

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 20-21, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5b.(4), Action Item

Prepared By: Jaime Espinoza, Chief (Acting)
Division of Financial Programming

Subject: **ALLOCATION FOR PS&E AND R/W SUPPORT FOR THE LAST CHANCE GRADE
TUNNEL BYPASS PROJECT ON ROUTE 101 IN DEL NORTE COUNTY
EA 01-0F280/PPNO 01-1112
RESOLUTION FP-26-10**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) allocation request for \$216,925,000 in Plans, Specifications, and Estimate (PS&E) and \$1,286,000 in Right of Way (R/W) support for the State Highway Operation and Protection Program (SHOPP) Last Chance Grade Tunnel Bypass project on Route 101, in Del Norte County?

RECOMMENDATION:

The Department recommends that the Commission approve an allocation of \$218,211,000 as follows:

- \$216,925,000 for the PS&E phase
- \$1,286,000 for the R/W support phase

This represents the remaining allocation of the total \$216,925,000 programmed for the PS&E phase and \$1,286,000 programmed for R/W support phase.

PROJECT DESCRIPTION:

This Long Lead project is located on US 101 near the City of Crescent City, from Wilson Creek Bridge to 3.8 miles north of Wilson Creek Bridge, in Del Norte County. The project will permanently restore and realign the roadway through a 1.1-mile tunnel bypass. The project is utilizing the Construction Manager/General Contractor (CMGC) delivery method.

FUNDING AND PROGRAMMING STATUS:

The project was initially programmed in the SHOPP in Fiscal Year 2016-17 for \$5,000,000 in support for the Project Approval and Environmental Document (PA&ED) phase only. In June 2017, the project received a PA&ED allocation for \$5,000,000. In March 2018, the PA&ED phase was programmed for an additional \$5,000,000 in the SHOPP for allocation in 2018-19. In March 2019, the project received an additional PA&ED allocation for \$45,000,000. With approval of the 2026 SHOPP in March of 2026, programming increased by \$225,000,000, which includes \$6,789,000 in PA&ED supplemental funds allocated in June of 2026, and \$216,925,000 for PS&E and \$1,286,000 for R/W support being requested at the August 2026 Commission meeting.

WORK TO BE COMPLETED WITH THIS ALLOCATION:

The allocation will cover PS&E and R/W support.

Work items funded by the PS&E allocation include the following:

- Department staff activities, including management of overall project direction, oversight responsibilities for all Last Chance Grade contracts, obtaining Permits, Licenses, Agreements, and Certifications for construction, regulatory compliance, and stakeholder coordination. (\$59.7M)
- CMGC activities, including providing input on constructability and design feasibility, cost estimating, risk management, innovative value engineering solutions, and development of construction sequencing and schedules. (\$18.625M).
- Independent Cost Estimator activities, including participation in Risk/Schedule Workshops, Value Analysis Studies, and Price Agreement Meetings, and providing independent cost estimates and scheduling services to validate CMGC estimates and assure a fair and reasonable price for construction. (\$7.95M)
- Multiphase Architectural and Engineering (A&E) Designer Consultant activities, including detailed engineering and design work and, as the Engineer of Record, preparation and delivery of PS&E documents that comply with state and federal policies, practices, and standards. (\$55M)
- PS&E Phase Geotechnical Investigation, including collection of critical data (via geotechnical drilling, in-situ testing, laboratory testing, and geophysical testing) for final design and development of the project's Geotechnical Baseline Report. (\$54.45M)
- Peer Review Panel activities, including providing unbiased, conflict-free input to the Department on high-risk technical matters relevant to the project (such as geotechnical investigation, tunnel safety, and tunnel geometry). (\$3.2M)

- Independent Technical Support Services Consultant activities, including working under Department oversight to assist in review of submittals by the Multiphase A&E Designer Consultant and provide the Department with independent advice to further verify compliance with state and federal policies, practices, and standards. (\$18M)

Work items funded by the R/W support allocation include the following:

- Right of Way activities, including obtaining Right of Entry and Transfer of Jurisdiction submissions, preparing fair market appraisals, field meetings, and obtaining a Highway Easement Deed necessary to support project delivery. (\$325K)
- Right of Way Engineering and Surveys activities, including records research, boundary analysis, land net surveys and mapping, preparation of Right of Way materials, appraisal, acquisition, and property conveyance, and post-construction monumentation and documentation. (\$961K)

KEY PROJECT RISKS DURING THE TIMEFRAME COVERED BY THIS ALLOCATION:

