speeds of 40, 50, 42 and 45 miles-per-hour (as contrast with the 500-feet minimum required for the 55 mile-per-hour speed limit).

Patrick Creek Location 3

Modifications proposed at Location 3 involve construction of a soldier pile retaining wall, eliminating an S-curve alignment and widening shoulders. Although an S curve is eliminated, all of the 5 remaining curves in the segment continue to be substandard (less than the 1000-foot mandatory minimum for a 55 mile-per-hour design speed). The remaining curves have respective radii of 895-, 300-, 300-, 300- and 500-feet, supporting design speeds of 52, 30, 30, 30, and 38 miles per hour respectively. Hence, there remains a serious disparity between the safe speeds of the curves and the speed limit at 4 locations as identified in the Exceptions To Mandatory Design Standards Fact Sheet. However, the Fact Sheet fails to note that this creates substantial potential for motorists to over-drive the curve and that the proposed design is also in conflict with the principles of Alignment Consistency described in *Highway Design Manual* Topic 203.3. This topical section states:

"Sudden reductions in alignment standards should be avoided. Where physical restrictions on curve radius cannot be overcome and it becomes necessary to introduce curvature of lower standard than the design speed for the project, the design speed between successive curves should change not more than 10 miles per hour. Introduction of curves with lower design speeds

should be avoided at the end of long tangents, steep downgrades, or at other locations where high approach speeds may be anticipated.

Clearly, the disparity between Curve 31 (52 mph) and Curve 32 (30 mph) is more than double the tolerable maximum and is a safety concern. A similar disparity exists in Patrick Creek Narrows Location 1 between Curve 12 (53 mph) and Curve 11 (31 mph).

The proposed Project leaves stopping sight distance below minimums at 4 locations, two due to lateral obstructions and two due to vertical alignment. The lateral obstructions limit available sight distance to that suitable to 28- and 30 miles per hour. The vertical alignment sight distance obstructions limit available sight distance to that safe for 40 and 47 miles-per-hour. The safe speeds at the horizontal obstruction areas particularly disparate from the 55 miles-per-hour posted speed limit for the area.

The Narrows

The deficiencies in the Project proposal for this segment have already been discussed extensively in this report and will not be reiterated here.

Washington Curve

This area of US 199 has a posted speed limit of 55 miles-per hour. Inexplicably, Caltrans has chosen to design the Project in this segment for a design speed of 40 miles per hour instead of the posted speed limit and the actual design fails to meet mandatory standards for even that reduced design speed. The existing Washington Curve is a broken back-curve comprised of a compound curve of 422- and 161-foot radii curves joined to a 1410 radius curve by a very short tangent. The proposed alignment changes the broken-back compound curve to 430- and 180-foot radii curves joined to a 1308-foot curve by an even shorter tangent. Minimum radius for 40 mile-per-hour design speed curves is 550 feet, substantially more than what is proposed.

Even at the 40 miles-per-hour design speed, the proposed curves are seriously deficient. The longer radius part of the compound curve has a safe speed of 23 miles-per-hour, the shorter part has a safe speed of approximately 35 miles-per-hour. When compared to the posted speed limit of 55 miles-per hour (which would require a minimum 1000 foot radius curve), the proposed curve is clearly hazardous.

The PR's Exceptions To Mandatory Design Standards Fact Sheet reveals that the proposed design fails to meet the mandatory minimum stopping sight distance for the purported design speed of 40 miles-per-hour (300) feet but fails to disclose what the actual available sight distance would be. Clearly, the available sight distance

would be far below the mandatory minimum sight distance for traffic approaching at the signed speed limit of 55 miles-per-hour at this location (500 feet).

The PR Exceptions To Mandatory Design Standards Fact Sheet admits that even at the 40 miles-per-hour design speed, the proposed Project will not meet the mandatory minimum standards for stopping sight distance (300 feet), although it fails to disclose by how much. Clearly, the available stopping sight distance is vastly less than the 500 foot mandatory minimum for the posted speed limit of 55 miles-per-hour that should be the real design speed at this location. Although the Fact Sheet attempts to minimize the adverse safety consequences of the substandard design, the reality in this situation, as with other proposed situations in the Project where stopping sight distance is substandard, the fundamental fact is that if drivers cannot see far enough ahead on the road to stop safely, they are likely to run off it or hit something in it.

The proposed design would only provide 50% of the mandatory minimum shoulder width applicable to this segment. Given the other substandard design elements noted above, this would compound safety problems.

Cost Effective and Environmentally Sensitive Measures To Enhance Safety Without STAA Accommodation Are Possible

Caltrans could enhance the safety of the 197/199 route combination for the general motoring public without the high cost and environmental intrusion necessary to accommodate STAA trucks. Measures, some of which are currently included at some locations as minor features of the proposed Project, include:

- Open graded pavement surface at all locations,
- More prominent edge line and centerline delineation including raised reflective markers and centerline and edge line rumble strips,
- More extensive curve warning, and advisory speed signing
- Night lighting at selective locations,
- Transverse rumble strips in advance of the sharpest curves, most complex curve combinations, or ones with safe speeds at large differential from the approach roadway,
- Radar displays of vehicle speed,
- The previously mentioned signal-controlled, alternating one-way operation of the bridge at Patrick Creek Narrows Location 2 or the aforementioned "Yield To Traffic On Bridge" regulatory sign solution for the same location,
- Trucker-directed advisory signing such as is employed along the mountainous section of I-80 between the Nevada State Line and Auburn.

The PR should be redone to design and evaluate an alternative that is based on these principles.

Other Issues

Lack of Measured Speed Data

It is evident from Caltrans documentation that speed, particularly the differential between approach speed limits and the speeds that are safe at the "pinch points" addressed in the Project as well as the differential between speeds at which drivers attempt to drive through the "pinch points" and the safe speeds through those "pinch points" is a major causal factor in the crash experience documented in the PR. However, there is no evidence on record that Caltrans has ever considered the actual distribution of speeds driven at the pinch points and their approaches. This vital data should be collected and considered in determining whether the modifications proposed in the Project are adequate improvements for public safety, detrimental, or measures that solely provide a justification for shoe-horning STAA trucks onto the road.

Inconsistency of Traffic Volume, Truck Volume and Truck Percentage Data Between PR and Caltrans Posted Data

Data posted on the Caltrans Traffic Data Branch internet web site for US 199 northeast of the junction with SR 197, the location closest to the proposed Project work sites on US 199 indicate 2010 annual average daily traffic (AADT) of 4200, a truck percentage of 18.52 % of AADT and a truck volume of 778 AADT. Yet the PR analysis for the Project locations on US 199 uniformly assume the existing traffic volume is only 3000 AADT, the truck percentage is only 12% of AADT. In fact, the traffic and truck volumes that existed in 2010 on this area of US 199 already considerably exceed the PR's projected traffic and truck volumes for 2013, 2023 and 2033. Clearly, the PR has based its analysis of Project adequacy and critical design variables like Traffic Index (TI)⁴ on seriously understated traffic and truck volumes on US 199.

Caltrans Traffic Data Branch posts traffic and truck volumes at two locations bracketing the Ruby 1 and Ruby 2 sites on SR 197. These show AADTs of 1800 vehicles and a truck percentage of 12.33% (222 trucks) to the northwest of the Ruby sites and 2300 vehicles and a truck percentage of 5.65% (130) trucks to the southeast. The average, since the Ruby sites lie between these count points is 2050 AADT and 176 trucks (truck percentage of 8.59). The PR baseline for the Ruby sites is only 1700 AADT and a truck percentage of only 8 percent (equivalent to only 136 trucks – 50 per day less than the above average. In fact, the PR's 2013 forecasts are below the 2010 values and its 2023 forecasts barely exceed them.

⁴ This is a critical parameter used in determining the required structural strength and composition of the roadway surface based primarily on the expected numbers of heavy vehicle axel passages over the expected life of the pavement.

Again, the PR analysis appears to have relied on understated estimates of overall traffic and truck traffic both current and in the future. This is particularly disturbing since the section of US 199 between its junction with SR 197 and its junction with US 101 is reported to have carried an AADT of 719 trucks (15.63%). If the segment of SR 197 between US 199 and US 101 is improved as proposed in the Project, some of the truck traffic on the sinuous section of US 199 between its junctions with SR 197 and US 101 would likely shift to the improved SR 197, especially if Caltrans signs direct truck traffic that way. Caltrans analyses of Project truck traffic have made no evident attempt to estimate diversions of truck traffic from the westerly segment of US 199 to SR 197 that the Project would cause. This is a serious flaw in the analysis.

Improper Use of Accident Statistics

A well understood truism in highway safety analysis is the fact that curves are locations where some of the highest accident rates tend to occur. In the case of the PR, accident statistics are presented for short segments involving one or several curves. Accident rates at these locations are compared to the statewide average accident rate for 2-lane conventional highways in rural areas with similar terrain. This apples-to-oranges comparison of accident rates for individual curve segments or short segments involving a multiple curve sequence to the overall statewide average for 2-lane conventional highways (which averages in many, many miles of tangent segments where few accidents normally occur) is a comparison that exaggerates the apparent deviation of crash rates on the subject route segments above that which is purportedly typical, thus exaggerating the need for some kind of improvement action based on safety. A fair comparison of crash rates on the subject segments to overall State Highway System 2-lane conventional highway crash rates in similar rural terrain on curves would present an unbiased depiction of the safety situation on the subject route segments and would doubtless show that the subject segments experience crash rates more typical of curve segments statewide.

Conclusion

Based on all of the points noted in detail above, we are convinced the Project Report's analysis and conclusions are inadequate and need to be revised. The Project's provisions are insufficient to authorize STAA trucks on the subject routes with reasonable safety to the public. Caltrans has failed to evaluate the safety impacts associated with the Project's exception to mandatory minimum design standards. An alternative that improves the operational safety characteristics of the route combination at modest cost and with minimal environmental intrusion is preferable to one that accommodates STAA trucks at significantly higher cost and environmental intrusion accompanied by detrimental effects on public safety.

Mr. Jason Meyer
November 5, 2012
Page 12

Sincerely,

Smith Engineering & Management
A California Corporation



Daniel T. Smith Jr., P.E.



Jeff Schwein <jeff@greendottransportation.com>

road widening project

1 message

Stephen Wahlstrom <swahlstrom@sbcglobal.net>
To: jeff@greendottransportation.com

Mon, Jan 4, 2016 at 10:40 PM

Jeff,

I am against widening the road at Richardson Grove. Yes- the road limits truck traffic but it is also a important resource to be preserved.

Steve Wahlstrom



Jeff Schwein <jeff@greendottransportation.com>

HWY 199/197 Big Truck access is terrible for the community and the environment

1 message

Stace <lvlvoice@yahoo.com>

Tue, Jan 5, 2016 at 11:46 AM

Reply-To: Stace <lvlvoice@yahoo.com>

To: "jeff@greendottransportation.com" <jeff@greendottransportation.com>, "tamera@dnltc.org" <tamera@dnltc.org>

The RTP (regional transportation plan) 2016 should not support Hwy 199/197 STAA big truck access because it works against important overarching community goals: safety, enhancing recreation and tourism, and protecting natural resources. This project will endanger our lives and those who visit, and will increase the risk of truck spills that spoil our clean water and our salmonid fishery. The steep cut-slopes with extensive curtain walls will damage the beauty of the canyon and harm our fishery. Furthermore, there is negligible local economic need for the project. This is an expensive and dangerous project that does not meet overarching community goals. The Hwy 199/197 focus should be to make the road safer for the traffic we have today. There are safer alternatives. Funding for safety improvements should not be linked to access for bigger trucks.

The RTP 2016 plan should support and prioritize a Last Chance Grade bypass on Hwy 101 South that conserves our Parklands and Old Growth Redwoods, as outlined by the stakeholder meetings. Let's put our money where it makes sense.

The Caltrans design uses steep cut-slopes into the canyon. But the geologic instability of the Smith River Canyon prevents sufficient widening for STAA trucks to pass safely. Thus, Caltrans has exempted themselves from mandatory safety requirements. An independent review by leading transportation engineer, Smith Engineering, reveals that the safety design exemptions are extreme, and will endanger all of our lives. Only one foot tolerance for error, one foot between you and passing STAA trucks on triple reverse turns has been designed, whereas the mandatory distance is four times greater! This is too dangerous a road to ignore mandatory safety design standards. You are squeezed between a hard canyon wall and the Smith River below. There are safer alternatives for the traffic we have today.

PLEASE reconsider your stance on this issue.

Thank you!

Stacey R



Jeff Schwein <jeff@greendottransportation.com>

Re: Elk valley and howland hill

1 message

Tamera Leighton <Tamera@dnltc.org>
To: DAVE stiles <norcaldeerhunter@gmail.com>
Cc: Jeff Schwein <jeff@greendottransportation.com>

Sun, Jan 10, 2016 at 3:21 PM

Thank you for your comments.

Sincerely,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
1301 B Northcrest Drive, #16
Crescent City, California 95531
Desk: 707 465 3878
Cell: 707 218 6424
www.dnltc.org

On Sun, Jan 10, 2016 at 1:49 PM, DAVE stiles <norcaldeerhunter@gmail.com> wrote:

As a cab driver this spot is very dangerous many times I have had to avoid getting hit by cars coming up that hill my thought would be putting in a stop light



Jeff Schwein <jeff@greendottransportation.com>

Transportation planning for North Coast

1 message

Wendy S Bertrand <eyeonplace@gmail.com>

Tue, Jan 5, 2016 at 9:59 AM

To: jeff@greendottransportation.com

Cc: Colin Fiske <Colin.fiske@gmail.com>, Barbara Kennedy <bkenn202@att.net>, Don Gillespie <dwgillespie7@gmail.com>, Dave Spreen <dspreen@davespreen.com>, Ken Miller <tamer1@suddenlink.net>, Trisha Lee <trishale@sonic.net>, Eileen Cooper <upsprout@yahoo.com>, Natalynne DeLapp <Natalynne@wildcalifornia.org>, Diana Ashley <dax@sonic.net>

Hello Jeff,

Many of us have been working for the past 8 years to get Caltrans attention as to their inappropriate approach to projects. District 1 is keenly focused on more bigger trucks to link National system, however there is no economic gain and only negative impact to local residents and tourists from around the world. Our geography, safety, and quality of life will be irrevocably damaged as a STAA trucking route. Please see [mychange.org petition](http://mychange.org/petition) to stop projects for STAA trucks on Redwood Highway.

During the summers, I live in Gasquet near Highway 199 but unfortunately I am not near Del Norte to attend the meeting Jan 6. I hope you will help the discussion look at the big picture and the Caltrans reforms dictated by Governor Brown, and Caltrans own governing documents that are not being followed. There are many problems being swept under the table that need serious attention, maybe you will have a better idea after the meeting.

Respectfully

Wendy Bertrand, Gasquet

—

Wendy Bertrand, Architect

Enamored with Place: As Woman + As Architect

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A Runner-up in the 2013 Paris Book Festival

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www.wendybertrand.com

www.youtube.com/user/enamoredwithplace

Comments to RTP 2016, Jan 6, 2016

Friends of Del Norte, Committed to our environment since 1973

A nonprofit, membership based conservation group, advocating sound environmental policies for our region. PO Box 229, Gasquet, CA 95543

ATT: Congressman Jared Huffman, Assemblyman Wes Chesbro, Governor Brown's Office, and California Transportation Commission, FHWA

The Friends of Del Norte (FODN) has been actively involved in guiding local environmental project review for 40 years, including submitting comments to Caltrans District 1 regarding STAA truck access on Hwys 199/197 since 2008. When our community first promoted STAA access for Hwys 199/197, several false assumptions were made: that STAA access could be done safely, and that it would greatly benefit the local economy and was therefore needed. These assumptions have been proven wrong within the framework of the Draft Environmental Impact Report (DEIR/EA). ~~DEIR/EA~~ The DEIR/EA is currently under review. Recently submitted expert testimony now on record substantiates that this proposed route is inconsistent with STAA requirements, and a determination of inconsistency is the only reasonable choice at this point in time. The DEIR/EA also reveals that there is negligible need for the project. We now ask that you recind support for the proposed Surface Transportation Assistance Act (STAA) addition of Hwy 199/197. We would be open to meeting with you to discuss this issue further.

The proposed STAA route on Hwy 199/197 does not meet basic safety guidelines, and other conditions required by the criteria in Section 658.9 of the STAA. This is a dangerous and ill conceived project that will result in more accidents, endangering the public and the water quality of the Wild and Scenic Smith River.

The proposed STAA route on Hwy 199/197 fails to provide adequate geometrics to support safe operations, considering sight distance, pavement width, horizontal curvature, shoulder width, bridge clearances and load limits, traffic volumes and vehicle mix, and intersection geometry.

Please review expert testimony by Smith Engineering, regarding engineering safety issues, and testimony by Mara Feeney, a planning consultant with 35 years experience. Their professional review confirms safety hazards will result in significantly more accidents, and will jeopardize the water quality of the Wild and Scenic Smith River. Testimony is attached and also available from the Caltrans District 1 office, or EPIC:
<http://www.wildcalifornia.org/action-issues/rein-in-caltrans/wild-and-scenic-smith-river-the-197199-project/>

There has been a local political push to attain STAA truck access on Hwys 199/197 with negligence regarding public safety and without concern for actual need, despite the great cost of providing STAA truck access along Hwys 199/197. The local trucking evaluation of the DEIR/EA substantiates that there is negligible local economic need for STAA access (also refer to Mara Feeney letter of review). The DEIR also reveals that it is impossible to provide safe STAA access by using the proposed cut slopes, because our winding narrow river canyon highway cannot be widened adequately due to geologic instability of the cut slopes. The project requires many design exceptions that will result in more accidents, deaths and truck spills (Smith Engineering).

Caltrans District 1 disregards design guidelines for public safety, and is willing to allow a faulty narrow winding road to carry STAA trucks, a road that already has a poor safety record. STAA traffic will jeopardize the health and beauty of a Wild and Scenic River, greatly increasing the risk of truck spills, and risking the water quality of endangered salmonid habitat, as well as Crescent City's only drinking water.

Moreover, STAA through truck traffic is likely to greatly increase as a result of creating a frost free STAA truck loop over Hwy 199/197 and Hwy 101 that diverts I-5 truck traffic around Siskiyou Summit in winter. Even just a small percentage of diverted I-5 truck traffic would result in significant and dangerous increases of truck traffic for Hwys 199/197 and the geologically unstable Hwy 101 south of Crescent City. These truck diversions will happen during winter storm events, with hazardous driving conditions. The DEIR/EA has failed to identify and evaluate this cumulative impact, despite public concern (and now available expert testimony). The DEIR/EA misleads the public into believing that there will be insignificant increases in traffic.

Consistency Analysis:

§ 658.3 Policy statement: The Federal Highway Administration's (FHWA) policy is to provide a **safe and efficient** National Network of highways that can safely and efficiently accommodate the large vehicles authorized by the STAA. This network includes the Interstate System plus other qualifying Federal-aid Primary System Highways.

§ 658.11 Additions, deletions, exceptions, and restrictions.

To ensure that the National Network remains substantially intact, FHWA retains the authority to rule upon all requested additions to and deletions from the National Network as well as requests for the imposition of certain restrictions. FHWA approval or disapproval will constitute the final decision of the U.S. Department of Transportation.

Additions

- (1) Requests for additions to the National Network, including justification, shall have the endorsement of the Governor or the Governor's authorized representative, and be submitted in writing to the appropriate FHWA Division Office. Proposals for addition of routes to the National Network shall be accompanied by an analysis of suitability based on the criteria in § 658.9.
- (2) Proposals for additions that meet the criteria of § 658.9 and have the endorsement of the Governor or the Governor's authorized representative will be published in the FEDERAL REGISTER for public comment as a notice of proposed rulemaking (NPRM), and if found acceptable, as a final rule.

§ 658.9 National Network criteria.

(a) The National Network listed in the appendix to this part is available for use by commercial motor vehicles of the dimensions and configurations described in §§ 658.13 and 658.15.

(b) For those States with detailed lists of individual routes in the appendix, the routes have been designated on the basis of their general adherence to the following criteria.

(1) The route is a geometrically typical component of the Federal-Aid Primary System, serving to link principal cities and densely developed portions of the States.

Hwy 199/197 is an atypical route in that it does not link densely developed portions of the State. Crescent City is a small rural town located in a remote rural area. Even with the proposed safety improvements, a substandard, narrow, rural winding canyon road remains, following the Wild and Scenic Smith River. With numerous design exceptions, Caltrans ignores their own safety guidelines and jeopardizes the public welfare and the water quality of the Smith River. (Smith Engineering, as attached)

(2) The route is a high volume route utilized extensively by large vehicles for interstate commerce.

Hwy 199/197 is a relatively low volume truck route, and the DEIR/EA shows that there is negligible local economic need for the project. There are alternate STAA routes linking the California North Coast to I-5. Hwy 199/197 is a scenic byway that travels along the Wild and Scenic Smith River through a National Recreation Area. It is a winding rural river canyon drive. This route is most extensively used by visitors for recreational purposes, and by local residents for daily commutes from the river communities of Gasquet and Hiouchi, and to access essential services, such as medical services in Medford on I-5.

Hwy 197 (North Bank Road) is currently a rural residential route with 72 driveways directly entering onto the road. Current truck traffic is insignificant on this part of the route. There will be a great increased safety hazard to the residents and to the trucks along this road due to likely increased truck traffic.

(3) The route does not have any restrictions precluding use by conventional combination vehicles.

(4) The route has adequate geometrics to support safe operations, considering sight distance, severity and length of grades, pavement width, horizontal curvature, shoulder width, bridge clearances and load limits, traffic volumes and vehicle mix, and intersection geometry.

Professional expert testimony on record by Smith Engineering and Mara Feeney (as attached) substantiates that the proposed STAA Hwy 199/197 will not have adequate geometrics to support safe operations, considering sight distances, pavement width, horizontal curvature, shoulder width, bridge clearances, load limits, traffic volumes and vehicle mix, and intersection geometry.

(5) The route consists of lanes designed to be a width of 12 feet or more or is otherwise consistent with highway safety. (response to 4 above)

(6) The route does not have any unusual characteristics causing current or anticipated safety problems. (response to 4 above)

Expert testimony by Mara Feeney, a planning consultant with 35 years experience substantiates that the DEIR/EA fails to evaluate likely large increases of induced STAA truck traffic from I-5.

STAA through truck traffic is likely to greatly increase as a result of creating a frost free STAA truck loop over Hwy 199/197 and Hwy 101 that diverts I-5 truck traffic around Siskiyou Summit in winter. Even just a small percentage of diverted I-5 truck traffic would result in significant and dangerous increases for Hwy 199/197 and 101 south of Crescent City. The DEIR/EA has failed to identify and evaluate this cumulative impact, despite public concern. The DEIR/EA misleads the public into believing that there will be insignificant increases in traffic.

Even with the proposed safety improvements, a substandard, narrow, rural winding canyon road remains, following the Wild and Scenic Smith River. With numerous design exceptions, Caltrans ignores their own safety guidelines and jeopardizes the public welfare. Trucks will not be able to pass safely on a route that will still have sub-standard widths and shoulders, multiple turns that are too tight to navigate safely, especially for the posted speeds, and short recovery sight distances. Combined with likely significant increases in truck traffic in the worst winter driving conditions, this will become a more dangerous route.

There will likely be a significant increase in risk of truck cargo spills along Hwys.199/197, threatening the water quality of the Wild and Scenic Smith River, a refuge for California's last salmon, and the only drinking water source for Crescent City. The City has only a 3 to 5 day reserve water capacity.

Hwy 197 is currently a rural residential highway with 72 driveways directly entering onto the road. Current truck traffic is insignificant on this part of the route. There will be a great increased safety hazard to the residents and trucks along this road due to increased truck traffic.

Safety is also inadequately addressed on Hwy 199, as there are no improvements planned between Hiouchi and Gasquet, which has the highest accident rate on Hwy 199, and is most used for local commutes.

Hwy 199 already has a rate that is 4 times the average for a similar hwy.

Hwy 101 south of Crescent City already has Fatality-Plus-Injury and Total Collision Rates at eight and eleven times the statewide average for a similar highway

(c) For those States where State law provides that STAA authorized vehicles may use all or most of the Federal-Aid Primary system, the National Network is no more restrictive than such law. The appendix contains a narrative summary of the National Network in those States. [49 FR 23315, June 5, 1984, as amended at 53 FR 12148, Apr. 13, 1988]

The currently adopted California Transportation Policy Priority is to better maintain the current infrastructure, as the Federal and State transportation budgets have severe restraints and an overload of maintenance projects. There will be a significant and impractical economic burden and endangerment of the public welfare in trying to maintain Hwy 199 and the geologically unstable Hwy 101 at Last Chance Grade under likely heavy truck traffic increases, an already unstable and problematic area prone to slides. This cumulative impact has been ignored by Caltrans project developers and the DEIR. There will also be a significant acceleration in maintenance projects that will substantially degrade riparian vegetation and aesthetics along the Wild and Scenic Smith River. The current submitted expert testimony clearly points to the fact that it is wasteful of taxpayer money to further pursue STAA status for Hwy 199/197.

Thank you,

Eileen Cooper, vice president on behalf of the FODN board. 707-465-8904; upsprout@yahoo.com

attached NO STAAs
2 Petitions ~ 2 Change.org
Attachments ~ Professional testimony;
also James Barrett • Mara Feeney letter 9-26, 2012
Letters 4/17/12 • Smith Engineering Report 11-5-2012
3/12/12 • Robert Cervero ~ UC Berkeley email 5-9-12

This Petition includes the signatures seen, plus several pages in addition, totalling 325 signatures.

Change.org
petition
signatures

Don't Let Long Big Trucks onto the Scenic California Redwood Highway

Table 1

Name	City	State	Postal Code	Country	Signed On	
Wendy Bertrand	Gasquet	California		United States	2015-03-13	
Amber Jamieson	McKinleyville	California	95519	United States	2015-04-09	
Barbara Kennedy	Weott	California	95571	United States	2015-04-10	
Kristina Raupach	Seattle	Washington	98106	United States	2015-04-10	
Lisa Zure	san anselmo	California	94960-1208	United States	2015-04-10	
Judith Corbett Davis		California	95616	United States	2015-04-10	
Trisha Lee	Eureka	California	95501	United States	2015-04-10	
Joanne Fornes	McKinleyville	California	95519	United States	2015-04-10	
Bess Balr	San Francisco	California	94110	United States	2015-04-10	
Stan Binnie	Arcata	California	95518	United States	2015-04-10	
Kathryn Miller	Fresno	California	93720	United States	2015-04-10	
ed santos	San Leandro	California	94579	United States	2015-04-10	
Marda Stothers	Oakland	California	94607	United States	2015-04-10	
Nancy Aktas	Rohnert Park	California	94928	United States	2015-04-10	
Ken Miller	McKinleyville	California	95519	United States	2015-04-10	
Kathleen Mill	Richmond	California	94801	United States	2015-04-10	
Richard Salzman	Arcata	California	95521	United States	2015-04-10	
Julle Timmons	Eureka	California	95503	United States	2015-04-10	
Jodi Frediani	Santa Cruz	California	95060	United States	2015-04-10	
Ellen Bryant	Eureka	California	95503	United States	2015-04-10	
Mara Feaney	San Francisco	California	94114	United States	2015-04-10	
david walker	Santa Rosa	California	95401	United States	2015-04-10	
Natalynne DeLapp	Arcata	California	95521	United States	2015-04-10	
Joann Spence	Eureka	California	95501	United States	2015-04-10	
Megan mansfield	Quincy	California	95971	United States	2015-04-10	
Jeff Miller	Fremont	California	94536	United States	2015-04-10	
Lilisa Schell	Winnipeg		R3R2J9	Canada	2015-04-10	
Robert Shearer	Arcata	California	95521	United States	2015-04-10	
Kalin Pope	Arcata	California	95521	United States	2015-04-10	
Michael Camann	Blue Lake	California	95525	United States	2015-04-10	
Gary Siler	Windsor	California	95492	United States	2015-04-10	
Robert Nicholson	Sunnyvale	California	94087	United States	2015-04-10	
matthew spence	none	California	95501	United States	2015-04-10	
PETER HOLLAND			34160	France	2015-04-10	
Peter Martin	Trinidad	California	95570	United States	2015-04-10	
Kyle Haines	Klamath Falls	Oregon	97601	United States	2015-04-10	
Mike Clark	Loleta	California	95551	United States	2015-04-10	
Kelly Karaba	Arcata	California	95521	United States	2015-04-10	
Rick Siegfried	Eureka	California	95501	United States	2015-04-10	
Randy Weaver	Eureka	California	95503	United States	2015-04-10	
John Perricone	Redway	California	95542	United States	2015-04-10	
Susan Zucker	Flagstaff			AZ	Arizona 86001-1161	United States 2015-04-10
Fred Evenson	Santa Cruz	California	95060	United States	2015-04-10	
Talia Rose	Garberville	California	95542	United States	2015-04-10	
Sylvia De Rooy	Eureka	California	95503	United States	2015-04-10	
Taylor Morrison	Arcata	California	95521	United States	2015-04-10	
Jeff Musgrave	Trinidad	California	95570	United States	2015-04-10	
Kellie St James	McKinleyville	California	95519	United States	2015-04-10	

This Petition includes the signatures seen, plus several pages in addition, totalling 480 signatures.

NO STAAS Extra Long Trucks

Stop Truck Accidents Along Smith River

I am speaking up for my safety & to defend the water quality of the Wild and Scenic Smith River, a refugia for California's Endangered Salmonids, and Crescent City's only source of drinking water. Expert testimony by Smith Engineering, regarding engineering safety issues, and testimony by Mara Feeney, a planning consultant with 35 years experience, confirms safety hazards and increased truck traffic will result in significantly more accidents, and will jeopardize the water quality of the Smith River. I ask my elected representatives and the California Transportation Commission to rescind support for STAA truck access along the Smith River on Hwys 199/197, as the DEIR/EA demonstrates there is negligible local economic need.

