

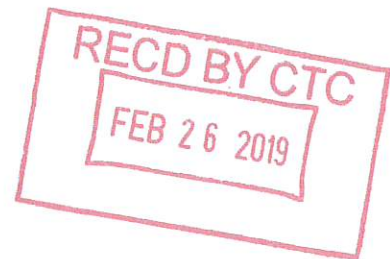
Elk Valley  
Rancheria,  
California



2332 Howland Hill Road  
Crescent City, CA 95531

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

February 20, 2019



Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, California 95814

Re: CalTrans' Last Chance Grade Project


Dear Ms. Inman:

On behalf of the Elk Valley Rancheria, California, a federally recognized Indian tribes, I write in strong support of the California Department of Transportation's (CalTrans) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. CalTrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last twenty years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. The Elk Valley Rancheria, California is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. CalTrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.





The funding under consideration would allow CalTrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travel U.S. Highway 101. Please give this funding your full and fair consideration.

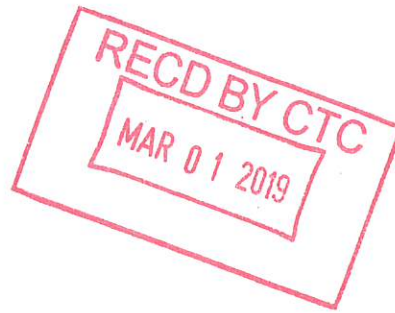
Sincerely,



Dale A. Miller  
Chairman

cc: Elk Valley Tribal Council





February 26, 2019

Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (Caltrans') request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide. As I write this letter, US Highway 101 – our lifeline – is closed at Last Chance Grade due to a landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

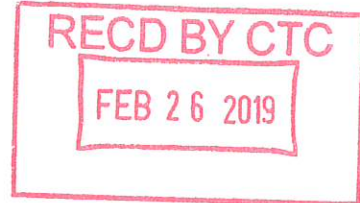
A handwritten signature in blue ink that reads 'Linda Crockett'.

Linda Crockett, Executive Director  
Del Norte County Farm Bureau



**DEL NORTE**  
Association of  
**REALTORS**

**126 Hwy 101 N. Crescent City, CA 95531**  
**707-465-3321 office**  
**dnaoroffice@gmail.com**



February 20, 2019

Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

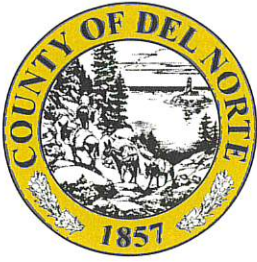
Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

Donna DeWolf,  
Executive Board President  
Del Norte Association of Realtors



**COUNTY OF DEL NORTE  
BOARD OF SUPERVISORS**

981 "H" Street, Suite 200  
Crescent City, California 95531

Phone  
(707) 464-7204

Fax  
(707) 464-1165

February 26, 2019



Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

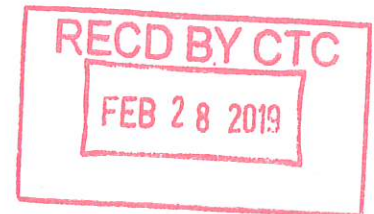
Lori L. Cowan, Chair  
Del Norte County, California

**STAND** FOR  
THE  
**REDWOODS**  
STAND FOR THE FUTURE

100 YEARS IS JUST THE BEGINNING

February 22, 2019

Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814



Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete, and environmental studies are beginning this summer.

As a science-based organization that has been protecting, restoring, and connecting people to California's redwoods for 100 years, Save the Redwoods League understands the significance of these geotechnical and environmental studies in moving the project towards careful analysis of the preferred project alternatives. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86 million has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

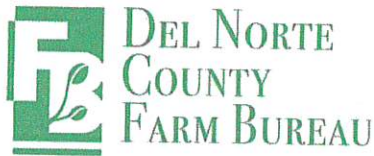
A significant failure at Last Chance Grade would force a detour of approximately 320 miles, or about six to eight hours of additional travel time. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456



111 Sutter Street 11th Floor  
San Francisco CA 94104

p (415) 362-2352  
f (415) 362-7017

[StandForTheRedwoods.org](http://StandForTheRedwoods.org)  
[SaveTheRedwoods.org](http://SaveTheRedwoods.org)



February 26, 2019

Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (Caltrans') request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide. As I write this letter, US Highway 101 – our lifeline – is closed at Last Chance Grade due to a landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

A handwritten signature in blue ink that reads 'Linda Crockett'.

