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REQUEST FOR PROPOSALS

for

South Beach Climate Resilience Plan

for the Del Norte Local Transportation Commission,
in partnership with the Crescent City Harbor District, and Elk Valley Rancheria

Prepared for: Del Norte Local Transportation Commission

Prepared by: Tamera Leighton, Executive Director
900 Northcrest Drive, #16
Crescent City, California 95531

Posted on: November 20, 2023

REQUEST FOR PROPOSALS (RFP) TO PROVIDE A SOUTH BEACH CLIMATE RESILIENCE PLAN

A. BACKGROUND

The Region

The region served by the Del Norte Local Transportation Commission, the Regional Transportation Planning Agency (RTPA) for Del Norte County exists totally within the boundaries of Del Norte County. Del Norte County is California's northernmost coastal county, with a land area of approximately 1,070 square miles. The County is bounded by Curry County, Oregon, to the north, mountainous Siskiyou County to the east, Humboldt County to the south, and by the Pacific Ocean to the west. Crescent City, the county seat, is located roughly halfway between Portland, Oregon (330 miles north) and San Francisco, California (350 miles south). Regionally, Crescent City is located approximately 85 miles north of Eureka, Humboldt County, about 26 miles south of Brookings, Oregon and 83 miles west of Grants Pass, Oregon, and Interstate 5.

Four federally recognized Tribes are in the Del Norte region: Elk Valley Rancheria, Tolowa Dee-ni' Nation, Resighini Rancheria, and the Yurok Tribe. They are partners and leaders in advancing regional transportation, and Elk Valley Rancheria is a partner in this project.

The principal north-south route through Del Norte County is US Highway 101, which provides access to coastal towns and cities to the north and south. Crescent City is located on US Highway 101. Del Norte County has two main routes providing access to inland communities: State Route, or SR 197/US Highway 199 to Hiouchi and Gasquet, and Route 169 to Klamath Glen. SR 197/US Highway 199 connects US Highway 101 to Interstate 5 in Oregon.

The county's diverse geography includes inland mountain ranges of coniferous forests, low coastal mountain ranges with temperate forests and the Redwood State and National Parks, and rugged coastlines with gray sand beaches on the Pacific coast. The climate of Del Norte County is consistently mild along the coast, becoming more variable inland. In Crescent City and along the coastal fringe, there is minimal temperature fluctuation. Coastal daytime temperatures average 45-55 degrees during the winter months. Temperatures increase to 55-65 degrees during mid-summer and early fall months, with higher temperatures when coastal fog disperses. Inland, temperature differences are more marked. Del Norte County/Crescent City area's annual rainfall generally ranges between 70 - 80 inches, with the heaviest rainfall occurring from November through March.

Population

The California Department of Finance estimated the Del Norte County population (non-incarcerated) at 25,474 in 2022. This includes a population of 21,158 within the unincorporated area of the County and 4,316 within the City of Crescent City. The projected population for 2035 is 31,328. An Economic and Demographic Profile is posted on the DNLTC website under the heading Important Planning Documents: <http://www.dnltc.org/planning>.

Organization and Management

The Del Norte Local Transportation Commission (DNLTC) is the Regional Transportation Planning Agency (RTPA) for the Del Norte County region. The DNLTC consists of six members—two members of the Del Norte County Board of Supervisors and one public member appointed by the Board of Supervisors and three council members from the City of Crescent City. With the addition of a representative of the Caltrans District 1 Director, the DNLTC Board becomes the Policy Advisory Committee.

A Technical Advisory Committee (TAC) advises the DNLTC on various transportation matters. The TAC is comprised of two representatives from the Planning and Public Works staff of the City and the County, and one representative from the Harbor District, Yurok Tribe, California Highway Patrol, Redwood Coast Transit Authority, and Caltrans.

B. SCOPE OF SERVICES

This South Beach Climate Resilience Plan is needed for the critically important local and regional transportation facilities of Anchor Way and US 101 in the South Beach area of Crescent City and Del Norte County. US 101 is a lifeline highway for northern California and southern Oregon because it is the only North/South route, and Anchor Way is the designated tsunami evacuation route that provides access to the Sheriff patrol boat for search and rescue. The existing roadways are facing increased closures, damage, and loss of service due to climate related sea level rise and increasing storm severity that floods these facilities and poses an imminent threat to the continued use by all modes of transportation. The US 101 section has been identified in the "Caltrans Climate Change Vulnerability Assessments District 1 Technical Report, 2019" and "Caltrans Adaptation Priorities Report District 1, 2021" as a Priority 1 roadway. With consultant assistance, the Del Norte Local Transportation Commission and local partners including the Crescent City Harbor District and Elk Valley Rancheria will seek public and stakeholder inputs while gathering the technical information to develop a planning document addressing the climate caused closures of these important facilities.

The work is funded with the support of a Caltrans Climate Change Adaptation Planning Grant. The grant application (Attachment A) is attached. It describes the work needed in

the detail that's currently available, and with the understanding that changes in this scope of work may be needed given the approach of the consultant team. DNLTC is seeking a consultant team that can provide the leadership needed to deliver the work on time and within budget. A consultant should present its unique approach to the project by responding to this request for proposals.

Task 3 of the application includes an update to the reporting module for the Del Norte Local Transportation Commission crowdsourcing tool developed by Green DOT Transportation Solutions. Green DOT has agreed to work with any consultant to update the reporting module or the consultant can do this work or propose any subconsultant for this work. Any qualified and experienced consultant or subconsultant may be used for Task 3.

The consultant will work under the direction of the DNLTC Executive Director, who will have final approval authority over all issues involved in the review process. The consultant must provide their own office space, office equipment, transportation, communications, insurance, and other provisions necessary to be an independent contractor.

PROPOSAL SUBMITTAL REQUIREMENTS

Company Overview

1. Firm name and business address, including phone number, email address, and website.
2. Type of ownership and parent company if applicable.
3. The name of the proposed project manager for this project.

Key Personnel and Job Planning

4. Resumes of key personnel to be assigned to the project. Include length of service with the firm, professional education and years of experience.
5. If any part of the project cannot or is not planned to be performed in-house, describe the portion that would be subcontracted along with a profile of said subcontractor.
6. If you have multiple company offices, please identify the location where the majority of the work will be performed.

Relevant Experience and Capabilities

7. Please provide a list of three (3) relevant projects, including the year completed, project duration, cost, and client contact information.

Statement of Interest and Methodology

8. A narrative describing the firm's interest, unique abilities, and value-added benefits your firm will bring to this project. (Please limit to three pages.)

Cost Proposal

9. The cost proposal shall be broken down into labor, subcontractor fees (if any), and expenses. The budget is \$254,797 for the fiscal year ending June 30, 2025. The proposed cost and schedule shall detail the funding needed in the current fiscal year and the following fiscal year, including all taxes, mark-ups, overhead, and profit.

Schedule of Work

10. DNLTC aspires to begin as soon as possible, and the work shall be complete by June 30, 2025 per the grant guidelines. While not desired, if more time is needed in your proposal schedule, a time extension for the grant may be requested. Timely performance for this work is essential, and awarding a late time extension request will be considered but not guaranteed.

C. PROPOSAL EVALUATION

DNLTC will coordinate a review panel of at least three voting members and one non-voting member, which is comprised of the Grantee, the sub-applicants, and a Caltrans representative in the non-voting role. This advisory committee will evaluate the proposals that meet the stated requirements and will make a recommendation to the Del Norte Local Transportation Commission. Evaluation will be based on the responsiveness and comprehensiveness of the RFP response, qualifications of individuals or firm, experience/performance, and proposal contents/methodology. Cost of work will be considered in the evaluation of the proposal in terms of overall value. Proposals will be evaluated based on the following point values:

Responsiveness and Comprehensiveness:	10 points
Qualifications of Individual or Firm:	20 points
Experience/Performance:	25 points
Proposal Contents/Methodology:	30 points
<u>Value</u>	<u>15 points</u>
Total Available:	100 points

D. INSTRUCTION FOR SUBMITTING A PROPOSAL

All proposals must include the following:

1. Proposals must not exceed 45 pages;
2. An electronic copy of the proposal in unlocked PDF format.

Please direct all questions and deliver proposals to:

Tamera Leighton, Executive Director
 Del Norte Local Transportation Commission
 900 Northcrest Drive, #16

Crescent City, California 95531
 Desk: (707) 465-3878.
 E-mail: TameraLeighton@DNLTC.org

The schedule of activities related to this contract is as follows:

November 20, 2023	RFP Issued
December 20, 2023	Proposals are due to DNLTC by 5 p.m.
January 2, 2024	Review committee scoring and recommendation to DNLTC
January 9, 2024	Anticipated Contract Award
January 10, 2024	Project Start Date
June 30, 2025	Project Completion

E. TERMS AND CONDITIONS

The Del Norte Local Transportation Commission (DNLTC) is not obligated to accept any of the proposals submitted or to enter into an agreement with any of the proposers. At its discretion, the DNLTC may elect to award all or any portion of the project scope of work as defined in the RFP. DNLTC reserves the right to reject any or all responses, waive any technical requirement, and select the firm that, in the DNLTC's judgment, best meets the requirements of this project and the needs of the DNLTC.

F. PROTEST PROCEDURES

The contract protest process and procedures to be utilized by DNLTC in considering and determining all bid protests or objections regarding solicitations, proposed award of a contract, or award of a contract whether before or after award is located at <http://www.dnltc.org/about-us/rfps/>

G. STANDARD CONSULTING AGREEMENT

The selected firm shall be retained under the RTPAs standard professional services agreement. A sample of this agreement is available at <http://www.dnltc.org/about-us/rfps/>

The contract shall provide payment for services performed up to a not-to-exceed amount on a July 1 to June 30 fiscal year basis. The final Scope of Services and Schedule (Exhibit A to the Standard Consulting Agreement) will be negotiated by the Consultant and the Del Norte Local Transportation Commission.

Please direct all communications and deliver proposals to:

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
900 Northcrest Drive, #16
Crescent City, California 95531

Mobile: (707) 218-6424 – preferred
Desk: (707) 465-3878
E-mail: TameraLeighton@DNLTC.org

Application Checklist

The following documents are required and must be submitted via Smartsheets in one single PDF document, not to exceed 25 MB. Keep the file name brief, as files are corrupted when file names are too long. Refer to the Grant Application Guide for additional information and/or samples. Failure to include any of the required documents will result in a reduced application score.