Name Print/Sign	Address	(Email)	(Phone)	Date
Patricia Henry	837 H st		707-951	2-14-13
Patricia Henry	Crescent City		2466	
Henara Campbell	837 H st Crescent City		707 954 5551	2-14-13
John Schaff	2803 B Greenwood Hts Dr Kneeland CA		7076723848	2-14-13
Sonnive Rubio	4520 N. Bank Rd Crescent City		707-954-9173	2-14-13
Allen P. Davis	383 Murphy L.C. CA		707-954-7911	2-14-13
John Davis	304 Humboldt CC		707-4644523	2-14-13
Samantha Hunt	1099 Anzio St. Crescent City		707 954 0008	2-14-13
Carol J. Mugg	1223 MOORE ST. A07		541 412-8370	2-14-13
Kathy Maffett	PO Box 829 Crescent City		707-464-2574	2-14-13
Mary C. Johnson	99330 S Bank Brookings			2-14-13
Angela Hodder	P.O. Box 4161 Brookings Dr		97415	
Haley Gist	140 Victory Ln Crescent City CA		955	
Ed Karsen	1196 McAllen Rd C.C.			(2-14-13) 955
Thomas Sandage	731 9 th St CC		2-14-13	457 223
Ed JOHNSON	P.O. BOX 953 CC			2/14/13

Transportation plan requires multi-agency coordination

By [Laura Jo Welter, The Triplicate](#) | February 02, 2016 09:01 am

The most recent public Regional Transportation Plan meeting centered around what the plan covers and where people should go to voice concerns about a particular project.

The general interconnected nature of transportation infrastructure warrants discussions between agencies about how it all fits together, said Jeff Schwein, with Green Dot Transportation Solutions.

"You can't just think in a box and do something for your own entity. You have to talk about what's happening in the region and make sure it's a good investment for the community as a whole, for the state as a whole, and for the nation as a whole. So, they're trying to tie it all together," Schwein said.

The 20-year plan, then, covers the pet projects of all the agencies with an interest in transportation, be they a county sidewalk installation, bridge maintenance on a state highway, construction of a new airport terminal or establishing ferry service on the river. As required by state and federal governments, the plan also looks at the region's over-arching transportation goals and what money is likely to come in, from where.

The plan is updated every four years. The latest meeting Jan. 27 was the second held to elicit public input for the 2016 plan.

People were instructed to seek out the agency that's in charge of the specific project they had questions or concerns about, as they're the ones who develop and prioritize them.

Whether a project is slated for the short- or long-term is dependent on available funding and what prep work has already been done, said Schwein.

How to fund a rerouted Last Chance Grade and why not to widen and straighten portions of U.S. 199 and S.R. 197 for truck access were two topics that were touched on briefly by several people in attendance, who were referred to Caltrans.

Del Norte Transportation Commission Executive Director Tamera Leighton explained: "We help set regional priorities and help make things happen given the regional priorities, but the transportation commission doesn't own anything so that's why we continue to direct you back to the organization that owns the infrastructure."

Del Norte County Supervisor Martha McClure said she'd like signs and painted lines to be made more visible.

Representing the McKinleyville-based Coalition for Responsible Transportation Priorities, Colin Fiske suggested transportation planners look beyond road improvements in favor of multi-modal and active transportation projects.

"There's a tendency to view things like active transportation and safety projects as having to be funded by the specific programs that are devoted to those kinds of things and I just like to encourage thinking about it from a broader perspective."

The Transportation Commission is still accepting comments through its online survey, linked to at: <http://www.dnltc.org/2016-regional-transportation-plan/>

A draft plan will be made available Feb. 22, and the public will have at least another 30 days to review and make comment, before the final Regional Transportation Plan is issued in May.

Reach Laura Jo Welter at lwelter@triplicate.com



CAR TRUCK BICYCLE BUS
PLANE BOAT FEET

Come join us to learn about and discuss the

2016 Regional Transportation Plan!

This is community meeting #2 and will include transportation policies and projects proposed to be included in the Regional Plan.

The Regional Transportation Plan (RTP) is a 20-year plan for the region's transportation system, including roadways, transit, bicycle and pedestrian infrastructure, and aviation projects. To learn more about the document and process, visit the "2016 RTP" page at DNLTC.org.

January 27, 2016 @ 4:00 PM

Wastewater Treatment Plant
Conference Room
210 Battery Street
Crescent City, CA 95531

Questions? Contact:

Executive Director
Tamera Leighton
Del Norte LTC
Tamera@dnltc.org
(707) 465-3878

Project Consultant
Jeff Schwein, AICP
Green DOT Transportation Solutions
jeff@greendottransportation.com
(530) 895-1109

2016 Del Norte Regional Transportation Plan

Community Meeting #2

January 27, 2016 @ 4:00 PM

210 Battery Street, Crescent City

What is the Regional Transportation Plan?

The Regional Transportation Plan (RTP) is a long-range (20-year) transportation plan that is developed and updated every four years. The RTP reviews funding sources expected to be available over the next 20 years, and prioritizes the projects needed in alignment with these funds. The 2016 Del Norte RTP will summarize County, City, Tribal and State projects in order to create a list of project needs to be completed between 2016 and 2036.

Where do the projects come from?

Projects are developed and brought to the DNLTC for inclusion in the RTP by the County, Caltrans, Crescent City, Airport District, Harbor District, Tolowa Dee-ni' Nation, Elk Valley Rancheria, the Resighini Rancheria and the Yurok Tribe. Each of these entities is qualified to receive Federal and State transportation funds under current law. These projects are in alignment with the Regional Transportation Improvement Program (RTIP), the Climate Change Adaption Plan, the Active Transportation Plan and various other plans and studies. New projects are developed in order to meet the region's infrastructure needs, including roadway and bridge maintenance needs, transit needs, safety needs, bicycle/pedestrian needs, aviation needs and maritime travel needs.

Where does project funding come from?

Funding for project needs comes from several local, State and Federal sources, including:

- Active Transportation Program (ATP)
- Annual Distribution for Aviation
- Federal Forest Reserve
- Federal Transit Administration (FTA)
- Highway Bridge Program (HBP)
- Highway Safety Improvement Program (HSIP)
- Local Transportation Fund (LTF)
- Regional Surface Transportation Program (RSTP)
- Service Authority for Free Emergencies (SAFE)
- State Highway Operation and Protection Program (SHOPP) - Caltrans projects
- State Transit Assistance (STA)
- State Transportation Improvement Program (STIP)
- Transit Farebox Revenue

Will every project in the RTP be completed by 2036?

Unfortunately, there is a large deficit between the amount of funding available for projects in Del Norte County and the estimated funding needs. In addition, the various funding sources can only be used for associated project needs (for example, funds from the Federal Transit Administration must be used for transit improvements or operational costs, airport funds for airport projects, etc). Other funding sources are competitive in nature and eligible applicants must submit grant applications during the call for projects. There is no guarantee for funding through the Highway Safety Improvement Program or the Active Transportation Program. The best way to access these valuable program funds is to develop strong project foundations through planning and preliminary project phases.

Purpose of the RTP

The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system using the following methods:

- Provide an assessment of the current modes of transportation and examine the potential for new travel options within the region.
- Identify projected growth areas and future improvements for travel and goods movement.
- Identify and document specific actions necessary to address the region's mobility and accessibility needs, and establish short-term and long-term goals to facilitate these actions.
- Provide information for the Regional Transportation Improvement Program (RTIP), the Interregional Transportation Improvement Program (ITIP), and the Federal Transportation Improvement program (FTIP).
- Identify and integrate public policy decisions made by local, regional, State, and Federal officials regarding transportation funding.
- Promote consistency between the California Transportation Plan (CTP), the RTP, and other plans developed by cities, counties, districts, Tribal Governments, and State and Federal agencies in response to Statewide and interregional transportation needs and issues.
- Employ performance measures that monitor the effectiveness of the transportation improvement projects in meeting the intended goals.
- Provide a forum for participation and cooperation, and facilitate partnerships that reconcile transportation issues which transcend regional boundaries.
- Include Federal, State and local agencies, Tribal Governments, the public and elected officials in discussions and decision-making early in the transportation planning process.

RTP Elements

RTPs must include the following three elements:

- The **Policy Element** describes the transportation issues in the region, identifies and quantifies regional needs expressed within both a short- and long-range framework, and maintains internal consistency with the financial element fund estimates. Related goals, objectives, and policies are provided along with performance indicators and measures.
- The **Action Element** identifies projects that address the needs and issues for each transportation mode in accordance with the policy element.
- The **Financial Element** identifies the current and anticipated revenue sources and funding strategies available to fund the planned transportation investments described in the action element. The intent is to define realistic financial constraints and opportunities.

Policy Element

The purpose of the Policy Element of the RTP is to provide guidance to regional transportation decision makers and promote consistency among federal, state, regional, and local agencies. The Policy Element sets forth goals that approved projects must support or work towards.

State and Regional Roads

Goal 1 - Provide and maintain a safe, efficient and convenient road system.

Local Roads

Goal 2 - Upgrade and improve roadways to preserve existing road system.

Public Transit

Goal 3 - Provide for mobility needs through transit services.

Aviation

Goal 4 - Maintain safe and efficient commercial and general aviation facility.

Goods Movement

Goal 5 - Provide for safe and efficient movement of regional and interregional goods.

Non-Motorized

Goal 6 - Provide a safe, convenient, and efficient active transportation system.

Goal 7 - Promote alternative transportation.

Recreational Travel

Goal 8 - Support recreational travel by making it safe, easy, and inviting.

Air Quality and Environment

Goal 9 - Ensure sensitivity to the environment in all transportation decisions.

Goal 10 - Include climate change strategies in transportation investment decisions.

Action Element

The Action Element presents a plan to address the needs and issues for each transportation mode, in accordance with the goals, objectives and policies set forth in the Policy Element. It is within the Action Element that projects and programs are prioritized as short-range (0-10 years) and long-range (11-20 years) transportation improvements, consistent with the identified needs and policies. The short-range projects are aligned with revenue that is reasonably projected to be available (see Financial Element - Page 12). Long-range projects will be aligned with funding resources in subsequent Regional Transportation Plans. Should unanticipated funding be recognized in the next four-year RTP period, the RTP may be amended.

Short Term Projects (1-10 years)

Agency	Funding Source	Description	Cost (1000s)	Year
Roadway Rehabilitation or Reconstruction				
Del Norte County	Road Fund	Area 8 - Fort Dick (Chip Seal)	\$ 405	2020
Del Norte County	CDBG	Harding Avenue - Outside of City Limits- Sidewalk construction	\$ 715	2016
Del Norte County	CDBG	Glenn Street - Small Street to Hamilton Avenue - Sidewalk construction	\$ 702	2016
Del Norte County	CDBG	El Dorado Street - Cooper Avenue to Pacific Avenue- Sidewalk construction	\$ 440	2016
Caltrans	SHOPP	.4 mi. N of South Fork Road to .56 mi. S of Idlewild Maint. Station Rd.-High friction surface treatment	\$ 2,130	TBD
Caltrans	SHOPP	Near Crescent City 1.2 mi. N of Rudisill Rd-Reconst. Tieback Wall and Roadway - Last Chance Grade	\$ 3,455	2016
Caltrans	SHOPP	10 mi. S of Rudisill Road-Repair roadway failures-Last Chance Grade	\$ 4,396	2016
Caltrans	SHOPP	10 mi. s of Crescent City at 2.8 mi. N of Mill Creek Park Ent.-Reconstruct roadway/log crossing repair	\$ 8,000	2016
Caltrans	SHOPP	Near Crescent City, from 1 to 1.5 miles south to 0.2 miles north of Hamilton Road	\$ 3,025	2016
Caltrans	SHOPP	Near Crescent City at .6 mi. S of Hamilton Road-Reconstruct slipout/Stabilize roadway	\$ 3,678	2016
Caltrans	SHOPP	Near Hiouchi 1 mi. N of South Fork Road-Smith River Curve Improvement	\$ 3,445	2016
Caltrans	SHOPP	Near Patrick Creek 2.6 mi. N of Patrick Creek Road-Middle Fork Wall	\$ 3,015	2016
Caltrans	SHOPP	Near Idlewild at Collier Tunnel Rest Area-Rest area Rehab	\$ 1,499	2018
Caltrans	SHOPP	Near Fort Dick 1.3 mi. to .5 mi. S of Ruby Van Deventer Park-Widen Roadway	\$ 955	2017-hold
Caltrans	SHOPP	At entrance to Ruby Van Deventer Park-Widening	\$ 551	2017-hold
Caltrans	SHOPP	Near Patrick Creek .6 mi. N of Patrick Creek Rd. to 1.1 mi. N of Sikiyou Fork Rd.-Widen Roadway	\$ 6,412	2017-hold
Bridge Replacement or Rehabilitation				
Del Norte County	HBP/Forest Highway	South Fork Smith River Bridge (01C0005) on South Fork Road	\$ 15,585	2017
Del Norte County	HBP/Toll Credits	Hunter Creek Bridge (01C0011) on Requa Road	\$ 6,535	2018
Del Norte County	HBP/Toll Credits	Hurdygurdy Creek Bridge (01C0031) on Big Flat Road	\$ 2,818	2017
Caltrans	SHOPP	Various bridges-seismic retrofit	\$ 2,515	2016
Caltrans	SHOPP	Near Gasquet 1.6 mi. N of Myrtle Creek .4 mi S of Patrick Creek Bridge-Patrick Creek Slipout	\$ 1,704	2016
Caltrans	SHOPP	From .3 mi. N of Wilson Creek Bridge to 1.5 Mi. S of Hamilton Road-Reconstruct Drainage	\$ 900	2018
Caltrans	SHOPP	8.8 mi. N of Crescent City-Smith River Overflow Bridge-Replace Dr. Fine Bridge	\$ 53,173	2018
Complete Streets, Safety and Active Transportation				
Del Norte County	CDBG	Bess Maxwell School SRTS Project	\$ 1,076	2016
Del Norte County	HSIP	Parkway Drive Safety Project	\$ 332	2016
Crescent City	ATP	Sunset Circle Class 1 Bikeway	\$ 800	2016
Caltrans	STIP	US 101 Crescent City Gateway Traffic Calming Project (PA&ED + PS&E)	\$ 194	2021
Total			\$ 128,455	

Long Term Projects (11-20 years)

Agency	Funding Source	Description	Cost (\$1000s)	Year
Roadway Reconstruction or Rehabilitation				
Caltrans	TBD	Last Chance Grade - Permanent Sollution from Wilson Creek to 9 miles west of Crescent City	TBD	TBD
Del Norte County	TBD	Klamath Beach Road - US Highway 101 to Coastal Drive	\$ 19,000	TBD
Del Norte County	TBD	Low Divide Road - P.M. 0 to P.M. 5	\$ 23,000	NA
Del Norte County	TBD	Wonder Stump Road - Star Trek Drive to US Highway 101	\$ 3,690	NA
Del Norte County	TBD	Elk Valley Road - Howland Hill Road to Parkway Drive	\$ 11,253	NA
Del Norte County	TBD	Requa Improvement Project - Requa Road and P.J. Murphy Memorial Drive	\$ 15,770	NA
Del Norte County	TBD	Requa Road - US Highway 101 to P.J. Murphy Memorial Drive	\$ 354	NA
Del Norte County	TBD	P.J. Murphy Memorial Drive - Requa Road to End	\$ 652	NA
Del Norte County	TBD	Pebble Beach Drive - Point St. George to Dale Rupert Road	\$ 438	TBD
Del Norte County	TBD	Washington Boulevard - Inyo Street to Dale Rupert Road	\$ 383	TBD
Del Norte County	Road Fund	Area 1 - Klamath	\$ 245	TBD
Del Norte County	Road Fund	Area 2 - Bertsch Tract	\$ 165	TBD
Del Norte County	Road Fund	Area 3 - Elk Valley & Parkway	\$ 325	TBD
Del Norte County	Road Fund	Area 4 - Filkins Tract	\$ 310	TBD
Del Norte County	Road Fund	Area 5 - West of Northcrest	\$ 120	TBD
Del Norte County	Road Fund	Area 6 - East of Northcrest	\$ 70	TBD
Del Norte County	Road Fund	Area 7 - Mid Lake Earl & Kings Valley	\$ 140	TBD
Del Norte County	Road Fund	Area 9 - Smith River	\$ 315	TBD
Del Norte County	Road Fund	Area 10 - Hiouchi & Gasquet	\$ 550	TBD
Del Norte County	TBD	Lower Lake Road - Lake Earl Drive to Kellogg Road	\$ 937	TBD
Del Norte County	TBD	First Street - Beckstead Road to Sarina Road	\$ 276	TBD
Del Norte County	TBD	Northcrest Drive (east side) - Senior Center to Pine Grove School- Sidewalk construction	\$ 500	TBD
Del Norte County	CDBG	Roosevelt Tract- Drainage Improvements	\$ 1,500	NA
Crescent City	TBD	A St-7th St, Pacific Ave Reconstruction	\$ 1,100	TBD
Crescent City	TBD	Front St-A St. to L St., Revitalization (including subcomponents)	\$ 600	TBD
Crescent City	TBD	a. Water Infrastructure Improvements	\$ 750	TBD
Crescent City	TBD	B. Storm Drain Improvements	\$ 900	TBD
Crescent City	TBD	c. Pedestrian Improvements	\$ 4,000	TBD
Crescent City	TBD	d. Transit Improvements	\$ 400	TBD
Crescent City	TBD	e. B Street Roundabout Improvements	\$ 2,000	TBD
Crescent City	TBD	f. Roadway Reconstruction	\$ 4,000	TBD
Crescent City	TBD	K St-Front St. to 3rd St. Reconstruction	\$ 600	TBD
Crescent City	TBD	City Wide Priority Pedestrian Improvements	\$ 1,500	TBD
Crescent City	TBD	Various Roadway Microsurfacing	\$ 1,000	TBD
Crescent City	TBD	Sunset Circle-101 to Elk Valley, Reconstruction	\$ 1,250	TBD
Crescent City	TBD	8th/K Streets-Class 2 Bike Lane	\$ 60	TBD
Crescent City	TBD	7th Street-Pebble Beach to L St. Reconstruction	\$ 2,000	TBD
Crescent City	TBD	8th Street-Pebble Beach to L St. Reconstruction	\$ 2,000	TBD
Crescent City	TBD	Howe Dr-Stamps Way to B St., Rehabilitation	\$ 450	TBD
Crescent City	TBD	Wendell St4th Sr. to 9th St., Rehabilitation	\$ 750	TBD
Crescent City	TBD	C Street-5th St. to 9th St. , Rehabilitation	\$ 600	TBD
Crescent City	TBD	D Street-2nd St. to 9th St., Rehabilitation	\$ 1,000	TBD
Crescent City	TBD	Roosevelt Tract Annexation Area- Reconstruct existing streets	\$ 1,336	TBD
Crescent City	TBD	Other Annexation Areas- To be programmed	TBD	TBD
Caltrans	SHOPP	Various locations-Culvert Rehabilitation	\$ 4,286	TBD
Bridge Replacement or Rehabilitation				
Del Norte County	TBD	Gilbert Creek Bridge (01C0008) on Ocean View Drive	\$ 3,538	TBD
Del Norte County	TBD	Middle Fork Smith River Bridge (01C0006) on South Fork Road	\$ 10,586	TBD
Del Norte County	TBD	Salt Creek Bridge (01C0012) on Requa Road	\$ 3,080	TBD
Del Norte County	TBD	Eighteen Mile Creek Bridge (01C0032) on Old Gasquet Toll Road	\$ 1,128	TBD
Del Norte County	TBD	West Fork Patrick's Creek Bridge (01C0033) on Old Gasquet Toll Road	\$ 2,924	TBD
Del Norte County	TBD	Clarks Creek Bridge (01C0039) on Walker Road	\$ 2,562	TBD
Del Norte County	TBD	Hoppow Creek Bridge (01C0002) on Chapman Street	\$ 5,890	TBD
Del Norte County	TBD	Salt Creek Bridge (01C0020) on Salt Creek Road	\$ 1,216	TBD
Caltrans	SHOPP	Near Klamath, at Panther Creek Bridge and Hunter Creek Bridge - Replace Bridges	\$ 17,183	TBD
Complete Streets, Safety and ATP				
Crescent City	TBD	Pebble Beach Dr.-6th St. to 9th St. Pedestrian Improvements	\$ 750	TBD
Crescent City	TBD	Harbor Trail- Harbor Walkable Community Project	\$ 700	TBD
Crescent City	TBD	ADA pedestrian curb cut program 5 per year	\$ 8	Ongoing
Crescent City	TBD	Harbor Trail- US 101 Crossing to Magruder St	\$ 200	TBD
Crescent City	TBD	Regional Trail Map	\$ 2	TBD

Long Term Projects (11-20 years)

Crescent City	TBD	Bicycle Racks - 8 locations	\$	8	TBD
Del Norte County	TBD	Smith River Elementary School Gap Closure Project	\$	1,500	TBD
Del Norte County	CDBG	Harrold Street - Washington Boulevard to Wilson Avenue	\$	1,500	TBD
Del Norte County	TBD	Third Street-Fred Haight Drive to Beckstead Road	\$	1,000	TBD
Del Norte County	TBD	Washington Park Gap Closure Project	\$	744	TBD
Del Norte County	TBD	Hobbs Wall Trail - East End of Second Street to Howland Hill Road	\$	2,146	TBD
Del Norte County	TBD	Sarina Road - US Highway 101 to First Street	\$	330	TBD
Del Norte County	TBD	First Street - Sarina Road to North Beckstead Avenue	\$	508	TBD
Del Norte County	TBD	Fred Haight Drive - US Highway 101 South to First Street	\$	2,132	TBD
Del Norte County	TBD	Morehead Road - Lake Earl Drive to Lower Lake Road	\$	1,221	TBD
Del Norte County	TBD	Elk Valley Cross Road - US Highway 101 to Lake Earl Drive	\$	415	TBD
Del Norte County	TBD	Blackwell Lane - Lake Earl Drive to Railroad Avenue	\$	614	TBD
Del Norte County	TBD	Ocean View Drive - US Highway 101 North to Indian Road	\$	1,749	TBD
Del Norte County	TBD	Ocean View Drive - US Highway 101 South to Indian Road	\$	1,947	TBD
Del Norte County	TBD	Alder Road - Blackwell Lane to Lake Earl Drive	\$	396	TBD
Del Norte County	TBD	Kings Valley Road - Wonderstump Road Extension to Rellim Road	\$	726	TBD
Del Norte County	TBD	Wonder Stump Road - Yonkers Bridge to US Highway 101	\$	264	TBD
Del Norte County	TBD	Timbers Boulevard - US Highway 101 to Fred Haight Drive	\$	297	TBD
Del Norte County	TBD	Gasquet Flat Road - US Highway 199 to Middle Fork Road	\$	977	TBD
Del Norte County	TBD	Middle Fork Gasquet Road - US Highway 199 to Gasquet Flat Road	\$	46	TBD
Del Norte County	TBD	Old Mill Road - Northcrest Drive to Dillman Road	\$	436	TBD
Del Norte County	TBD	Enderts Beach Road - US Highway 199 to End (National Park Service)	\$	997	TBD
Del Norte County	TBD	South Fork Road - Douglas Park Drive to Big Flat Road	\$	297	TBD
Del Norte County	TBD	Railroad Avenue Extension - Boulder Avenue to Elk Valley Cross Road	\$	2,000	TBD
Del Norte County	TBD	Rowdy Creek Road - US Highway 101 to Smith River NRA	\$	38	TBD
Del Norte County	TBD	Lower Lake Road - Lake Earl Drive to Pala Road	\$	120	TBD
Del Norte County	TBD	Kellogg Road - Lower Lake Road to End (Kellogg Beach)	\$	30	TBD
Del Norte County	TBD	Old Mill Road - Dillman Road to Lake Earl Wildlife Area	\$	20	TBD
Del Norte County	TBD	Riverside Street - Washington Boulevard to End (Dead Lake)	\$	20	TBD
Caltrans	SHOPP	US 101 Crescent City Non Motorized Improvement Project	TBD		TBD
Total			\$	182,820	

Aviation Projects

Project Number	Description	Cost (\$1,000)	Year
Short-Term Aviation Projects (1-10 Years)			
Ward Airport			
P127	Noise Study CDD	TBD	2016
P128	ALP & ALUCP Update	\$ 100	2018-19
P129	Perimeter Fencing	\$ 250	2021
P130	Obstruction Clearance	\$ 175	2016-2030
P131	Slurry Seal Runway & Apron	\$ 175	2022
McBeth Airport			
P132	Obstruction Clearance - Runway 11 & 29	\$ 150	2016
P133	Update Airport Layout Plan (ALP)	\$ 50	2019
P134	Overlay and Restripe Runway 11/29	\$ 250	2017
P135	Obstruction Clearance	\$ 75	2016-2030
McNamara Airport			
P136	Part 139 Compliance Issues	\$ 360	2016
P137	Construct Terminal Parking Lot	\$ 6,069	TBD
P138	Complete Final Design of Terminal Replacement	\$ 1,900	TBD
P139	Reimbursable Agreements	\$ 1,000	TBD
P140	Part 77 Obstruction Clearance Permitting	\$ 300	2016
P141	Part 77 Obstruction Clearance	\$ 300	2017
P142	Install Precision Approach Path Indicator (PAPI)	\$ 50	2016
P143	Construct New Terminal Apron	\$ 2,673	TBD
P144	Construct New Terminal Building (17,867 sq. ft.)	\$ 16,391	TBD
P145	Design Runway Overlay Project	\$ 250	TBD
P146	Overlay Runways 1237 & 1836	\$ 8,822	TBD
Ground Access Projects			
P147	Design and construct RSA grading and filling projects	\$ 1,305	TBD
P148	Taxiway Lighting	\$ 3,500.00	2018-19
Short-Term Total		\$ 44,145	
Long-Term Aviation Projects (11-20 Years)			
McNamara Airport			
P149	Acquire Property for Extension of Rwy 11/29	\$ 1,400	TBD
P150	Design of Extension of Rwy 11/29 & Road Realignment	\$ 600	TBD
P151	Realignment of Washington Blvd and Riverside Street	\$ 1,000	TBD
P152	Extension of Rwy 11/29	\$ 15,000	2022
P153	Acquire new larger Airport Rescue Fire Fighting (ARFF) vehicle (to meet requirements for larger aircraft)	\$ 750	2022
Long-Term Total		\$ 18,750	

Transit Projects

Project Number	Funding Source	Description	Cost (\$1000s)	Year
Short Term Transit Projects				
P154	1B-CTSGP	Security Improvements	\$ 62	2016
P155	PTMISEA	Replace Buses (3)	\$ 270	2016
P156	FTA 5311(f)	Replace Intercity Bus	\$ 200	2017
P157	PTMISEA	Replace Buses (3)	\$ 270	2018
P158	FTA 5311(f)	Replace Intercity Bus	\$ 200	2018
P159	1B-CTSGP	Security Improvements	\$ 59	2019
P160	PTMISEA	Replace Buses (3)	\$ 401	2019
P161	FTA 5311(f)	Replace Intercity Bus	\$ 200	2020
Short-Term Total			\$ 1,662	
Long Term Transit Projects				
P162	TDA/FTA	Continued vehicle replacement	\$ 3,276	Various
P163	TDA/FTA/STIP	Mobile communications equipment	\$ 75	Various
P164	TDA/FTA/STIP	Bus Shelter Improvements to Top Priority Locations	\$ 65	Various
P165	TDA/FTA/STIP	Bus Pullout at Washington and Arlington	\$ 36	TBD
P166	TDA/FTA/STIP	Bench at Northcrest @ Shop Smart	\$ 1	TBD
P167	TDA/FTA/STIP	Passenger Facility Improvements to Top Priority Locations (landscape, trash receptacle, accessible pathway etc.)	\$ 105	TBD
P168	TDA/FTA/STIP	Other Bus Shelter Improvements	\$ 19	TBD
P169	TDA/FTA/STIP	Signage Improvements	\$ 15	TBD
170	TDA/FTA/STIP	Accessibility Improvements	\$ 39	TBD
Long-Term Total			\$ 3,631	

Tribal Projects

Project Number	Funding Source	Project Name/Location	Year	Cost (\$1000s)
Elk Valley Rancheria				
P171	IRR/HPP	Intersection of Sandmine Road and Humboldt Hill Road- Install Roundabout	2016	\$ 2,700
P172	TBD	Construct Elk Ranch Road on the Martin Ranch	TBD	TBD
P173	TBD	Construction - Improvements to Dale Rupert Road	TBD	TBD
P174	TBD	US 101 at Sandmine Road - Construction - Improve left turn channelization for Southbound traffic on US 101	TBD	TBD
P175	TBD	US 101 at Humboldt Road - Construction - Add declaration lane to US 101 for Northbound traffic turning right onto Humboldt Road	TBD	TBD
P176	TBD	US 101 at Humboldt Road and Sandmine Road - construction - Add southbound acceleration lane from Humboldt and Sandmine Roads onto US 101	TBD	TBD
P177	TBD	Matthews Street, Norris Avenue and Howland Hill Road - Facilities - Cubs, gutters, sidewalks and lights	TBD	TBD
P178	TBD	US 199 - Construction - Construct alternate route to Last Chance Grade	TBD	TBD
Tolowa Dee Ni' Nation (Smith River Rancheria)				
P179	County	South Indian Rd- US 101 to end - Roadway rehabilitation- overlay	2017	\$ 253
P180	County	North Indian Rd- US 101 to end - Roadway rehabilitation- overlay	2017	\$ 127
P181	TBD	Relocate Lucky 7 Casino Access Road - Roadway Realignment	TBD	TBD
P182	TBD	North Indian Rd - Construct Sidewalks	TBD	TBD
P183	TBD	Oceanview Dr - Roadway Rehabilitation- overlay	TBD	TBD
P184	TBD	Oceanview Dr - Widen shoulder or construct separate pedestrian path along downhill side of road	TBD	TBD
P185	TBD	South Indian Rd - Planting strip and unpaved pedestrian path along west side of road	TBD	TBD
P186	TBD	1st Street - Construct sidewalks from North Beckstead to Sarina Rd	TBD	TBD
P187	TBD	US 101 North Gateway- North Indian Road to Mouth of Smith River Rd and US 101 South Gateway - South of Westbrook Lane to South of Rowdy Creek - Various gateway treatment and traffic calming measures	TBD	\$ 2,750
P188	TBD	US 101 from Lake Earl Drive to Oregon Border - Various traffic calming improvements- turn pockets, raised delineators, warning signs, wrap fog lines around curb returns, skip lines	TBD	\$ 2,750
P189	TTP	N/S Indian Road & Mouth of Smith River Road	TBD	-
Yurok Tribe				
P190	County/TPP	Requa Road- between Salt Creek Box Culvert Crossing and Hunter Creek Bridge - Raising of road prism and replacement of both creek crossing structures	TBD	\$ 693
P191	County/TPP	Various County Maintained Roads - Repaving	Various	\$ 10,689
P192	TBD	SR 169 - Pedestrian/bike paths, signage, shoulder widening	TBD	\$ 5,108
P193	County/TPP	Klamath Blvd - Resurface and restripe 1.12 miles with AC pavement	2015-16	\$ 1,200
P194	TBD	US 101 - Additional pedestrian/bike paths, signage, shoulder widening beyond Klamath TE project	TBD	TBD
P195	County/TPP	Klamath Circle Road - Resurface road and add striping	TBD	\$ 600
P196	County/TPP	Klamath Beach Road - Re-pave existing road.	TBD	\$ 1,000
P197	County/TPP	Hunter Creek Road - Re-surface road	TBA	\$ 3,000
P198	TTP	Yurok River Ferry - Provide river service to community	2015-16	\$ 235
P199	TTP	Klamath Transit Building - Yurok Transit Center building.	TBD	\$ 1,100
P200	Tribe/TTP	Traditional Redwood Canoe Tours - Provide cultural tourism tours	2016-17	\$ 400

Financial Element

The Financial Element is fundamental to the development and implementation of the RTP. The Financial Element identifies the current and anticipated revenue resources and financing techniques available to fund the planned transportation investments that are described in the Action Element, as needed to address the goals, policies and objectives presented in the Policy Element. The intent is to define realistic financing constraints and opportunities. The following provides a summary of the federal, state, and local funding sources and programs available to the Del Norte County region for transportation facility improvements.