Linda Crockett, Executive Director  
Del Norte County Farm Bureau



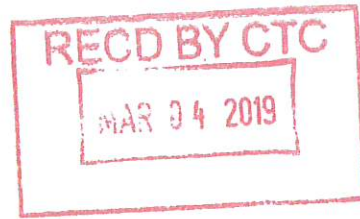
**COUNTY OF DEL NORTE  
BOARD OF SUPERVISORS**

981 "H" Street, Suite 200  
Crescent City, California 95531

Phone  
(707) 464-7204

Fax  
(707) 464-1165

February 26, 2019



Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

Lori L. Cowan, Chair  
Del Norte County, California



Nelson



*Alexandre*  
FAMILY FARM™

February 27, 2019

Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (Caltrans') request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. As you are aware, this funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project quickly and efficiently in response to growing State and Federal concern with the possibility of this alignment. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure our only north/south artery does not experience a major failure or require continuation of the constant maintenance.

Our Dairy relies on Highway 101 for movement of our milk and eggs on a daily basis to the Bay Area. With over \$150,000 a week in raw and packaged goods being transported, and the continuously shrinking Dairy economy, we do not have the ability to weather a highway failure that would divert our vehicles 320 miles.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide. As I write this letter, US Highway 101 – our lifeline – is closed at Last Chance Grade due to a landslide. Caltrans Region 1 has pull forward another \$2.5 Million out of their SHOP budget just to keep this section open with a full-time contractor on site 24/7, dollars that are necessary to keep our commercial lifeline open.

As you are aware, a significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight detours for our trucks hauling milk, eggs and cattle. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and our Dairy operation which supports over 125 jobs in our community. Thank you for your full and fair consideration of this funding request.

Sincerely,

Blake Alexandre  
Alexandre Family Farm



## Friends of Del Norte

*Committed to our environment since 1973*

*A nonprofit, membership based conservation group  
Advocating sound environmental policies for our region.  
PO Box 144, Crescent City CA 95531*

March 6, 2019

Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52, Sacramento, CA 95814



Dear Ms. Inman:

The Friends of Del Norte (FODN) strongly supports the California Department of Transportation's (Caltrans') request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. It is essential to have a thoughtful well planned project within an area of world renowned ecological value, our old growth Redwood Coastal forest. FODN is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and to provide a solution that will best conserve the magnificent ecology of our region. Please give this funding your full and fair consideration.

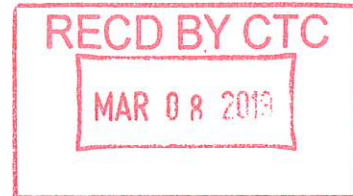
Sincerely, Eileen Cooper, vice president, on behalf of the FODN board and membership

Janet Gilbert

2361 Elk Valley Rd

Crescent City, CA 95531

March 3, 2019



Dear California Transportation Commission.

I'm writing to request that the California Transportation Commission approve CalTrans' request for forty million dollars in funding to study the environmental parameters for alternative routes and repair scenarios for Highway 101 at Last Chance Grade.

Even as I write this letter, Last Chance Grade is one way traffic only after another slide occurred due to the recent strong rains both in rainfall per day, and length of days the storm moved over us. I am fortunate that I didn't have need of leaving the area. My husband, however, chose to leave via Hwy 199 rather than risk further slide on Hwy 101. He cut back over to the Hwy 101 South going into Santa Maria (his ultimate destination was Ventura).

Del Norte County needs Hwy 101 to be accessible and open year round. Our livelihoods, our food supplies, our economies depend on the moving of people and products up and down the 101. The funding you provide will be put to good use studying geotechnical and environmental issues relating to the present alignment of the highway and alternative routes that may prove more secure and require less on-going maintenance.

I thank you in advance for considering this request and I hope that you will see fit to approve the request. Thank you from Crescent City.

Sincerely,

A handwritten signature in blue ink that reads "Janet Gilbert".

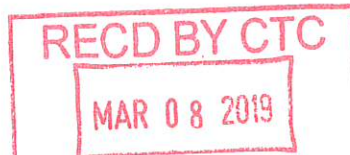
Janet Gilbert

# RUMIANO C H E E S E

1919-2019 HONORING THE PAST,  
LOOKING TO THE FUTURE.