PDF documents should be submitted in their fillable PDF formats. The original file formats will be required upon grant award.

Required Application Documents	
(✓)	Ensure these items are completed prior to submitting to Caltrans via Smartsheets
	Application Cover Sheet (completed in Smartsheets)
	Signature Page (Electronic signatures accepted)
	Application Narrative
	Scope of Work
	Cost and Schedule
	Third Party In-Kind Valuation Plan (if applicable, required upon award)
	Map of Project Area
Supplemental Documentation (not required)	
	Graphics of Project Area (when applicable)
	Letter(s) of support
	Data



Sustainable Transportation Planning Grant Program

GRANT APPLICATION COVER SHEET

PART A. APPLICATION INFORMATION

FY 2023-24

Grant Category (select only one)

Climate Adaptation (MPOs, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)

11.47% Local Match requirement (Not Applicable to Native American Tribal Governments)

Sustainable Communities (MPOs with sub-applicant, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)

Strategic Partnerships (MPOs and RTPAs only)

Sustainable Communities Competitive
(11.47% Local Match requirement)

Strategic Partnerships (FHWA SPR Part I)
(20% Local Match requirement)

Sustainable Communities Competitive Technical
(11.47% Local Match requirement)

Strategic Partnerships Transit (FTA 5304)
(11.47% Local Match requirement)

Application Submittal Type (more than one may be selected)

New

Prior Phases

Re-Submittal

New Application

Continuation of a prior project.
If so, list the Grant FY and project title below.

Re-submittal from a prior grant cycle.

How many times has an application been submitted for this project, including this one?

PART B. PROJECT INFORMATION

Project Title and Location

Project Title: South Beach Climate Resilience Plan

Project Location (City): Crescent City

Project Location (County): Del Norte

Funding Information

1. Is the applicant proposing to meet the minimum local match requirement or an over-match? Use the Match Calculator to determine the appropriate match. [Match Calculator](#)

Minimum Local Match Over-Match

2. What is the source of Local Match funds being used?

(MPOs – Federal Toll Credits, PL, and FTA 5303 cannot be used to match Sustainable Communities Competitive or Adaptation Planning grants)

Local Transportation Funds Local Sales Tax Special Bond Measures

Other, specify: Local Match (Cash & In-Kind)

Grant Funds Requested	Local Match (Cash)	Local Match (In-Kind)	Total Local Match	% Local Match	Total Project Cost
\$268,207	\$34,749		\$34,749	11.47%	\$302,956



Sustainable Transportation Planning Grant Program

GRANT APPLICATION COVER SHEET

PART B. PROJECT INFORMATION (CONTINUED)

Project Description (3-5 Sentences Max.)

Insert Application Narrative:
1. Project Description

Climate adaptation planning efforts are needed for the critically important local and regional transportation facilities of Anchor Way and US 101 in the South Beach area of Crescent City and Del Norte County. US 101 is a lifeline highway for northern California and southern Oregon because it is the only North/South route, and Anchor Way is the designated tsunami evacuation route and it provides access to the Sheriff patrol boat for search and rescue. The existing roadway facilities are facing increased closures, damage, and loss of service due to climate related sea level rise and increasing storm severity that floods these facilities and poses an eminent threat to the continued use by all modes of transportation. The US 101 portion has been identified in the "Caltrans Climate Change Vulnerability Assessments District 1 Technical Report, 2019" and "Caltrans Adaptation Priorities Report District 1, 2021" as a Priority 1 roadway. The Del Norte Local Transportation Commission with local partners including the Crescent City Harbor District and Elk Valley Rancheria will seek public and stakeholder inputs while gathering the technical information to develop a planning document addressing the climate caused closures of these important facilities.

Project Type

Choose the Project Type that best represents the focus of the proposed project. See Grant Application Guide for examples. Two max. may be selected.

- Active Transportation (Bicycle and Pedestrian)
- Climate Change (Infrastructure Adaptation, Vulnerability and Resiliency)
- Complete Streets (Multimodal specific type)
- Corridor (Local Streets or Highways)
- Freight/Goods Movement
- General Plan (Circulation Element, Land Use Element, Specific Plan)
- Multimodal (Motorized and Active Transportation)
- Technical (Modeling, VMT Mitigation, ZEV Infrastructure, ZEB Transition, etc.)
- Transit (Bus, Light Rail, and Commuter Rail Service)
- Other, specify:

Underserved Community Definitions

If applicable to the project, what tools were used to identify the underserved communities in the project area? Choose all that apply.

- Rural Communities of 50,000 or less and outside of urbanized areas
- Native American Tribal Governments
- Regionally/Locally Defined Underserved Communities
- At/Below 80% Assembly Bill 1550 (Gomez, Statutes of 2016)
- At/Above 75% California Department of Education, Free or Reduced Priced Meals Data
- At/Above 75% CalEnviroScreen Version 4.0
- At/Below 25% California Healthy Places Index



Sustainable Transportation Planning Grant Program

GRANT APPLICATION COVER SHEET

PART C. CONTACT INFORMATION*

	Primary Applicant	Sub-Applicant	Sub-Applicant
Organization (Legal name)	Del Norte Local Transportation Commission	Elk Valley Rancheria, California	Crescent City Harbor District
Dept./Division			
Street Address	900 Northcrest Drive #16	2332 Howland Hill Road	101 Citizen's Dock Road
City	Crescent City	Crescent City	Crescent City
Zip Code	95531	95531	95531
Phone Number	707-218-6424	707-465-2600	707-464-6174
Executive Director Name	Tamera Leighton	Dale A. Miller	Tim Petrick
Title	Executive Director	Chairman	Harbor Master, CAO
Executive Director E-mail	tameraleighton@dnltc.org	dmiller@elk-valley.com	tpetrick@ccharbor.com
Financial Manager Name	Tamera Leighton	Dan Huff	Thomas Zickgraf
Title	Executive Director	CFO	Comptroller
Financial Manager E-mail	tameraleighton@dnltc.org	dhuff@elk-valley.com	tzickgraf@ccharbor.com
Contact Person Name	Tamera Leighton	Crista Stewart	Michael Bahr
Title	Executive Director	COO	Grant Manager
Contact Phone Number	707-218-6424	707-465-2620	916-827-0016
Contact E-mail	tameraleighton@dnltc.org	cstewart@elk-valley.com	mikebahr@gmail.com

*Use additional pages if necessary.



Sustainable Transportation Planning Grant Program
GRANT APPLICATION COVER SHEET

PART D. COMPLIANT HOUSING ELEMENT

City/County Primary/Sub-Applicants for Sustainable Communities Grants	Yes	No
Does the City/County have a compliant Housing Element? If No, explain the current status:	X	
Has the City/County submitted Annual Progress Report to the California Department of Housing and Community Development for calendar years 2020 and 2021?	X	

PART E. OTHER FUNDING PROGRAMS

Applicants may leverage other program funds for this planning grant, as long as the activities are eligible.

	Yes	No	N/A
Is the applicant applying for the Governor's Office of Planning and Research (OPR) Climate Adaptation Planning Grant Program? Applicants should not submit the same project application to both funding programs. However, applicants may propose to leverage funds from one funding program to another. For instance, an applicant with a large project may propose to fund one component with Caltrans funds, and another with OPR funds. Applicants may also propose two entirely different projects to each funding program. If yes, identify the differences between each proposal, and briefly summarize the leverage opportunity if awarded both Caltrans and OPR funding:		X	
Is the applicant applying for any other funding programs to complete this project? If yes, list them here:		X	



Sustainable Transportation Planning Grant Program

GRANT APPLICATION COVER SHEET

PART F. LEGISLATIVE INFORMATION

Use the following link to determine the appropriate legislative members in the Project area.

Search by address: <http://findyourrep.legislature.ca.gov/>

State Senator(s)		Assembly Member(s)	
District	Name	District	Name
2	Mike McGuire	2	Jim Wood

PART G. LETTERS OF SUPPORT

List all letters of support received for the proposed project. Letters should be addressed to the applicant.

Name/Agency	Name/Agency
Elk Valley Rancheria	Crescent City Harbor District
City of Crescent City	Crescent City/Del Norte Chamber of Commerce
County of Del Norte, Board of Supervisors	Congressman Huffman
Assembly Member Jim Wood	Redwood Coast Transit Authority
State Senator Mike McGuire	


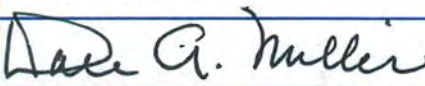
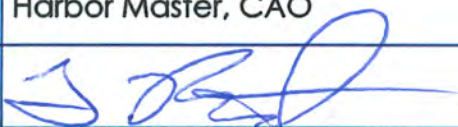


Sustainable Transportation Planning Grant Program

GRANT APPLICATION SIGNATURE PAGE

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Applicant			
Authorized Official (Applicant)			
Print Full Name	Tamera Leighton		
Title	Executive Director		
Signature		Date	03-01-2023
Sub-Applicant(s)*			
Authorized Official (Sub-Applicant)			
Print Full Name	Dale A. Miller		
Title	Chairman		
Signature		Date	03-01-23
Authorized Official (Sub-Applicant)			
Print Full Name	Tim Petrick		
Title	Harbor Master, CAO		
Signature		Date	3/1/23
Authorized Official (Sub-Applicant)			
Print Full Name	NA		
Title	NA		
Signature		Date	

*Use additional pages if necessary.



Sustainable Transportation Planning Grant Program
CLIMATE ADAPTATION - GRANT APPLICATION NARRATIVE

PART G. APPLICATION NARRATIVE

FY 2023-24

Project Information	
Organization (legal name)	
Project Title	
Project Area Boundaries	

Do not alter application format and font size 10

Application Narrative

1. Project Description (5 points) - 3-5 sentences maximum, do not exceed the space provided
 Briefly summarize project in a clear and concise manner, including why the project is necessary, major deliverables, parties involved, and any connections to relevant local, regional, and/or State planning efforts.