Key project risks during PS&E and R/W support are as follows:

- **Geotechnical discoveries during PS&E alter project scope.** Additional geotechnical investigation will be performed during the PS&E phase, to collect critical data for final project design. It is possible that unanticipated subsurface conditions are encountered (related to rock quality, landslide depths, groundwater regime, etc.), requiring significant alteration of project design.
- **Environmental document challenges result in California Environmental Quality Act and/or National Environmental Policy Act litigation.** The project area is uniquely sensitive and there is an increased risk of challenges to the Final Environmental Document.
- **Reaching agreement on complex biological mitigation to obtain permits and Right of Way for Construction.** The project has unique impacts on protected late successional forests, and achieving consensus on proper mitigation with permitting agencies and the landowner (Redwood National and State Parks) may be a significant challenge.

RISK MANAGEMENT APPROACH:

The project team will manage risks through strong coordination, proactive communication, and disciplined project controls. Dedicated staff will ensure timely, transparent engagement with internal leadership, partners, tribes, and the public.

The Department is assembling an experienced team of in-house experts and specialized consultants to address the project's technical complexity. A dedicated risk management team

will integrate best practices into daily work, including regular risk reviews, issue tracking, and cross-disciplinary coordination.

CONSEQUENCES:

If this request for allocation of the PS&E and R/W support phases is not approved, then the Department will experience a minimum 1-year delay to the design and construction phases of this high-cost project to permanently restore and realign the existing roadway along this segment of Route 101. The delay would lengthen the exposure to the community of a major landslide failure and generate an expected capital cost escalation of approximately \$180M per year of delay in addition to support cost increases and other cost increases. To address the restoration and realignment of the existing roadway, the project would need to be reprogrammed in a future SHOPP cycle which could lead to project cost increases.

FINANCIAL RESOLUTION:

Resolved, that \$218,211,000 be allocated for PS&E and R/W support to provide funds to complete the pre-construction phases for this SHOPP project.

Attachments

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Program Year	Phase	Programmed Amount	Allocation Amount
2.5b.(4)	Support Allocations for SHOPP Projects					Resolution FP-26-10	
1 01-DN-101 12.7/16.5	1112 0115000099	Near Crescent City, at Last Chance Grade, from Wilson Creek Bridge to 3.8 miles north of Wilson Creek Bridge. <u>Outcome/Outputs</u> : Permanent roadway restoration and realignment through a constructed tunnel bypass. This is a Construction Manager/General Contractor (CMGC) project. (Long Lead Project) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> : 1.0 Location(s) Concurrent consideration of funding under Resolution E-26-57; August 2026. As part of this allocation request, the Department is requesting to extend the completion of PS&E an additional 29 months beyond the 36 month deadline. As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 101 months beyond the 72 month deadline. Seven month allocation time extension for PS&E and R/W Sup approved under Waiver 26-102; June 2026.	0F280	30-31	PS&E RW Sup	\$223,714,000 \$1,286,000	\$216,925,000 \$1,286,000

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Assemblymember.Rogers@assembly.ca.gov



COMMITTEES
BUDGET
COMMUNICATIONS AND
CONVEYANCE
TRANSPORTATION
UTILITIES AND ENERGY
WATER, PARKS, AND WILDLIFE
BUDGET SUBCOMMITTEE NO. 4 ON
CLIMATE CRISIS, RESOURCES,
ENERGY, AND TRANSPORTATION

July 31, 2026

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

RE: Support for Allocation for PS&E and R/W Support for the Last Chance Grade Tunnel Bypass Project

Dear Commissioners:

I am writing to express strong support for the California Department of Transportation's (Caltrans) request to allocate PS&E and R/W Support for the Last Chance Grade Tunnel Bypass Project in Del Norte County.

Last Chance Grade is a critical transportation corridor along U.S. Highway 101 that connects rural northwestern California communities with essential services, economic opportunities, and the broader state transportation network. Chronic landslides and geologic instability have long jeopardized the reliability of this route, threatening public safety, emergency response, and the regional economy.

Granting this allocation request for the PS&E phase (\$216.925M) and the R/W Support phase (\$1.286M) will allow for critical project development activities to continue. This funding is vital to sustain project momentum following years of environmental review, public engagement, and preliminary engineering. This project is not only about infrastructure, but also about protecting communities, preserving economic resilience and regional connectivity, supporting interstate commerce, maintaining emergency access, and ensuring Californians can rely on one of the only north-south lifelines in the region.