February 19, 2019

Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814



Dear Ms. Inman:

My name is Baird Rumiano and I am the President, and third-generation owner of Rumiano Cheese Company, a family-owned business headquartered in California since 1919. Our manufacturing facility is in Crescent City, and Last Chance Grade is vital artery to much of our milk supply coming from Humboldt County. Rumiano Cheese Company has been producing internationally award-winning cheese for 100 years, and both the cheese company and the dairy producers need a reliable road between Crescent City and Humboldt County to maintain that tradition.

The economic impact of a landslide and road closure at Last Chance Grade would be catastrophic to both Humboldt County milk producers and Rumiano Cheese Co. The payroll for the milk produced in Humboldt County is \$20,000,000 per year, while the payroll for the employees who manufacture the cheese in Crescent City is \$2,300,000 for 42 employees. Without the use of highway 101 between Crescent City and Humboldt County both, the producers and the cheese company would go out of business.

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies are complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of County governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

A handwritten signature in black ink that reads "Baird Rumiano".

Baird Rumiano  
President  
Rumiano Cheese Company

# Stremberg Realty

785 E. Washington Blvd., Ste. 2  
Crescent City, CA 95531

707-465-2121  
www.CrescentCityHomes.com

February 20, 2019



Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and

economy of Del Norte County and the people and commerce that travels U.S. Highway 101.  
Please give this funding your full and fair consideration.

Sincerely,

*Kurt Stremberg*

Kurt Stremberg  
Broker / Owner  
Stremberg Realty  
BRE# 00579625

*The Gallery of*  
*ARTS & CULTURE*

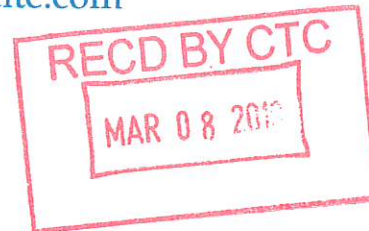
175 H Street, Post Office Box 1143, Crescent City, CA 95531

(707) 464-4745

[bbconsultant@excite.com](mailto:bbconsultant@excite.com)

February 23, 2019

Congressman Jared Huffman, via  
John Driscoll, District Representative  
Jared Huffman's Field Office  
317 Third Street, Suite 1  
Eureka, CA 95501



RE: LETTER OF SUPPORT FOR CTC TO APPROVE \$40 MILLION FOR  
FUNDING FOR LAST CHANGE GRADE

Dear Sirs:

This letter is respectfully asking the California Transportation Commission (CTC) for \$40 million to complete the environmental work needed for alternatives to Last Chance Grade, just south of Crescent City, CA, on Highway 101. The funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

A couple lost their lives several years ago when the road gave way to the sea when they were in their car traveling back from Eureka where they had delivered their student son to Humboldt State University. I own and operate a fine arts gallery in Crescent City and me, my, and other businesses, are dependent upon safe road travel on Highway 101, over Last Chance Grade. Please approve the \$40 million funding for the necessary environmental work. Thank you for your consideration.

Sincerely yours,

A handwritten signature in blue ink that reads 'Barbara Burke'.

Barbara Burke



900 Riverside Road  
Korbel, CA 95550  
(707) 668-4400 • greendiamond.com

March 4, 2019

Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814



Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will allow completion of the environmental review and support the next phase of the project- to realign US Highway 101 to ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and Tribes to address environmental and cultural concerns in advance.



The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

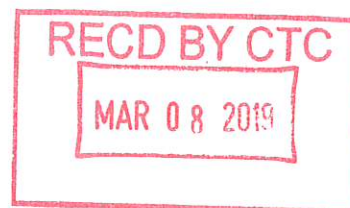
A handwritten signature in blue ink, appearing to read "Jason L. Carlson", with a long horizontal flourish extending to the right.