Projected Revenues

Federal, State and Local Sources*

Revenue Category	Revenue (In 1000's)		
	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total
Active Transportation Program (ATP)(6)	\$1,000	\$4,000	\$5,000
Annual Distribution for Aviation	\$100	\$104	\$204
Federal Forest Reserve(7)	\$1,620	\$1,680	\$3,300
Federal Transit Administration (FTA)(4)	\$744	\$771	\$1,515
Highway Bridge Program (HBP)(6)	\$24,938	\$0	\$24,938
Highway Safety Improvement Program (HSIP)	\$332	\$0	\$332
Local Transportation Fund (LTF) (3)	\$5,280	\$5,474	\$10,754
Regional Surface Transportation Program (RSTP)(2)	\$3,649	\$3,783	\$7,432
State Transit Assistance (STA) (3)	\$1,788	\$1,854	\$3,642
State Transportation Improvement Program (STIP)(1)	\$0	\$15,463	\$15,463
Transit Farebox Revenue(5)	\$1,740	\$1,804	\$3,544
Total Transportation Revenue	\$41,191	\$34,933	\$76,124

*Long Range estimates are adjusted for inflation, except STIP which does not adjust for inflation.

(1) Based on current fund estimates, current regional share balance, and protected long-range STIP capacity.

(2) Based on Regional Surface Transportation Program Allocations for FY 2016/17 -2019/20.

(3) Based on Caltrans Transportation Development Act Guidebook Allocations for FY 2011/12- 2012/13.

(4) Based on numbers from the Short Range Transit Plan 2013.

(5)Based on numbers from the Redwood Coast Transit Authority Audit 2013.

(6) Estimate from project lists.

(7) Based on USFS Service Receipts FY 2014.

Sign In Sheet

Del Norte County RTP Meeting

Wednesday, January 27, 2016
 4:00 – 6:00 PM
 Wastewater Treatment Plant
 Conference Room
 210 Battery Street
 Crescent City, CA 95531

Name	Affiliation	Email	Phone
Bob Berkowitz	LIFESTYLES RESEARCH	bberkowitz@yahoo	951-5794
JASON PRICE	CALTRANS	jason.price@cal.gov	441-4554
Nicole Burshem	PS Business Services	nburshem@psbusinessservices.com	464-9651
Roger GITLIN	Board of Supervisors	RGITLIN@CO.DEL-NORTE.CA.US	(707) 951-6361
RON MACMASTER	FISHERMAN KLAMATH CHAMBER		707 218 8066
DAVID JONES	PRESIDENT	DAVE90806@YAHOO	707 457 7117
Jean F. Jones	Klamath Board member		1/
Colin Fiske	CRTP	colin.fiske@gmail.com	707-633-5603
Natalynne Delapp	EPIC	Natalynne@wildcalifornia.org	760-845 6228
Janet Coilbert	resident Crescent City	jcoilbertcar@gmail.com	
Denise Hart	resident	denisehart@yahoo	465-4281
Laura Welter	Triplicate	lwelter@triplicate.com	464-2141
Kevin Mearns	Elk Valley Rancheria		
Crista Stewart	"	Cstewart@elk-valley.com	465-2620
Connie Morrison	Tax Association		
M. MCGINNIS	RESIDENT	N/A	464-6760
CHRIS HOWARD	DMULTCO		
Craig Stran, C City			954 3500
Rob Miller			218 6272
Blake Abel	Alexandre Dairy		951-1000
Martha McClure	Del Norte Co	mmeclure@co.del-norte.ca.us	464-7204

In addition to the example below, three more of these notes of opposition were provided at the 01-27 public meeting:



As someone who cares about transportation in Del Norte County, you have the right to tell the Del Norte Local Transportation Commission (DNLTC) what you think should be included—or not included—in the 2016 Regional Transportation Plan (RTP). Here's what CRTP is saying:

- ✓ We're glad that a permanent fix for Last Chance Grade is now included in the draft project list. This should be a top priority.
- ✓ Targeted, effective safety improvements should be included for US 199. The STAA truck access project, on the other hand, would make the road less safe and should be canceled.
- ✓ New projects in the RTP should encourage safer, lower-impact modes of transportation like walking, biking, and transit.

www.transportationpriorities.org

I agree with the above!

In addition to the example below, two more of these notes of opposition were provided at the 01-27 public meeting:

The RTP (regional transportation plan) 2016 should not support Hwy 199/197 STAA big truck access because it works against important community goals: safety, enhancing recreation and tourism, and protecting natural resources. This project will endanger our lives and those who visit, and will increase the risk of truck spills that spoil our clean water and our salmonid fishery. The steep cut-slopes with extensive curtain walls will damage the beauty of the canyon and harm our fishery. Furthermore, there is negligible local economic need for the project. This is an expensive and dangerous project that does not meet overarching community goals. The Hwy 199/197 focus should be to make the road safer for the traffic we have today. There are safer alternatives.

The RTP 2016 plan should support and prioritize a Last Chance Grade bypass on Hwy 101 South that conserves our Parklands and Old Growth Redwoods, as outlined by the stakeholder meetings. Lets put our money where it makes sense.

Caltrans' Hwy 199/197 STAA truck access design uses steep cut-slopes into the canyon. But the geologic instability of the Smith River Canyon prevents sufficient widening for STAA trucks to pass safely. Thus, Caltrans has exempted themselves from mandatory safety requirements. An independent review by leading transportation engineer, Smith Engineering, reveals that the safety design exemptions are extreme, and will endanger all of our lives. Only one foot tolerance for error, one foot between you and passing STAA trucks on triple reverse turns has been designed, whereas the mandatory distance is four times greater! This is too dangerous a road to ignore mandatory safety design standards. You are squeezed between a hard canyon wall and the Smith River below. There are safer alternatives for the traffic we have today.

The environmental documents reveal that there is a negligible local economic need for this project, as most local trucking companies (80%) responded that shipping routes were in place and the STAA truck route would not affect their business. Infact, a more dangerous road will discourage and harm tourism, which is essential for our economy.

Citizens have signed petitions against this big STAA truck project:

1. 2015 Change.org petition Don't let Long Big Trucks onto the Scenic California Redwood Highway- 325 signatures local, from around the US and several from Europe showing tourist as well as residential North Coast negative impact of STAA trucks on our special place.
2. 2013-15: 480 signatures collected in Del Norte County by Eileen Cooper against Hwy 199/197 STAA trucks
3. 2008: 120 signatures submitted to the EIR with long petition and analysis by Dory and David Bruce and other letters.

Submit these comments at meeting or email to Jeff Schwein, jeff@greendottransportation.com & tamera@dnltc.org

Thank you, *M. McGinnis* Date: *1/27/16* email _____

Print Name *M. MCGINNIS* Address *2990 ALDER ROAD CC*

From: bbconsultant@excite.com
Subject: RE: Oppose Bigger STAA Trucks on Hwy 199/197 and Support the Last Chance Grade project.
Date: 01/06/2016 03:06 PM
To: jeff@greendottransportation.com, tamera@dnltc.org, natalynne@wildcalifornia.org

Dear Tamara, Et Al: I wish to advise my opposition to bigger STAA trucks on Highway 199/197 and support the Last Change Grade Project. Thank you. Barbara Burke

I am also opposed to creating a ~~3-lane~~ ^{2-lane, 2-way street} on Front Street, Crescent City. I feel the existing ~~4-lane~~ ^{2-lane, 2-way street} is more picturesque & inviting. It "welcomes" visitors & citations to our park & downtown area. The proposed "penns" at each end are "blodes" visually & for the few ~~to~~ traffic.

BB

January 5, 2016

To: Del Norte County Local Transportation Commission

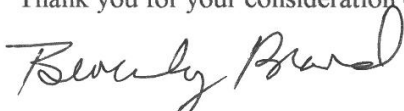
Re: Regional Transportation Plan update

While considering updates to the Regional Transportation Plan, please consider as your top priority, the safety of the people of Del Norte County.

We need safe walking and biking lanes, roads in good repair, and plans for the reasonable use of our highways. To these ends, I strongly urge you to include the following in the 5 year plan:

1. Abandon the concept of allowing "double trailer" trucks on Highways 199/197. These roads are narrow and winding and no amount of "curve straightening" is possible to make them "safe" for the longer loads. A very large percentage of our population uses these highways on a fairly regular basis and we all recognize the dangers. Yes, improve them where they can be improved without environmental damage, but PLEASE do NOT allow them to be opened up to longer, more dangerous vehicles!
2. Continue to plan for and construct bike/walking lanes on our roads wherever possible. Many of our back roads with a 45 mph speed limit have very little room for bicycles and pose a very real hazard for bikers, walkers and motorists.
3. Consider in the plan the fact that tourism is a major economic boon for our county. To this end, our local roads need to be in good repair and inviting to visitors. Many visitors also enjoy biking and walking and need safe routes to do so. Our visitors also enjoy the pristine beauty of the Smith River canyon and are more likely to return if they do not have to be confronted by extra-long trucks on that route.

Thank you for your consideration of these goals and the work you do for the people of Del Norte County.



Beverly Brand
Crescent City



SMITH ENGINEERING & MANAGEMENT

November 5, 2012

Sent via electronic transmission: Jason.meyer@dot.ca.gov

Mr. Jason Meyer
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

Subject: Del Norte 197/199 Safe STAA Access Project

P12010

Dear Mr. Meyer:

As requested by Friends of Del Norte and the Environmental Protection Information Center, I have reviewed the Caltrans Draft Project Report (hereinafter "the PR") and supporting documentation for the Routes 197/199 Safe STAA Access Project in Del Norte County. My qualifications to perform this review include registration as both a Civil and Traffic Engineer in California and 44 years professional consulting practice in these fields. I have extensive experience in matters of highway design and highway safety in California. My professional resume is attached. My comments follow.

Assessment In Brief

Contrary to the repeated statements in the PR, introduction of the longer STAA trucks and construction of the measures necessary to enable them to theoretically navigate the route combination is likely to increase rather than decrease crashes. The PR and related documents fail to evaluate this probability.

A simpler program of improvements not involving provision for STAA trucks could improve traffic safety at lower cost and with less invasive changes to the roadside environment.

Supporting evidence for these points is provided below.

TRAFFIC • TRANSPORTATION • MANAGEMENT

5311 Lowry Road, Union City, CA 94587 tel: 510.489.9477 fax: 510.489.9478



MARA FEENEY & ASSOCIATES

Community Relations and Socioeconomic Analysis
19 Beaver Street, San Francisco CA 94114

September 26, 2012

To Whom It May Concern:

The Friends of Del Norte (FODN) contacted me earlier this year and asked me to provide an objective review of the environmental impact analysis that Caltrans District 1 prepared for the proposed 197/199 Safe STAA Access Project (June 2010), as well as the comments that FODN has submitted on this project to date, and to offer my professional opinion on both.

I am a planning consultant with approximately 35 years of experience in community involvement and environmental review for complex and often controversial projects throughout the United States and Canada. My experience includes participating in multidisciplinary environmental analyses for numerous infrastructure development and improvement projects in California, including work for Caltrans on proposed roadway improvement projects throughout the State, including District 1 (see resume attached).

Although a Final EIR/EA for the 197/199 Safe STAA Access Project was scheduled to be released this summer, instead the Draft EIR/EA is now being re-circulated for public review and comment, with additional information provided on potential impacts to trees. For a project as important as this one, in a setting with such extraordinary environmental resources, Caltrans should have used the opportunity of re-circulating the draft document to provide additional information and address other key issues that have been raised by FODN--including the faulty assumptions underpinning the truck traffic analysis, the weakness of the economic impact analysis, and the lack of a cumulative traffic impact analysis.

Estimates of short-term increased truck traffic on US199 in the Draft EIR/EA are based on a very limited survey of local businesses (based on a small number of brief survey questions), in which 80 percent of the respondents stated they did not need and would not use STAA trucks on US199 if the project were implemented. Only three local businesses stated that they would use STAA trucks on US199 to lower shipping costs, but one of these has subsequently closed and another ships products only two months each year. Based on these local business surveys, the analysts concluded that Crescent City would enjoy substantial economic benefits from the project yet there would be a negligible short-term increase in truck traffic on US199 associated with local business demand.

The traffic analysis also uses data from a study done by a reputable transportation analyst at UC Berkeley, Dr. Robert Cervero, whose research indicated that long term induced effects of creating new access generally occur at a rate of 3.9 times the short term induced growth rate. However, in direct correspondence with FODN, Dr. Cervero indicated that the referenced research had been done "for road expansion projects in suburban parts of California thus how germane the results might be for a rural part of the state can be questioned."¹

¹ E-mail message from Robert Cervero, University of California Transportation Center, to Eileen Cooper, FODN. April 9, 2012.



Friends of Del Norte

Committed to our environment since 1973

*A nonprofit, membership based conservation group
advocating sound environmental policies for our region.
PO Box 229, Gasquet, CA 95543*



Environmental Protection Information Center--keeping Northwest California wild

since 1977

145 G Street, Suite A

Arcata, CA 95521

707-822-7711



May 31, 2015

COMMENTS TO: Draft Interegional Transportation Strategic Plan 2015

H.Q.System.Planning@dot.ca.gov

Regarding Freight Movement and Strategic Interregional Corridors:

Hwy 199/197 in Del Norte County

It is both **noteworthy and appropriate** that Hwy 199/197 is excluded for strategic priority planning for the purpose of highway freight movement and as a strategic interregional corridor (Figure 10, page 46 and Figure 1: California Strategic Interregional Corridors).

Although the Local Transportation Commission of Del Norte County persists in targeting this route for improvements to allow larger STAA trucks, the Environmental Impact Report for proposed Hwy 199/197 STAA truck access reveals: severe safety design flaws that cannot be corrected due to the geologic instability of the narrow river canyon; and the lack of need or economic benefit. The inappropriate



Friends of Del Norte *Committed to our environment since 1973*

A nonprofit, membership based conservation group

advocating sound environmental policies for our region.

PO Box 229, Gasquet, CA 95543

Feb. 9, 2016, Regarding: Del Norte Regional Transportation Plan 2016 update and environmental review
ATT: Tamera Leighton – tamera@dnltc.org – and consultant Jeff Schwein – jeff@greendottransportation.com

The Del Norte County Regional Transportation Plan (RTP) provides a coordinated, 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people in the region. Hwy 199/197 STAA truck access is a project with significant negative impacts and inconsistency issues with overarching goals, and policies. We now know just how dangerous this project is, a threat to our safety, our water quality and fishery, making trucking accidents and spills more likely, and threatening our tourism based economy.

The originating environmental document- the basis EIR of 1992 for our new RTP 2016 update- is outdated. There was one supplement done in 2002. Otherwise, there have been several addendums added onto the 1992 EIR for approximately 25 years, although the planning period is only 20 years (environmental process information from Jeff Schwein). Jeff Schwein's original proposal to do the RTP update, under the heading "Prepare Environmental Document," states clearly:

"The nature of RTPs and approaches to environmental compliance have changed since 1992. Because the RTP is a planning level document and only recommends projects rather than develops projects, an Initial Study and associated Negative Declaration or Mitigated Negative Declaration is recommended. This approach will provide a fresh look at the Regional Transportation Plan and associated projects."

The current review process is an addendum, which does not require negative declarations, mitigated declarations, and does not provide a fresh look at the Regional Transportation Plan. As stated within the RTP guidelines:

An Addendum may be prepared when minor technical changes or additions are made to the RTP. The Addendum makes the prior EIR, MND or ND adequate when the proposed changes to the RTP do not create any new or substantially more severe significant environmental impacts. An addendum does not require public circulation.

An addendum is insufficient. Circumstances have substantially changed regarding the Hwy 199/197 STAA project. An addendum is insufficient to address significant new information about the Hwy 199/197 STAA Access project, and changed circumstances. The project itself has changed substantially since its proposal within older RTPs. New information, major project changes and circumstantial changes about STAA access on Hwys 199/197 all present significant negative impacts, and significant negative cumulative impacts. This has led to the overwhelming public rejection of the Hwy 199/197 STAA truck access project.

New information and circumstances about the project contradicts the current RTP, and presents substantial inconsistencies with RTP goals and policies. As stated within the RTP Guidelines:

A Subsequent EIR, MND or ND is used when there are substantial or major changes in the project, in the circumstances of the project or when new environmental information is discovered. A subsequent EIR, MND or ND is intended to be a complete environmental document and it requires the same full level of circulation and public review as the previous EIR, MND or ND.

The Hwy 199/1997 STAA truck access project consists of seven different projects. Within the proposed 2016 RTP project list- the RTIP, four segments of the Hwy 199/197 STAA project are currently included, Ruby 1 & Ruby 2, and Washington Curve/the Narrows.

INFORMATION SHEET ON STAA TRUCK PROPOSAL ON HWY 199 AND 197

SURFACE TRANSPORTATION ASSISTANCE ACT (STAA) TRUCKS currently are not allowed on HWY 197/199. Caltrans has completed a Project Study Report that if approved, would allow STAA Trucks on HWY 199 and 197. Five locations (Patrick Creek and the narrows) would be widened. The estimated cost for the 199 project is 22.9 million. Two locations on 197 near Ruby Van Deventer Park would be widened at a cost of 3.9 million. The 199 projects are expected to be started in 2011 and completed by 2013. The 197 projects are expected to be started in 2009 and completed in 2011.

WHAT ARE STAA TRUCKS? An act called the Surface Transportation Act (STAA) passed by the Federal government in 1982 allowed larger trucks to operate on routes that are part of the National Network. STAA trucks can be longer than the California legal trucks currently allowed.

Del Norte County currently has STAA truck access via 101 North. Changing HWY 199 and 197 to a STAA truck route, truck traffic will increase as they will no longer have to use HWY 101 in Oregon to access Curry County, and Del Norte County.

Questions to consider: STAA trucks make wider turns on curves needing more space to maneuver. Since 199 and 197 are narrow road with no shoulders in many areas will this increase the danger to other drivers on the road? And how will it impact pedestrians and bicyclists? Will the increased truck traffic affect the quality of life for those living along Hwy 199 and 197 such as in Hiouchi and Gasquet? Will it increase or decrease the chances of a toxic spill into the Smith River? Why isn't an Environmental Impact Report (EIR) required prior to any alterations on HWY 199? Does it really provide an economic benefit for the average citizen? If so, where's the evidence? Is the project worth the cost?

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13 *Attorneys for Plaintiffs Ted Souza, Friends Of Del Norte,
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14 **UNITED STATES DISTRICT COURT**
15 **NORTHERN DISTRICT OF CALIFORNIA**

16 **TED SOUZA, an individual; FRIENDS OF**
17 **DEL NORTE; ENVIRONMENTAL**
18 **PROTECTION INFORMATION**
19 **CENTER, a non-profit corporation; and**
CENTER FOR BIOLOGICAL

Case No. CV-13-4407 -PJH

DECLARATION OF DR. CHRISTOPHER A.
FRISSELL IN SUPPORT OF PLAINTIFFS'
MOTION FOR A PRELIMINARY
INJUNCTION

20 **Plaintiffs,**

21 **v.**

Date: April 23, 2014

Time: 9:00 a.m.

Judge: Honorable Phyllis J. Hamilton

Dept: Courtroom 3, 3rd Floor

22 **CALIFORNIA DEPARTMENT OF**
23 **TRANSPORTATION; MALCOLM**
24 **DOUGHERTY, in his official capacity as**
Director of the State of California
25 **Department of Transportation; the**
NATIONAL MARINE FISHERIES
26 **SERVICE; and SAMUEL D. RAUCH III,**
in his official capacity as Acting Assistant
Administrator for Fisheries,

27 **Defendants.**
28

**TECHNICAL ADVISORY COMMITTEE – SPECIAL MEETING
AT 9:30 A.M. ON JANUARY 28, 2016
WASTE WATER TREATMENT PLANT COMMUNITY ROOM
210 BATTERY STREET, CRESCENT CITY, CA 95531**

1. Call Meeting to Order

2. Public comment period

Public comments are welcome and encouraged; however, no proposed action can be taken on any item not appearing on the agenda.

3. Minutes of January 7, 2015

4. 2016 Regional Transportation Plan Prioritization Recommendation to DNLTC

Proposed action: Recommend Project Prioritizations to DNLTC after considering public input.

5. County request for Regional Surface Transportation Program (RSTP) allocation for travel reimbursement.

Proposed action: Recommend action to Del Norte Local Transportation Commission.

6. Discussion

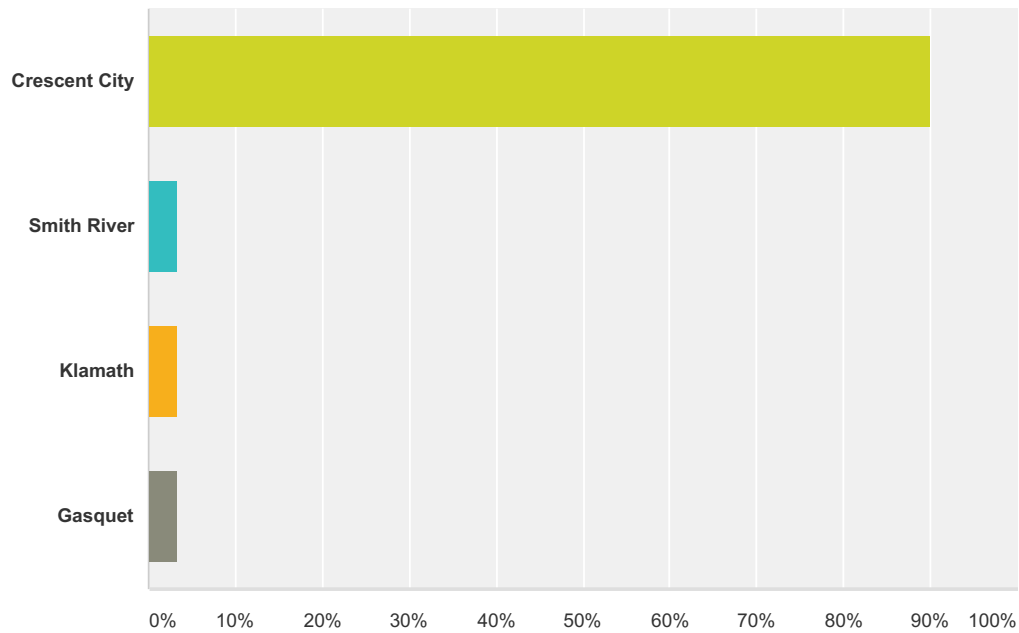
- Regional Surface Transportation Program (RSTP) allocations methodology
- 2016-17 Overall Work Program
- State funding for transportation

7. Adjourn to the next regular meeting of March 3, 2016 at 9:30 a.m.

Anyone requiring reasonable accommodation to participate in the meeting should contact the Executive Director Tamera Leighton, at (707) 465-3878, at least five (5) days prior to the meeting. For TDD use for speech and hearing impaired, please call (707) 464-2226.

Q1 Where do you live?

Answered: 30 Skipped: 10

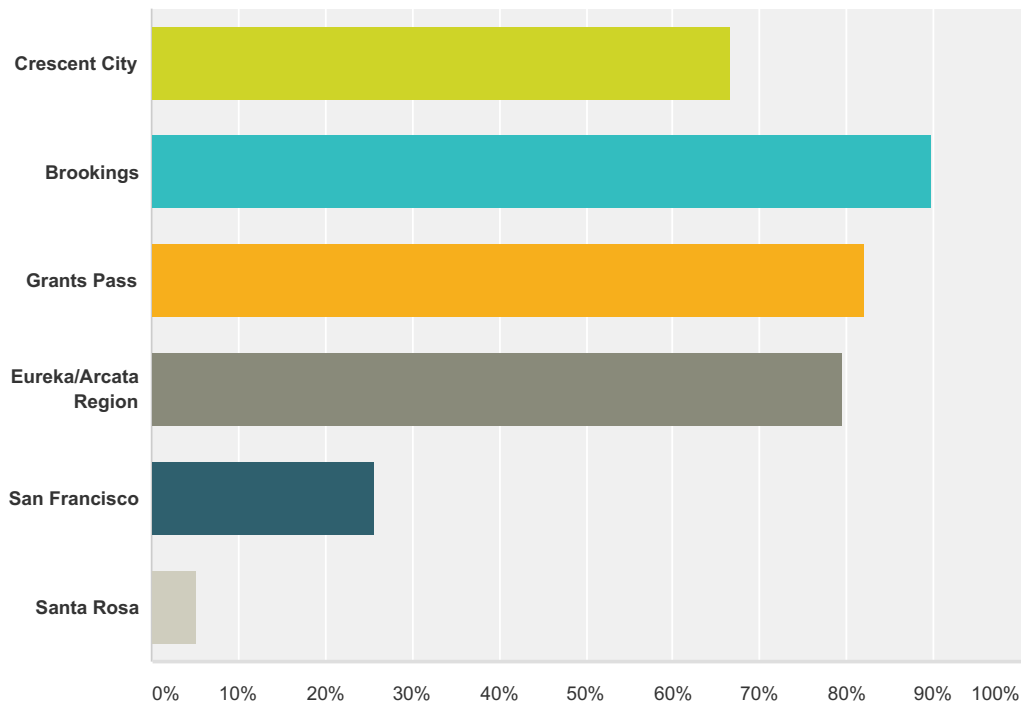


Answer Choices	Responses
Crescent City	90.00% 27
Smith River	3.33% 1
Klamath	3.33% 1
Gasquet	3.33% 1
Total	30

#	Other (please specify)	Date
1	I currently live in Seattle Wa, but plan to re-locate to Hiouchi this summer.	2/11/2016 2:39 PM
2	Hiouchi	1/27/2016 8:36 AM
3	along Smith River's north bank	1/19/2016 11:20 AM
4	Rural Crescent City	1/16/2016 10:36 AM
5	Hiouchi	1/14/2016 5:25 PM
6	in an unincorporated, rural area within the Crescent City zip code	1/14/2016 4:56 PM
7	Hiouchi	1/14/2016 4:40 PM
8	Hiouchi	1/14/2016 4:28 PM
9	Humboldt County	1/4/2016 9:43 PM
10	Rock Creek, South Fork Rd.	1/4/2016 4:30 PM

Q2 What are your top five regular travel destinations?