I respectfully urge the Commission to approve allocation of PS&E and R/W Support at the August 2026 meeting. Please feel free to contact my office at 707-576-2526 if you have any questions or require additional information.

Sincerely,

A handwritten signature in black ink that reads "Chris Rogers".

CHRIS ROGERS
Assemblymember, District 2
CR:hm

California State Senate

SENATOR MIKE MCGUIRE

PRESIDENT PRO TEMPORE EMERITUS

NORTHERN CALIFORNIA'S SECOND SENATE DISTRICT



July 28, 2026

Clarissa Reyes Falcon, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Chair Falcon:

I am writing to express my strong support for the Department of Transportation's request to allocate PS&E and R/W Support for the Last Chance Grade Tunnel Bypass Project in Del Norte County. Last Chance Grade is one of the biggest transportation challenges on the North Coast, and it is critical to fully fund the design phase so that the project will be shovel-ready by 2031.

Last Chance Grade is a critical transportation corridor along U.S. Highway 101 that connects rural northwestern California communities with essential services, economic opportunities, and the broader state transportation network. Chronic landslides and geologic instability have long jeopardized the reliability of this route, threatening public safety, emergency response, and the regional economy.

Granting this allocation request will allow for critical project development activities to continue and sustain momentum following years of environmental review, public engagement, and preliminary engineering. Advancing the Last Chance Grade project is not merely about upgrading infrastructure, but will help protect vulnerable communities, preserve economic resilience and regional connectivity, support interstate commerce, maintain emergency access, and ensure Californians can depend on one of the only north-south lifelines in the region.

I respectfully urge your full and fair consideration of this request at your August 2026 meeting. If you have any questions, please do not hesitate to reach out to us at (707) 445-6508.

Warmest regards,

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

MIKE MCGUIRE
Senator

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

July 28, 2026

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

Dear Commissioners:

I am writing in support of the California Department of Transportation's (Caltrans) request for Plans, Specifications and, Estimate (PS&E) and Right of Way (R/W) Support funds for the Last Chance Grade Tunnel Bypass Project in the rural north of my congressional district. This essential project to ensure the reliability of U.S. Highway 101 in Northern California is widely supported by local communities, tribes, businesses, and environmental organizations which have collaborated for years on its development.

Last Chance Grade connects rural northwestern California communities with services, economic opportunities, and the broader state transportation network. Chronic landslides and geologic instability have long jeopardized this route, threatening public safety, emergency response, and the regional economy. Recognizing the complexity of a solution to these issues, I convened the Last Chance Grade Stakeholder Group more than 10 years ago. Tribes, local governments, environmental groups, agencies, and businesses have worked closely with Caltrans on an unprecedented effort to develop a robust project that will last long into the future.

Granting this allocation request for the PS&E phase and the R/W Support phase is vital to sustain project momentum following years of environmental review, public engagement, and preliminary engineering. Advancing this project is not only about infrastructure, but also about protecting communities, preserving economic resilience and regional connectivity, supporting interstate commerce, maintaining emergency access, and ensuring Californians can rely on one of the only north-south lifelines in the region.

Please give Caltrans' request for PS&E and R/W Support funding your full and fair consideration. If you have any questions, please contact my Senior District Representative John Driscoll at (707) 407-3585.

Sincerely,



JARED HUFFMAN
Member of Congress



126 US Highway 101 N Crescent City, CA 95531 phone: 707-465-3321
Email – DNAOROFFICE@GMAIL.COM website – WWW.DNAOR.COM

July 28, 2026

California Transportation Commission

1120 N Street, MS-52
Sacramento, CA 95814

RE: Support for Allocation for PS&E and R/W Support for the Last Chance Grade Tunnel Bypass Project

Dear Commissioners:

On behalf of the Del Norte Association of Realtors, I am writing to express strong support for the California Department of Transportation's (Caltrans) request to allocate PS&E and R/W Support for the Last Chance Grade Tunnel Bypass Project in Del Norte County.

As the voice of the real estate community in Del Norte County, the Del Norte Association of Realtors understands that reliable access along Highway 101 is essential to housing, economic vitality, emergency services, and the quality of life of our residents. The continued instability of Last Chance Grade creates significant challenges for our community and reinforces the importance of completing this critical project.

Last Chance Grade is a critical transportation corridor along U.S. Highway 101 that connects rural northwestern California communities with essential services, economic opportunities, and the broader state transportation network. Chronic landslides and geologic instability have long jeopardized the reliability of this route, threatening public safety, emergency response, and the regional economy.