Jason L. Carlson  
Vice President and General Manager  
Green Diamond Resource Company



March 4, 2019

Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814



Dear Ms. Inman:

On behalf of the Environmental Protection Information Center (EPIC) I am writing in strong support of the California Department of Transportation's (Caltrans) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

*Thomas Wheeler*

February 20, 2019

Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

Dear Ms. Inman:

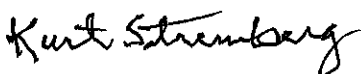
I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,



Kurt Stremberg  
Chairman  
Last Chance Grade Bypass Committee  
Crescent City, CA 95531



**DEL NORTE UNIFIED SCHOOL DISTRICT  
DEL NORTE COUNTY OFFICE OF EDUCATION**

Jeff Harris, District and County Superintendent  
301 W. Washington Boulevard  
Crescent City, CA 95531  
Office: (707) 464-0200 Fax: (707) 464-0238

Board Members: Don McArthur Area 1 Angela Greenough Area 2 Frank Magarino Area 3 Roger Daley Area 4 Jamie Forkner Area 5

March 1, 2019

Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814



Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

As a school district, we are responsible for the education of each of our students, including home to school transportation. We have one school in the Klamath area, Margaret Keating Elementary School, that serves grades TK-6. These students are some of the most at-risk and historically underserved in the state and transportation plays a large role in getting them to school, providing nutritious breakfast and lunch, and allowing extended learning opportunities. On February 25 & 26, our community felt, for a short time, the impact of a closure of Highway 101 at Last Chance

Grade. We were unable to provide transportation for students, which limited families' abilities to get their children to school, to deliver hot food in a predictable, timely manner, and to provide transportation in any form to 7<sup>th</sup>-12<sup>th</sup> grade students, who rely predominantly on district transportation to attend middle and high school in Crescent City.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,



Francisco Magarino  
President, Board of Trustees  
Del Norte County Unified School District

Region 1 State Board Director  
California School Boards Association

**DEL NORTE UNIFIED SCHOOL DISTRICT  
DEL NORTE COUNTY OFFICE OF EDUCATION**

Jeff Harris, District and County Superintendent  
301 W. Washington Boulevard  
Crescent City, CA 95531  
Office: (707) 464-0200 Fax: (707) 464-0238



Board Members: Don McArthur Area 1    Angela Greenough Area 2    Frank Magarino Area 3    Roger Daley Area 4    Jamie Forkner Area 5

March 1, 2019

Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814



Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

As the Superintendent for Schools for the Del Norte County Office of Education, I would like to convey the extreme urgency of this project. Del Norte County has some the State's highest rates of child abuse, neglect, domestic violence, suicidal ideation, poverty, and homeless and foster youth. While the County Office of Education works closely with the District to ensure supports for each affected youth, the untenable situation at Last Chance Grade puts some of our most at-risk youth at great risk. Highway 101 is the only thoroughfare that allows access to the

community of Klamath from Crescent City, which is where my office and our support services are located. The only other institutional supports would be located in Humboldt County, which is more than an hour and half from the vicinity of the school. Food, medical, dental, mental health, and other services are also primarily provided in or near Crescent City, and the loss of access to those services due to the loss of access on Highway 101 would create a huge negative impact to the students and families of our county. Even as of now, some families are so concerned with the continued maintenance and recent failures of the grade, that they have placed their children at alternative schools, simply to avoid the daily commute to Crescent City.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,



Jeff Harris  
Superintendent  
Del Norte County Schools



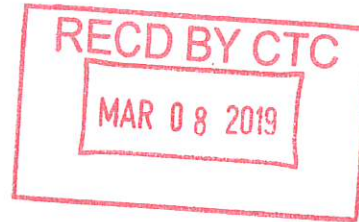
900 Northcrest Drive, PMB 16  
Crescent City, California 95531  
www.dnltc.org



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

February 26, 2019

Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814



Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (Caltrans') request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. As I write this letter, US Highway 101, our lifeline, has been fully closed several times in the last 48 hours. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades and days.

Over the last 20 years, \$86 million has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. While this project will be a long time in the making, we need to begin.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Cordially,

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

Tamera Leighton, Executive Director  
Del Norte Local Transportation Commission

JAMES RAMSEY  
President

WES WHITE  
Secretary

RICK SHEPHERD  
Commissioner

BRIAN STONE  
Commissioner

CAROL WHITE  
Commissioner

## Board of Harbor Commissioners

of the  
Crescent City Harbor District  
Phone (707) 464-6174 Fax (707) 465-3535  
101 Citizens' Dock Road  
Crescent City, California 95531  
[www.ccharbor.com](http://www.ccharbor.com)



CHARLES HELMS  
Chief Executive  
Officer/Harbormaster

28 February, 2019

Fran Inman, Chair  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA, 905814



Dear Chair Inman,

We are writing to express our support of the California Department of Transportation's request for \$40 million to completely fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Crescent City and Klamath.