Sustainable Transportation Planning Grant Program

CLIMATE ADAPTATION - GRANT APPLICATION NARRATIVE

2A. Project Justification (10 points) – Do not exceed the space provided

- Describe the problem or deficiencies the project is attempting to address, including the climate adaptation need and any other priority needs, as well as how the project will address the identified problems or deficiencies
- Describe the impact of not funding the project
- Describe the public benefits



Sustainable Transportation Planning Grant Program
CLIMATE ADAPTATION - GRANT APPLICATION NARRATIVE

2A. Project Justification (continued)



Sustainable Transportation Planning Grant Program

CLIMATE ADAPTATION - GRANT APPLICATION NARRATIVE

2B. Disadvantaged Communities Justification (7.5 points) - Do not exceed the space provided

The tools in the Grant Application Guide, Appendix A, are intended to help applicants define an underserved community.

- Explain how the project area or portions of the project area benefit underserved communities, including Tribal, local, regional, and rural communities as applicable
- Explain how the proposed project addresses the needs of the communities and how they will benefit from the proposed project, including if the communities informed the scope of the project
- Cite data sources, the tools used, and include a comparison to the statewide thresholds that are established in each tool



Sustainable Transportation Planning Grant Program

CLIMATE ADAPTATION - GRANT APPLICATION NARRATIVE

2C. Disadvantaged Communities Engagement (7.5 points) - Do not exceed the space provided

See Grant Application Guide, Appendix A. for best practices in community engagement

- Describe how the proposed project will engage underserved communities and how the effort was informed by engagement with underserved communities, including Tribal, local, regional, and rural communities as applicable
 - Include specific outreach methods for involving underserved communities
- Describe how underserved communities will continue to be engaged during the next phases after the proposed planning project is complete, including implementation

Grant Specific Objectives (Total 40 points)

Integrate the following Grant Program Considerations (Grant Application Guide, Chapter 1.2) in the responses for 3A-D below, as applicable:

- Caltrans Strategic Plan
- California Transportation Plan (CTP)
- Modal Plans that Support the CTP
- Title VI and Environmental Justice
- Climate Action Plan for Transportation Infrastructure
- California Adaptation Strategy
- Master Plan for Aging



Sustainable Transportation Planning Grant Program

CLIMATE ADAPTATION - GRANT APPLICATION NARRATIVE

3A. Grant Specific Objectives; climate risk and adaptation (15 points) - Do not exceed the space provided

- Explain how the project identifies and assesses climate change impact risks to multimodal transportation infrastructure vulnerabilities to climate change impacts in the project area
- Explain how the project will identify adaptation strategies and specific actions to remedy identified climate related vulnerabilities. Projects and plans should describe short-, medium-, and long-term strategies that will address the overall risk for the entire service life of the asset or capital project using the best available science and guidance.
- Articulate how the project will advance the planning of specific climate adaptation projects, such as developing a cost estimate, pursuing a technical feasibility study for adaptation options, or developing a conceptual design (up to 30%)
- When applicable, explain how the project includes economic analysis and/or cost-benefit analysis of identified adaptation strategy or strategies



Sustainable Transportation Planning Grant Program
CLIMATE ADAPTATION - GRANT APPLICATION NARRATIVE

3A. Grant Specific Objectives; climate risk and adaptation (continued)



Sustainable Transportation Planning Grant Program

CLIMATE ADAPTATION - GRANT APPLICATION NARRATIVE

3B. Grant Specific Objectives; co-benefits (10 points)- Do not exceed the space provided

- Identify co-benefits of the adaptation work, such as benefits to public health, natural ecosystems, air quality, social equity, the economy, or reductions in greenhouse gas (GHG) emissions.
 - If reductions in GHG emissions are identified as a co-benefit, explain how the project advances transportation related GHG emission reductions specifically through different project types/strategies (e.g., mode shift, demand management, accessibility, etc.)
- Describe if and how nature-based solutions will be integrated into the proposed project
- Describe how adaptation needs of environmental resources in proximity to the transportation system such as coastal resources like tidal marsh or beaches, wildlife connectivity, wetlands, or fish passage needs are considered in the proposed project (if applicable)



Sustainable Transportation Planning Grant Program

CLIMATE ADAPTATION - GRANT APPLICATION NARRATIVE

3C. Grant Specific Objectives; partnerships and stakeholder process (10 points) - Do not exceed the space provided

- Explain how the project demonstrates on-going collaboration and partnerships between sectors and jurisdictions, and across levels of government at a regional scale
- Explain if the project also includes collaboration and partnerships with diverse external stakeholders such as businesses, non-governmental agencies, federal, state, or local agencies, community-based organizations, and community residents
- Explain how the project includes a multistakeholder process that provides an opportunity for meaningful community engagement from communities potentially impacted by any project identified or developed as part of the planning grant



Sustainable Transportation Planning Grant Program

CLIMATE ADAPTATION - GRANT APPLICATION NARRATIVE

3D. Grant Specific Objectives: alignment with other plans and State Goals (10 points) - Do not exceed the space provided

- Explain how the project is consistent with priorities, goals, and actions of the California State Adaptation Strategy, follows State guidance on adaptation planning, and is consistent with any applicable local/regional resilience planning.
- Articulate if the project will identify ways to incorporate transportation-related climate adaptation needs into existing transportation plans, specifically how the project will lead to the identification and development of capital projects that can be programmed as part of local or regional plans
- Explain how the project is in alignment with or augments existing plans, including climate action/adaptation plans, hazard mitigation plans, safety elements of general plans, resilience improvement plans, and/or Coastal Act/Certified Local Coastal Program plans
- Explain how the proposed project addresses public access and Complete Streets needs



Sustainable Transportation Planning Grant Program

CLIMATE ADAPTATION - GRANT APPLICATION NARRATIVE

4. Project Management (Total 30 points)

See Scope of Work and Cost and Schedule samples and checklists for requirements (Grant Application Guide, Appendix B), also available on the Caltrans grants website:

<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning>

4A. Scope of Work (15 points)

4B. Cost and Schedule (15 points)

Scope of Work Checklist

The Scope of Work (SOW) is the official description of the work that is to be completed during the contract. Tasks 1-6 outlined in the SOW are for illustrative purposes only.

Applications with missing components will be at a competitive disadvantage. Please use this checklist to make sure your Scope of Work is complete.

Scope of Work Checklist	
(✓)	Ensure these items are completed prior to submitting to Caltrans
(✓)	Use the Fiscal Year 2023-24 template provided
(✓)	Include the activities discussed in the grant application
(✓)	List all tasks using the same title as stated in the Project Cost and Schedule
(✓)	Include task numbers in accurate and proper sequencing, consistent with the Cost and Schedule
(✓)	Exclude sub-task numbers; only include sub-headings
(✓)	Exclude tasks for project management and/or staff/consultant coordination; these activities should be spread among relevant tasks
(✓)	Include a thorough Introduction to describe relevant background, related planning efforts, the project and project area demographics, including a description of the disadvantaged community involved with the project, if applicable
(✓)	Include a thorough and accurate narrative description of each task
(✓)	Task 01 is a required task. It must be titled "Project Administration," it cannot exceed 5% of the grant award amount, and only the grantee and sub-recipient(s) can charge against this Task. This Task must only include the following activities and deliverables: <ul style="list-style-type: none"> • Caltrans and grantee Project kick-off meeting at the start of the grant • Invoicing and quarterly reporting to Caltrans • DBE Reporting (federal grants only)
(✓)	Include Task 02 for the procurement of a consultant (if needed). This task is for the <u>grantee and sub-recipient(s) only</u> .
(✓)	Include detailed public participation and services to diverse communities in the Public Outreach Task (excluding technical projects)
(✓)	Identify public outreach strategies in a manner that provides flexibility and allows for a diverse range of outreach methods (both in-person and on-line), considering the current COVID-19 environment (excluding technical projects)
(✓)	Include a Task(s) for a Draft and Final product. The draft plan must include an opportunity for the public to provide feedback (excluding technical projects).
(✓)	Include a summary of next steps your agency will take towards implementing the project in the Final Product
(✓)	List achievable project deliverables for each Task
(✓)	EXCLUDE environmental, complex design, engineering work, and other ineligible activities outlined in the Grant Application Guide

SCOPE OF WORK

Project Information	
Grant Category	Climate Adaptation
Grant Fiscal Year	2023-24
Project Title	South Beach Climate Resilience Plan
Organization (Legal name)	Del Norte Local Transportation Commission

Disclaimer

Agency commits to the Scope of Work below. Any changes will need to be approved by Caltrans prior to initiating any Scope of Work change or amendment.

Introduction

The South Beach Climate Resilience Plan grant project is a climate adaptation type planning document that will research, assess, seek community and underserved community input, and develop climate adaptation strategies to address the closures of Anchor Way and US 101 in the South Beach area. The climate change caused sea level rise and increased storm severity are increasing the frequency that Anchor Way and US 101 are closed due to ocean waves washing across those roadways, damaging the existing infrastructure, and depositing debris, requiring cleanup and repair efforts before those facilities can be opened back to public use. Figure 1 shows an aerial image of the project area and field photos from the January 2023 storm event that closed Anchor Way and US 101. This storm event did not occur at a King Tide, had a high tide of 7.5' and NOAA forecasts there will be 53 days in 2023 with high tide levels above the 7.5'. The closure of Anchor Way impacts access to harbor, closes the harbor's tsunami evacuation route, and does not allow the launching of search and rescue boats by local law enforcement. The closure of US 101 also impacts the tsunami evacuation routes and detours US 101 traffic onto local residential roads, impacting the underserved community along the detour route.



Figure 1: Project Area and Storm Damage photos



Figure 2: US 101 Closure Detour Exhibit

Figure 2 is an aerial image of the detour route when US 101 is closed in the project area and US 101 traffic must use the combination of Humboldt Road-Howland Hills Road-Elk Valley Road to detour around the closure. This impacts the local community living along these residential roads. Elk Valley Road is a local road with 11' wide lanes, no shoulders, and sub-standard sight distances. Detouring the approximately 6,000 ADT vehicles to these local roads is a safety issue and not a sustainable solution. Additional photos of Elk Valley Road that would be impacted by the detour traffic from US 101 can be found in the attachment labeled "Existing conditions along Elk Valley Road".