Granting this allocation request for the PS&E phase (\$216.925M) and the R/W Support phase (\$1.286M) will allow for critical project development activities to continue. This funding is vital to sustain project momentum following years of environmental review, public engagement, and preliminary engineering. Advancing this project is not only about infrastructure, but also about protecting communities, preserving economic resilience and regional connectivity, supporting interstate commerce, maintaining emergency access, and ensuring Californians can rely on one of the only north-south lifelines in the region.

We respectfully urge the Commission to approve allocation of PS&E and R/W Support at the August 2026 meeting.

Thank you for your continued leadership and commitment to addressing California's most urgent infrastructure needs.

Sincerely,

Ashley Lee

Last Chance Grade Committee Chair
707-372-6711



CRESCENT CITY / DEL NORTE CHAMBER OF COMMERCE

1001 Front Street ■ Crescent City CA 95531

PHONE 707.464.3174 ■ www.delnorte.org



Crescent City Del Norte County Chamber of Commerce

July 21, 2026

California Transportation Commission

1120 N Street, MS-52
Sacramento, CA 95814

RE: Support for Allocation for PS&E and R/W Support for the Last Chance Grade Tunnel Bypass Project

Dear Commissioners:

On behalf of the Crescent City – Del Norte Chamber of Commerce, I am writing to express strong support for the California Department of Transportation's (Caltrans) request to allocate PS&E and R/W Support for the Last Chance Grade Tunnel Bypass Project in Del Norte County.

Last Chance Grade is a critical transportation corridor along U.S. Highway 101 that connects rural northwestern California communities with essential services, economic opportunities, and the broader state transportation network. Chronic landslides and geologic instability have long jeopardized the reliability of this route, threatening public safety, emergency response, and the regional economy.

Granting this allocation request for the PS&E phase (\$216.925M) and the R/W Support phase (\$1.286M) will allow for critical project development activities to continue. This funding is vital to sustain project momentum following years of environmental review, public engagement, and preliminary engineering. Advancing this project is not only about infrastructure, but also about protecting communities, preserving economic resilience and regional connectivity, supporting interstate commerce, maintaining emergency access, and ensuring Californians can rely on one of the only north-south lifelines in the region.

We respectfully urge the Commission to approve allocation of PS&E and R/W Support at the August 2026 meeting.

Thank you for your continued leadership and commitment to addressing California's most urgent infrastructure needs.

Sincerely,

Cindy Vosburg
Executive Director
Chamber of Commerce and Visitor Bureau



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

Phone
(707) 464-7204

Fax
(707) 464-1165

July 28, 2026

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

RE: Support for Allocation of PS&E and R/W Support Funding for the Last Chance Grade Tunnel Bypass Project

Dear Commissioners:

On behalf of the Del Norte County Board of Supervisors, I write in strong support of the California Department of Transportation's request for allocation of funding for the Plans, Specifications, and Estimates phase and Right of Way Support phase of the Last Chance Grade Tunnel Bypass Project.

U.S. Highway 101 at Last Chance Grade is the primary transportation connection between Del Norte County and the rest of California. Its continued instability threatens access to healthcare, emergency services, education, employment, commerce, and other essential services. A prolonged closure would isolate our communities, disrupt interstate travel and the movement of goods, and impose consequences our rural region simply cannot absorb.

The Last Chance Grade Tunnel Bypass Project provides the permanent solution our County has pursued for decades. Completion of the environmental phase now allows the project to move into final design and right-of-way activities. This milestone reflects years of sustained advocacy by the Del Norte County Board of Supervisors, together with the work and support of Caltrans, state and federal elected officials, tribal governments, agencies, and community partners.

Approval of the requested \$216.925 million allocation for the Plans, Specifications, and Estimates phase and \$1.286 million allocation for Right of Way Support is the essential next step toward construction. These allocations will allow Caltrans to maintain project momentum and advance the detailed design and right-of-way work necessary to deliver a safe, reliable, and resilient route around the unstable Last Chance Grade corridor.

The project is critical not only to Del Norte County, but also to the regional and interstate transportation network connecting Northern California and Southern Oregon. It will protect emergency access, support the movement of goods and interstate commerce, strengthen the tourism and timber industries that depend on reliable highway access, and preserve

connectivity for residents, businesses, and visitors throughout the North Coast.

The Del Norte County Board of Supervisors respectfully urges the California Transportation Commission to approve the requested allocations at its August 2026 meeting. We appreciate the Commission's continued partnership and commitment to advancing this vital project toward construction.