The funding will supplement the \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has prudently used preliminary funding in advancement of the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure that U.S. Highway 101 along the Del Norte County coast does not experience a major failure or require continuation of the constant maintenance of the past decades.

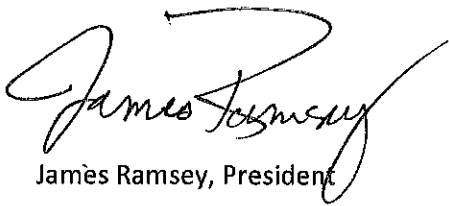
Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

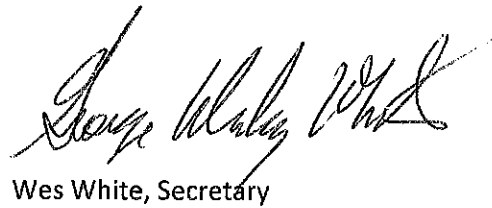
Chair Fran Inman  
28 February, 2019  
Page 2

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

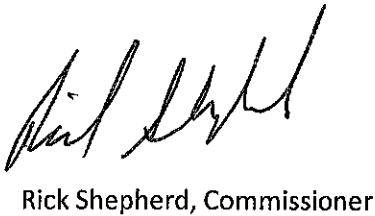
Sincerely,



James Ramsey, President



Wes White, Secretary



Rick Shepherd, Commissioner



Brian Stone, Commissioner



Carol White, Commissioner



MENDOCINO  
COUNCIL OF GOVERNMENTS

367 North State Street~Ukiah~California~95482  
www.mendocinocog.org

NEPHELE BARRETT, EXECUTIVE DIRECTOR

Administration: Suite 206  
(707) 463-1859  
Transportation Planning: Suite 204  
(707) 234-3434

March 5, 2019

Fran Inman, Chair  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

Re: Funding for Last Chance Grade

Dear Chair Inman:

I would like to express my support of the Caltrans request for \$40 million to fully fund the Project Approval and Environmental Document (PA&ED) phase of the Last Chance Grade project on US 101 between Klamath and Crescent City. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant and costly maintenance of the past several decades.

Expenditures of this magnitude may seem challenging to make in a rural area where fewer people are impacted than in urban areas. However, as a rural RTPA, we at MCOG understand just how critical this project is to the circulation and economic stability of the North Coast. If one route closes in a rural area, there are often no feasible alternate routes like there are in urban areas. A closure of US 101 at Last Chance Grade results in a detour of approximately 320 miles. According to a 2018 economic study, a full, long-term closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs.

Since 2010, a total of \$56 million from the federal emergency relief program has been spent on repairs of US 101 at Last Chance Grade. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide. Although a permanent solution may be a large undertaking, it will eliminate the need to continually fund short term fixes.

Completion of the PA&ED phase of this project will allow Caltrans to move toward a permanent solution to the ongoing landslide related closures of US 101 and protect the safety and economy of Del Norte County as well as the travelers and goods movement that rely on US 101. Please give this funding your full and fair consideration.

Sincerely,

Nephele S. Barrett  
Executive Director

cc: John Driscoll, District Representative, Congressman Jared Huffman  
Tamera Leighton, Del Norte LTC





# YUROK TRIBE

190 Klamath Boulevard • Post Office Box 1027 • Klamath, CA 95548

March 5, 2019

Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814



Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (Caltrans') request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

Sincerely,

Joseph L. James  
Yurok Tribe Chairman



BOARD OF SUPERVISORS  
**COUNTY OF HUMBOLDT**

825 5TH STREET, ROOM 111  
EUREKA, CALIFORNIA 95501 PHONE: (707) 476-2390

March 5, 2019

Fran Inman, Chair  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814



Dear Chair Inman:

On behalf of the Humboldt County Board of supervisors, I am writing in strong support of the California Department of Transportation's (Caltrans') request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

Rex Bohn, Chair  
Humboldt County Board of Supervisors

RB:kh



**COUNTY OF DEL NORTE  
BOARD OF SUPERVISORS**

981 "H" Street, Suite 200  
Crescent City, California 95531

Phone  
(707) 464-7204

Fax  
(707) 464-1165

February 26, 2019

Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814



Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

Lori L. Cowan, Chair  
Del Norte County, California

**COMMITTEES**  
CHAIR: HEALTH  
BUDGET  
HOUSING AND COMMUNITY DEVELOPMENT  
JOINT LEGISLATIVE AUDIT  
WATER, PARKS, AND WILDLIFE