Answered: 39 Skipped: 1



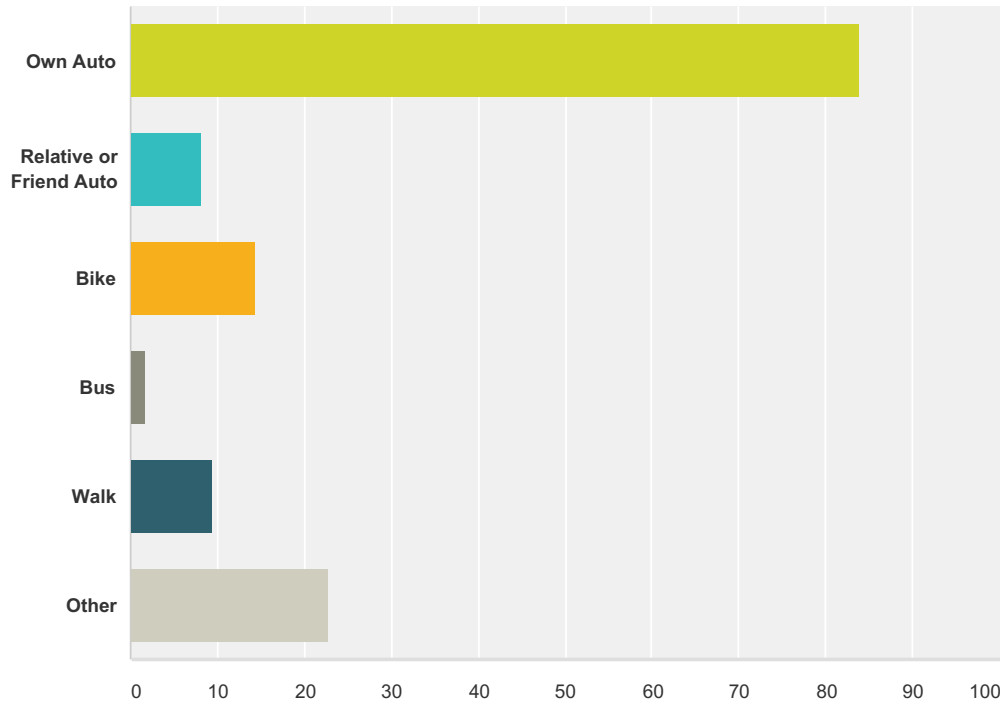
Answer Choices	Responses
Crescent City	66.67% 26
Brookings	89.74% 35
Grants Pass	82.05% 32
Eureka/Arcata Region	79.49% 31
San Francisco	25.64% 10
Santa Rosa	5.13% 2
Total Respondents: 39	

#	Other (please specify one or more locations)	Date
1	Eugene, OR	1/22/2016 5:15 PM
2	Redding, Sacramento	1/18/2016 9:16 AM
3	Medford, Portland	1/15/2016 9:54 AM
4	Portland, Ashland	1/14/2016 10:14 PM
5	Medford	1/14/2016 5:40 PM
6	Portland	1/14/2016 5:25 PM
7	medford	1/14/2016 5:02 PM
8	Sacramento, Portland	1/14/2016 4:28 PM

9	Portland, OR	1/14/2016 4:20 PM
10	Medford/Airport, Southern CA	1/14/2016 4:20 PM
11	Medford, OR	1/14/2016 4:14 PM
12	Sacramento Ca.	1/13/2016 11:33 AM
13	Eugene, OR.	1/13/2016 11:27 AM
14	Sacramento	1/13/2016 8:16 AM
15	Oregon Coast	1/6/2016 12:23 PM
16	Medford, OR	1/5/2016 4:22 PM
17	Gasquet	1/5/2016 2:55 PM
18	Medford and Ashland OR	1/4/2016 10:23 PM
19	Gasquet and Jedediah Smith State Park	1/4/2016 9:43 PM
20	Redding	1/4/2016 4:30 PM
21	Portland	9/9/2015 3:47 PM

Q3 Fill in the percentages of your ride share, making sure all numbers add up to 100. (Ex: Own Auto - 40, Bike - 50, Walk - 10)

Answered: 40 Skipped: 0



Answer Choices	Average Number	Total Number	Responses
Own Auto	84	3,355	40
Relative or Friend Auto	8	123	15
Bike	14	172	12
Bus	2	10	6
Walk	9	180	19
Other	23	160	7
Total Respondents: 40			

#	Own Auto	Date
1	80	2/11/2016 2:39 PM
2	100	1/27/2016 8:36 AM
3	100	1/26/2016 9:44 AM
4	40	1/23/2016 11:13 PM
5	95	1/22/2016 5:15 PM
6	80	1/22/2016 4:55 PM

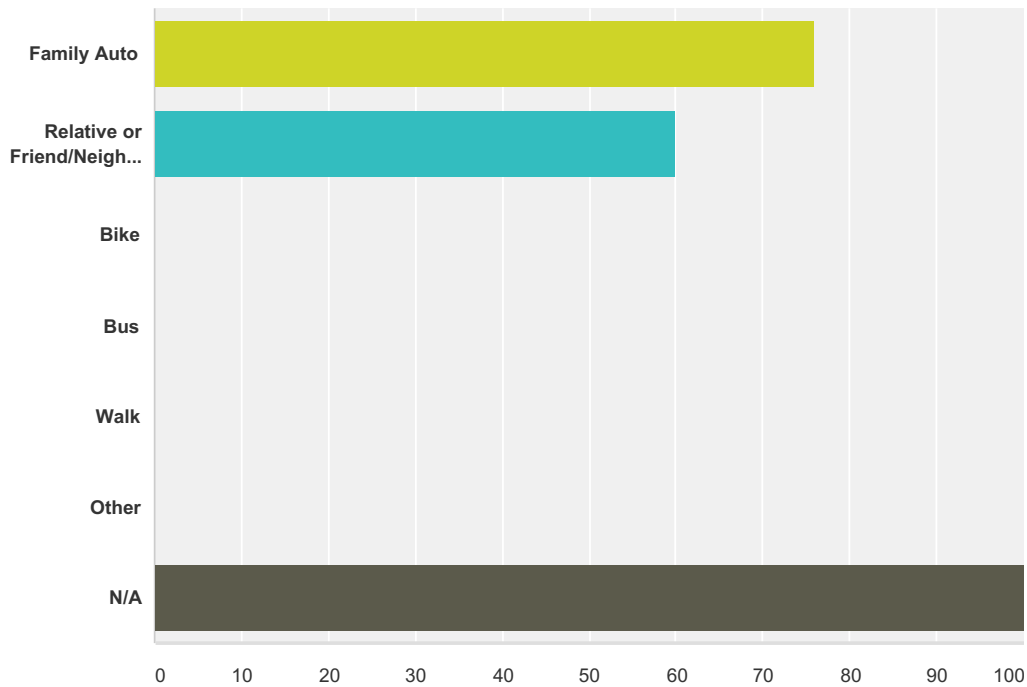
7	97	1/19/2016 11:20 AM
8	100	1/18/2016 9:16 AM
9	50	1/17/2016 4:12 PM
10	90	1/16/2016 10:36 AM
11	90	1/15/2016 11:17 AM
12	100	1/15/2016 9:54 AM
13	80	1/14/2016 10:14 PM
14	100	1/14/2016 5:40 PM
15	100	1/14/2016 5:25 PM
16	95	1/14/2016 5:14 PM
17	100	1/14/2016 5:02 PM
18	99	1/14/2016 4:56 PM
19	98	1/14/2016 4:50 PM
20	100	1/14/2016 4:40 PM
21	100	1/14/2016 4:28 PM
22	100	1/14/2016 4:22 PM
23	75	1/14/2016 4:20 PM
24	85	1/14/2016 4:20 PM
25	100	1/14/2016 4:14 PM
26	100	1/13/2016 11:33 AM
27	10	1/13/2016 11:27 AM
28	99	1/13/2016 8:16 AM
29	90	1/13/2016 7:32 AM
30	70	1/6/2016 12:23 PM
31	40	1/5/2016 4:22 PM
32	100	1/5/2016 4:08 PM
33	100	1/5/2016 2:55 PM
34	70	1/4/2016 10:23 PM
35	40	1/4/2016 9:43 PM
36	80	1/4/2016 4:37 PM
37	90	1/4/2016 4:30 PM
38	100	11/15/2015 4:40 PM
39	97	9/29/2015 8:57 AM
40	15	9/9/2015 3:47 PM
#	Relative or Friend Auto	Date
1	30	1/23/2016 11:13 PM
2	5	1/22/2016 5:15 PM
3	1	1/19/2016 11:20 AM
4	10	1/16/2016 10:36 AM
5	10	1/15/2016 11:17 AM
6	15	1/14/2016 10:14 PM

7	1	1/14/2016 4:56 PM
8	0	1/14/2016 4:50 PM
9	25	1/14/2016 4:20 PM
10	5	1/14/2016 4:20 PM
11	1	1/13/2016 8:16 AM
12	0	1/5/2016 4:08 PM
13	15	1/4/2016 10:23 PM
14	5	1/4/2016 4:30 PM
15	0	9/29/2015 8:57 AM
#	Bike	Date
1	10	1/23/2016 11:13 PM
2	5	1/22/2016 4:55 PM
3	0	1/19/2016 11:20 AM
4	0	1/14/2016 4:50 PM
5	0	1/13/2016 8:16 AM
6	20	1/6/2016 12:23 PM
7	0	1/5/2016 4:08 PM
8	10	1/4/2016 10:23 PM
9	50	1/4/2016 9:43 PM
10	4	1/4/2016 4:30 PM
11	3	9/29/2015 8:57 AM
12	70	9/9/2015 3:47 PM
#	Bus	Date
1	10	1/23/2016 11:13 PM
2	0	1/19/2016 11:20 AM
3	0	1/14/2016 4:50 PM
4	0	1/13/2016 8:16 AM
5	0	1/5/2016 4:08 PM
6	0	9/29/2015 8:57 AM
#	Walk	Date
1	20	2/11/2016 2:39 PM
2	10	1/23/2016 11:13 PM
3	15	1/22/2016 4:55 PM
4	2	1/19/2016 11:20 AM
5	50	1/17/2016 4:12 PM
6	5	1/14/2016 10:14 PM
7	5	1/14/2016 5:14 PM
8	2	1/14/2016 4:50 PM
9	10	1/14/2016 4:20 PM
10	0	1/13/2016 8:16 AM
11	10	1/13/2016 7:32 AM

12	10	1/6/2016 12:23 PM
13	10	1/5/2016 4:22 PM
14	0	1/5/2016 4:08 PM
15	5	1/4/2016 10:23 PM
16	10	1/4/2016 9:43 PM
17	1	1/4/2016 4:30 PM
18	0	9/29/2015 8:57 AM
19	15	9/9/2015 3:47 PM
#	Other	Date
1	0	1/19/2016 11:20 AM
2	0	1/14/2016 4:50 PM
3	90	1/13/2016 11:27 AM
4	0	1/13/2016 8:16 AM
5	50	1/5/2016 4:22 PM
6	20	1/4/2016 4:37 PM
7	0	9/29/2015 8:57 AM

Q4 If you have school-aged children, fill in the percentages of their mode share for the commute to school, making sure all numbers add up to 100. If you do not have school-aged children living in your household, mark 100 next to "N/A."

Answered: 31 Skipped: 9



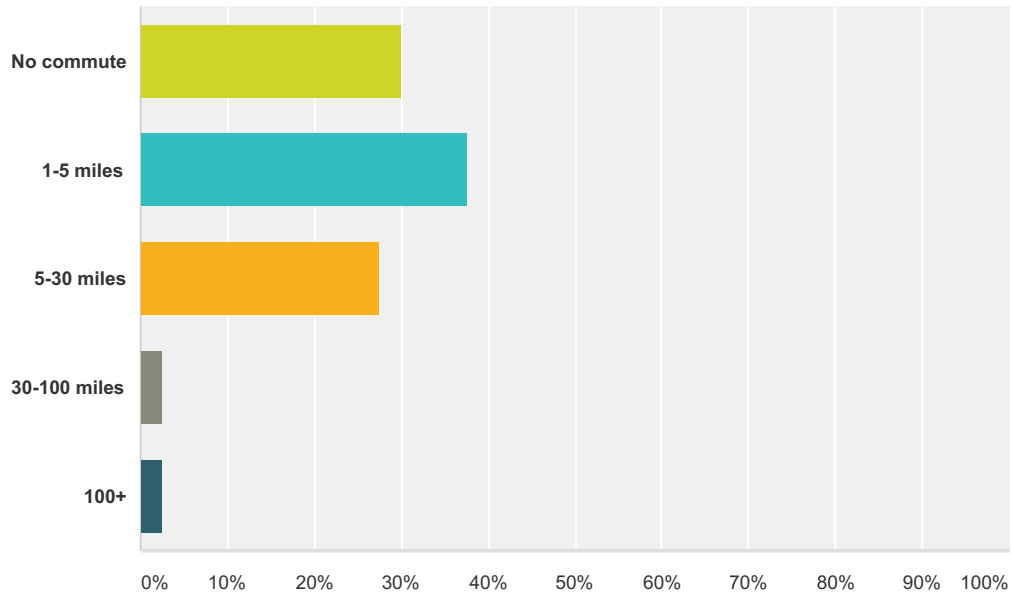
Answer Choices	Average Number	Total Number	Responses
Family Auto	76	380	5
Relative or Friend/Neighbor Auto	60	120	2
Bike	0	0	0
Bus	0	0	0
Walk	0	0	0
Other	0	0	0
N/A	100	2,600	26
Total Respondents: 31			

#	Family Auto	Date
1	100	1/22/2016 5:15 PM
2	10	1/15/2016 9:54 AM
3	100	1/14/2016 5:25 PM
4	70	1/14/2016 4:20 PM

5	100	1/14/2016 4:14 PM
#	Relative or Friend/Neighbor Auto	Date
1	90	1/15/2016 9:54 AM
2	30	1/14/2016 4:20 PM
#	Bike	Date
	There are no responses.	
#	Bus	Date
	There are no responses.	
#	Walk	Date
	There are no responses.	
#	Other	Date
	There are no responses.	
#	N/A	Date
1	100	1/26/2016 9:44 AM
2	100	1/22/2016 4:55 PM
3	100	1/19/2016 11:20 AM
4	100	1/18/2016 9:16 AM
5	100	1/17/2016 4:12 PM
6	100	1/16/2016 10:36 AM
7	100	1/15/2016 11:17 AM
8	100	1/14/2016 5:14 PM
9	100	1/14/2016 5:02 PM
10	100	1/14/2016 4:56 PM
11	100	1/14/2016 4:50 PM
12	100	1/14/2016 4:40 PM
13	100	1/14/2016 4:28 PM
14	100	1/14/2016 4:22 PM
15	100	1/14/2016 4:20 PM
16	100	1/13/2016 11:27 AM
17	100	1/13/2016 8:16 AM
18	100	1/13/2016 7:32 AM
19	100	1/6/2016 12:23 PM
20	100	1/5/2016 4:22 PM
21	100	1/5/2016 2:55 PM
22	100	1/4/2016 10:23 PM
23	100	1/4/2016 9:43 PM
24	100	1/4/2016 4:37 PM
25	100	9/29/2015 8:57 AM
26	100	9/9/2015 3:47 PM

Q5 How far do you commute to work or school?

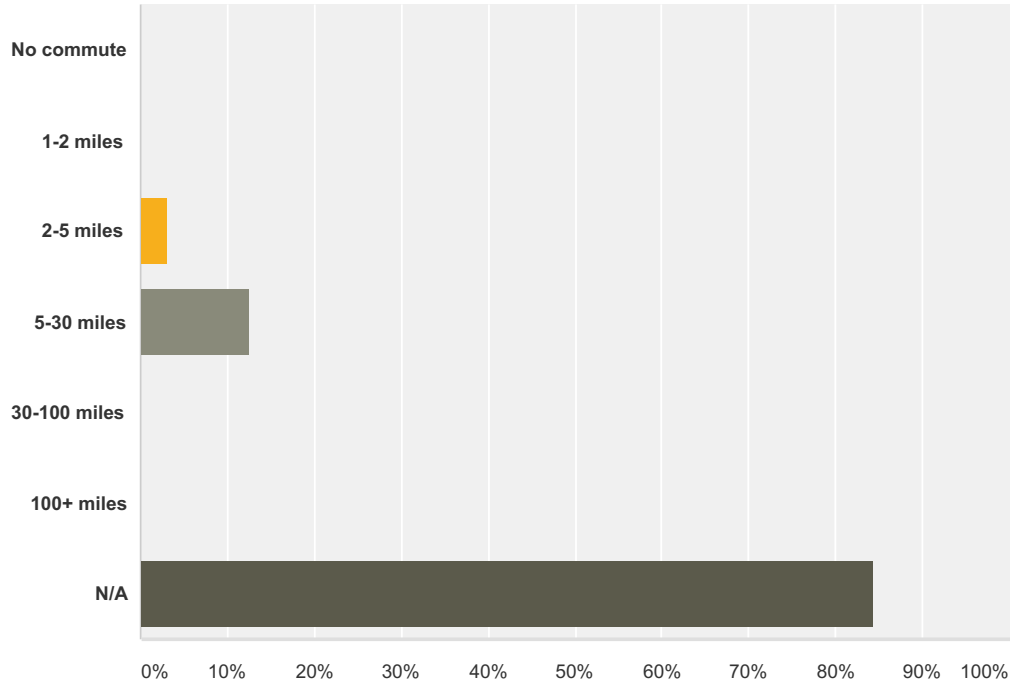
Answered: 40 Skipped: 0



Answer Choices	Responses	Count
No commute	30.00%	12
1-5 miles	37.50%	15
5-30 miles	27.50%	11
30-100 miles	2.50%	1
100+	2.50%	1
Total		40

Q6 If you have school-aged children, how far do they commute to school? Mark "N/A" if you do not have school-aged children living in your household.

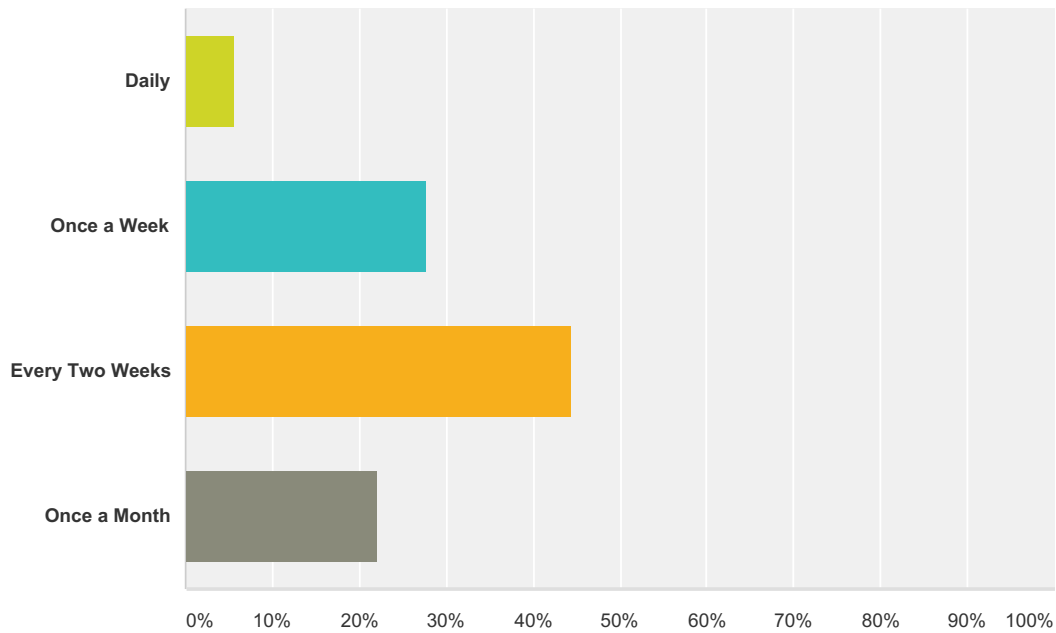
Answered: 32 Skipped: 8



Answer Choices	Responses
No commute	0.00% 0
1-2 miles	0.00% 0
2-5 miles	3.13% 1
5-30 miles	12.50% 4
30-100 miles	0.00% 0
100+ miles	0.00% 0
N/A	84.38% 27
Total	32

Q7 How often do you leave Del Norte County?

Answered: 36 Skipped: 4

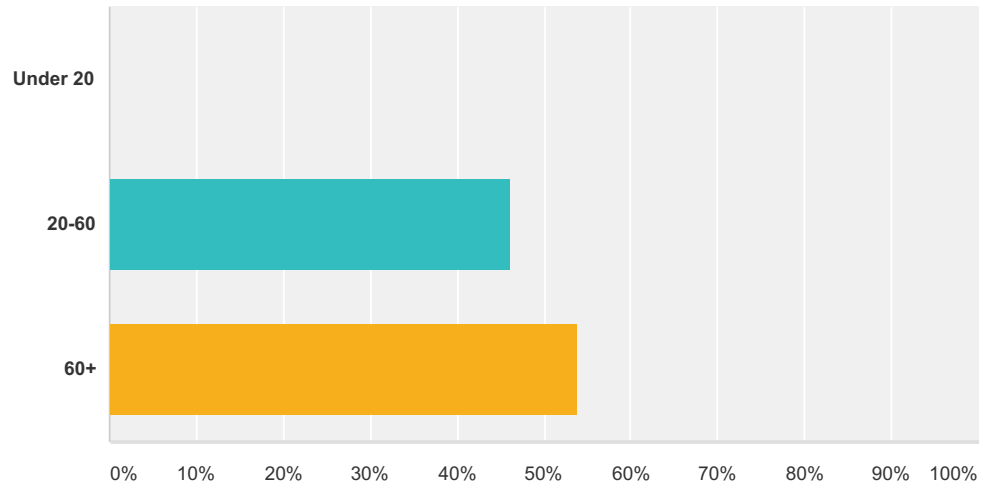


Answer Choices	Responses
Daily	5.56% 2
Once a Week	27.78% 10
Every Two Weeks	44.44% 16
Once a Month	22.22% 8
Total	36

#	Other (please specify)	Date
1	2 to 4 times a Month	1/23/2016 11:13 PM
2	Trucking, multiple times daily	1/13/2016 11:27 AM
3	I go to Del Norte County twice a year on my way to visit Jedediah Smith State Park and Gasquet area	1/4/2016 9:43 PM

Q8 What is your age group?

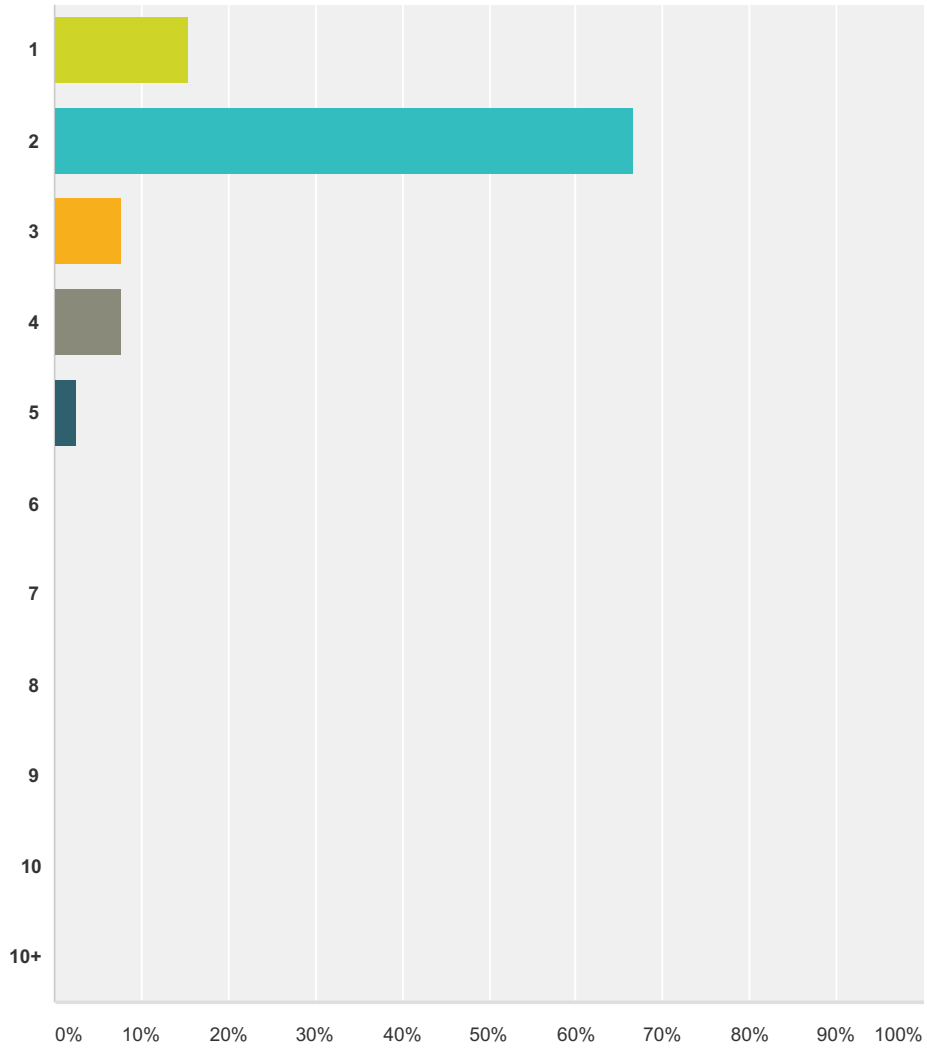
Answered: 39 Skipped: 1



Answer Choices	Responses
Under 20	0.00% 0
20-60	46.15% 18
60+	53.85% 21
Total	39

Q9 How many people in your household?

Answered: 39 Skipped: 1

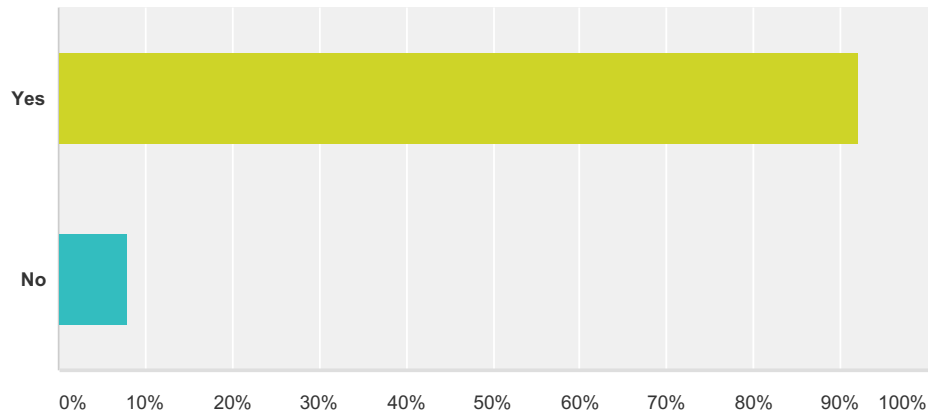


Answer Choices	Responses	Count
1	15.38%	6
2	66.67%	26
3	7.69%	3
4	7.69%	3
5	2.56%	1
6	0.00%	0
7	0.00%	0
8	0.00%	0
9	0.00%	0
10	0.00%	0

10+	0.00%	0
Total		39

Q10 Do you have any safety concerns with the transportation network in Del Norte County?