Project Description

Climate adaptation planning efforts are needed for the critically important local and regional transportation facilities of Anchor Way and US 101 in the South Beach area of Crescent City and Del Norte County. US 101 is a lifeline highway for northern California and southern Oregon because it is the only

North/South route, and Anchor Way is the designated tsunami evacuation route and it provides access to the Sheriff patrol boat for search and rescue. The existing roadway facilities are facing increased closures, damage, and loss of service due to climate related sea level rise and increasing storm severity that floods these facilities and poses an eminent threat to the continued use by all modes of transportation. The US 101 portion has been identified in the "Caltrans Climate Change Vulnerability Assessments District 1 Technical Report, 2019" and "Caltrans Adaptation Priorities Report District 1, 2021" as a Priority 1 roadway. The Del Norte Local Transportation Commission with local partners including the Crescent City Harbor District and Elk Valley Rancheria will seek public and stakeholder inputs while gathering the technical information to develop a planning document addressing the climate caused closures of these important facilities.

The South Beach Climate Resilience Plan will identify, document, and assess climate change impacts to the transportation infrastructure and develop community supported climate adaptation strategies to reduce the risks to the transportation infrastructure of US 101 and Anchor Way.

Project Stakeholders

Del Norte Local Transportation Commission, along with sub-applicants Crescent City Harbor District and Elk Valley Rancheria, will lead the South Beach Climate Resilience Plan project. The Crescent City Harbor District is the owner/operator of Anchor Way, and the Elk Valley Rancheria is the local Native American Tribal government authority directly impacted by the closure of US 101. Caltrans District 1 will be a stakeholder as the owner/operator of US 101. The County of Del Norte and the City of Crescent City will be stakeholders due to neighboring transportation infrastructure impacted by the road closures. The California Coastal Commission and the US

Army Corp. of Engineers will be important stakeholders due to their jurisdictions in the project area.

Included in the application are nine (9) letters of support for the project that include:

- Congressman Huffman,
- State Senator McGuire,
- State Assembly member Wood,
- City of Crescent City, City Manager Eric Wier,
- Del Norte County Supervisor Darrin Short,
- Crescent City/Del Norte County Chamber of Commerce Director Cindy Vosburg,
- Redwood Coast Transit Authority General Manager Joe Rye,
- Crescent City Harbor District Harbor Master Tim Petrick, and
- Elk Valley Rancheria Chairman Dale A. Miller.

Del Norte Local Transportation Commission will administer the grant, perform all project administration tasks, and procure a consultant consistent with state and federal requirements, to prepare the South Beach Climate Resilience Plan.

After the climate adaptation strategies are identified and the Final Plan is adopted, the Crescent City Harbor District and Caltrans District 1, who own the facilities, will become the implementing agencies, and Del Norte Local Transportation Commission will become a supporting agency.

Overall Project Objectives

The South Beach Climate Resilience Plan will develop the climate adaptation strategies need to reduce the risk of road closures of US 101 and Anchor Way. Specific objectives are:

1. Develop strategies for US 101 to remain a functional multimodal transportation corridor considering climate change caused sea level rise, higher tide levels, and storm surge.
2. Develop strategies for Anchor Way to remain functional considering climate change caused sea level rise, higher tide levels, and storm surge.
3. Develop strategies to maintain public access along US 101 to the existing south beach area.

Summary of Project Tasks

Task 01: Project Administration

Grantee will manage and administer the grant project according to the Grant Application Guidelines, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.

Grantee will coordinate with Caltrans to schedule and participate in a Kick-off meeting for the project. Grantee will be responsible for the preparation and submission of quarterly invoices and reports to Caltrans. Each invoice must include progress reports stating the completion percentage of scope tasks, percentage of budget spent, and anticipated scope tasks to be completed in the next reporting period. Grantee will track and report the DBE utilization for the project each quarter to Caltrans as required by the funding source.

Task Deliverables
<ul style="list-style-type: none">• Kick-off meeting with Caltrans - Meeting Notes• Quarterly invoices• Progress reports• DBE reporting (federal Grants only)

Task 02: Consultant Procurement

Grantee will procure a consultant, consistent with state and federal requirements, Local Assistance Procedures Manual for procuring non-Architectural and Engineering consultants, the Grant Application Guide, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee. The grantee's procurement procedures will be submitted to Caltrans upon request.

Grantee will prepare the Request for Proposal/Qualifications and submit to Caltrans for comment before posting. Grantee will coordinate a review panel of three voting members and one non-voting member, which is comprised of the Grantee, the sub-applicants, and a Caltrans representative in the non-voting role.

Grantee and selected consultant will execute a contract for the preparation of the South Beach Climate Resilience Plan. Grantee will provide a copy of the executed contract to Caltrans. Grantee will submit all proposed amendments to Caltrans for review and approval. Amendments to the consultant contract will be consistent with state and federal requirements, Local Assistance Procedures Manual, and the executed grant contract between Caltrans and the grantee.

The grantee, sub-applicants and the consultant will hold a kick-off meeting to review the project, scope, deliverables, and schedule for the project.

Task Deliverables
<ul style="list-style-type: none">• Grantees current procurement procedures (upon request)• Request for Proposal/Qualifications• Contract between consultant and grantee• Amendments to the consultant contract (if any)• Meeting notes from project kick-off with consultant

Task 1: Existing Conditions

The consultant shall review and summarize all available previous studies, literature, and data sources, not limited to:

- "Climate Change and Stormwater Management Plan, DNLTC, 2015"
- "Elk Valley Multimodal Corridor Plan, DNLTC, 2017"
- "California Climate Adaptation Strategy"
- "Caltrans Adaptation Priorities Report, District 1, 2021"
- "Caltrans Vulnerability Assessment Summary Report, District 1, 2019"
- California Coastal Commission, Sea Level Rise, (<https://www.coastal.ca.gov/climate/slr/tools/>)
- NOAA, (<https://coast.noaa.gov/digitalcoast/>)
- NOAA Tidal Gage data and projections for Crescent City area
- Crescent City Harbor District operations and repair data
- Del Norte Office of Emergency Services Emergency Evacuation Plan (to be completed May 30, 2023)
- State Sea Level Rise guidance resource, including Ocean Protection Council's Sea Level Rise Guidance,
- Crescent City Harbor District Local Coastal Plan
- County of Del Norte Local Coastal Plan

- California Coastal Commission Sea Level Rise Policy Guidance

Consultant shall prepare a summary report documenting the existing conditions of the project area and past closures of the transportation infrastructure due to flooding/high tides/storm surge.

Consultant's project management activities to facilitate the gathering of the existing conditions data and preparing the Summary of Existing Conditions Report are included in this task.

Task Deliverables
<ul style="list-style-type: none"> • Summary and complete Existing Conditions Report • Meeting notes

Task 2: Analysis

Consultant shall obtain the necessary elevation data of the existing conditions of the project area and correlate those elevations to approved vertical datums for use in comparing the historical data and tidal gage data and tidal projections. Consultant will consider the State Sea Level Rise guidance resource, including Ocean Protection Council's Sea Level Rise Guidance, the Crescent City Harbor District Local Coastal Plan, and the California Coastal Commission Sea Level Rise Policy Guidance.

Based on the existing conditions and existing data and projections from Task 1, Consultant shall prepare an aerial exhibit of the project area that shows the extent of climate change impacts based on the accepted climate models approved by the State of California and NOAA, the existing constraints in the project area, and opportunities in the project area. The exhibit will be used in the public outreach efforts described in Task 3 after review by the Advisory Committee and Stakeholder groups.

After receiving public feedback on the existing project area exhibit, the consultant shall develop adaptation strategies to a conceptual level that meet the objectives of the project. The consultant shall collaborate with the Advisory Committee and Stakeholder groups during the development of the adaptation strategies. Each of the adaptation strategies shall include an aerial exhibit with the footprint of that strategy, a planning level cost estimate that includes costs for future project development, capital construction costs, right of way costs, and environmental mitigation costs. After review and acceptance by the Advisory Committee and Stakeholder groups, the consultant shall present the developed adaptation strategies to the public, as outlined in Task 3.

The developed adaptation strategies shall be classified as near-term, mid-term, or long-term strategies and assigned a scoring matrix that includes how well the strategy meets the project objectives, meets the co-benefit objectives, projected costs, and impacts to the environment.

The consultant shall prepare a Summary of Analysis Report that documents the sources of the data used in the analysis and development of the adaptation strategies to be submitted to the Advisory Committee for review and approval.

The developed adaptation strategies and supporting analysis will be prepared in a format(s) that the Grantee, sub-applicants, Advisory Committee, and Caltrans can access.

Consultant's project management activities performed during the analysis activities and preparing the Summary of Analysis Report are included in this task.

Task Deliverables
<ul style="list-style-type: none">Existing Project Area Exhibit with climate change impacts, constraints, and opportunities.Adaptation Strategy Exhibits and Cost EstimatesSummary of Analysis ReportMeeting notes

Task 3: Public Outreach

The project shall implement the Collaboration model, which is founded on partnerships, sharing power, and dedication to incorporate advice and recommendations to the maximum extent possible. The public will be involved in each aspect of the decision process, including development of adaptation strategies and identification of preferred strategies. This model is outlined in the Spectrum of Public Participation by the International Association of Public Participation. The consultant shall consider public engagement activities that actively engage the public, including field reviews, walking audits, and climate event exploration.

The consultant shall develop and maintain a stakeholder list, with input from the Advisory Committee, that includes, but not limited to, the following: the California Coastal Commission, US Army Corp of Engineers, local businesses, chamber of commerce, the users and operators of the harbor, the local Native American Tribal members, the local City and County officials, Caltrans District 1, and local community advocacy and support groups. Consultant shall group the stakeholders into at least two, but not more than four, distinct groups that reflect the primary function of the stakeholder.

Del Norte Local Transportation Commission (DNLTC) will collaborate with the consultant to update the reporting module for its crowdsourcing tool. The reporting currently downloads to MS Excel files, which are not meaningful to the public. DNLTC will attend and encourage attendance at all the public workshops and will provide project updates and receive public input in the public Technical Advisory Committee and DNLTC meetings for the duration of the project. It will encourage comment at all public meetings, through the crowdsourcing tool, and will encourage public participation on its website and social media platforms. DNLTC will post all project information and workshop materials on the Projects page of its website (www.DNLTC.org), provide deliverables to the public, and will request public comment and participation on each deliverable.