**SUBCOMMITTEE**  
BUDGET SUBCOMMITTEE NO. 1 ON HEALTH  
AND HUMAN SERVICES

**SELECT COMMITTEE**  
HEALTH CARE DELIVERY SYSTEMS AND  
UNIVERSAL COVERAGE

# Assembly California Legislature



**JIM WOOD**  
ASSEMBLYMEMBER, SECOND DISTRICT

**STATE CAPITOL**  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0002  
(916) 319-2002  
FAX (916) 319-2102

**DISTRICT OFFICES**  
200 S SCHOOL STREET, SUITE D  
UKIAH, CA 95482  
(707) 463-5770  
FAX (707) 463-5773

50 D STREET, SUITE 450  
SANTA ROSA, CA 95404  
(707) 576-2526  
FAX (707) 576-2297

1036 5TH STREET, SUITE D  
EUREKA, CA 95501  
(707) 445-7014  
FAX (707) 455-6607

March 5, 2019

Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814



Dear Ms. Inman:

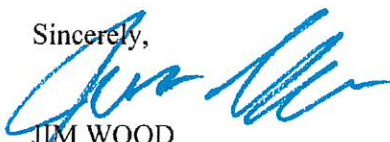
I am writing in strong support of the California Department of Transportation's (Caltrans') request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,



JIM WOOD  
Assemblymember, 2<sup>nd</sup> District





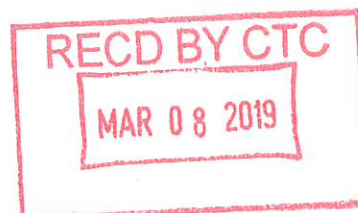
JARED HUFFMAN  
2ND DISTRICT, CALIFORNIA

WASHINGTON OFFICE  
1630 LONGWORTH HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
PHONE: (202) 225-5161  
FAX: (202) 225-5163  
WEBSITE: [huffman.house.gov](http://huffman.house.gov)

COMMITTEE ON  
NATURAL RESOURCES  
COMMITTEE ON THE BUDGET

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515-0502

March 4, 2019



Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

Dear Ms. Inman:

I am writing to support the California Department of Transportation's (Caltrans) request for \$40 million to complete environmental work on a potential long-term solution to Last Chance Grade on U.S. Highway 101, a crucial transportation project in my congressional district. Attached you will find letters from a variety of organizations, many of who are represented on my Last Chance Grade Stakeholders Group, which was convened in 2014. These letters signify unprecedented support for a project vital to the North Coast's economy and the safety of the travelling public.

Over the last 20 years, \$86 million has been spent in maintenance and repairs at Last Chance Grade, including \$56 million from the federal emergency relief program since 2010. Caltrans has worked heroically to keep the route open, but serious problems persist. Highway failure at Last Chance Grade would force a detour of 320 miles and cost the regional economy about \$456 million per year in business, \$417 million in travel expenses, and 3,800 jobs.

Because of the severity of the problem, I formed a stakeholder group of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance. These groups are closely analyzing options for a new alignment that carefully consider safety and impacts to natural and cultural resources.

The funding your commission is considering would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

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**  
559 LOW GAP ROAD  
UKIAH, CA 95482  
PHONE & FAX: (707) 671-7449

**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

February 19, 2019

Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814



Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

Sabina Renner CEO/SEC  
C. Renner Petroleum  
Crescent city California

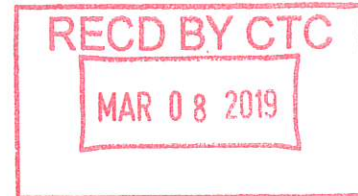


BOARD OF SUPERVISORS  
**COUNTY OF HUMBOLDT**

825 5TH STREET, ROOM 111  
EUREKA, CALIFORNIA 95501 PHONE: (707) 476-2390

March 5, 2019

Fran Inman, Chair  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814



Dear Chair Inman:

On behalf of the Humboldt County Board of supervisors, I am writing in strong support of the California Department of Transportation's (Caltrans') request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

Rex Bohn, Chair  
Humboldt County Board of Supervisors

RB:kh