Answered: 38 Skipped: 2



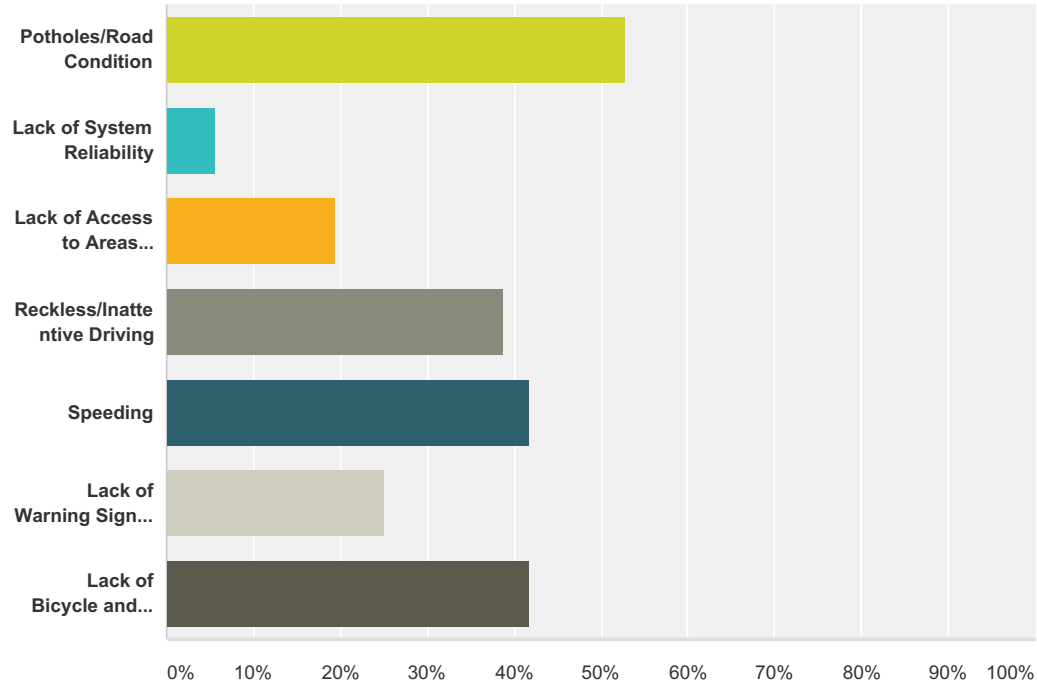
Answer Choices	Responses
Yes	92.11% 35
No	7.89% 3
Total	38

#	Explain?	Date
1	The eventual collapse of Last Chance Grade.	2/11/2016 2:39 PM
2	Last Chance Grade and Faded white and yellow traffic lines - difficult to see on dark rainy nights.	1/26/2016 9:44 AM
3	Howland Hill Rd can't see those coming west on Elk Valley Rd. & The intersection between Parkway Drive and Washington Blvd. people don't yield.	1/23/2016 11:13 PM
4	Intersection where homeowners do not trim bushes and hedges. Howland Hill and Elk Valley Intersection	1/22/2016 5:15 PM
5	Turn lanes should be provided on HWY 101 where there are 20 or more households on an intersecting street(s)	1/22/2016 4:55 PM
6	I love the rural area fo Del Norte and do not want any BIG stores that need lots of freight hauling. I try very hard to buy local products.	1/19/2016 11:20 AM
7	101 South is a going to be a very big problem when the highway fails.	1/18/2016 9:16 AM
8	The big item, Last Chance.	1/17/2016 4:12 PM
9	Public transportation not available in my area.	1/16/2016 10:36 AM
10	Hwy 199 is very narrow	1/15/2016 11:17 AM
11	The homeless that wonder into traffic as they please	1/15/2016 9:54 AM
12	Last Chance grade is dangerous as it is sliding into the ocean. Hwy. 199 needs to be widened in some areas.	1/14/2016 10:14 PM
13	I'm concerned that both state highways may fail (199 & 101).	1/14/2016 5:25 PM
14	I fear being stranded if 101 and 199 are not passable.	1/14/2016 5:14 PM
15	last chance grade	1/14/2016 5:02 PM
16	Last Chance Grade	1/14/2016 4:56 PM
17	Last Chance Grade and Highway 199	1/14/2016 4:50 PM

18	Highway 199 and Last Chance Grade as well as pedestrian crossing 101 at Citizens Dock Road	1/14/2016 4:40 PM
19	Last Chance Grade, 199 Corridor, Bike Safety on 197	1/14/2016 4:28 PM
20	Highway 199. Having bigger staa trucks on 199 is a serious safety concern. Last chance grade needs a re route.	1/14/2016 4:22 PM
21	Last Chance Grade,	1/14/2016 4:20 PM
22	Pedestrian safety in and around Crescent City is poor -- there are not enough sidewalks or street lights. Last Chance Grade and the drive from CC to Klamath in general needs attention now, not three or four years from now. Yes, a route should be chosen for the least environmental impact, but that process needs to be speeded up so construction can start in 2017 at the very latest.	1/14/2016 4:20 PM
23	Visibility. Either at night or blind corners.	1/14/2016 4:14 PM
24	Poor roads-199 especially	1/13/2016 11:33 AM
25	Road alignment and annular space associated	1/13/2016 11:27 AM
26	Maintaining the existing roads (potholes, deteriorating roadways, drainage, signs that aren't visible at night).	1/13/2016 8:16 AM
27	Enough bus routes to satisfy the needs of all riders	1/13/2016 7:32 AM
28	Speeds are too high on 199 causing too many accidents. More guardrails on spots between Hlouchi and Gaasquet.	1/6/2016 12:23 PM
29	Concerned with the failure of Last Chance Grade and the plan to allow larger trucks on Hwy 199/197	1/5/2016 4:22 PM
30	HWY 101 @ Last Chance Grade. This has been a problem CALTRANS has allowed to go far to long.	1/5/2016 4:08 PM
31	Bicycle riders should be educated to ride on the correct side of the street; same side as vehicle traffic. Too many people apparently ignorant of the rule.	1/5/2016 2:55 PM
32	Double Trailered Trucks allowed on Highway 199	1/4/2016 10:23 PM
33	Allowing oversized Big Rigs will make my vacationing experience a lot more dangerous.	1/4/2016 9:43 PM
34	I am concerned about the fact that the LTC is pushing to have STAA trucks travel over Hwy.199. These trucks are presently not allowed on Hwy.199 for good reasons. Your five improvements do not make the entire highway safe for bigger trucks. There is no proven need for this.	1/4/2016 4:37 PM
35	wy 199 if STAA trucks are allowed to drive this route.	1/4/2016 4:30 PM
36	Bike lanes are too narrow along many roads leading to parks and along recreational routes. Need more biking shortcuts to encourage biking.	9/29/2015 8:57 AM
37	No shoulders on the highways, and speeds to high to share a lane with vehicles when biking.	9/9/2015 3:47 PM

Q11 What other concerns do you have with the transportation network in Del Norte County?

Answered: 36 Skipped: 4



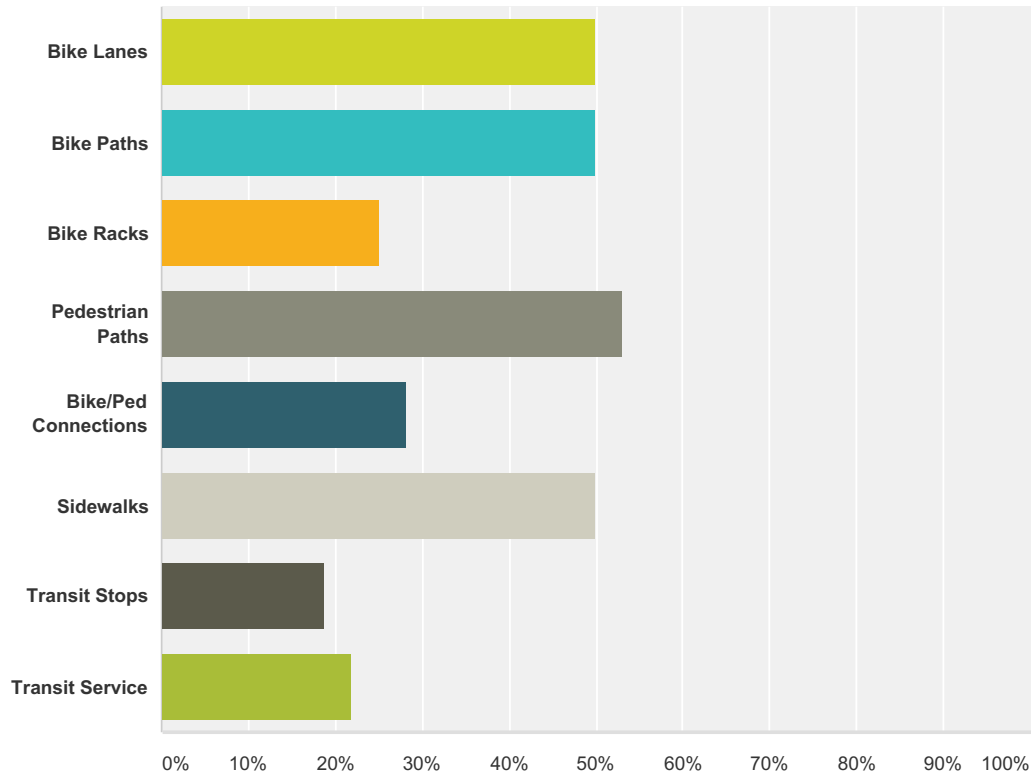
Answer Choices	Responses
Potholes/Road Condition	52.78% 19
Lack of System Reliability	5.56% 2
Lack of Access to Areas Outside of Del Norte County	19.44% 7
Reckless/Inattentive Driving	38.89% 14
Speeding	41.67% 15
Lack of Warning Signs, Guardrails, Etc.	25.00% 9
Lack of Bicycle and Pedestrian Facilities	41.67% 15
Total Respondents: 36	

#	Other (please specify one or more additional concerns)	Date
1	The only thing that slows these semis is the curves. You see them barrel down the straight always just like people in cars. The local drivers are the worse and most impatient	1/27/2016 8:36 AM
2	Lots of speeding in residential areas, with the CHP unable to ticket because roads are not certified.	1/26/2016 9:44 AM
3	Uncontrolled intersections in the Filkins tract	1/22/2016 5:15 PM
4	Elk Valley intersection at 101 is dangerous!	1/22/2016 4:55 PM
5	Big trucks mean a heavier payload on the roads. Due to our rural area I do not want to widen roads for more traffic, pedestrian, bicycle, or otherwise. The lack fo responsibility fo the drivers in not using turn signals, the speed they because they started late, and all make driving difficult.	1/19/2016 11:20 AM

6	None	1/16/2016 10:36 AM
7	Safety at parkway and Washington blvd	1/14/2016 5:40 PM
8	trash on hwy 101 north	1/14/2016 5:02 PM
9	road lighting at intersections, although center divider reflectors & white lines on the side help	1/14/2016 4:56 PM
10	I hear people complain all the time that "outsiders" don't use the pull-outs on 199. But having moved here from "outside", I know that pull-outs are not part of the road system in most of the rest of the country. They are not well-marked, they are not explained. No parking signs IN the pull-outs would help, and in Mendocino, I noticed that their "Slower vehicles should use pull-out" signs have a second sign attached saying, "To allow passing". That would go a long way to helping people understand what the pull-outs are for.	1/14/2016 4:20 PM
11	Lack of Enforcement and Lack of Accountability Regarding Traffic Laws for Bicycles and Pedestrians	1/13/2016 8:16 AM
12	I believe STAA trucks would make Hwy. 197/ 199 more unsafe. Please do not allow.	1/6/2016 12:23 PM
13	Concern about vehicle and animal (elk, raccoon, etc) collisions. Roads need new lane stripes @ current ones faded. Also, more and better street lights.	1/5/2016 4:08 PM
14	More education for bicyclists is needed.	1/5/2016 2:55 PM
15	Reckless/ darkly dressed pedestrians in the road after dark!	1/4/2016 10:23 PM
16	People need to really slow down and smell the redwoods. This is THE tourist destination.	1/4/2016 9:43 PM
17	lack of freeway upgrades for 101	11/15/2015 4:40 PM

Q12 Would you like to see more...

Answered: 32 Skipped: 8



Answer Choices	Responses	Count
Bike Lanes	50.00%	16
Bike Paths	50.00%	16
Bike Racks	25.00%	8
Pedestrian Paths	53.13%	17
Bike/Ped Connections	28.13%	9
Sidewalks	50.00%	16
Transit Stops	18.75%	6
Transit Service	21.88%	7
Total Respondents: 32		

#	Other (please specify)	Date
1	Unfortunately, I think wider lanes leads to more speeding which is already a major problem that is not being properly addressed.	1/26/2016 9:44 AM
2	Educate everyone on their individual responsibility in using paths near highways. Bikers single file in the right direction and pull off the highway to talk, share the road with pedestrians.	1/19/2016 11:20 AM
3	Due to my age would like transportation in my area.	1/16/2016 10:36 AM
4	Safety at howland hill and elk valley rd	1/14/2016 5:40 PM

5	safe crossings from hotels to harbor	1/14/2016 5:02 PM
6	Harbor needs more bike and pedestrians trails	1/14/2016 4:20 PM
7	Promoting shower facilities at large employers.	1/13/2016 8:16 AM
8	Law Enforcement - more presence monitoring drivers in high accident areas.	1/6/2016 12:23 PM
9	Extend the Coast trail behind motel south of Elk Creek and to Anchor Way; possibly along Crescent Beach. Also revamp the Elk Creek area for bike/ped.	1/5/2016 2:55 PM
10	More good restaurants and little cabins at Wagon Wheel fixed up, to visit when I am going to Jedediah Smith Redwoods	1/4/2016 9:43 PM
11	grade seperations	11/15/2015 4:40 PM
12	Bike/Ped crossing treatments at key intersections	9/9/2015 3:47 PM

Q13 What areas need more bicycle and pedestrian facilities?

Answered: 27 Skipped: 13

Answer Choices	Responses
Bicycle	85.19% 23
Pedestrian	70.37% 19

#	Bicycle	Date
1	Hiouchi	2/11/2016 2:39 PM
2	60	1/23/2016 11:13 PM
3	Oceanview Drive, Fred Haight Dr	1/22/2016 4:55 PM
4	None	1/19/2016 11:20 AM
5	Unknown	1/17/2016 4:12 PM
6	Don't know	1/16/2016 10:36 AM
7	Hiouchi	1/14/2016 5:25 PM
8	Crossing Dr Fine bridge on 101	1/14/2016 4:40 PM
9	Highway 197	1/14/2016 4:28 PM
10	Highway 101 all through town	1/14/2016 4:22 PM
11	50	1/14/2016 4:20 PM
12	100	1/13/2016 11:33 AM
13	199 / 101 corridor	1/13/2016 11:27 AM
14	Public Offices, Commercial Areas	1/13/2016 8:16 AM
15	50	1/13/2016 7:32 AM
16	outlying areas such as Hiouchi and Gasquet	1/6/2016 12:23 PM
17	Hwys 101 and 199 through the curves and narrow sections in the Redwoods	1/5/2016 4:22 PM
18	Harbor area; Elk Creek; Northcrest/Lake Earl Dr.	1/5/2016 2:55 PM
19	Commercial areas throughout the county	1/4/2016 10:23 PM
20	Highway 197, from what I read in FEIR Volume 3 from Caltrans	1/4/2016 9:43 PM
21	down town for bike racks and the surrounding region for paths	1/4/2016 4:30 PM
22	Old Mill Road + bike bridge across elk creek connecting Elk Valley Rd and Fairgrounds	9/29/2015 8:57 AM
23	Front Street, Highway 101, Intersection of Northcrest/101, Intersection of Elk Valley/101	9/9/2015 3:47 PM

#	Pedestrian	Date
1	Hiouchi	2/11/2016 2:39 PM
2	40	1/23/2016 11:13 PM
3	Any major road where there is little room for the pedestrian to walk. Also lights in the Filkins tract is needed.	1/22/2016 5:15 PM
4	Improvements (safety/access) along 101 through County	1/22/2016 4:55 PM
5	None	1/19/2016 11:20 AM
6	Downtown and residential areas w/o sidewalk sections.	1/17/2016 4:12 PM
7	Don't know	1/16/2016 10:36 AM

8	Hiouchi	1/14/2016 5:25 PM
9	Smith River	1/14/2016 4:56 PM
10	Citizens Dock Road and Hwy 101	1/14/2016 4:40 PM
11	50	1/14/2016 4:20 PM
12	Everywhere other than the downtown core. Even neighborhoods like the one across from the high school off Washington have minimal street lights and roads without side walks.	1/14/2016 4:20 PM
13	Crossing 101	1/14/2016 4:14 PM
14	Curb Ramps, Commercial Areas	1/13/2016 8:16 AM
15	50	1/13/2016 7:32 AM
16	We have no way to safely cross 199 in Gasquet on bicycle or foot. Same in Hiouchi. Also the Redwood Park area on 199.	1/6/2016 12:23 PM
17	Harbor area; Elk Creek.	1/5/2016 2:55 PM
18	More safe places to walk on 199/197 from what I learned from reading Caltrans Smith River FEIR Vol 3 comment letters.	1/4/2016 9:43 PM
19	Front Street, 101 around the hotels and harbor	9/9/2015 3:47 PM

Q14 What areas need better transit service or facilities?

Answered: 12 Skipped: 28

Answer Choices	Responses
Service	83.33% 10
Shelters	66.67% 8
Other	25.00% 3

#	Service	Date
1	Hiouchi	2/11/2016 2:39 PM
2	20	1/23/2016 11:13 PM
3	Del Norte/Curry connections	1/22/2016 4:55 PM
4	Haven't used the service, unknown.	1/17/2016 4:12 PM
5	Rural	1/16/2016 10:36 AM
6	Bertschell tract	1/14/2016 5:40 PM
7	Stops by the fairgrounds on Saturday mornings during the summer	1/14/2016 4:20 PM
8	Farmers markets -- should be better-timed buses to bring people from Gasquet, Klamath, and Smith River to the Saturday market especially, but also the Wednesday market.	1/14/2016 4:20 PM
9	Public Offices, Commercial Areas	1/13/2016 8:16 AM
10	20	1/13/2016 7:32 AM

#	Shelters	Date
1	Hiouchi	2/11/2016 2:39 PM
2	80	1/23/2016 11:13 PM
3	Good	1/22/2016 4:55 PM
4	Haven't used the service, unknown.	1/17/2016 4:12 PM
5	Bertsch tract	1/14/2016 5:40 PM
6	The new(ish) shelters are great -- just need more of them at every scheduled stop!	1/14/2016 4:20 PM
7	Public Offices, Commercial Areas	1/13/2016 8:16 AM
8	80	1/13/2016 7:32 AM

#	Other	Date
1	Not sure since I do not use public transit or services.	1/19/2016 11:20 AM
2	More frequent cleaning of Shelters.	1/13/2016 8:16 AM
3	Slow the traffic speed down everywhere...	1/4/2016 9:43 PM

Q15 Any additional comments?

Answered: 15 Skipped: 25

#	Responses	Date
1	Please do what needs to be done to cancel the Hwy 199/197 STAA truck access project. It has the potential to become a huge catastrophic disaster!!!	2/11/2016 2:39 PM
2	More accidents occur on the straight parts of the highways. Making something safer is understandable. We won't benefit monetarily by allowing larger trucks. Don't destroy what every person from the outside world comes to see and that's our beautiful highways. I drive 197 every single day. I live off 197. So now I get faster semis? Bigger semis? More? And the beauty is destroyed. Think ahead! Money is in tourism. It's a rarity of what is here. And you call it progress. Shame on you. To the educated person this is not progress. This is shameful. Fix last chance grade. I won't drive that road at all!!	1/27/2016 8:36 AM
3	Caltrans and County do a good job on the roads. Safety improvements are the biggest need.	1/22/2016 4:55 PM
4	I like rural. No shopping malls - I can go out of town for that.	1/19/2016 11:20 AM
5	A Street is showing its age. Smoother connection between A Street and Front Street. More about sidewalks, for some reason certain streets seem to have gaps where the sidewalk should have been placed but didn't happen.	1/17/2016 4:12 PM
6	Would use public transportation if available and usable for my disabilities.	1/16/2016 10:36 AM
7	Please fix last chance grade before it is too late.	1/14/2016 5:14 PM
8	Sidewalks on 101 between Lucky 7 Casino and Ship Ashore would be helpful, especially on dark, stormy nights.	1/14/2016 4:56 PM
9	Please note my opposition to widening sections of Hwy. 199 to allow larger trucks on this very scenic and fragile highway. The money allotted for this "improvement" would be better spent on developing a working plan to permanently fix or reroute Hwy 101 at Last Chance Grade. Thank you.	1/5/2016 4:22 PM
10	Do not make Hwy 199 STAA. The idea of bigger trucks in the Smith River corridor impacting tourist access/driving is obtuse.	1/5/2016 2:55 PM
11	1) Worried about failure of Last Chance Grade. 2) Safety on 199 if double trucks allowed.	1/4/2016 10:23 PM
12	Please just fix areas for more safety to the locals and us drivers, but not to allow longer and soon to be heavier Big Rigs onto this amazing tourist destination, so serve only a few businesses. Lily Farmers only ship two months out of the year, and this would help them to the detriment of the citizens and tourists coming there to enjoy the beauty of the Wild and Scenic Smith River and the Old Growth Redwoods.	1/4/2016 9:43 PM
13	DNLTC needs to get its priorities straight. Last Chance Grade improvements are important; but there is no need for the five changes to Hwy.199 to allow STAA trucks. This just creates unsafe conditions on the rest of the highway, like between Gasquet and Hiouchi.	1/4/2016 4:37 PM
14	We need to look at Hwy 199 as a tourist attraction in itself and not cater to STAA trucking.	1/4/2016 4:30 PM
15	survey monkey had trouble accepting that 90% of my local commute is conducted on an electric scooter. 7% of the time I drive my own car.	9/29/2015 8:57 AM

RTD

Elk Valley - Oct 28 10 AM

Heidi, Chair, Miller, 2 others

Projects

Chair asked about LCG

Comment about impacts to Tribe. IT would kill economy of Tribe.

Tribe supports a project & should be kept in the RTP

-IT is ~~an~~ priority

009

2013 LRP in Draft

CC approval with mitigation

Hopes for construction in 2016

Proc

#1 South Beach Connector

#3 accel Decel

#1 Top Priority is LCG

#2 Sand Mine Roundabout

#3 Accel / Decel

#4 Maybe some components of Roundabout

#5 South Beach Trails Connector

Some discussion

Drainage culverts on near cemetery

Transit needs - discussion of bus shelters

NEMT

Grant just written for wellness coordinator for smaller regional needs.

22% → 40% aging populations

Run map of counts by Tribe across County looks at them.

Airport Meeting

95% funded by FAA

& then match

operational revenue

connect

New Water & Sewer

Phase 1

realignment of Debt Report

FAA funded 95% & 5% taken care of

→ Roundabouts

Btc replacements

10/28/15 Tolawa Di Nee
~~Elk Valley~~ Mtz.

Nov. 4 kickoff & February
Tribe discussed 7 mile corridor
Oregon to Dr. Fine Bridge.
Look @ Tribal safety Audit
Feasibility Study Caltrans
2008 Needs Assessment - LBC
Caltrans Planning Grant

Tribe is getting land & buying land & zoning
property.

C store is focus now - discussed Truck turning,
log trucks & tractor trailers

Projects

* By Friday get revised project list to Tribe
change is re-opening soon 6 months



March 23, 2016

Sent Via Overnight Delivery on same date

Executive Director Tamera Leighton & Commissioners
Del Norte Local Transportation Commission
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RE: Draft 2016 Regional Transportation Plan & PEIR Addendum

Commissioners, Ms. Leighton & Mr. Schwein:

Thank you for the opportunity to comment on the proposed 2016 Regional Transportation Plan (RTP) for Del Norte County. We have serious concerns about the process of developing the draft RTP and about its content, particularly with regard to safety, road maintenance and capacity increases, public involvement, climate and environment, social equity and environmental justice, internal and external consistency, and certain methodological considerations.

We also have serious concerns about the application of the California Environmental Quality Act (CEQA). The 2016 RTP is clearly an entirely new document and an entirely new project, yet it has been treated instead as merely a minor change to the previous RTP. The Environmental Impact Report (EIR) Addendum which has been prepared would be appropriate for a minor change. However, as a new project, the 2016 RTP must meet required standards for independent environmental review and circulation for public comment. The Addendum is inadequate in any event, for numerous reasons elaborated herein.

The draft RTP acknowledges the need to “maintain internal consistency” of the document (pp.1-2, 3-1), but there are numerous lapses of internal consistency apparent. Many of the Goals, Policies and Objectives contained in the Policy Element—particularly those related to safety, road maintenance, and climate and environment—are not adequately supported by the Action Element, nor even by the analysis of Existing and Future Conditions. Furthermore, many of the Objectives listed in the Policy Element do not actually implement the Goals, and many of the Policies do not implement the Objectives. We provide numerous examples of such inconsistencies in these comments.

Other issues—such as social equity and environmental justice—which the RTP is required to consider by the 2010 California Regional Transportation Plan Guidelines (RTP Guidelines), by other statutes, or simply by good planning practices do not receive adequate attention or are not incorporated into the document in such a way as to meet required standards. Other problems with the draft document pertain to its inconsistency with other relevant adopted plans. Still others pertain to the process of developing and reviewing the document, including insufficient and sub-standard public participation and environmental review under CEQA. We examine all of these issues at length herein.

Two specific projects loom large over regional transportation planning in Del Norte County: the needed realignment or bypass around Last Chance Grade on US 101, and the unneeded STAA access project on US 199/SR 197. In fact, we would argue that the Last Chance Grade project is by far the most necessary and consequential project in the region, and the 2016 RTP should focus on it. Conversely, the STAA access project is an outdated project bogged down by challenges to its inadequate environmental documents, and the 2016 RTP update is a critical time to reconsider the project and indeed to cancel it.

In these comments, we often examine the draft RTP through the lens of these two projects. We show particularly that the STAA access project appears to be only partially included in the document but never identified or addressed, conflicts with a number of the draft RTP's Goals, Objectives and Policies, and it will have a negative impact on the proposed programmatic performance measures. We also show that the Last Chance Grade project is required for successful implementation of many of the RTP's Goals, Policies and Objectives, yet has been insufficiently prioritized in the draft RTP and its predecessor documents.

The STAA Access Project, Last Chance Grade & the RTP

The 2011 RTP (attached) explicitly identified the "197/199 Safe STAA Access Project" as a top priority. The Del Norte Local Transportation Commission (DNLTC) has "overprogrammed" this project in the Regional Transportation Improvement Program (RTIP), so that all local RTIP allocations over the course of numerous cycles are dedicated to this one project. The RTIP has historically been one of the most important source of local transportation improvement funds, and committing all available local RTIP funds to this project means that many other deserving projects cannot be funded.

Some local officials have suggested that the STAA access project is irrelevant to the 2016 RTP update because it is already approved and programmed. In fact, this project is not under construction but rather is currently undergoing additional court-ordered environmental review. The environmental review process is intended to inform project decision-making, not to be an after-the-fact addendum to a decision already made. Indeed, in spite of past approvals, the future of the project is uncertain. Deadlines associated with STIP funds allocated to the project mean that funding will likely be rescinded if the project is not completed within the next 2-3 years. The DNLTC's 2016 Regional Transportation Improvement Program (RTIP, attached) asserts that the agency is "concerned about Caltrans' ability to deliver...[B]oth our shares and the project are at risk."

In contrast, the Last Chance Grade project as it is currently conceived (i.e., a bypass or realignment around the geologically unstable hillside) is missing from the 2011 RTP. The only mention of Last Chance Grade in that document refers to pavement repair and maintenance on the existing route (p.95). However, the bypass project is not a new idea. The Final Environmental Impact Report (FEIR) for the 1990 RTP (attached) describes a project for the "acquisition of right-of-way for the Wilson

Creek bypass to bypass a bluff area” (p.2-3). Wilson Creek is one of the boundaries of the stretch of US 101 today known as Last Chance Grade. The 1990 RTP’s reference to this project shows just how long the DNLTC has recognized the importance of a bypass around Last Chance Grade. Yet the 2011 RTP’s failure to even mention a Last Chance Grade bypass shows that the project has not been sufficiently prioritized in recent years. Indeed, although the draft 2016 RTP lists “the permanent solution project for Last Chance Grade” as its top priority (p.6-1), the project is still listed as “unconstrained,” a category the document describes as “unlikely to receive funding over the next 20 years” (p.4-4). Thus, while the draft 2016 RTP pays lip service to the Last Chance Grade project as a top priority, the Action Element reveals that the DNLTC continues to kick the can down the road.

Project Identification & Emphasis

Over the years since the STAA access project was initially proposed, various documents have split it into seven, five or four “sites” or sub-projects for reasons that are often unclear. This piecemeal approach to project identification in key lists and tables of projects prevents adequate public knowledge and consideration of the project in its entirety.

In the draft 2016 RTP, the STAA project is never clearly and plainly identified or described. Instead, it appears only obliquely and generically referenced, twice, as “operational improvements” (pp.2-28, 2-31). Nevertheless, the majority of the sub-projects which make up the project (specifically, those funded by the State Highway Operation and Protection Program or SHOPP) appear to be included in the Action Element in Table 4.1 (p.4-5). However, they are not identified as components of the project (STAA access is nowhere mentioned in their descriptions), and only a reader with detailed knowledge of the project would be able to identify them as such. Furthermore, and most importantly, other components of the STAA project are not listed or described anywhere at all in the draft RTP.

After careful re-assessment of its impacts, some of which we relate in these comments, the DNLTC must conclude that the STAA access project should be canceled and therefore not included in the 2016 RTP update. However, should the DNLTC continue to include it, it must be clearly and unambiguously identified as the single complete project that it is, rather than continuing to be split into different projects listed by site and/or funding source.

In contrast, the Last Chance Grade project is described at several locations in the text, and is identified as a top priority project. However, its location is improperly identified in Table 4.2 (p.4-6) as “9 miles west of Crescent City” (which if accurate would put it offshore in the Pacific Ocean). Additionally, the only place it is mentioned in the Policy Element is under the heading of “Recreational Travel,” which—given the importance for movement of people, goods and emergency services of maintaining connectivity on US 101 south of Crescent City—is an odd and seemingly unjustifiable choice.

In the context of recreation, however, it is important to note that the draft RTP completely omits mention of US 199 as a route important to tourism. The identification and importance of US 199 as a recreational gateway for tourism from I-5 communities, especially during the inland hot weather months, cannot be overstated. The US 199 corridor is the gateway to important recreation areas including: the Smith River National Recreation Area; the most sought-after camping facility in Redwood National/State Parks, Jedediah Smith Campground; and the most famous tourist location in Del Norte County, Stout Grove, showcasing our largest redwood trees and hosting guided tours that are attended by international visitors. In omitting identification of US 199 as an important tourist route, the draft

RTP also fails to assess the conflict that the STAA access project presents with the goal of enhancement of recreational travel.

Justification, Need, and Assessment of the STAA Access Project

While the STAA access project is never explicitly mentioned or described in the draft 2016 RTP, there are nevertheless a number of misleading and incorrect statements in the text which serve to buttress support for the project. For example, the document claims that “US 199 is the only eastbound route connecting US 101 to Interstate 5” (p.2-10). This is untrue. While US 199 is the only major road connecting US 101 and I-5 *which lies partly in Del Norte County*, it is not the only such connection available to County residents, visitors or shippers, and identifying it as such overstates its regional significance. A Federal Highway Administration (FHWA) map of the National Network and National Highway System (attached) shows the major connections between US 101 and I-5. In addition to US 199, other major connections between the two corridors include State Route 299 about 75 miles south of Crescent City and Oregon Route 42 about 130 miles north.

The draft RTP also includes a statement which implies that all commercial trucks are referred to as “STAA trucks” (p.2-31), and another claim that US 101 and US 199 are part of the National Network, both of which are false. There are, of course, a wide variety of commercial trucks, and STAA trucks are only one specialized type. STAA trucks are generally only utilized by carriers transporting large quantities of non-liquid, lightweight freight (larger trucks often maximize allowable weights before they can fill their trailers with heavy freight) over long distances. STAA trucks are only allowed on the National Network of interstate highways and on “Terminal Access” routes. Terminal Access routes are intended under both federal and California law as a way to ensure access for STAA trucks between the National Network and freight “terminals” (23 CFR §658.19, California Vehicle Code Section 34501.5(c)-(d)). As the official Caltrans District 1 truck route map (attached) shows, US 101 in Del Norte County is a designated Terminal Access route; US 199 is not. The National Network route nearest to Del Norte County is I-5.