As sub-applicants, the Elk Valley Rancheria and Crescent City Harbor District will encourage public participation on their websites, in their board meetings when applicable, and on their social media platforms. They will host three public workshops each and will encourage attendance. When appropriate, sub-applicants will provide deliverables to the public and will request public comment and participation on each deliverable.

The consultant shall contact the stakeholders during the collection of existing information to obtain information the stakeholders may have regarding the project area.

The consultant shall schedule, organize, and facilitate meetings of the stakeholder groups during the development of the existing project area exhibit and incorporate the comments from the stakeholders into the exhibit before presenting the exhibit(s) at a public workshop.

The consultant shall schedule, organize, and facilitate workshops at the Elk Valley Rancheria and at the Harbor to present the information and existing project area exhibit(s) developed in Task 1 to the public. The impacts of climate change to the transportation infrastructure and what the climate adaptation strategies should address to improve the community's climate resiliency will be presented. The presentation shall inform the public on the multiple methods of providing input and comments on the development of the plan and comments will be taken at the workshops.

DNLTC, Elk Valley Rancheria, and Crescent City Harbor District will attend all public meetings and workshops. When possible, a video conferencing and/or a listening option will be available to the public.

The consultant shall schedule, organize, and facilitate public workshops at the Elk Valley Rancheria and at the Harbor to present the information generated during the analysis and adaptation strategy developments as part of Task 2 to the public. The climate adaptation strategies shall be presented to the public and the presentation shall inform the public on the multiple methods of providing input and comments on the climate adaptation strategies and comments will be taken at the workshops. The consultant will communicate the next steps with the residents who participate in the community meetings specific to this study.

DNLTC, Elk Valley Rancheria, and Crescent City Harbor District will attend all public meetings and workshops. When possible, a video conferencing and/or a listening option will be available to the public.

The Draft Plan, including the climate adaptation strategies and results of the previous public workshops shall be presented to the public and the presentation shall inform the public on the methods of providing comments on the Draft Plan and comments will be taken at the workshops.

DNLTC, Elk Valley Rancheria, and Crescent City Harbor District will attend all public meetings and workshops. When possible, a video conferencing and/or a listening option will be available to the public.

The consultant shall prepare and distribute the press releases notifying the public of workshops and opportunities to provide input on the development of the plan via the following methods: print, radio, television, online media, crowdsourcing, and website postings. These materials will be provided to the Advisory Committee and the stakeholders directly, in addition to the consultant's distribution methods to the general public.

The consultant shall prepare the meeting presentations, meeting flyers, website announcements, exhibits, posters, sign-in sheets, comment cards and community survey materials for the public outreach for the project. DNLTC and the sub-applicants shall encourage public comment and participation at every available opportunity.

The consultant shall provide bilingual services, as needed, for the printed and electronic materials, and at the public workshops.

The consultant shall keep records of all public outreach materials, public comments, and community survey results and incorporate those into the Draft and Final Plan.

Consultant's project management activities performed during the Public Outreach efforts are included in this task.

Task Deliverables
<ul style="list-style-type: none">• Stakeholder contact list• Crowdsourcing reporting tool update• Press releases for print, radio, television, and online media outlets• Meeting Presentations• Public meeting flyers• Public meeting website announcements• Public meeting exhibits, posters, sign-in sheets, comment cards• Community survey material and results• Bilingual services

Task 4: Advisory Committee Meetings

An Advisory Committee shall be created and oversee the development of the project. Members of the Advisory Committee shall consist of:

- Del Norte Local Transportation Commission
- Crescent City Harbor District
- Elk Valley Rancheria
- Caltrans District 1

Consultant shall schedule, organize, and lead the Advisory Committee meetings at least quarterly. The consultant shall prepare the agendas, meeting notes, list of attendees and list of action items for each meeting and provide to the members one (1) week before the schedule meeting date. Consultant shall create and maintain an updated action item list of deliverables with schedule for the duration of the project and distribute to the Advisory Committee monthly.

Consultant shall present to, and receive approval from, the Advisory Committee all project materials before distribution to the stakeholder groups and to the public.

Consultant's project management activities performed during the Advisory Committee efforts are included in this task.

The Advisory Committee members will review the agenda materials prior to the meetings and provide comment on the materials at least one day before the meeting. When needed, the members will return to the groups they represent to request feedback regarding advisory committee agenda topics at every phase of the project development. The Committee will review all draft deliverables for all tasks and will attend the meetings.

Task Deliverables
<ul style="list-style-type: none">• Agendas• Meeting notes• List of attendees• Action items list• Project Schedule

Task 5: 10% and 30% Design Schematics

The purpose of 10% and 30% design is so the work identified can be ready for a funding source for implementation on US 101 and Anchor Way. This includes defining the major design elements of the project and refining the project's scope, schedule and budget.

The Consultant shall include the following:

- 10% and 30% design schematics within the project limits to address climate risks
- Conceptual drawings for alternative design concepts
- Proposed locations of improvements to transportation infrastructure, such as culverts and drainage systems.
- Prioritized list of project alternatives
- GIS data and mapping of the proposed improvement area
- Determine land acquisition needs
- Preliminary cost estimates
- Present the information to the Advisory Committee for review.

Task Deliverables
<ul style="list-style-type: none">• Summary of opportunities and constraints• 10% and 30% design schematics• Maps and conceptual drawings for alternative design concepts• Preliminary cost estimates

Task 6: Draft and Final Plan

Consultant shall prepare a Draft Plan that summarizes the existing conditions, analysis performed, adaptation strategies developed, cost estimates, scoring matrix of strategies, future funding opportunities, summary of Advisory Committee activities, summary of public outreach efforts, and summary of 30% design. The Draft Plan will include as attachments the deliverables from Tasks 2, 3, 4 and 5.

Consultant shall present the Draft Plan to the Advisory Committee for review and approval prior to public distribution. Consultant shall present the Draft Plan to the Stakeholder groups and at a public workshop(s) and meetings, and document comments received. Consultant shall prepare a response to comments matrix that includes all comments received from the Stakeholder Groups and the public, and a response to each comment. This response to comments matrix shall be submitted to the Advisory Committee for review before preparation of the Final Plan

Consultant shall prepare the Final Plan, incorporating the comments received, revising adaptation strategies as needed to address comments received and update the attachments and public outreach sections as needed. Consultant shall present the Final Plan to the Advisory Committee for review and approval before stakeholder and public distribution.

Consultant's project management activities performed during the Draft and Final Plan efforts are included in this task.

The Advisory Committee members will review and comment on all documents, including the draft and final plans. They will continue public outreach by distributing the draft and final plans in public meetings when possible, and they will shepherd the final documents through adoption.

Task Deliverables
Draft Plan, Public Review – list of comments, Final Plan that includes a summary of next steps towards implementation, credits FHWA, FTA, and/or Caltrans on the cover or title page, submitted to Caltrans in an ADA accessible electronic copy.

Task 7: Board Review/Approval

The consultant shall provide the final Plan, prepare project presentation materials, and present the project to the Del Norte Local Transportation Commission Board, the Crescent City Harbor District Board, and the Elk Valley Rancheria Board. Consultant shall support the Grantee and sub-applicants in preparing for the respective board meetings. The consultant shall include each Board's meeting minutes that show approval of the plan into the Final Plan document as an attachment. All materials prepared for the Boards review and approval shall be in a format acceptable to the Grantee and sub-applicants.

After the Final Plan is adopted, the Harbor and Caltrans who own the facilities will become the implementing agencies, and DNLTC will become a supporting agency.

Consultant's project management activities performed during the Board Review/Approval efforts are included in this task.

Del Norte Local Transportation Commission, Elk Valley Rancheria, and Crescent City Harbor District will coordinate with the Consultant to provide a presentation for their boards and the public attending their meetings. They will place the final plan on their meeting agendas in a manner that is usual and customary for each of them to provide a path that leads to adoption.

Task Deliverables
Board(s) Agenda Item supporting materials Presentation materials Meeting minutes with board acceptance/approval Final Plan incorporating the Board(s) approval

Cost and Schedule Checklist

The Cost and Schedule is the official budget and timeline for the project. Tasks 1-6 outlined in the Cost and Schedule are for illustrative purposes only. **The Cost and Schedule must be consistent with the Grant Application Cover Sheet. Applications with missing components will be at a competitive disadvantage.**

Cost and Schedule Checklist	
(✓) Ensure these items are completed prior to submitting to Caltrans	
(✓)	Use the Fiscal Year 2023-24 template provided (do not alter the template)
(✓)	List all tasks with the same title as stated in the Scope of Work
(✓)	Include task numbers in proper sequencing, consistent with the Scope of Work
(✓)	Exclude sub-task numbers and sub-headings
(✓)	Exclude tasks for project management and/or staff/consultant coordination; these activities should be spread among relevant tasks
(✓)	Task 01 is a required task. It must be titled "Project Administration", it cannot exceed 5% of the grant amount requested, and only the grantee and recipient(s) can charge against this Task. This Task must only include the following activities and deliverables: <ul style="list-style-type: none"> • Project kick-off meeting between the grantee and Caltrans at the start of the grant • Invoicing and quarterly reporting to Caltrans • DBE Reporting (federal grants only)
(✓)	Include Task 02 for procurement of consultants, if consultants are needed. This task is for the grantee and sub-recipient(s) only.
(✓)	Complete all budget columns as appropriate: Total Cost, Grant Amount, Local Cash Match, and if applicable, Local In-Kind Match
(✓)	Ensure the correct minimum local match amount, calculated as a percentage of the total project cost (grant plus local match), is provided
(✓)	Use the Local Match Calculator to ensure the total Local Match amount meets the minimum required Local Match for the specified Grant Category
(✓)	Include a grant amount for each Task (excluding Tasks 01 and 02)
NA	Identify if a Tapered Local Match approach will be used, which allows grantees to vary the required local match ratio over the life of the grant contract. Grantee agrees to satisfy the total local match amount by the contract expiration date.
(✓)	Identify the estimated indirect cost rate if indirect costs will be reimbursed. If FY 2023-24 indirect cost rates are not available, the rate will be an estimate based on the currently approved rate.
(✓)	Include a best estimate of the amount of time needed to complete each task
(✓)	State a realistic total cost for each task based on the work that will be completed
(✓)	Use only whole dollars in the financial information fields. No rounding up or down and no cents.
(✓)	Start the timeframe at the beginning of the grant period (July 2023 for MPO/RTPAs; November 2023 for non-MPO/RTPAs)
(✓)	Extend the timeframe to the end of the grant period (Project end dates differ based on applicant type (MPO/RTPA or non-MPO/RTPA) and type of funds (State or federal) (See Grant Application Guide, Chapter 9.2, for more details)

California Department of Transportation
Sustainable Transportation Planning Grant Program
COST AND SCHEDULE

Grant Category	Climate Adaptation
Grant Fiscal Year	FY 2023-24
Project Title	South Beach Climate Resilience Plan
Organization (Legal name)	Del Norte Local Transportation Commission
Disclaimers	Agency commits to the Cost and Schedule below. Any changes will need to be approved by Caltrans prior to initiating any Cost and Schedule change or amendment. Use only whole dollars in the financial information fields. No rounding up or down and no cents. Use the Local Match Calculator to ensure that grant and local match amounts are correct: Local Match Calculator
Reimbursements/ Invoicing	Does your agency plan to request reimbursement for indirect costs? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, what is the estimated indirect cost rate? _____ Does your agency plan to use the Tapered Match approach for invoicing purposes? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Task #	Task Title	Grant Amount*	Estimated Local Cash Match*	Estimated Local In-Kind Match*	Estimated Total Project Cost*	FY 2023/24				FY 2024/25				FY 2025/26											
						J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F
01	Project Administration (no more than 5% of total grant funds)	\$13,410	\$0	\$0	\$13,410																				
02	Consultant Procurement	\$0	\$11,000	\$0	\$11,000																				
1	Existing Conditions	\$15,000	\$2,500	\$0	\$17,500																				
2	Analysis	\$30,000	\$3,500	\$0	\$33,500																				
3	Public Outreach	\$80,000	\$7,000	\$0	\$87,000																				
4	Advisory Committee Meetings	\$12,297	\$4,249	\$0	\$16,546																				
5	10% and 30% Design	\$60,000	\$3,000	\$0	\$63,000																				
6	Draft and Final Plan	\$55,000	\$2,000	\$0	\$57,000																				
7	Board Review/Approval	\$2,500	\$1,500	\$0	\$4,000																				
Totals		\$268,207	\$34,749	\$0	\$302,956																				

Local Match Calculator

Sustainable Communities, Adaptation Planning, and Strategic Partnerships Grants

		Minimum Local Match		
Grant Program	Grant Amount	Sustainable Communities, Adaptation Planning, & Strategic Partnerships - Transit (11.47%)	Strategic Partnerships (20%)	Total Project Cost
Sustainable Communities, Adaptation Planning, & Strategic Partnerships - Transit	\$268,207	\$34,749		\$302,956
	\$0	\$0		\$0
	\$0	\$0		\$0
	\$0	\$0		\$0
	\$0	\$0		\$0
Strategic Partnerships	\$0		\$0	\$0
	\$0		\$0	\$0
	\$0		\$0	\$0
	\$0		\$0	\$0
	\$0		\$0	\$0
			Running Total	\$302,956

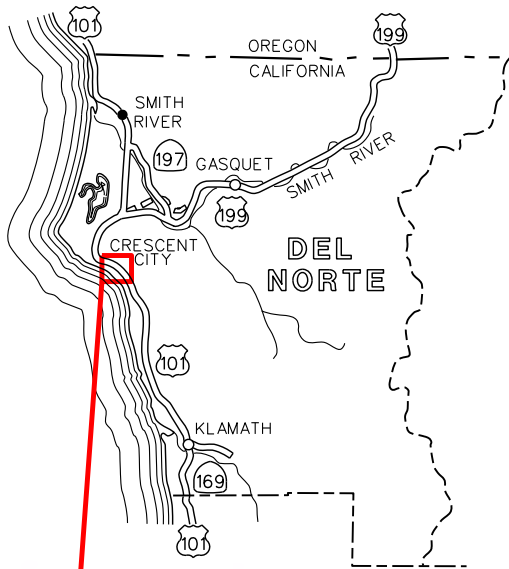
Start with Grant amount in the table above or start with the Total Project Cost below

		Minimum Local Match		
Grant Program	Total Project Cost	Grant Amount	Sustainable Communities, Adaptation Planning, & Strategic Partnerships - Transit (11.47%)	Strategic Partnerships (20%)
Sustainable Communities, Adaptation Planning, & Strategic Partnerships - Transit	\$302,956	\$268,207	\$34,749	
	\$0	\$0	\$0	
	\$0	\$0	\$0	
	\$0	\$0	\$0	
	\$0	\$0	\$0	
Strategic Partnerships	\$0	\$0		\$0
	\$0	\$0		\$0
	\$0	\$0		\$0
	\$0	\$0		\$0
Running Total	\$302,956			

LOCATION MAP

ATTACHMENT A

SOUTH BEACH CLIMATE RESILIENCE PLAN 01-DN-101-PM 23.800 TO 25.508 01-DN-ANCHOR WAY



DEL NORTE



No Scale

PROJECT LOCATION

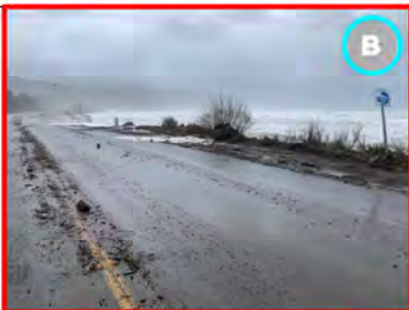


STORM SURGE PHOTOS

all photos from January 2023 storm event
SOUTH BEACH CLIMATE RESILIENCE PLAN
01-DN-101-PM 23.800 TO 25.508
01-DN-ANCHOR WAY



A
WAVES OVER
TOPPING
ANCHOR WAY



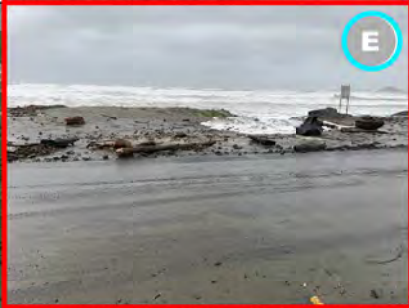
B
WAVES OVER
US 101 AND
DEBRIS.
CLEANUP
BEGINNING



C
DEBRIS ON
ANCHOR WAY



D
DEBRIS ON
US 101 AFTER
STORM EVENT
CLEANUP
BEGINNING



E
RECEDING
STORM SURGE
FROM US 101

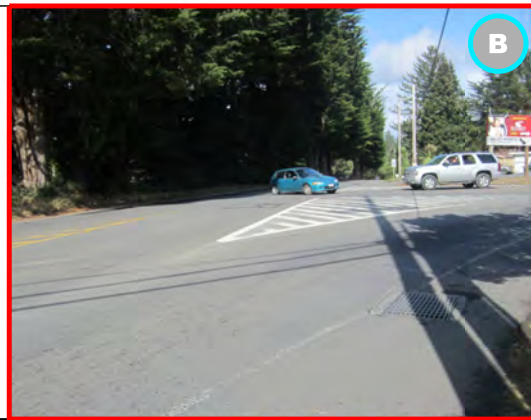


US 101 CLOSURE DETOUR

all US 101 traffic detoured to Humboldt Road-
Howland Hill Road-Elk Valley Road
SOUTH BEACH CLIMATE RESILIENCE PLAN



**ELK VALLEY ROAD
& HOWLAND HILL ROAD
INTERSECTION**



**HOWLAND HILL ROAD
& ELK VALLEY ROAD
INTERSECTION**



Existing conditions along Elk Valley Road

Del Norte County

Background:

Elk Valley Road becomes the detour route when US 101 is closed in the South Beach area. US 101 has an ADT of over 6,000, while Elk Valley Road has an ADT of

Summary:

Elk Valley Road is a local route in Del Norte County that connects from US 101 to the south and SR 199 to the north. Elk Valley Road has 173 turning options in 7.2 miles for driveways, residential roads, and a few small businesses.

Conclusion:

Diverting the traffic from US 101 to this local roadway is a dangerous choice.

Following are photos showing the existing conditions along Elk Valley Road.



Figure 1: Elk Valley Road at Howland Hill Road intersection, looking north



Figure 2: Elk Valley Road at New Hope Lane, looking north



Figure 3: Elk Valley Road at Cassel Lane, looking south

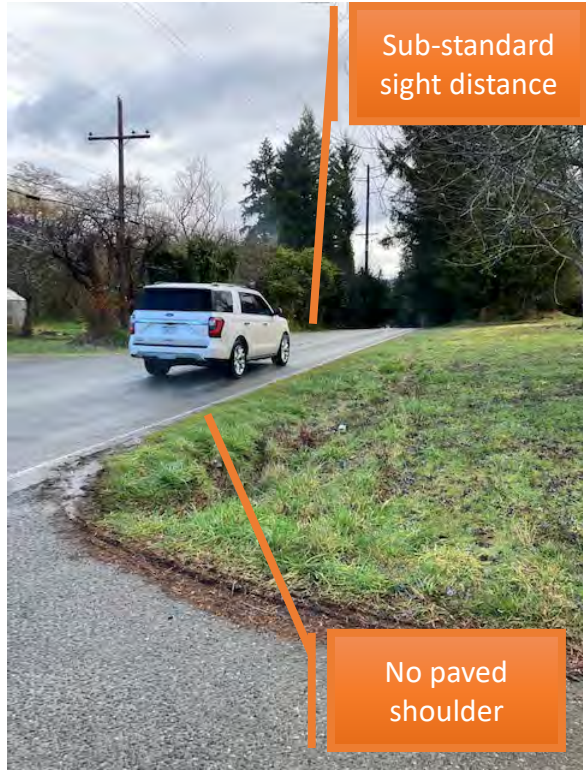


Figure 4: Elk Valley Road at Cassel Lane, looking north



Figure 5: Elk Valley Road at Beckett Lane, Looking south



Figure 6: Elk Valley Road at Aubell Lane, looking south



Figure 7: Elk Valley Road at Aubell Lane, looking north

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WATER, OCEANS, AND WILDLIFE – CHAIR
NATIONAL PARKS, FORESTS, AND PUBLIC LANDS
ENERGY AND MINERAL RESOURCES
COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE
HIGHWAYS AND TRANSIT
WATER RESOURCES AND ENVIRONMENT
SELECT COMMITTEE ON THE
CLIMATE CRISIS

February 15, 2023

Tony Tavares, Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Dear Director Tavares:

I am writing in support of the South Beach Climate Resilience Plan grant application by the Del Norte Local Transportation Commission, Elk Valley Rancheria, and Crescent City Harbor District. This project is needed to address increasing closures of U.S. Highway 101 and Anchor Way due to the Pacific Ocean washing over the roadways, disrupting traffic on this key coastal highway.