The goal of the STAA access project is designation of the US 199/SR 197 corridor as a Terminal Access route. Such a designation would not provide new access to a terminal from I-5, but rather would serve as an additional linkage in a web of STAA routes outside the National Network, completing circuits to the north via US 101 and Oregon Route 42 in and to the south via US 101 and SR 299, which will open to STAA travel by 2017 (Caltrans District 2, personal communication, 3 September 2015). These existing (Oregon Route 42) and soon-to-exist (SR 299) STAA routes provide sufficient “terminal access” for STAA trucks between I-5 and Del Norte County. Indeed, as the Traffic Analysis Report for the STAA project prepared by consultant Fehr & Peers (attached) summarized, “the majority of the (truck traffic generating) respondents surveyed indicated that the STAA improvements would not affect their shipping patterns” (p.ES-2). Importantly, these surveys were completed before impending STAA access on SR 299 was anticipated. With the completion of that STAA route, US-199 will become even less important as a potential STAA route. The current draft RTP seems to ignore the impending STAA route via SR 299, stating that “restrictions for STAA vehicles along US 101...remain in neighboring Humboldt County to the south” (p.2-14). This statement, while technically true, misleadingly implies that there is no way for STAA vehicles to leave the area heading south on US 101, which will not be true once SR 299 is designated for Terminal Access.

The draft RTP proposes several performance measures by which to judge the effectiveness of the transportation program (p.4-12 et seq.). The STAA project is likely to have a negative impact on all the relevant metrics:

- **Transportation System Investment & Preservation/Service Fuel Use/Travel Distance/Time/Cost:** By increasing the number of large trucks on the road in Del Norte County, the project will make it harder to preserve the local road system. Doubling the weight borne by a vehicle axle is estimated to increase some pavement damage by a factor of 15 to 20, and a heavy truck axle may bear 20 times more weight than the average passenger vehicle (FHWA 2014, attached). Thus, trucks contribute disproportionately to damage done to roads and bridges.
- **Safety:** Project proponents have long claimed that the project will increase safety for road users. While it is possible that some of the components of the proposed project would improve safety for current road users in the absence of STAA trucks, reclassifying the route and adding these additional oversized STAA vehicles instead increases safety hazards for other users. The Smith Engineering & Management report on the STAA access project (attached) fully elaborates these safety risks. To summarize, the STAA project incorporates significant exceptions to the state's mandatory design standards for measurements such as curve radius, shoulder width, and sight distance. Thus, while the STAA project would create roadway geometries sufficient to *theoretically* allow STAA trucks to make the curves, it would not create alignment sufficient for them to *safely* make those curves. This would make the roadway particularly dangerous for other users, as large trucks account for a disproportionate number of fatalities in vehicle collisions (Insurance Institute for Highway Safety 2016, attached).
- **Congestion/Delay/VMT:** The STAA project's Traffic Analysis Report predicts that 92 additional trucks per day will travel the corridor as a result of the project. Clearly the project would increase large truck vehicle miles traveled (VMT). Furthermore, it would doubtless contribute to the increased proportion of truck traffic in relation to other vehicles projected in the draft RTP (p.4-1). Increasing numbers of oversize trucks on Del Norte's rural roads only increase congestion and delay.
- **Land Use Efficiency:** It is likely that "Terminal Access" designation for US 199 and SR 197 will induce growth in trucking-dependent land uses in the region, which would work counter to the goal of compact development around the County's few population centers. The Final Environmental Impact Report/Finding of No Significant Impact for the STAA project (excerpt attached) predicts that the project would "foster a small amount of economic and population growth" (p.2.1-47), but relies inappropriately on County and Crescent City General Plans to claim that this growth would have "no substantially adverse growth-related indirect effects." Comments from planning consultant Mara Feeney (attached) on the STAA project's environmental impact analysis pointed out weaknesses in the traffic assessment and questioned the conclusions about induced growth. However, whether judged "substantially adverse" or not, induced growth of trucking-dependent land uses is likely to reduce land use efficiency and thus impair this performance measure.

It is also important to note that investing in the STAA access project prevents the County from investing in other important projects which would further the goals of the RTP. For example, Policies 3.2.2.4.1 and 3.7.2.1.1 call for prioritization of traffic calming and bicycle and pedestrian safety improvements, and the "Crescent City Gateway and Traffic Calming Project" to forward those purposes is one of the top priority projects in the draft RTP (p.6-1). Notably, a very similar project was suggested

by Caltrans in a letter included with the County's 2016 RTIP (attached), but the suggestion had to be ignored because the County has used up more than its entire RTIP allotment for numerous funding cycles on the STAA access project.

Finally, the goods movement strategy of the DNLTC in recent years has focused almost exclusively on STAA access, and the draft RTP continues the focus on trucks. However, the failure to examine other goods movement alternatives is unjustifiable. The document correctly states that "the movement of goods [in Del Norte County] is primarily trucks" (p.2-28), but fails in its promise to "examine the potential for new travel options within the region" (p.1-1) in this regard.

For example, it is not true, as the draft RTP claims, that the lack of container ship access completely "prohibit[s] the Harbor from becoming a major source of goods movement" (p.2-28). In fact, there is nothing to stop the County from partnering with other regional ports to develop an important short sea shipping network for freight. A 2008 report on freight mode shift prepared for the Maritime Administration of the US Department of Transportation (attached) noted that "while the West Coast has only a very limited number of deep-draft international ports, there are numerous smaller ports potentially available for port development for RORO [short sea 'roll-on, roll-off'] ships" (p.40). Further, the potential "operational issues" discussed by a Government Accountability Office report (attached) which identified obstacles to adoption of short sea shipping (pp.13-14) do not apply to the Crescent City Harbor, because it is not already developed and heavily utilized to handle other kinds of cargo. That report succinctly summarized the potential benefits of short sea shipping as "improved freight mobility, improved air quality, and reduced infrastructure spending" (p.11). The possibility for freight mode shift to short sea shipping deserves serious consideration in the RTP.

Justification, Need, and Assessment of the Last Chance Grade Project

Identification and justification of the need for the Last Chance Grade project are underdeveloped in the draft 2016 RTP. As noted above, the project is identified in only one location in the Policy Element, under "Recreational Travel," where the goal of improvements at Last Chance Grade is identified only as "address stability problems" (p.3-6). In the Action Element, Last Chance Grade is noted for its "vulnerability" as a "landslide prone area" which is "being evaluated for a permanent solution" (p.4-2), but no details of the environmental, social or economic risks of such vulnerability are identified, nor are any potential "permanent solutions" identified. In Table 4.2, the phrase "permanent solution" is again employed, but cost and year of construction are listed simply as "TBD" (p.4-6).

Only in the draft RTP's brief chapter on Priority Projects does the document begin to identify the stakes for the Last Chance Grade project, noting that the "corridor is at risk for complete failure, which would cut off the County's connection to Humboldt County and the rest of California" (p.6-1). Here the draft also asserts that "the Last Chance Grade Feasibility Study 2015 has identified the community's preferred alternatives for this route." This is incorrect. The Last Chance Grade Engineered Feasibility Study (attached) identified a wide range of potential project alternatives, and while some public comment was accepted, it cannot be said to represent "the community's preferred alternatives." A document more closely approaching the community consensus on the project is the consensus white paper released by the Last Chance Grade Stakeholder Group in December 2015 (attached), which agreed that "the 'no-build' alternative is not an option" (p.2), ruled out some other alternatives as well, and agreed on a list of "values and benefits" by which remaining alternatives should be judged.

This document forms a solid basis for including and describing Last Chance Grade project alternatives in the draft RTP and should be utilized for that purpose.

Table 4.2 of the draft RTP identifies the Last Chance Grade project as supporting Goals 1, 2 and 5 of the Policy Element. In fact, it supports many more of the proposed Goals than that.

- Goals 1 & 2: A failure of US 101 at Last Chance Grade would prevent “safe, efficient, and convenient” travel on much of the County’s road system and would represent a major lapse in the goal to “preserve the existing County roadway system.” Thus, preventing such a failure with the Last Chance Grade project strongly supports Goals 1 & 2.
- Goal 3: A failure of US 101 at Last Chance Grade would cut off many “county resident, visitors and employees” from access to local and interregional transit services. Preventing that failure strongly supports Goal 3.
- Goal 5: A failure of US 101 and Last Chance Grade would cut off one of the most significant current freight movement routes for Del Norte County. Preventing such a failure strongly supports Goal 5.
- Goals 6 & 7: The draft RTP notes that Last Chance Grade has been identified by bicyclists as a “problem area” on the Pacific Coast Bicycle Route (p.2-29). A new route with better bicycle facilities and less debris would improve the non-motorized transportation system and encourage active transportation and thus support Goals 6 & 7.
- Goal 8: A failure of US 101 at Last Chance Grade would cut off one of the primary tourist routes into and out of the County. Preventing such a failure with the Last Chance Grade project would certainly support Goal 8.
- Goal 9: A properly sited and constructed alternative route could help reduce existing fragmentation of the old-growth coast redwood forest bisected by the current route. Incorporating such “sensitivity to the environment” into Last Chance Grade project development would help to support Goal 9.

Finally, unlike the STAA access project, the Last Chance Grade Project is sure to have a positive impact on all of the relevant performance measures proposed in the draft RTP (p.4-12 et seq). (Table 4.2 identifies certain relevant performance measures, although we believe the list found there is incomplete.)

- Transportation System Investment & Preservation/Service Fuel Use/Travel Distance/Time/Cost: By any measure, the current lane miles of Last Chance Grade must qualify as “distressed” and generally in poor condition. Due to ongoing earth movement and geological instability, recurring efforts at maintenance and repair of the existing route cannot address these problems for the long term. A bypass of Last Chance Grade will reduce distressed lane miles with poor pavement condition and improve these metrics substantially.
- Safety: The constant danger posed to road users by earth movement at Last Chance Grade is a serious safety threat. While the Engineered Feasibility Study identifies steps Caltrans is taking to keep the public safe (Appendix B, p.4), no agency can provide complete safety from the consequences of sudden and significant earth movement. A bypass of the geologically unstable area would increase the safety of all road users.
- Transit: The draft RTP identifies at least two major transit routes which currently utilize Last Chance Grade. A failure at Last Chance Grade would prevent these routes from providing

service and cut off many transit-dependent people from their destinations. The Last Chance Grade project would ensure continued transit access.

- Congestion/Delay/VMT: A bypass of Last Chance Grade would ameliorate the persistent recurring delays due to occasional partial failures and near-constant construction work on the current route. Furthermore, a total failure of US 101 at Last Chance Grade would require residents to drive many more miles (the economic impact study found at Appendix G of the Engineered Feasibility Study estimates “an additional distance of 320 mile” between Del Norte and Humboldt Counties). Avoiding the likely dramatic increase in VMT which would result from a total failure at Last Chance Grade would prevent a significant deterioration in this performance measure.

Safety

Safety is identified as one of the transportation issues “of central importance” in Del Norte County, and features prominently in Goal 1 of the draft RTP: “Provide and maintain a safe, efficient, and convenient countywide road system” (p.3-1). Policy 3.2.2.2.1 calls for the county to “identify and eliminate unsafe conditions” on the local road system (p.3-2).

Unfortunately, the draft RTP provides insufficient analysis and consideration of this critical issue. The collision summary provided in Section 2.5.7 is of extremely limited usefulness, as it lists collisions by road or street but fails to break those roads or streets down into smaller segments which might help identify collision hot spots. An analysis of state highways in Caltrans District 1 by the Coalition for Responsible Transportation Priorities (CRTP) (attached) found two segments in the County with particularly high fatal collision rates, one on US 101 near Last Chance Grade and the other on US 199. Although the segment on US 199 included a portion of the STAA access project, none of the recorded fatal accidents were within the STAA project’s boundaries.

A collision analysis of all the STAA project’s locations performed by Caltrans (attached) shows that while some of the locations had higher than average collisions rates, some were lower than average. This shows that even if it increased safety, the STAA project would not be the most effective intervention for that purpose. However, as described above and detailed in the comments from Smith Engineering & Management, exemptions from mandatory safety design standards mean that the STAA project would actually decrease safety. Thus, the STAA project would undermine much of the draft RTP’s Policy Element:

- Contrary to Objective 3.2.2.2 & Policy 3.2.2.2.1 (p.3-2), the STAA project will contribute to unsafe conditions on a state highway.
- Contrary to Policy 3.6.2.1.2 (p.3-5), the STAA project will decrease, not increase, safety for other road users.
- Contrary to Goal 8 (3.8.1), Objective 3.8.1.1 & Policy 3.8.1.1.2 (p.3-6), the STAA project will decrease safety on US 199 and make recreational travel harder and more daunting for tourists.

Also important to highlight is the fact that Objective 3.6.2.1 (“Minimize conditions that restrict the movement of goods in and out of the County”) does not adequately implement the goods movement Goal (“Provide for the safe and efficient movement of regional and interregional goods”) (p.3-5). As illustrated above, projects such as the STAA access project which remove freight restrictions cannot be

claimed to be “safe.” (In contrast, there is broad consensus that the Last Chance Grade project would increase road user safety on US 101.)

Furthermore, the actions identified in the draft Action Element related to safety rely almost entirely on the state’s Strategic Highway Safety Plan (SHSP) (attached), with very little elaboration or explanation of how to apply the SHSP’s framework to the local road system (pp.4-2/4-3). One of the weaknesses of relying on a statewide plan for prioritizing local infrastructure spending is revealed by the “one primary safety goal” of the SHSP, identified in the draft RTP as: “reduce roadway fatalities to less than one fatality per one hundred million vehicle miles traveled (VMT)” (p.4-2). Arguably, a safety goal weighted by VMT makes sense for a comprehensive statewide plan such as the SHSP, which examines everything from distracted driving to driver training and licensing. However, for the DNLTC and other local agencies deciding which projects to prioritize for safety purposes within our region, the rate relative to traffic volume (or relative to any other metric) should matter much less than the raw number of serious accidents.

Indeed, the description in the draft RTP of the proposed performance measure related to safety appears to essentially agree with this assessment. The description claims that safety is monitored by “the total accident count” (not a relative rate), and that the available data “can be used to monitor the number of fatal and injury collisions by location to see if added improvements are needed” (p.4-13). However, the description then goes on to a vague and apparently contradictory discussion of weighting the collision rate by VMT and/or by annual average daily traffic (AADT), and the summary table of performance measures (Table 4.6) indicates that collisions will be weighted both by VMT and per capita. The description also implies that it is desirable to use region-wide or statewide average collision rates on “similar facilities” as benchmarks for safety. However, statewide averages are less relevant than within-county averages for prioritizing local funds.

The RTP should clarify that it is indeed the number of serious collisions, not the relative rate, which will be monitored and used to prioritize safety projects. The DNLTC must also face the fact that the STAA access project is more likely to decrease safety than to increase it (see above), and should abandon the project and remove those portions of it currently included in the draft RTP. Finally, the Last Chance Grade project should be more seriously pursued in the near-term as a safety improving project.

Road Maintenance & Capacity Increases

“Maintenance of the existing system to ensure connectivity” is another issue “of central importance” identified in the draft RTP (p.3-1). Section 4.3 (p.4-2) of the draft RTP identifies the top regional priorities as “maintaining existing facilities” and maintaining interregional connectivity, and Chapter 6 lists specific top priority projects. Section 4.3 states that “should a capacity increasing project become a regional priority, it shall be initiated only when fully or largely funded by revenue sources that otherwise could not be used for maintenance activities.”

A significant portion of the STAA access project—including all of the portions listed in the current draft Action Element—are funded through the SHOPP, which is a primary funding source for maintenance activities. Thus, even if the STAA project is considered a regional priority, it would conflict with the policy articulated in Section 4.3. Furthermore, additional heavy truck use will make it more difficult to maintain existing roadways (see discussion of impact of heavy truck on pavement above) and has no bearing on basic interregional connectivity.

In contrast, the Last Chance Grade project furthers the goal of maintaining essential connectivity and does not increase capacity. Additionally, maintenance and repairs at Last Chance Grade have cost tens of millions of dollars over the last few decades, and nearly \$8 million more is included in the draft RTP for this purpose (p.6-1). By reducing the need for future maintenance of the current route, the Last Chance Grade project would allow more funds to be spent on other critical maintenance needs and support the goal of “maintaining existing facilities.”

Capacity increases and maintenance of roadways generally work at cross purposes, at least from a fiscal perspective. The draft RTP generally deals with both inconsistently. The Policy Element asserts reasonably that “expanding the traffic capacity of roadways is not a priority” (p.3-1). Yet the Action Element admits that “capacity enhancement” is one of the main categories of projects included in the document (p.4-2). Furthermore, while the STAA project does not “increase capacity” in the sense of adding lane-miles, it increases the capacity of the roadway in a very real way by allowing an entirely new class of vehicle.

Since the STAA access project is not listed in Chapter 6, conflicts with the regional transportation priorities, and is inconsistent with a large number of Goals, Objectives and Policies, the case for it to be canceled is strong. On the other hand, the Last Chance Grade project is listed in Chapter 6 and does support many of the Goals, Policies, and Objectives, yet is relegated to “unconstrained” (“wish list”) status.

Greenhouse Gasses & Climate

Long-range transportation planning must include reduction in greenhouse gas (GHG) emissions as a top priority, and it is appropriate that the draft RTP addresses this issue. However, the manner in which it is addressed is insufficient.

The claim that its small population makes Del Norte County’s GHG contribution negligible or not “noticeable” (p.3-6) is unsupported. The fact that the county accounts for a very small fraction of global GHG emissions does not mean that its emissions are not meaningful, measurable, or noticeable. And although GHG inventories specific to the county do not yet exist, rural areas such as Del Norte generally have higher GHG emissions per capita than urban areas (Dodman 2009, attached). This fact makes a strong case that the RTP should take the mandate to reduce GHG emissions at least as seriously as large metropolitan areas.

The draft RTP contains some strong goals, objectives, and policies pertaining to GHG emissions, such as Objective 3.9.3.2: “Ensure that transportation projects do not contribute to increased vehicle emissions” (p.3-7). However, Objective 3.9.3.3 seems to scale back the RTP’s ambition: “Reduce *or maintain* GHG emissions from transportation related sources in Del Norte County” (emphasis added) (p.3-7). While current statutes and regulations may not require rural counties like Del Norte to inventory their GHG emissions and establish firm reduction targets, it is hard to believe that such requirements will not become law in the future. More importantly, “maintaining” GHG emissions means they will continue to contribute to the overall exceedances of GHG emissions which are causing climate change and its impacts. This is not considered or evaluated. It is simply wrong to assume that maintaining GHG emissions has no impact. Thus, from both an environmental and a legal perspective, it would be highly prudent for the DNLTC to establish an ambitious GHG reduction target for the local transportation sector and a plan to meet such target. A policy of maintaining current emissions levels is certainly unacceptable.

The Action Element does not live up even to the low ambition of the Policy Element. It begins with an assumption that “the proportion of truck traffic on State highways will increase” (a trend which the document inexplicably attributes to population growth, despite the fact that population growth should be expected to increase truck traffic and non-truck traffic roughly in the same proportion) (p.4-1). According to the federally approved model used by the California Air Resources Board (CARB) to estimate emissions for regulatory purposes (technical documentation attached), heavy duty diesel trucks such as tractor trailers emit roughly 2,000-2,300 grams/mile of carbon dioxide (p.54), while gasoline-fueled passenger cars emit roughly 160-300 grams/mile (p.45). Since heavy trucks emit far more GHG per trip than passenger vehicles, an increase in the proportion of trucks would mean an increase in GHG emissions.

The STAA access project will surely increase truck traffic significantly and, although unmentioned, may be part of the reason for the projection of a disproportionate increase in truck traffic. Even the STAA project’s own Traffic Analysis Report predicts that truck traffic will increase by nearly 100 trucks per day by 2030—a roughly 15% increase in truck traffic on US 199 from background projections found in the same report. This increase was labeled “not significant” by the Traffic Analysis Report purely on the basis of a level of service analysis, with no consideration of GHG or other emissions. However, based on the projections in that report and carbon dioxide emissions estimates cited above, one can calculate that this single project may increase GHG emissions in the US 199 corridor more than all the added passenger vehicles projected from all sources over the next 15 years. This conclusion that increased truck traffic is not significant must be revisited in light of Objective 3.9.3.2 and other new policies and standards.

Furthermore, no discussion of GHG emissions in regional transportation planning can be considered sufficient if it considers fossil-fueled vehicular emissions alone. The discussion must also consider fossil-fueled vehicles in relation to other low-emission or zero-emission modes of transportation (mode share), as well as land uses and land use patterns tied closely to regional transportation systems.

The question of mode share is treated inconsistently in the draft RTP, and the nexus with GHG emissions is not clearly identified. In its description of existing conditions, the document recognizes that “short commute times indicate that an improved bicycle network may encourage a mode shift from automobile to bicycle” (p.2-29). But the Action Element assumes that no significant mode shift will occur, claiming that “the private automobile will remain the primary mode of transportation” and that bicycle travel will increase only “modestly” (p.4-1).

These kinds of fatalistic, unproductive, and unsupportable assumptions are found throughout the draft RTP. The very first page of the document asserts that the Plan will “identify projected growth areas” rather than attempting to guide growth through the planning process (p.1-1), and the Action Element is partly based on an assumption that truck traffic per capita will increase as well (p.4-1). This common but backwards approach to planning is evident in the discussion of VMT projections, which assumes (based on the output of a Caltrans model) that VMT will grow more than twice as fast as population growth in the county (p.2-13). The draft RTP’s goals include an “efficient” road system (Goal 1), an “efficient” goods movement system (Goal 5), the promotion of alternative transportation (Goal 7), and minimizing increased vehicular emissions (Goals 9 & 10), and proposed performance measures include land use efficiency and reduction in VMT per capita. An *increase* in VMT and truck traffic per capita would be contrary to all of these goals and have a negative effect on performance measures, and would thus represent a major failure of the regional transportation planning process. Assuming such

increases at the outset calls into question the purpose of planning at all. Similarly, the Action Element assumption that “any expansion [in transit service] will not significantly impact overall traffic levels” (p.4-1) is self-defeating from a planning perspective. After all, if basically unchanging mode shares are assumed, how can changes in mode share be proposed as a performance measure for program success (p.4-14)?

These mode share assumptions may be one of the reasons for the lack of ambition and preparedness reflected by the treatment of bicycle and pedestrian infrastructure and transit in the Action Element and the Financial Element. These two modes are the only ones in the plan without “wish lists” prepared beyond projected revenues. Indeed, projected transit revenues actually outpace identified transit projects by nearly 6:1 in the short term and 3:1 in the long term (p.5-3).

GHG reduction goals in the Policy Element must be strengthened, and planning assumptions in the Action and Financial Elements must be modified to allow for more ambitious goals. Moreover, achievable mode shifts to zero-emission and low-emission modes must be given a higher priority, and the connections between transportation mode, land use, and GHG emissions must be made explicit.

Nor does the draft RTP give adequate consideration to planning for the *effects* of climate change, notably sea level rise (SLR) and increased severity of wildfires. RTP Guidelines Section 6.30 strongly recommends giving these effects proper consideration in RTP development. The Sea Level Rise Guidance document for planning projects in California (attached) estimates that the coast north of Cape Mendocino will experience SLR of up to 23 cm by 2030 and up to 142 cm by the end of the century. However, while the draft RTP mentions the importance of considering sea level in planning in such a coastal community (pp.4-1, 4-3) and describes a separate assessment of local vulnerability to SLR and adaptation options (p.4-3), it is not clear that any of those options have actually been considered and incorporated into the projects, goals, objectives, or funding strategies in the RTP. The effects of SLR on tsunami risk certainly do not seem to be considered (p.4-3 et seq.).

Most models also predict a significant increase in wildfire frequency in Northwestern California (see California Energy Commission’s white paper on fire and climate change, attached). However, while wildfires are mentioned in the RTP mostly in the context of emergency preparedness (p.4-3 et seq.), consideration of increased severity or frequency does not seem to have been incorporated into any actual transportation planning.

Measuring Transportation Impacts: Environmental Implications

The draft RTP notes that VMT is a “robust measure of vehicle activity” which “is now the basis for transportation impact identification and mitigation under the California Environmental Quality Act (CEQA)” (p.2-12). The RTP qualifies its support for VMT by asserting that it is “not a good indicator of congestion” (p.2-12), but does not note that one of the reasons VMT has become the standard for impact assessment is because of the failure of congestion-based metrics to adequately fill that role. Therefore, it is perhaps unsurprising, but nevertheless unacceptable, that the draft RTP goes on to identify level of service (LOS) as the metric for “determining when roadway capacity needs to be improved” (p.2-17).

Level of service (LOS) is an outdated metric which is increasingly recognized as leading to unintended consequences when used to measure the impacts of development and to determine appropriate mitigation. One researcher succinctly summarizes: “The use of LOS is often criticized for its bias

towards automobiles at the expense of bicycling, transit, and walking, and it complicates smart growth or compact development” (see attached article by Henderson). We agree with this criticism.

Furthermore, the use of LOS and other measures of automobile congestion to assess transportation impacts has led to mitigation measures which add automobile capacity to the road system. However, there is a growing consensus in transportation planning that adding capacity induces new travel and does not reduce congestion. We highly recommend that the DNLTC review the literature on induced travel. A recent policy brief for the National Center for Sustainable Transportation, appropriately titled “Increasing Highway Capacity Unlikely to Relieve Traffic Congestion” (attached) contains a concise summary.

The increased vehicular traffic and neglect of alternate transportation options which result from use of LOS as a transportation impact metric make it ill-suited for two of the most urgent tasks in transportation planning today: reducing greenhouse gas emissions and designing livable communities. In recognition of these facts, SB 743 directed the Governor’s Office of Planning and Research (OPR) to replace LOS standards in the CEQA Guidelines with a new measure which reflects the need to “promote the state’s goals of reducing greenhouse gas emissions and traffic-related air pollution, promoting the development of a multimodal transportation system, and providing clean, efficient access to destinations.” In response, OPR is currently in the process of finalizing CEQA Guidelines revisions which direct the use of vehicle miles traveled (VMT) as the new metric for measuring transportation impacts. As OPR notes in its latest proposal (attached), “vehicle miles traveled directly relates to emissions of air pollutants, including greenhouse gases, energy usage, and demand on infrastructure, as well as indirectly to many other impacts including public health, water usage, water quality and land consumption.”

Thus, the draft RTP’s continued reliance on LOS is clearly inappropriate, conflicting even with its own use of VMT in many other areas and with portions of the Policy Element, such as Goals 9 and 10 pertaining to reduction of GHG emissions and environmental impacts. Proposed Performance Measure 6 (“Congestion/Delay/Vehicle Miles Traveled”) is also called into question, as congestion and delay are no longer appropriate metrics for impact analysis or determination of the need for new capacity.

Other Environmental Considerations

The draft RTP contains a vaguely worded goal to “ensure sensitivity to the environment in all transportation decisions” (p.3-6). However, no implementing objectives or policies are provided, ensuring that the goal is all but meaningless.

The RTP Guidelines note federal requirements that an RTP must contain “a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities” (p.11). However, no such discussion is included in the draft RTP. The draft RTP lists 7 projects on US 199 in the Smith River Canyon, a re-paving project directly beside much of the length of the South Fork of the Smith River, and dozens of other projects in the Smith River watershed, along with about twenty projects clustered around the mouth of the Klamath River. The STAA access project will increase truck traffic substantially (see above), increasing not only the risk of serious collisions (see above) but also polluted runoff. Recent National Marine Fisheries Service comments (attached) on Caltrans’ ongoing

environmental analysis for the STAA access project noted that Caltrans should “describe the changes in the number of heavy truck [*sic*] as well as the total number of vehicles per day and any changes in concentration of pollutants of vehicle origin in stormwater runoff” (p.2).

A comprehensive discussion of mitigation should include, at a minimum, a consideration of cumulative impacts of these projects on the hydrology and biological resources of the Smith River and Klamath River watersheds. The RTP is the most appropriate venue for consideration of the cumulative impacts of all these projects work on these important watersheds, as well as potential mitigation.

Additionally, the draft RTP incorporates a list of “species of greatest conservation need” and “recommended conservation strategies” in Appendix C. However, there is no indication that the needs of these species or the recommended conservation strategies were incorporated into transportation planning in the RTP in any way. It is worth noting that failure to properly consider the impacts of the STAA project on protected species has already led to successful legal action against Caltrans and the National Marine Fisheries Service.

Social Equity & Environmental Justice

The RTP Guidelines require the consideration of social equity and environmental justice (p.62 et seq.). In fact, there is no discussion of environmental justice. Discussion of social equity in the draft RTP is extremely limited, confined largely to a brief acknowledgement that large portions of the local population are elderly, live in poverty, and/or have a disability, and that these groups “rely on transit at higher rates than the general public” (p.3-3). A recent analysis of Census data supports this conclusion, finding that users of public transportation are disproportionately low-income and minority commuters (see Maciag, attached).

The draft RTP further acknowledges that severe budget cuts at the Redwood Coast Transit Authority have led to decreased services, increased difficulty in accessing remaining services, and decreased ridership in recent years (pp.2-24, 2-30, 3-3). The draft further acknowledges some serious route scheduling problems, such as the current inability to connect between the Redwood Coast Transit Authority route from Crescent City and the nearest Greyhound route out of Arcata without spending the night in Arcata (p.2-30). However, there is no discussion of strategies for addressing budget cuts and restoring services or even adjusting schedules. In fact, as noted above, transit is the only mode discussed in the draft RTP for which the projects proposed are only a small fraction of the projected revenues.