Recent storms coupled with high tides closed Highway 101 and Anchor Way on January 5. The National Oceanic and Atmospheric Administration (NOAA) predicts 79 days with higher tides in 2023 than on that day. Stronger storms and sea level rise only increase the threat of closures to this vital route.

When Highway 101 is closed, traffic is diverted to a local route, mainly Elk Valley Road, which has significant safety concerns and goes through residential areas. Anchor Way is the only access to the harbor's public boat launching facility which provides commercial, private, and tourist use of the harbor and ocean, and is a critical asset during times of emergencies.

The South Beach Climate Resilience Plan will help communities in the Crescent City area adapt to climate change and develop solutions to an increasingly frequent problem. Please give the Del Norte Local Transportation Commission, Elk Valley Rancheria, and Crescent City Harbor District's application for funds your full and fair consideration. If you have any questions, please contact my District Representative John Driscoll at (707) 407-3585.

Sincerely,



JARED HUFFMAN
Member of Congress

SAN RAFAEL
999 FIFTH AVENUE, SUITE 290
SAN RAFAEL, CA 94901
PHONE: (415) 258-9657
FAX: (415) 258-9913

PETALUMA
206 G STREET, #3
PETALUMA, CA 94952
PHONE: (707) 981-8967
FAX: (415) 258-9913

UKIAH
200 S. SCHOOL ST., SUITE 1
UKIAH, CA 95482
PHONE: (707) 671-7449
FAX: (707) 962-0905

FORT BRAGG
430 NORTH FRANKLIN STREET
P.O. BOX 2208
FORT BRAGG, CA 95437
PHONE: (707) 962-0933
FAX: (707) 962-0905

EUREKA
317 THIRD STREET, SUITE 1
EUREKA, CA 95501
PHONE: (707) 407-3585
FAX: (707) 407-3559

California State Senate

SENATOR MIKE MCGUIRE

MAJORITY LEADER

NORTHERN CALIFORNIA'S SECOND SENATE DISTRICT

February 22, 2023

Tony Tavares, Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814



RE: South Beach Climate Resilience Plan Support

Dear Director Tavares:

I am writing to express my strong support for the South Beach Climate Resilience Plan grant application from the Del Norte Local Transportation Commission and their partners, Elk Valley Rancheria and the Crescent City Harbor District. These planning funds will make critical climate adaptations possible on U.S. 101, a lifeline in rural Northern California.

Highway closures due to flooded roadways not only wreak havoc locally but cause problems for the general public and interstate transit. Developing a climate adaptation plan for transportation infrastructure is essential for a healthy economy and community.

A winter storm on January 5 led to the closure of Anchor Way and US 101 at South Beach in Crescent City as seawater and debris washed across the roadway. This event was not a record-setting storm surge or even a king tide, yet halted safe vehicle passage on 101. NOAA forecasts there will be 53 days in 2023 with higher tides than the 7.5' tide on January 5. Stronger storms and sea level rise caused by climate change are an increasing threat to 101, the only north-south route through Del Norte County.

The South Beach Climate Resilience Plan is a critical step to help this community adapt to climate change. The problem of flooding in the South Beach area need long-term solutions and resources. If our office can be of any assistance, please do not hesitate to call us at (707) 445-6508.

Warmest regards,

A handwritten signature in black ink, appearing to be "Mike McGuire".

MIKE MCGUIRE
Senator



February 9, 2023

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
900 Northcrest Drive #16
Crescent City, CA 95531

RE: South Beach Climate Resilience Plan Support

Dear Ms. Leighton,

I am writing in support of the South Beach Climate Resilience Plan grant application by the Del Norte Local Transportation Commission and its partners, the Elk Valley Rancheria and Crescent City Harbor District. The increasing frequency of the closures of Anchor Way and US 101 due to the Pacific Ocean washing over the roadways must finally be solved, and the South Beach Climate Resilience Plan is the first important step.

US 101 is the Pacific Northwest lifeline highway, and its closure causes not only local problems but multi-state problems for the traveling public. It is important that a climate adaptation plan be developed for the transportation infrastructure to support the health and economy necessary for a vibrant community.

The winter storm on January 5 resulted in a closure of Anchor Way and US 101 at South Beach in the greater Crescent City area in Del Norte County, as seawater and debris washed across and onto the roadway. This event was not a record-setting storm surge or "King Tide". Per the NOAA Tide Station in Crescent City, that day the tide was only 7.5 feet. NOAA predicts there will be 53 days in 2023 with higher tides; 24 days are over 8 feet, with 2 days of 8.7 feet. The stronger, more intense storms and sea level rise resulting from climate change are increasing the threat to US 101, our lifeline highway and our only north/south route through the County.

When US 101 is closed, all the traffic is diverted to a local road route, primarily Elk Valley Road, which already has significant safety concerns. This local route goes through residential areas and places an unmanageable burden on the community.

Anchor Way is the only access to the Harbor's public boat launching facility which provides for the commercial, private, and tourist use of the harbor and ocean. The launch facility is also a critical asset during times of emergencies. The closures of US 101 and Anchor Way pose a significant impact to the commerce in the Del Norte region.

The South Beach Climate Resilience Plan is the needed critical step to help this community adapt to climate change and I am confident that this team will finally begin to solve this problem and I give them my unwavering support.

Respectfully,

A handwritten signature in black ink that reads "Jim Wood". The signature is written in a cursive style with a long horizontal flourish extending to the right.

JIM WOOD
Assemblymember, 2nd District

Elk Valley Rancheria, California



2332 Howland Hill Road
Crescent City, CA 95531

Phone: 707.464.4680
Fax: 707.465.2638
www.elk-valley.com

February 27, 2023

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
900 Northcrest Drive #16
Crescent City, CA 95531

RE: South Beach Climate Resilience Plan Support

Dear Ms. Leighton,


Please consider this letter our support as a sub-applicant for the South Beach Climate Resilience Plan grant application by the Del Norte Local Transportation Commission and its additional sub-applicant the Crescent City Harbor District. The increasing frequency of the closures of Anchor Way and US 101 due to the Pacific Ocean washing over the roadways must finally be solved, and the South Beach Climate Resilience Plan is the first important step. US 101 is the Pacific Northwest lifeline highway, and its closure impacts Tribal lands and creates multi-state problems for the traveling public. It is important that a climate adaptation plan be developed for the transportation infrastructure to support the health and economy for the Tribal community.

The winter storm on January 5 resulted in a closure of Anchor Way and US 101 at South Beach in the greater Crescent City area in Del Norte County, as seawater and debris washed across and onto the roadway. This event was not a record-setting storm surge or "King Tide". Per the NOAA Tide Station in Crescent City, that day the tide was only 7.5 feet. NOAA predicts there will be 53 days in 2023 with higher tides; 24 days are over 8 feet, with 2 days of 8.7 feet. The stronger, more intense storms and sea level rise resulting from climate change are increasing the threat to US 101, our lifeline highway and our only north/south route through the County.

When US 101 is closed, all the traffic is diverted to a local road route, primarily Elk Valley Road, which already has significant safety concerns. This local route goes through our residential areas and places an unmanageable burden on our community.

Anchor Way is the only access to the Harbor's public boat launching facility which provides for the commercial, private, and tourist use of the harbor and ocean. The launch facility is also a critical asset during times of emergencies. The closures of US 101 and Anchor Way pose a significant impact to the commerce in the Del Norte region.





The South Beach Climate Resilience Plan is the needed critical step to help this community adapt to climate change. US 101 is our only north/south route and our lifeline highway. The problems of flooding in the South Beach area need to be solved. The Del Norte Local Transportation Commission, in partnership with the Elk Valley Rancheria and Crescent City Harbor District, is a strong team of capable professionals.

Sincerely,



Dale A. Miller
Chairman



WES WHITE
President

HARRY ADAMS
Secretary

GERHARD WEBER
Commissioner

RICK SHEPHERD
Commissioner

BRIAN STONE
Commissioner

Crescent City Harbor District

Phone (707) 464-6174 Fax (707) 465-3535
101 Citizen's Dock Road
Crescent City, California 95531
www.ccharbor.com



TIM PETRICK
CEO/Harbormaster

February 20, 2023

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
900 Northcrest Drive #16
Crescent City, CA 95531

RE: South Beach Climate Resilience Plan Support

Dear Ms. Leighton,

I am writing this letter to support the South Beach Climate Resilience Plan grant application by the Del Norte Local Transportation Commission and its partners, the Elk Valley Rancheria and Crescent City Harbor District. The increasing frequency of the closures of Anchor Way and US 101 due to the Pacific Ocean washing over the roadways must finally be solved, and the South Beach Climate Resilience Plan is the first important step. US 101 is the Pacific Northwest lifeline highway, and its closure causes not only local problems but multi-state problems for the traveling public. It is important that a climate adaptation plan be developed for the transportation infrastructure to support the health and economy necessary for a vibrant community.

The winter storm on January 5 resulted in the closure of Anchor Way and US 101 at South Beach in the greater Crescent City area in Del Norte County, as seawater and debris washed across and onto the roadway. This event was not a record-setting storm surge or "King Tide". Per the NOAA Tide Station in Crescent City, that day the tide was only 7.5 feet. NOAA predicts there will be 53 days in 2023 with higher tides; 24 days are over 8 feet, with 2 days of 8.7 feet. The stronger, more intense storms and sea level rise resulting from climate change are increasing the threat to US 101, our lifeline highway and our only north/south route through the County.

When US 101 is closed, all the traffic is diverted to a local road route, primarily Elk Valley Road, which already has significant safety concerns. This local route goes through residential areas and places an unmanageable burden on the community.

Anchor Way is the only access to the Harbor's public boat launching facility which provides for the commercial, private, and tourist use of the harbor and ocean. The launch facility is also a critical asset during times of emergencies. The closures of US 101 and Anchor Way pose a significant impact to the commerce in the Del Norte region.

The South Beach Climate Resilience Plan is the needed critical step to help this community adapt to climate change. US 101 is our only north/south route and our lifeline highway. The problems of flooding in the South Beach area need to be solved. The Del Norte Local Transportation Commission, in partnership with Elk Valley Rancheria and Crescent City Harbor District, is a strong team of capable professionals.

Sincerely,

Tim Petrick, Harbor Master
Crescent City Harbor District



City of Crescent City
Where the Redwoods Meet the Sea

377 J Street, Crescent City, CA 95531 • 707.464.7483 • Fax 707.465.4405 • www.crescentcity.org



February 9, 2023

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
900 Northcrest Drive #16
Crescent City, CA 95531

RE: South Beach Climate Resilience Plan Support

Dear Ms. Leighton,

I am writing this letter to support the South Beach Climate Resilience Plan grant application by the Del Norte Local Transportation Commission and its partners, the Elk Valley Rancheria and Crescent City Harbor District. The increasing frequency of the closures of Anchor Way and US 101 due to the Pacific Ocean washing over the roadways must finally be solved, and the South Beach Climate Resilience Plan is the first important step. US 101 is the Pacific Northwest lifeline highway, and its closure causes not only local problems but multi-state problems for the traveling public. It is important that a climate adaptation plan be developed for the transportation infrastructure to support the health and economy necessary for a vibrant community.

The winter storm on January 5 resulted in a closure of Anchor Way and US 101 at South Beach in the greater Crescent City area in Del Norte County, as seawater and debris washed across and onto the roadway. This event was not a record-setting storm surge or "King Tide". Per the NOAA Tide Station in Crescent City, that day the tide was only 7.5 feet. NOAA predicts there will be 53 days in 2023 with higher tides; 24 days are over 8 feet, with 2 days of 8.7 feet. The stronger, more intense storms and sea level rise resulting from climate change are increasing the threat to US 101, our lifeline highway and our only north/south route through the County.

When US 101 is closed, all the traffic is diverted to a local road route, primarily Elk Valley Road, which already has significant safety concerns. This local route goes through residential areas and places an unmanageable burden on the community.

Anchor Way is the only access to the Harbor's public boat launching facility which provides for the commercial, private, and tourist use of the harbor and ocean. The

launch facility is also a critical asset during times of emergencies. The closures of US 101 and Anchor Way pose a significant impact to the commerce in the Del Norte region.

The South Beach Climate Resilience Plan is the needed critical step to help this community adapt to climate change. US 101 is our only north/south route and our lifeline highway. The problems of flooding in the South Beach area need to be solved. The Del Norte Local Transportation Commission, in partnership with Elk Valley Rancheria and Crescent City Harbor District, is a strong team of capable professionals.

Sincerely,



Eric Wier, City Manager
City of Crescent City
377 J Street
Crescent City, CA 95531



County of Del Norte
Board of Supervisors
981 "H" Street, Ste. 200
Crescent City, California 95531

Work
(707) 464-7204

Fax
(707) 464-1165

February 14, 2023

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
900 Northcrest Drive #16
Crescent City, CA 95531

RE: South Beach Climate Resilience Plan Support

Dear Ms. Leighton,

Thank you for initiating a solution for the flooding at South Beach on US 101 and Anchor Way. The Board of Supervisors fully supports the South Beach Climate Resilience Plan grant application by the Del Norte Local Transportation Commission and its partners, the Elk Valley Rancheria and the Crescent City Harbor District.

When US 101 is closed, all the traffic is diverted to a local road route, primarily Elk Valley Road, which already has significant safety concerns. This local route goes through the County's residential areas and places a burden on the community that was never planned for. Prior planning documents already indicate safety concerns on Elk Valley Road due to blind curves, hills, and a narrow road without shoulders. When US 101 is closed, this road becomes even more dangerous.

Anchor Way is the only access to the Harbor's public boat launching facility which provides for the commercial, private, and tourist use of the harbor and ocean. The launch facility is also a critical asset during times of emergencies. The closures of US 101 and Anchor Way significantly impact safety and commerce in the Del Norte region.

The increasing frequency of the closures of Anchor Way and US 101 due to the Pacific Ocean washing over the roads must finally be solved, and the South Beach Climate Resilience Plan is the first important step. US 101 is the Pacific Northwest lifeline highway, and its closure causes not only local problems but multi-state problems for the traveling public. It is important that a climate adaptation plan be developed for the transportation infrastructure to support the multimodal needs and contributes to a vibrant community.

The winter storm on January 5 resulted in a closure of Anchor Way and US 101 at South Beach in the greater Crescent City area in Del Norte County, as seawater and debris washed across and onto the roadway. This event was not a record-setting storm surge or "King Tide". Per the NOAA Tide Station in Crescent City, that day the tide was only 7.5 feet. NOAA predicts there will be 53 days in 2023 with higher tides; 24 days are over 8 feet, with 2 days of 8.7 feet. The stronger, more intense storms and sea level rise resulting from climate change are increasing the threat to US 101, our lifeline highway and our only north/south route through the County.

The South Beach Climate Resilience Plan is needed critical step to help this community adapt to climate change. US 101 is our only north/south route and our lifeline highway. The problems of flooding in the South Beach area need to be solved. The County Board of Supervisors appreciates Del Norte Local Transportation Commission's work in partnership with the Elk Valley Rancheria and Crescent City Harbor District to finally begin to address this problem. We fully support the South Beach Climate Resilience Plan grant application and will actively participate in the planning process to achieve a thorough and productive planning process.

Sincerely,



Darrin Short, Chair
Board of Supervisors
Del Norte County, California



CRESCENT CITY - DEL NORTE
CHAMBER OF COMMERCE

1001 Front Street ■ Crescent City, CA 95531
(707) 464.3174 ■ delnorte.org

January 30, 2023

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
900 Northcrest Drive #16
Crescent City, CA 95531

RE: South Beach Climate Resilience Plan Support

Dear Ms. Leighton,

I am writing this letter to support the South Beach Climate Resilience Plan grant application by the Del Norte Local Transportation Commission and its partners, the Elk Valley Rancheria and Crescent City Harbor District. The increasing frequency of the closures of Anchor Way and US 101 due to the Pacific Ocean washing over the roadways must finally be solved, and the South Beach Climate Resilience Plan is the first important step. US 101 is the Pacific Northwest lifeline highway, and its closure causes not only local problems but multi-state problems for the traveling public. It is important that a climate adaptation plan be developed for the transportation infrastructure to support the health and economy necessary for a vibrant community.

The winter storm on January 5 resulted in the closure of Anchor Way and US 101 at South Beach in the greater Crescent City area in Del Norte County, as seawater and debris washed across and onto the roadway. This event was not a record-setting storm surge or "King Tide". Per the NOAA Tide Station in Crescent City, that day the tide was only 7.5 feet. NOAA predicts there will be 53 days in 2023 with higher tides; 24 days are over 8 feet, with 2 days of 8.7 feet. The stronger, more intense storms and sea level rise resulting from climate change are increasing the threat to US 101, our lifeline highway and our only north/south route through the County.

When US 101 is closed, all the traffic is diverted to a local road route, primarily Elk Valley Road, which already has significant safety concerns. This local route goes through residential areas and places a burden on the community that was never planned for. Anchor Way is the only access to the Harbor's public boat launching facility which provides for the commercial, private, and tourist use of the harbor and ocean. The launch facility is also a critical asset during times of emergencies. The closures of US 101 and Anchor Way pose a significant impact to the commerce in the Del Norte region.

The South Beach Climate Resilience Plan is a needed critical step to help this community adapt to climate change. US 101 is our only north/south route and our lifeline highway. The problems of flooding in the South Beach area need to be solved. The Del Norte Local Transportation Commission, in partnership with the Elk Valley Rancheria and Crescent City Harbor District, is a strong team of capable professionals. The Chamber is confident that they will lead our community to finally begin to solve this problem and we give them our unwavering support.

Sincerely,

A handwritten signature in black ink that reads "Cindy Vosburg". The signature is fluid and cursive, with a long horizontal stroke at the end.

Cindy Vosburg, Director
Crescent City/Del Norte County Chamber of Commerce
1001 Front Street
Crescent City, CA 95531



Redwood Coast Transit Authority
c/o TMTP Consulting LLC
900 Northcrest Drive #134
Crescent City, CA 95531
(707) 235-3078
E-mail: tmtconsulting@gmail.com

February 9, 2023

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
900 Northcrest Drive #16
Crescent City, CA 95531

RE: South Beach Climate Resilience Plan Support

Dear Ms. Leighton,

I am writing this letter to support the South Beach Climate Resilience Plan grant application by the Del Norte Local Transportation Commission and its partners, the Elk Valley Rancheria and Crescent City Harbor District. The increasing frequency of the closures of Anchor Way and US 101 due to the Pacific Ocean washing over the roadways must finally be solved, and the South Beach Climate Resilience Plan is the first important step. US 101 is the Pacific Northwest lifeline highway and when it's closed, there are route disruptions for Redwood Coast Transit Authority.

The winter storm on January 5 resulted in a closure of Anchor Way and US 101 at South Beach in the greater Crescent City area in Del Norte County, as seawater and debris washed across and onto the roadway. This event was not a record-setting storm surge or "King Tide". Per the NOAA Tide Station in Crescent City, that day the tide was only 7.5 feet. NOAA predicts there will be 53 days in 2023 with higher tides; 24 days are over 8 feet, with 2 days of 8.7 feet. The stronger, intense storms from climate change are increasing damage to US 101, our only north/south route through the County.

When US 101 is closed, all the traffic is diverted to a local road route, primarily Elk Valley Road, which already has significant safety concerns. The transit routes are disrupted and Redwood Coast Transit Authority can't access several stops. The South Beach Climate Resilience Plan is the needed critical step to help this community adapt to climate change and to provide a stable transit system. The Del Norte Local Transportation Commission, in partnership with Elk Valley Rancheria and Crescent City Harbor District, is a strong team of capable professionals. I am confident that they will lead our community to solve this problem and I give them my unwavering support.

Joe Rye
General Manager
Redwood Coast Transit Authority