This lack of ambition is also reflected in the Policy Element, where the transit-related Goal is the only one to be qualified by a caveat limiting it to “within the financial constraints” of non-local funding. Furthermore, even the basic objective to “provide life-line transportation for transit-dependent people” (p.3-3) is not supported by policies sufficient to implement it. Holding one annual public hearing and complying with the Americans with Disabilities Act does not add up to ensuring life-line transportation for people with no other options (p.3-4).

Finally, the only proposed performance measure to be applied to transit is cost effectiveness “per revenue mile” (pp.4-12, 4-14). Cost effectiveness should not be the only metric for judging the success of transit service, or even the most important metric. From a social equity perspective, a better metric would be proportion of need or demand met; from an environmental standpoint, increased mode share would be preferred.

The draft RTP does not acknowledge that along with transit, bicycle and pedestrian modes are more likely to be utilized by disadvantaged populations, particularly lower income residents without regular access to a vehicle. As discussed above, these “active transportation” modes also get short shrift in the document. Furthermore, the Action Element includes projects such as the STAA access project which will have a negative impact on social equity. As noted above, big trucks are dangerous in accidents. The risk is particularly high for pedestrians and bicyclists (including transit users trying to reach bus stops) who may be involved in such collisions. In contrast, the benefits of using these large trucks will largely accrue to a few relatively wealthy business owners. The fact that local RTIP funds are tied up in the STAA project for many years, when they could otherwise be used to improve safety for non-vehicular road users in Crescent City and other areas, only serves to highlight the social inequity of the project.

Consistency with Other Planning Documents

RTP Guidelines Section 2.5 emphasize that “it is very important that the RTP be consistent with other plans prepared by local, state, federal agencies and Native American Tribal Governments.” The draft RTP acknowledges the need to “promote consistency” with other plans on its first page (p.1-1), lists a number of such plans which were “reviewed” during RTP development (p.1-3), and claims that the Policy Element is “consistent with the policy direction of the DNLTC, the Del Norte County General Plan Circulation Element (2003), the California Strategic Highway Safety Plan, and the California Transportation Plan (CTP 2040)” (p.3-1). The latter list is surprisingly short, and it is not clear why the RTP should not be compared to other plans—including those listed on p.1-3—for consistency as well.

Despite the claim of consistency, there are numerous apparent inconsistencies between the draft RTP and the Del Norte County General Plan Circulation Element. The General Plan’s Policy 8.C.1 calls for transit services that are “timely, cost-effective, and responsive to growth patterns and ridership demand.” As described above, the draft RTP’s only performance measure for transit is cost effectiveness, and it contains no plans to respond to ridership demand by restoring the service and ridership lost to recent budget cuts. Additionally, the RTP apparently only considered one potential funding source for transit, the Transportation Development Act (p.5-3), while General Plan Policy 8.C.2 calls for the County to “pursue all available sources of transit funding.”

General Plan Policy 8.C.3 calls for the County and DNLTC to “consider the transportation needs of senior, disabled, minority, low-income and transit-dependent persons in making decisions regarding public transportation services.” As we have seen above, there is no evidence of such consideration in the draft RTP. General Plan Policies 8.D.1 and 8.D.2 require the development of programs to encourage mode shift to “transit, walking, bicycling and ride sharing” and to “develop other measures to reduce vehicular travel demand,” respectively. As discussed above, the draft RTP assumes no significant mode shift and increased VMT per capita, in conflict with these goals. Finally, General Plan Policy 8.D.4 calls for the County to “encourage major traffic generators to develop and implement trip reduction measures.” The STAA access project represents the exact opposite approach, instead tailoring infrastructure modifications for the benefit of a few major truck traffic generators who may want to increase their truck trips.

Moving beyond the General Plan, one of the plans which the draft RTP preparers claim to have reviewed but for which no claim of consistency is made is the 2009 Wild Rivers Regional Blueprint Plan (attached). The STAA access plan (and perhaps other projects listed in the draft RTP) appears contrary

to several of the goals expressed in the Wild Rivers Regional Blueprint Plan. Notably, the increased large truck traffic which will result from the project will make it much harder to “create safe and walkable communities” and “promote safe and vibrant neighborhoods,” and will likely undercut the travel and tourism industry by making travel on our winding rural roads even more frightening for urban visitors.

Even more importantly, a number of applicable state plans are nowhere reviewed for consistency or even mentioned in the document. It is notable that the STAA access project appears to be inconsistent with a number of these plans. For example, while the original Draft EIR for the STAA project touted the fact that the then-current 1998 Interregional Transportation Strategic Plan (ITSP) identified US 199 and SR 197 as “high emphasis” routes, the new ITSP released in 2015 (attached) does not identify the corridor as any kind of priority, and indeed barely mentions it. Nor does the 2014 California Freight Mobility Plan (attached) bestow any kind of importance on the corridor for freight mobility. US 101 on the North Coast is, however, identified as a “strategic interregional corridor” and a “priority interregional facility” in the 2015 ITSP, underlining the importance of keeping it open by pursuing the Last Chance Grade project with all available resources.

Finally, the draft RTP provides no discussion or analysis to support the claim that the Policy Element is consistent with other relevant plans, and never even mentions consistency with regard to the other Elements.

Public Involvement in RTP Development

Public involvement in the development of the 2016 RTP has not met requirements. In particular, the RTP Guidelines Section 4.1 specifies that public hearings should be held at “convenient and accessible locations and times.” Both initial public meetings prior to the release of the Draft 2016 RTP were held at 4:00 pm, during normal working hours, and therefore not “convenient and accessible” to most of the public. Furthermore, there has been no required documentation of “explicit consideration and response to public input on the RTP.”

Explicit feedback on public comments is also required by Policy 5 of the DNLTC’s own adopted Public Participation Plan and Policy, included in Appendix B of the draft RTP. However, the draft RTP contains no responses to the extensive public comments provided to date. In fact, the STAA access project—opposition to which was expressed in most of the public comments received—is mentioned only in passing in the draft document and never explicitly identified or described, nor the related issues addressed (see above).

Furthermore, during the initial public meetings, much of the public input was explicitly rejected. Members of the public were told at various times, inaccurately, that Last Chance Grade and the STAA access projects were not relevant to the RTP, and were discouraged from providing related input. This is a far cry from the goal articulated on p.1-1 of the draft RTP to “provide a forum for participation and cooperation, and facilitate partnerships that reconcile transportation issues which transcend boundaries.” Such open participation, cooperation and facilitation would be a much appreciated new approach to reconciling public disagreements for the STAA access project.

In general, the draft RTP does not align well with the priorities identified by the public. Opposition to the STAA access project is expressed in a large majority of public comments, and is the most common “additional comment” provided at the end of the online survey. Indeed, the prospect of allowing STAA trucks on these roads is the second most common safety concern identified in the unprompted

responses to Survey Question 12. Yet parts of this project are still included in the draft RTP, and public concerns are not addressed.

Furthermore, when asked to identify what types of transportation facilities they do want to see more of (Question 12), survey respondents overwhelmingly identified bicycle and pedestrian related infrastructure improvements. Appendix B of the draft RTP shows this clearly: various bicycle and pedestrian infrastructure improvements constituted 77 out of 94 responses (82%) to this survey question. Yet spending on such projects in the draft Action Element is a small fraction of total spending. Indeed, active transportation is one of the only parts of the Action Element where the DNLTC has not identified a “wish list” of desirable projects beyond projected revenues, leaving the agency underprepared for any unanticipated or redirected revenues which could be used for such projects.

Finally, it is important to note that the documentation of public comments contained in Appendix B is not complete. Extensive comments provided by EPIC are only partially included, and comments by the Coalition for Responsible Transportation Priorities (CRTP) are not included at all. The comments previously submitted by EPIC and by CRTP are both re-submitted in full as attachments hereto.

CEQA

Scope of Review

Consultant Green DOT’s May 2015 proposal to prepare the 2016 RTP and associated environmental document noted appropriately that “[t]he nature of RTPs and approaches to environmental compliance have changed since 1992,” and recommended the preparation of a new environmental document. Unfortunately, this approach was not followed, and instead a very limited Addendum to the 2002 Supplemental Program Environmental Impact Report (PEIR), which was itself a modification of the original 1992 PEIR, was prepared.

As an initial matter, an Addendum depends upon and derives its existence from earlier environmental review documents. In this instance, that includes the 1992 EIR and the 2002 Supplemental EIR. However, neither the Addendum, nor the DNLTC, have included or made available all of these documents. For example, the 2002 “Final Supplemental EIR” fails to include its Draft EIR, and it has not been made available for review. The Addendum purports to be tied to that document, but it is not accessible. As such, the public has been deprived its right of review and comment.

In an attempt to justify the use of the Addendum in this situation, it cites statutes and CEQA Guidelines governing the conditions under which modifications to a project require preparation of subsequent or supplemental Environmental Impact Reports (EIRs) (pp.1-2). In other words, the DNLTC assumes that an RTP is a single, eternal “project” under CEQA, and that the periodic updates required by statute are simply minor changes to the project. However, it is hard to justify the conclusion that a 1992 RTP with a twenty-year planning horizon is still the same project in 2016. Even apparently “minor” changes every few years add up over more than two decades (past the original bounds of project planning) to a significantly different—if not completely new—project.

The Project Description in the current Addendum suggests that the “project” for the purposes of this document consists merely of changes from the most recent (2011) RTP (p.3). The effect of successive CEQA reviews considering only incremental changes with each new RTP update, rather than

considering the sum of all changes since the original project's PEIR, is tantamount to project segmentation and does not meet CEQA requirements.

Even assuming *arguendo* that the approach taken by the DNLTC is valid, CEQA Guidelines Section 15162 would require a subsequent or supplemental PEIR. Since the 2011 Supplemental PEIR was adopted, there have been substantial changes to the project and the project's circumstances, as follows.

Changes to the RTP

Much of the Addendum focuses on the project list portion of the Action Element in its argument that not much has changed between 2011 and 2016. However, some significant changes to the project list have occurred. Perhaps the most significant is the change in anticipated scope of work at Last Chance Grade. In fact, the scope of work at Last Chance Grade appears to have changed significantly several times since the 1990 RTP, in which (as noted above) a "Wilson Creek bypass" was contemplated. By 2011, the only project at this location was described as "rehabilitation due to uneven pavement" (p.95). In 2016, the draft RTP appropriately identifies a "permanent solution" to the problems at Last Chance Grade in the Action Element (p.4-6) and places the project as its top priority. The draft delicately and vaguely states that "the community's preferred alternatives for this route" have been identified, but the project "has yet to be evaluated for cost" (p.6-1). However, this is not entirely true; estimates for the cost of various alternatives (all bypasses of Last Chance Grade) have been estimated by Caltrans to range from several hundred million to over one billion dollars. Clearly the growth of this project from mere bumpy pavement rehabilitation to the most important road project in the region in decades constitutes a significant change to the Action Element.

Furthermore, the project list does not comprise the entire RTP, and the rest of the document must be considered as part of the "project" under CEQA. The Addendum characterizes changes to the Policy Element as "minor" and does not elaborate (p.4). However, changes to the Goals, Objectives and Policies are significant. An overarching goal to "promote a coordinated and balanced transportation system" in the 2011 RTP (p.70) has disappeared from the 2016 draft RTP. Furthermore, much of the specificity of 2011 Objectives and Policies has been replaced by generalities in the current draft.

For example, Policies to "evaluate local transit needs annually" (p.70), "analyze the fixed route/dial-a-ride service combination annually (p.70), and "conduct an annual rider survey to determine the needs of senior, disabled, low-income and transit-dependent people" (p.71) have all disappeared between 2011 and 2016, replaced primarily with vague aspirational statements. Entire sections on maritime transportation and teletransportation and pipeline transmission in the 2011 Policy Element are missing from the 2016 draft. Detailed 2011 sections on recreational travel, integrated land use, air quality, and transportation planning, and climate change have been largely abandoned or condensed into vague statements incorporated into other sections in 2016.

It is also notable that, while a 2011 Policy called for DNLTC to "promote non-motorized facility improvements that meet the needs of seniors, children, people with low income, and people with disabilities" (p.72), in 2016 there is no mention made of the connection between such vulnerable populations and non-motorized transportation.

The general direction of the Goals, Objectives and Policies may be similar between 2011 and 2016. But the net effect of the changes to the Policy Element has been to eliminate most of the implementing details and specific targets, which substantially reduces accountability and changes the meaning of the

document. Furthermore, some of the changes dramatically reduce the RTP's focus on social equity. Taken together, these changes to the Policy Element certainly rise to the level of significance.

Changes to the RTP's Circumstances

The Addendum blithely identifies the purpose of the Financial Element and confuses its purpose with its content to imply that no significant changes have occurred (p.5). But while the purpose of the Element may not have changed, its content surely has. Most importantly, revenue projections have changed dramatically. Table 5.1 of the draft 2016 RTP purports to compare projected revenues from the 2011 RTP with 2016 projections. It shows substantial drops in many funding sources, most notably STIP and Aviation Funding. However, for unknown reasons the table leaves out 2011 SHOPP projections, as well as several other funding sources from 2011 (see Table 33 of the 2011 RTP). This results in a bottom-line "Total Transportation Revenue" figure in the 2016 draft which shows a modest increase from 2011 to 2016, when in fact projected revenues over the planning period have dropped by almost half. For a transportation planning document which is required to be shaped by "realistic financing constraints and opportunities" (RTP Guidelines p.94), cutting revenue in half is a highly significant change in circumstances.

In addition to the financial circumstances, the County's environmental circumstances have changed significantly as well, particularly since the original PEIR was prepared in 1992. Census data show that the County's population was 23,460 in 1990, while the current population is estimated at 28,051 in the draft RTP (p.2-2). That represents a 20% increase in local population since the first PEIR was prepared, which alone is a highly significant change.

Furthermore, there has been a significant change in economic conditions in the County since 1990. The 1990 RTP PEIR describes a region still in transition from resource extraction economy to service economy. Major sectors included government and retail, but also wholesale trade ("fluctuations in employment...will depend on the outcome of the northern spotted owl situation"), construction and mining, and agriculture (p.3-15). In contrast, Table 2.4 of the draft 2016 RTP shows an economy completely dominated by the service sector, with government and other service jobs representing all but two of the major employers. The County has undergone a significant economic transformation since the 1990 RTP and PEIR.

Consideration of Alternatives

The Addendum fails to update the 2002 Supplemental PEIR's comparison of alternatives, claiming that the previous analysis "would not be significantly affected by the inclusion of the projects identified in the 2016 RTP" (p.11). This assertion notably ignores the substantial changes from both 1990 and 2011 in the recognized scope of the Last Chance Grade project.

The draft RTP fails to consider any alternative in which funding is identified and the Last Chance Grade project is planned and constructed in the near term (as a "constrained" project). Twenty-four years after the proposal for a Wilson Creek bypass in the 1990 RTP FEIR, the DNLTC's failure to present any specific plan to for the Last Chance Grade project for the next twenty years is unacceptable. Further, the Last Chance Grade Engineered Feasibility Study notes that a 2000 study "mapped over 200 historical and active landslides" in the area of Last Chance Grade, that "landslide mitigation projects" have cost over \$36 million over the last several decades, and that the predicted "increase in frequency and severity of large storm events" increases the threat to Last Chance Grade (p.7). As a result of the Addendum's failure to analyze alternatives prioritizing the Last Chance Grade project, the ongoing financial, environmental, economic and social impacts of costly and only partially effective

maintenance and repair of the current route, along with the real risk of sudden and complete road failure at this location, are not considered.

The Addendum also fails to assess any alternative scenario in which the STAA project is not built. As noted above, the DNLTC has over-allocated its RTIP shares to the STAA project, preventing other needed projects from being funded. Delays and cancellations of other transportation projects as a result of the DNLTC's over-allocation also represent ongoing impacts not considered in the Addendum.

Evaluation of Significant Environmental Effects

There are numerous areas in which the potential for significant adverse environmental effects may occur, and which the Addendum fails to analyze. In addition to the failure to consider the alternatives identified above, the Addendum fails to consider the environmental effects arising from not undertaking those alternatives. Certainly this is true for not fully embracing the Last Chance Grade project, as it is for perpetuating the STAA access project. Nor does the Addendum adequately address and evaluate several impacts, including those as discussed: (1) impacts to safety, (2) capacity increases impacts, (3) maintaining greenhouse gas emissions, (4) using LOS rather than VMT to determine transportation impacts and capacity, (5) impacts to the poor and under-served by not providing for social equity and environmental justice in transportation planning, and (6) impacts due to inconsistencies with other planning documents. The Addendum fails to evaluate numerous other projects which must be considered for their related and cumulative impacts. And because the Addendum fails to consider feasible alternatives, and evaluate potential impacts, it misses the mark in terms of defining necessary mitigation. The Addendum fails to satisfy CEQA.

Other Problems

The Addendum is also insufficient in several other respects. Some of its assumptions contradict assumptions in the draft RTP itself. The Addendum asserts that projects in the RTP will encourage a mode shift to walking and bicycling to the benefit of air quality and the environment (p.6). However, as discussed above, the RTP itself assumes that no significant mode shift will occur (p.4-1) and projects and increase in VMT per capita (p.2-13).

Standards for determining significance of various impacts are also insufficient in the Addendum. The only potential types of significant "Climate/Air Quality" impacts recognized by the document are those which contribute to an air quality violation or cause a significant odor (p.6). The absence of any consideration of the potential for significant climate impacts from increased GHG emissions, or significant air quality impacts from localized air pollution threatening human or environmental health, results in a less than meaningful, indeed almost frivolous, assessment.

Similarly, the limitation of consideration of "Health and Safety" impacts to exposure to hazardous materials (p.8) is insufficient. At a minimum, the primary direct transportation-related threat to human (and wildlife) health and safety—collisions with automobiles—must also be considered.

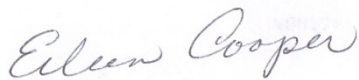
Finally, the Addendum admits that other agencies' policies are not binding on DNLTC and therefore cannot be relied upon to prevent or mitigate impacts of the RTP, and that references to such policies are "informational only" (p.5). However, the assessment of impacts nevertheless appears to rely heavily on such policies to reach the conclusion that significance thresholds have not been met. In particular, assessments pertaining to topography and noise impacts provide no other basis for concluding that impacts will be less than significant besides a claim that other agencies have sufficiently protective policies.

Thank you for your careful consideration of our comments.

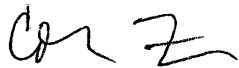
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Appendix C

Species of Greatest Conservation Need, Key Pressures, and Recommended Conservation Strategies for the North Coast and Klamath Province

North Coast and Klamath Province - Northern California Coast Ecoregion

Species of Greatest Conservation Need

Species of Greatest Conservation Need in the North Coast and Klamath Province - Northern California Coast Ecoregion			
Common Name	Conservation Unit		
	Freshwater Marsh	Northern Coastal and Montane Riparian Forests and Woodlands	Pacific Northwest Conifer Forests
Amphibians			
Southern Torrent Salamander		Yes	Yes
Red-bellied Newt		Yes	Yes
California Newt	Yes		
California Giant Salamander		Yes	Yes
Dunn's Salamander		Yes	Yes
Del Norte Salamander		Yes	Yes
Coastal Tailed Frog		Yes	Yes
Northern Red-legged Frog	Yes		
Cascades Frog		Yes	
California Red-legged Frog	Yes		
Reptiles			
Northwestern Western Pond Turtle	Yes	Yes	
Forest Sharp-tailed Snake		Yes	Yes
Birds			
Pacific Brant	Yes		
Aleutian Canada Goose	Yes		
Sooty Grouse			Yes
Great Egret	Yes		
Great Blue Heron	Yes		
Osprey			Yes
Northern Goshawk		Yes	Yes
Northern Harrier	Yes		
Short-eared owl	Yes		
Long-eared Owl		Yes	
Northern Spotted owl		Yes	
Vaux's Swift			Yes
Olive-sided Flycatcher			Yes
Willow Flycatcher	Yes		
Purple Martin	Yes	Yes	Yes
Bank Swallow		Yes	
Marsh Wren	Yes		
Saltmarsh Common Yellowthroat	Yes	Yes	
Yellow-headed Blackbird	Yes		
Mammals			
Suisan Shrew		Yes	
Townsend's Big-eared bat		Yes	Yes
Long-eared Myotis		Yes	Yes
Fringed Myotis		Yes	
Long-legged Myotis		Yes	
Riparian Brush Rabbit			Yes
Point Arena Mountain Beaver		Yes	
Northern Flying Squirrel			Yes
North American Beaver	Yes	Yes	
Sonoma Tree Vole			Yes
White-footed Bole		Yes	
Dusky-footed Woodrat			Yes
Pacific Jumping Mouse			Yes
Ringtail			Yes
Pacific Marten		Yes	Yes
Humboldt Marten		Yes	
West Coast Fisher		Yes	Yes
River Otter	Yes		
Western Spotted Skunk			Yes
Mountain Lion			Yes
Columbia Black-tailed Deer			Yes

Key Pressures

Key Pressures in the North Coast and Klamath Province - Northern California Coast Ecoregion			
Pressure	Conservation Unit		
	Freshwater Marsh	Northern Coastal and Montane Riparian Forests and Woodlands	Pacific Northwest Conifer Forests
Agricultural and Forestry Effluents	Yes	Yes	Yes
Annual and Perennial Non-Timber Crops	Yes	Yes	
Climate Change	Yes	Yes	Yes
Commercial and Industrial Areas	Yes		
Dams and Water Management/Use	Yes	Yes	
Fire and Fire Suppression			Yes
Household Sewage and Urban Wastewater	Yes	Yes	
Housing and Urban Areas	Yes	Yes	
Industrial and Military Effluents	Yes		
Introduced Genetic material			Yes
Invasive Plants/Species	Yes	Yes	Yes
Livestock, Farming and Ranching	Yes	Yes	Yes
Logging and Wood Harvesting			Yes
Mining and Quarrying	Yes		
Parasites/Pathogens/Diseases			Yes
Roads and Railroads	Yes	Yes	Yes
Wood and Pulp Plantations			Yes

North Coast and Klamath Province - Klamath Mountains Ecoregion

Species of Greatest Conservation Need

Species of Greatest Conservation Need in the North Coast and Klamath Province - Klamath Mountains Ecoregion								
Common Name	Conservation Unit							
	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands	Subalpine Aspen Forests and Pine Woodlands	Western Upland Grasslands	Wet Mountain Meadow
Invertebrates								
Vernal Pool Tadpole Shrimp							Yes	
Conservancy Fairy Shrimp							Yes	
Amphibians								
Southern Torrent Salamander		Yes		Yes	Yes		Yes	Yes
California Newt		Yes	Yes	Yes	Yes		Yes	Yes
Shasta Salamander				Yes		Yes		
Scott Bar Salamander				Yes		Yes		
Siskiyou Mountains Salamander				Yes		Yes		
Coastal Tailed Frog		Yes		Yes	Yes		Yes	Yes
Northern Red-Legged Frog		Yes		Yes	Yes		Yes	Yes
Cascades Frog		Yes		Yes	Yes		Yes	Yes
Birds								
Sooty Grouse						Yes		
Northern Goshawk	Yes					Yes		
Golden Eagle	Yes							
Long-eared Owl			Yes					
Burrowing Owl			Yes					
Northern Spotted Owl						Yes		
Barn Owl			Yes					
Vaux's Swift		Yes		Yes	Yes	Yes	Yes	Yes
Black Swift		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pleated Woodpecker						Yes		
White-headed Woodpecker						Yes		
Olive-sided Flycatcher		Yes		Yes	Yes		Yes	Yes
Willow Flycatcher		Yes		Yes	Yes		Yes	Yes
Purple martin		Yes		Yes	Yes		Yes	Yes
Bank Swallow		Yes		Yes	Yes		Yes	Yes
Yellow Warbler			Yes					
Mammals								
Townsend's Big-eared Bat				Yes				
Big Brown Bat						Yes		
Silver Haired Bat						Yes		
Hoary Bat						Yes		
Long-eared Myotis		Yes		Yes	Yes		Yes	Yes
Oregon Snowshoe Hare		Yes		Yes	Yes		Yes	Yes
Northern Flying Squirrel						Yes		
Pacific Jumping Mouse		Yes		Yes	Yes		Yes	Yes
Sierra Nevada Red Fox	Yes							
Pacific Marten	Yes	Yes		Yes	Yes	Yes	Yes	Yes
American Badger			Yes					
West Coast Fisher						Yes		
Roosevelt Elk		Yes		Yes	Yes		Yes	Yes
Columbia Black-tailed Deer		Yes		Yes	Yes	Yes	Yes	Yes

Key Pressures

Key Pressures in the North Coast and Klamath Province - Klamath Mountains Ecoregion								
Pressure	Conservation Unit							
	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests	Subalpine Aspen Pine Woodlands	Western Upland Grasslands	Wet Mountain Meadow
Climate Change	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Commercial and Industrial Areas	Yes							
Fire and Fire Suppression		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Housing and Urban Areas			Yes					
Invasive Plants/Species	Yes	Yes		Yes	Yes		Yes	Yes
Livestock, Farming and Ranching	Yes	Yes		Yes	Yes		Yes	Yes
Logging and Wood Harvesting		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Parasites/Pathogens/Diseases						Yes		
Recreational Activities	Yes							

Recommended Conservation Strategies

Conservation Strategy 1 (Data Collection and Analysis): Gather more information on alpine habitat requirements and impacts of climate change on the plant community and its KEAs, specifically in the North Coast and Klamath Province.

Conservation Strategy 2 (Outreach and Education): Engage urban citizens, educate grade school children on climate change, and expand conservation education programs to include climate change and solutions to reduce impacts such as reducing greenhouse gas emissions.

Conservation Strategy 3 (Economic Incentives): Develop economic incentives to reduce greenhouse gas emissions within California.

Conservation Strategy 4 (Law and Policy): Advocate for laws and policies that protect natural resources.

Conservation Strategy 5 (Direct Management): Manage grazing and invasive species by removing trails, restricting grazing and pack animal use of subalpine and alpine meadows on public lands, removing campground use away from subalpine and alpine meadows, and removing invasive species.

Conservation Strategy 6 (Environmental Review): Conduct environmental review, maintain devotion of staff to environmental review of CEQA projects, and enhance staffing levels to commit to environmental review of National Environmental Policy Act (NEPA) projects on federal lands.

Conservation Strategy 6 (Management Planning): Develop or update management plans to integrate the effects of climate change.

Conservation Strategy 7 (Partner Engagement): Establish partnerships to co-monitor target on state and federally managed lands, to establish decision-making processes with other public and private entities to determine or implement strategies, convene an advisory committee to assist with implementation of strategies and engage university students in research.

Conservation Strategy 8 (Training and Technical Assistance): Provide training on science based applications and tools. Provide science-based applications and tools for climate change and natural resources management.



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Appendix D

California SHSP Challenge Area and Implementation Strategies

Challenge Area 1:

Roadway Departure & Head-On Collisions

Roadway Departure Strategies:

- Address systemic risks on non-State roads with low cost safety countermeasures.
- Ensure funding strategies reflect unique local needs.
- Improve the dissemination of crash data at the jurisdictional level.
- Target highest risk jurisdictions for funding and technical assistance.
- Implement an effective, consistent, and coordinated traffic incident management (TIM) program at the state and local level to reduce the duration and impacts of traffic incidents and improve the safety for motorists, crash victims, and emergency responders.

Challenge Area 2:

Intersections, Interchanges, & Other Roadway Access

Intersection, Interchanges, and Other Roadway Access Strategies:

- Mainstream and accelerate the deployment of innovative solutions that have proven to be highly effective and cost-effective.
- Pursue programmatic application of low-cost and high impact strategies, countermeasures, and activities.
- Focus on continuous improvement and collaboration by building on the foundational work products and findings generated by previous strategic safety and other statewide initiatives.
- Emphasize the role and importance of visibility among road users and workers (especially during hours of darkness).
- Minimize or avoid safety performance degradation resulting from land use and highway infrastructure investment proposals.
- Increase understanding and collaboration among transportation system owners, operators, investors, and regional agencies regarding the effect of access-related decisions on safety and overall system performance.

Challenge Area 3:

Work Zones

Work Zones Strategies:

- Evaluate and promote strategies for best work zone practices.
- Improve safe driving through work zones with education and enforcement.
- Apply advanced technology to improve work zone safety.
- Improve work zone data collection and analysis.

Challenge Area 4:

Alcohol and Drug Impairment

Alcohol and Drug Impairment Strategies:

- Enhance State laws, local ordinances, and programs intended to reduce alcohol and/or drug impaired driving.
- Enhance the utilization of DUI treatment programs, emerging innovations, and system monitoring to reduce DUI offenses among highest risk offenders, including repeat or high-BAC (Blood Alcohol Content) offenders, and in areas where the risk of DUI is highest.
- Improve consistent, timely DUI adjudication and broaden and/or improve application of administrative sanctions of impaired drivers.
- Conduct education/social norming and other programs to change behaviors related to impaired driving.
- Enhance knowledge of the impacts of legal and illegal drug use on safe driving using empirical evidence and implement effective, data-driven methods to identify and reduce drug-impaired driving or roadway use.
- Enhance DUI enforcement, training, and tools for improved detection and enforcement of impaired roadway users.
- Enhance the collection, management, and accessibility of data related to the consequences of impaired driving and the effectiveness of the DUI countermeasure system.

Challenge Area 5:

Occupant Protection

Occupant Protection Strategies:

- Target high risk populations with education and enforcement to increase occupant protection use.
- Improve occupant protection educational outreach.
- Increase occupant protection enforcement and improve adjudication of violations.
- Improve occupant protection data collection processes.

Challenge Area 6:

Speeding & Aggressive Driving

Speeding & Aggressive Driving Strategies:

- Increase targeted enforcement at locations prone to speeding and other forms of aggressive driving.
- Improve the consistency of adjudication of drivers cited for speeding and other forms of aggressive driving.
- Increase use of technology and engineering methods to reduce speeding and other forms of aggressive driving.
- Conduct outreach and education about the safety risks of speeding.

Challenge Area 7: Distracted Driving

Distracted Driving Strategies:

- Improve data quality on distracted driving.
- Increase enforcement and improve adjudication of current distracted driving laws.
- Conduct education on the risks of distracted driving using evidence-based strategies to create a culture of traffic safety.
- Strengthen laws on distracted driving.

Challenge Area 8: Driver Licensing & Competency

Driver Licensing & Competency Strategies:

- Improve the initial driver licensing process.
- Improve the competency of licensed drivers.
- Assess and improve policies for managing unlicensed drivers, negligent operators, and suspended/revoked drivers.
- Improve data systems, including quality control measures, for driver and vehicle records, citations issued, court adjudication reporting, and DMV license actions.
- Improve training of law enforcement and related local agencies regarding licensing, DMV license actions, and DMV data systems.

Challenge Area 9: Pedestrians

Pedestrians Strategies:

- Improve the safety of pedestrian crossings by using proven effective countermeasures.
- Expand effective enforcement and education of all roadway users to improve pedestrian safety based on known risk factors and data trends.
- Increase funding for pedestrian safety infrastructure and non-infrastructure projects.
- Improve collection, use, and analysis of data needed for pedestrian safety planning and programming.
- Increase pedestrian safety-focused coordination among State, regional, and local agencies including on transportation planning and land use efforts.

Challenge Area 10:

Bicycling

Bicycling Strategies:

- Improve roadway and bikeway planning, design, operations, and connectivity to enhance bicycling safety and mobility to all destinations.
- Improve data collection regarding bicyclist trips, injuries, and fatalities on California roadways and bicycle paths.
- Improve education and enforcement to promote safe multi-modal travel.
- Encourage more bicycle travel by improving public attitudes about bicycling as a safe mode of transportation.
- Develop safe, direct, and connected routes for bicycling.

Challenge Area 11:

Young Drivers

Young Drivers Strategies:

- Increase awareness of and compliance with graduated driver licensing laws.
- Promote social norming and behavior change on youth related traffic safety issues.
- Promote the use of evidenced-based programs and outreach methods.
- Improve school policies and procedures relating to young driver safety.
- Improve enforcement and adjudication of young offenders.

Challenge Area 12:

Aging Road Users

Aging Road Users Strategies:

- Develop and disseminate education materials, programs and tools that explain how the aging process may affect safe driving.
- Promote awareness of the impact of prescription and non-prescription medications and supplements on the safety of aging road users.
- Promote implementation of multi-modal guidance for aging road users, which is included in the California Manual on Uniform Traffic Control Devices.
- Promote knowledge and increased application by transportation professionals of preferred roadway design elements friendly to aging road users.

Challenge Area 13:

Motorcycles

Motorcycles Strategies:

- Improve education on motorcycle safety.
- Improve motorcycle licensure.
- Improve motorcycle exposure and crash data.
- Improve motorcycle rider training.
- Enhance roadway design to improve motorcycle safety.

Challenge Area 14:

Commercial Vehicles

Commercial Vehicles Strategies:

- Improve training and education of commercial vehicle safety stakeholders.
- Increase the use of effective enforcement strategies to improve commercial vehicle safety.
- Identify and implement engineering features that reduce commercial vehicle-related crashes.
- Improve commercial vehicle safety data.
- Identify and promote use of technology for improving commercial vehicle safety.

Challenge Area 15:

Emergency Medical Services

Emergency Medical Services Strategies:

- Increase involvement by EMS leaders in the California SHSP.
- Develop strategies to improve the time to definitive care.
- Improve data from the time of the crash.
- Improve access to information to enable interoperability of communications systems between all responders to crash sites.
- Develop guidance documents to share with EMS responders to increase crash scene safety.

Appendix E

Constrained Roadway Improvement Projects

Table 4.2 Constrained Roadway Improvement Projects							
Agency	Funding Source	Road	Description	Cost (1000s)	Year	RTP Goal	Performance Measure
Roadway Rehabilitation or Reconstruction							
Del Norte County	Road Fund	NA	Area 8 - Fort Dick (Chip Seal)	\$ 405	2020	1, 2, 5	5, 6
Del Norte County	CDBG	Harding Avenue	Harding Avenue - Outside of City Limits- Sidewalk construction	\$ 715	2016	1, 2, 5	2, 3, 5
Del Norte County	CDBG	Glenn Street	Glenn Street - Small Street to Hamilton Avenue - Sidewalk construction	\$ 702	2016	1, 2, 5	2, 3, 5
Del Norte County	CDBG	El Dorado Street	El Dorado Street - Cooper Avenue to Pacific Avenue- Sidewalk construction	\$ 440	2016	1, 2, 5	2, 3, 5
Caltrans	SHOPP	US 199	.4 mi. N of South Fork Road to .56 mi. S of Idlewild Maint. Station Rd.-High friction surface treatment	\$ 2,130	TBD	1, 2, 5	5, 6
Caltrans	SHOPP	US 101	Near Crescent City 1.2 mi. N of Rudisill Rd-Reconst. Tieback Wall and Roadway - Last Chance Grade	\$ 3,455	2016	1, 2, 5	1, 3, 5
Caltrans	SHOPP	US 101	10 mi. S of Rudisill Road-Repair roadway failures-Last Chance Grade	\$ 4,396	2016	1, 2, 5	1, 3, 5, 6
Caltrans	SHOPP	US 101	10 mi. s of Crescent City at 2.8 mi. N of Mill Creek Park Ent.-Reconstruct roadway/log crossing repair	\$ 8,000	2016	1, 2, 5	3, 5, 6
Caltrans	SHOPP	US 101	Near Crescent City, from 1 to 1.5 miles south to 0.2 miles north of Hamilton Road	\$ 3,025	2016	1, 2, 5	5, 6
Caltrans	SHOPP	US 101	Near Crescent City at .6 mi. S of Hamilton Road-Reconstruct slipout/Stabilize roadway	\$ 3,678	2016	1, 2, 5	3, 5, 6
Caltrans	SHOPP	US 101	Near Hiouchi 1 mi. N of South Fork Road-Smith River Curve Improvement	\$ 3,445	2016	1, 2, 5	1, 3, 5, 6
Caltrans	SHOPP	US 199	Near Patrick Creek 2.6 mi. N of Patrick Creek Road-Middle Fork Wall	\$ 3,015	2016	1, 2, 5	5, 6
Caltrans	SHOPP	US 199	Near Idlewild at Collier Tunnel Rest Area-Rest area Rehab	\$ 1,499	2018	1, 2, 5	5, 6
Caltrans	SHOPP	SR 197	Near Fort Dick 1.3 mi. to .5 mi. S of Ruby Van Deventer Park-Widen Roadway	\$ 955	2017-hold	1, 2, 5	1, 3, 5, 6
Caltrans	SHOPP	SR 197	At entrance to Ruby Van Deventer Park-Widening	\$ 551	2017-hold	1, 2	1, 3, 5, 6
Caltrans	SHOPP	US 199	Near Patrick Creek .6 mi. N of Patrick Creek Rd. to 1.1 mi. N of Sikiyou Fork Rd.-Widen Roadway	\$ 6,412	2017-hold	1, 2, 5	1, 3, 5, 6
Bridge Replacement or Rehabilitation							
Del Norte County	HBP/Toll Credits	Requa Road	Hunter Creek Bridge (01C0011)	\$ 6,535	2018	1, 2	3, 5, 6
Del Norte County	HBP/Toll Credits	Big Flat Road	Hurdygurdy Creek Bridge (01C0031)	\$ 2,818	2017	1, 2	3, 5, 6
Caltrans	SHOPP	NA	Various bridges-seismic retrofit	\$ 2,515	2016	1, 2, 5	3, 5, 6
Caltrans	SHOPP	US 199	Near Gasquet 1.6 mi. N of Myrtle Creek .4 mi S of Patrick Creek Bridge-Patrick Creek Slipout	\$ 1,704	2016	1, 2, 5	3, 5, 6
Caltrans	SHOPP	US 101	From .3 mi. N of Wilson Creek Bridge to 1.5 Mi. S of Hamilton Road-Reconstruct Drainage	\$ 900	2018	1, 2, 5	3, 5, 6
Caltrans	SHOPP	US 101	8.8 mi. N of Crescent City-Smith River Overflow Bridge-Replace Dr. Fine Bridge	\$ 53,173	2018	1, 2, 5	2, 5, 6
Complete Streets, Safety and Active Transportation							
Del Norte County	CDBG	El Dorado Street	Bess Maxwell School SRTS Project	\$ 1,076	2016	6, 7, 8, 9	2, 3
Del Norte County	HSIP	Parkway Drive	Parkway Drive Safety Project	\$ 332	2016	6, 7, 8, 9	2, 3
Crescent City	ATP	Sunset Circle	Sunset Circle Class 1 Bikeway	\$ 800	2016	6, 7, 8, 9	2, 3
Crescent City	ATP	Front Street	A St. to L St. Pedestrian Improvements	\$ 1,800	2018	6, 7, 8, 9	2, 3
Caltrans	STIP	US 101	US 101 Crescent City Gateway Traffic Calming Project (PA&ED + PS&E)	\$ 194	2021	6, 7, 8, 9	2, 3
DNLTC	TDA 2%	NA	Regional Bike Map	\$ 10	2017	6, 7, 8, 9	2, 3
Total				\$ 114,670			

Appendix F

Unconstrained Roadway Improvement Projects

Table 4.3 Unconstrained Roadway Improvement Projects							
Agency	Funding Source	Road	Description	Cost (\$1000s)	Year	RTP Goal	Performance Measure
Roadway Reconstruction or Rehabilitation							
Caltrans	TBD	US 101	Last Chance Grade - Permanent Soluttion from Wilson Creek to 9 miles west of Crescent City	TBD	TBD	1, 2, 5	1, 3, 5, 6
Norte Cour	TBD	Klamath Beach Road	US Highway 101 to Coastal Drive	\$ 19,000	TBD	1, 2	3, 5, 6
Norte Cour	TBD	Low Divide Road	P.M. 0 to P.M. 5	\$ 23,000	NA	1, 2	3, 5, 6
Norte Cour	TBD	Wonder Stump Road	Star Trek Drive to US Highway 101	\$ 3,690	NA	1, 2	3, 5, 6
Norte Cour	TBD	Elk Valley Road	Howland Hill Road to Parkway Drive	\$ 11,253	NA	1, 2	3, 5, 6
Norte Cour	TBD	Requa Road	Requa Improvement Project - Requa Road and P.J. Murphy Memorial Drive	\$ 15,770	NA	1, 2	3, 5, 6
Norte Cour	TBD	Requa Road	US Highway 101 to P.J. Murphy Memorial Drive	\$ 354	NA	1, 2	3, 5, 6
Norte Cour	TBD	PJ Murphy Memorial Drive	Requa Road to End	\$ 652	NA	1, 2	3, 5, 6
Norte Cour	TBD	Pebble Beach Drive	Point St. George to Dale Rupert Road	\$ 438	TBD	1, 2	3, 5, 6
Norte Cour	TBD	Washington Blvd.	Inyo Street to Dale Rupert Road	\$ 383	TBD	1, 2	3, 5, 6
Norte Cour	Road Func NA	NA	Area 1 - Klamath (chip seal)	\$ 245	TBD	1, 2	3, 5, 6
Norte Cour	Road Func NA	NA	Area 2 - Bertsch Tract (chip seal)	\$ 165	TBD	1, 2	3, 5, 6
Norte Cour	Road Func NA	NA	Area 3 - Elk Valley & Parkway (chip seal)	\$ 325	TBD	1, 2	3, 5, 6
Norte Cour	Road Func NA	NA	Area 4 - Filkins Tract (chip seal)	\$ 310	TBD	1, 2	3, 5, 6
Norte Cour	Road Func NA	NA	Area 5 - West of Northcrest (chip seal)	\$ 120	TBD	1, 2	3, 5, 6
Norte Cour	Road Func NA	NA	Area 6 - East of Northcrest (chip seal)	\$ 70	TBD	1, 2	3, 5, 6
Norte Cour	Road Func NA	NA	Area 7 - Mid Lake Earl & Kings Valley (chip seal)	\$ 140	TBD	1, 2	3, 5, 6
Norte Cour	Road Func NA	NA	Area 9 - Smith River (chip seal)	\$ 315	TBD	1, 2	3, 5, 6
Norte Cour	Road Func NA	NA	Area 10 - Hiouchi & Gasquet (chip seal)	\$ 550	TBD	1, 2	3, 5, 6
Norte Cour	TBD	Lower lake Road	Lake Earl Drive to Kellogg Road	\$ 937	TBD	1, 2	3, 5, 6
Norte Cour	TBD	First Street	Beckstead Road to Sarina Road	\$ 276	TBD	1, 2	3, 5, 6
Norte Cour	TBD	Northcrest Drive	Senior Center to Pine Grove School- Sidewalk construction	\$ 500	TBD	1, 2	2, 3, 5
Norte Cour	CDBG	NA	Roosevelt Tract- Drainage Improvements	\$ 1,500	NA	1, 2	2, 3, 5
Crescent City	TBD	A Street	7th St, Pacific Ave Reconstruction	\$ 1,100	TBD	1, 2	3, 5, 6
Crescent City	TBD	Front Street	A St. to L St., Revitalization (including subcomponents)	\$ 600	TBD	1, 2	2, 3, 5
Crescent City	TBD	Front Street	a. Water Infrastructure Improvements	\$ 750	TBD	1, 2	2, 3, 5
Crescent City	TBD	Front Street	B. Storm Drain Improvements	\$ 900	TBD	1, 2	2, 3, 5
Crescent City	TBD	Front Street	c. Pedestrian Improvements	\$ 3,200	TBD	1, 2, 6, 7, 8, 9, 10	2, 3, 5
Crescent City	TBD	Front Street	d. Transit Improvements (5310)	\$ 400	TBD	1, 2	2, 4, 5
Crescent City	TBD	Front Street	e. B Street Roundabout Improvements	\$ 2,000	TBD	1, 2	1, 3, 5, 6
Crescent City	TBD	Front Street	f. Roadway Reconstruction	\$ 4,000	TBD	1, 2	1, 5, 6
Crescent City	TBD	Front Street	K St-Front St. to 3rd St. Reconstruction	\$ 600	TBD	1, 2	3, 5, 6
Crescent City	TBD	NA	Various Roadway Microsurfacing	\$ 1,000	TBD	1, 2	3, 5, 6
Crescent City	TBD	Sunset Circle	101 to Elk Valley, Reconstruction	\$ 1,250	TBD	1, 2	3, 5, 6
Crescent City	TBD	7th Street	Pebble Beach to L St. Reconstruction	\$ 2,000	TBD	1, 2	3, 5, 6
Crescent City	TBD	8th Street	Pebble Beach to L St. Reconstruction	\$ 2,000	TBD	1, 2	3, 5, 6
Crescent City	TBD	Howe Drive	Stamps Way to B St., Rehabilitation	\$ 450	TBD	1, 2	3, 5, 6
Crescent City	TBD	Wendell Street	4th Sr. to 9th St., Rehabilitation	\$ 750	TBD	1, 2	3, 5, 6
Crescent City	TBD	C Street	5th St. to 9th St. , Rehabilitation	\$ 600	TBD	1, 2	3, 5, 6
Crescent City	TBD	D Street	2nd St. to 9th St., Rehabilitation	\$ 1,000	TBD	1, 2	3, 5, 6
Crescent City	TBD	NA	Roosevelt Tract Annexation Area- Reconstruct existing streets	\$ 1,336	TBD	1, 2	3, 5, 6
Crescent City	TBD	NA	Other Annexation Areas- To be programmed	TBD	TBD	1, 2	3, 5, 6
Caltrans	SHOPP	NA	Various locations-Culvert Rehabilitation	\$ 4,286	TBD	1, 2	3, 5, 6

Table 4.3 Unconstrained Roadway Improvement Projects							
Agency	Funding Source	Road	Description	Cost (\$1000s)	Year	RTP Goal	Performance Measure
Bridge Replacement or Rehabilitation							
Norte Cour	TBD	Ocean View Drive	Gilbert Creek Bridge (01C0008)	\$ 3,538	TBD	1, 2	3, 5
Norte Cour	TBD	South Fork Road	Middle Fork Smith River Bridge (01C0006)	\$ 10,586	TBD	1, 2	3, 5
Norte Cour	TBD	Requa Road	Salt Creek Bridge (01C0012)	\$ 3,080	TBD	1, 2	3, 5
Norte Cour	TBD	Old Gasquet Toll Road	Eighteen Mile Creek Bridge (01C0032)	\$ 1,128	TBD	1, 2	3, 5
Norte Cour	TBD	Old Gasquet Toll Road	West Fork Patrick's Creek Bridge (01C0033)	\$ 2,924	TBD	1, 2	3, 5
Norte Cour	TBD	Chapman Street	Hoppow Creek Bridge (01C0002)	\$ 5,890	TBD	1, 2	3, 5
Norte Cour	TBD	Salk Creek Road	Salt Creek Bridge (01C0020)	\$ 1,216	TBD	1, 2	3, 5
Caltrans	SHOPP	US 101	Near Klamath, at Panther Creek Bridge and Hunter Creek Bridge - Replace Bridges	\$ 17,183	TBD	1, 2, 5	3, 5
Complete Streets, Safety and ATP							
Crescent City	TBD	Pebble Beach Drive	6th St. to 9th St. Pedestrian Improvements	\$ 750	TBD	6, 7, 8, 9, 10	2, 3, 5
Crescent City	TBD	NA	Bicycle Racks- 8 locations	\$ 8	TBD	6, 7, 8, 9, 10	2, 3, 5
Crescent City	TBD	8th Street / K Street	Class 2 Bike Lane	\$ 60	TBD	6, 7, 8, 9, 10	2, 3, 5
Crescent City	TBD	NA	City Wide Priority Pedestrian Improvements	\$ 1,500	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	First Street	Smith River Elementary School Gap Closure Project	\$ 1,500	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	CDBG	Harrold Street	Washington Boulevard to Wilson Avenue	\$ 1,500	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Third Street	Fred Haight Drive to Beckstead Road	\$ 1,000	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Washington Blvd.	Washington Park Gap Closure Project	\$ 744	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	NA	Hobbs Wall Trail - East End of Second Street to Howland Hill Road	\$ 2,146	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Sarina Road	US Highway 101 to First Street	\$ 330	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	First Street	Sarina Road to North Beckstead Avenue	\$ 508	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Fred Haight Drive	US Highway 101 South to First Street	\$ 2,132	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Morehead Road	Lake Earl Drive to Lower Lake Road	\$ 1,221	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Elk Valley Cross Road	US Highway 101 to Lake Earl Drive	\$ 415	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Blackwell Lane	Lake Earl Drive to Railroad Avenue	\$ 614	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Ocean View Drive	US Highway 101 North to Indian Road	\$ 1,749	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Ocean View Drive	US Highway 101 South to Indian Road	\$ 1,947	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Alder Road	Blackwell Lane to Lake Earl Drive	\$ 396	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Kings Valley Road	Wonderstump Road Extension to Rellim Road	\$ 726	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Wonder Stump Road	Yonkers Bridge to US Highway 101	\$ 264	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Timbers Blvd.	US Highway 101 to Fred Haight Drive	\$ 297	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Gasquet Flat Road	US Highway 199 to Middle Fork Road	\$ 977	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Middle Fork Gasquet	US Highway 199 to Gasquet Flat Road	\$ 46	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Old Mill Road	Northcrest Drive to Dillman Road	\$ 436	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Endert's Beach Road	US Highway 199 to End (National Park Service)	\$ 997	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	South Fork Road	Douglas Park Drive to Big Flat Road	\$ 297	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Railroad Avenue Extension	Boulder Avenue to Elk Valley Cross Road	\$ 2,000	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Rowdy Creek Road	US Highway 101 to Smith River NRA	\$ 38	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Lower Lake Road	Lake Earl Drive to Pala Road	\$ 120	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Kellogg Road	Lower Lake Road to End (Kellogg Beach)	\$ 30	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Old Mill Road	Dillman Road to Lake Earl Wildlife Area	\$ 20	TBD	6, 7, 8, 9, 10	2, 3, 5
Norte Cour	TBD	Riverside Street	Washington Boulevard to End (Dead Lake)	\$ 20	TBD	6, 7, 8, 9, 10	2, 3, 5
Caltrans	SHOPP	US 101	US 101 Crescent City Non Motorized Improvement Project	TBD	TBD	6, 7, 8, 9, 10	2, 3, 5
Total				\$ 178,548			



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Appendix G

Aviation Improvement Projects

Table 4.4 Aviation Improvement Projects				
Description	Cost (\$1,000)	Year	RTP Goals	Perf. Measures
Short-Term Aviation Project (1-10 Years)				
Ward Airport				
ALUCP Update (all airports)	\$ 150	2018-19	4	3, 5
Perimeter Fencing	\$ 250	2021	4	3, 5
Obstruction Clearance	\$ 175	2016-2030	4	3, 5
Slurry Seal Runway & Apron	\$ 175	2022	4	3, 5
McBeth Airport				
Obstruction Clearance - Runway 11 & 29	\$ 150	2016	4	3, 5
Update Airport Layout Plan (ALP)	\$ 50	2019	4	3, 5
Overlay and Restripe Runway 11/29	\$ 250	2017	4	3, 5
Obstruction Clearance	\$ 75	2016-2030	4	3, 5
McNamara Airport				
Part 139 Compliance Issues	\$ 360	2016	4	3, 5
Part 77 Obstruction Clearance Permitting	\$ 300	2016	4	3, 5
Part 77 Obstruction Clearance	\$ 300	2017	4	3, 5
Install Precision Approach Path Indicator (PAPI)	\$ 50	2016	4	3, 5
Ground Access Projects				
Taxiway Lighting	\$ 3,500	2018-19	4	3, 5
Short-Term Total	\$ 5,785			
Long-Term Aviation Projects				
Ward Airport				
Noise Study CDD	TBD	2016	4	3, 5
McNamara Airport				
Construct Terminal Parking Lot	\$ 6,069	TBD	4	3, 5
Complete Final Design of Terminal Replacement	\$ 1,900	TBD	4	3, 5
Reimbursable Agreements	\$ 1,000	TBD	4	3, 5
Construct New Terminal Apron	\$ 2,673	TBD	4	3, 5
Construct New Terminal Building (17,867 sq. ft.)	\$ 16,391	TBD	4	3, 5
Design Runway Overlay Project	\$ 250	TBD	4	3, 5
Overlay Runways 1237 & 1836	\$ 8,822	TBD	4	3, 5
Acquire Property for Extension of Rwy 11/29	\$ 1,400	TBD	4	3, 5
Design of Extension of Rwy 11/29 & Road Realignment	\$ 600	TBD	4	3, 5
Realignment of Washington Blvd and Riverside Street	\$ 1,000	TBD	4	3, 5
Extension of Rwy 11/29	\$ 15,000	2022	4	3, 5
Acquire new larger Airport Rescue Fire Fighting (ARFF) vehicle (to meet requirements for larger aircraft)	\$ 750	2022	4	3, 5
Ground Access Projects				
Design and construct RSA grading and filling projects	\$ 1,305	TBD	4	3, 5
Long-Term Total	\$ 57,160			

Appendix H

Transit Improvement Projects

Table 4.5 Transit Improvement Projects						
Funding Source	Description	Cost (\$1000s)	Year	RTP Goals	Performance Measures	
Short Term Transit Projects						
1B-CTSGP	Security Improvements	\$ 62	2016	3, 7, 9, 10	2, 4, 5	
PTMISEA	Replace Buses (3)	\$ 270	2016	3, 7, 9, 10	2, 4, 5	
FTA 5311(f)	Replace Intercity Bus	\$ 200	2017	3, 7, 9, 10	2, 4, 5	
PTMISEA	Replace Buses (3)	\$ 270	2018	3, 7, 9, 10	2, 4, 5	
FTA 5311(f)	Replace Intercity Bus	\$ 200	2018	3, 7, 9, 10	2, 4, 5	
1B-CTSGP	Security Improvements	\$ 59	2019	3, 7, 9, 10	2, 4, 5	
PTMISEA	Replace Buses (3)	\$ 401	2019	3, 7, 9, 10	2, 4, 5	
FTA 5311(f)	Replace Intercity Bus	\$ 200	2020	3, 7, 9, 10	2, 4, 5	
Short-Term Totals		\$ 1,662			NA	
Long Term Transit Projects						
TDA/FTA	Continued vehicle replacement	\$ 3,276	Various	3, 7, 9, 10	2, 4, 5	
TDA/FTA/STIP	Mobile communications equipment	\$ 75	Various	3, 7, 9, 10	2, 4, 5	
TDA/FTA/STIP	Bus Shelter Improvements to Top Priority Locations	\$ 65	Various	3, 7, 9, 10	2, 4, 5	
TDA/FTA/STIP	Bus Pullout at Washington and Arlington	\$ 36	TBD	3, 7, 9, 10	2, 4, 5	
TDA/FTA/STIP	Bench at Northcrest @ Shop Smart	\$ 1	TBD	3, 7, 9, 10	2, 4, 5	
TDA/FTA/STIP	Passenger Facility Improvements to Top Priority Locations (landscape, trash receptacle, accessible pathway etc.)	\$ 105	TBD	3, 7, 9, 10	2, 4, 5	
TDA/FTA/STIP	Other Bus Shelter Improvements	\$ 19	TBD	3, 7, 9, 10	2, 4, 5	
TDA/FTA/STIP	Signage Improvements	\$ 15	TBD	3, 7, 9, 10	2, 4, 5	
TDA/FTA/STIP	Accessibility Improvements	\$ 39	TBD	3, 7, 9, 10	2, 4, 5	
Long-Term Totals		\$ 3,631				

Appendix I

Tribal Improvement Projects

**Table 4.6
Tribal Improvement Projects**

BIA #	Funding Source	Road	Project Name/Location	Year	Cost (\$1000s)
Elk Valley Rancheria					
0088	IRR/HPP	Sandmine Road/ Humboldt Hill Road	Install Roundabout	2016	\$ 2,700
	TBD	Martin Ranch Road	Construct Elk Ranch Road on the Martin Ranch	TBD	TBD
-	TBD	Dale Rupert Road	Construction - Improvements to Dale Rupert Road	TBD	TBD
-	TBD	US 101	At Sandmine Road - Construction - Improve left turn channelization for Southbound traffic on US 101	TBD	TBD
-	TBD	US 101	At Humboldt Road - Construction - Add declaration lane to US 101 for Northbound traffic turning right onto Humboldt Road	TBD	TBD
-	TBD	US 101	At Humboldt Road and Sandmine Road - construction - Add southbound acceleration lane from Humboldt and Sandmine Roads onto US 101	TBD	TBD
-	TBD	Matthews Street, Norris Avenue and Howland Hill Road	Facilities - Curb, gutters, sidewalks and lights	TBD	TBD
-	TBD	US 199	Construction - Construct alternate route to Last Chance Grade	TBD	TBD
Tolowa Dee Ni' Nation (Smith River Rancheria)					
3041	County	South Indian Road	US 101 to end - Roadway rehabilitation- overlay	2017	\$ 253
3041	County	North Indian Road	US 101 to end - Roadway rehabilitation- overlay	2017	\$ 127
-	TBD	Lucky 7 Casino Access Road	Relocate Lucky 7 Casino Access Road - Roadway Realignment	TBD	TBD
3041	TBD	North Indian Road	Construct Sidewalks	TBD	TBD
3074	TBD	Oceanview Drive	Roadway Rehabilitation- overlay	TBD	TBD
-	TBD	Oceanview Drive	Widen shoulder or construct separate pedestrian path along downhill side of road	TBD	TBD
3041	TBD	South Indian Road	Planting strip and unpaved pedestrian path along west side of road	TBD	TBD
D309	TBD	1st Street	Construct sidewalks from North Beckstead to Sarina Rd	TBD	TBD
101	TBD	US 101	North Indian Road to Mouth of Smith River Rd and US 101 South Gateway - South of Westbrook Lane to South of Rowdy Creek - Various gateway treatment and traffic calming measures	TBD	\$ 2,750
101	TBD	US 101	Lake Earl Drive to Oregon Border - Various traffic calming improvements- turn pockets, raised delineators, warning signs, wrap fog lines around curb returns, skip lines	TBD	\$ 2,750
-	TTP	North and South Indian Road	N/S Indian Road & Mouth of Smith River Road	TBD	-
Yurok Tribe					
D7A0	County/TPP	Requa Road	Between Salt Creek Box Culvert Crossing and Hunter Creek Bridge - Raising of road prism and replacement of both creek crossing structures	TBD	\$ 693
-	County/TPP	NA	Various County Maintained Roads - Repaving	Various	\$ 10,689
169	TBD	SR 169	Pedestrian/bike paths, signage, shoulder widening	TBD	\$ 5,108
D530	County/TPP	Klamath Blvd.	Resurface and restripe 1.12 miles with AC pavement	2015-16	\$ 1,200
101	TBD	US 101	Additional pedestrian/bike paths, signage, shoulder widening beyond Klamath TE project	TBD	TBD
-	County/TPP	Klamath Circle Road	Resurface road and add striping	TBD	\$ 600
-	County/TPP	Klamath Beach Road	KRe-pave existing road.	TBD	\$ 1,000
-	County/TPP	Hunter Creek Road	Re-surface road	TBA	\$ 3,000
-	TTP	NA	Klamath Transit Building - Yurok Transit Center building.	TBD	\$ 1,100
-	Tribe/TTP	NA	Traditional Redwood Canoe Tours - Provide cultural tourism tours	2016-17	\$ 400