Sincerely,



Joey Borges, Chair
Del Norte County Board of Supervisors

July 23, 2026

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

Subject: Support for Allocation for PS&E and R/W Support for the Last Chance Grade Tunnel Bypass Project

Dear Commissioners:

Delivering a solution to the traveling public and our local community has been the highest priority project for Del Norte Local Transportation Commission for decades. We're grateful for your support to date, and we need to keep going. Please program PS&E and R/W Support for the Last Chance Grade Tunnel Bypass Project in Del Norte County.

The Del Norte region is unwavering in its support for a permanent solution at Last Chance Grade. I have collected resolutions of support from every organization I could identify, and every vote has been unanimous. We recognize this is a long process (I've been working on it since 2006), and our support for this vital west coast US Highway 101 will not waver.

Maintaining the demanding project schedule is a financially responsible action for California and is vital to sustaining the project momentum. This request for the PS&E phase (\$216.925M) and the R/W Support phase (\$1.286M) will allow for critical project development activities to continue.

Moving this project forward is about protecting the Del Norte region, preserving our economic resilience, and ensuring we can rely on our only north-south lifeline in our region.

Please approve the allocation of PS&E and R/W Support at the August 2026 meeting.

We're here to be strong partners with you in every way possible, and we're grateful for your commitment to a reliable US 101.

Sincerely,



Tamera Leighton, Executive Director
Del Norte Local Transportation Commission

Elk Valley Rancheria, California



2332 Howland Hill Road
Crescent City, CA 95531

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

July 28, 2026

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

RE: Support for Allocation for PS&E and R/W Support for the Last Chance Grade Tunnel Bypass Project

Dear Commissioners:

On behalf of the Elk Valley Rancheria, California, a federally recognized Indian tribe located in Del Norte County, California, I am writing to express strong support for the California Department of Transportation's (Caltrans) request to allocate PS&E and R/W Support for the Last Chance Grade Tunnel Bypass Project in Del Norte County.

The goal of the project is to restore access to the cities, communities and Native American Tribes that live, work and recreate within Del Norte County. The Project has been a local, regional, and statewide priority for many years and is a strong example of a multi-beneficial, transportation improvement project.

Last Chance Grade is a critical transportation corridor along U.S. Highway 101 that connects rural northwestern California communities with essential services, economic opportunities, and the broader state transportation network. Chronic landslides and geologic instability have long jeopardized the reliability of this route, threatening public safety, emergency response, and the regional economy.

Granting this allocation request for the PS&E phase (\$216.925M) and the R/W Support phase (\$1.286M) will allow for critical project development activities to continue. This funding is vital to sustain project momentum following years of environmental review, public engagement, and preliminary engineering. Advancing this project is not only about infrastructure, but also about protecting communities, preserving economic resilience and regional connectivity, supporting





interstate commerce, maintaining emergency access, and ensuring Californians can rely on one of the only north-south lifelines in the region.

We respectfully urge the Commission to approve allocation of PS&E and R/W Support at the August 2026 meeting.

Thank you for your continued leadership and commitment to addressing California's most urgent infrastructure needs.

Sincerely,



Dale A. Miller
Chairman





July 28, 2026

California Transportation Commission

1120 N Street, MS-52
Sacramento, CA 95814

RE: Support for Allocation for PS&E and R/W Support for the Last Chance Grade Tunnel Bypass Project

Dear Commissioners:

On behalf of the Environmental Protection Information Center (EPIC), I am writing to express strong support for the California Department of Transportation's (Caltrans) request to allocate PS&E and R/W Support for the Last Chance Grade Tunnel Bypass Project in Del Norte County.

EPIC has participated in the development of the Last Chance Grade Project for more than a decade. The process by which this project has been developed is remarkable and commendable. Caltrans has been transparent to an almost radical degree, bringing diverse stakeholders into the decisionmaking process, openly weighing the competing considerations that are often obscured from the public. In doing so, the agency has not only developed consensus support from the community for the project but has also meaningfully improved the project. Despite the considerable challenges of the project, EPIC believes that the agency has well-balanced the need to develop a safe and reliable project while reducing environmental impacts to the maximum extent feasible. The Last Chance Grade Project should serve as an example for future projects where deep technical challenges or potentially contentious issues risk community support.

Last Chance Grade is a critical transportation corridor along U.S. Highway 101 that connects rural northwestern California communities with essential services, economic opportunities, and the broader state transportation network. Chronic landslides and geologic instability have long jeopardized the reliability of this route, threatening public safety, emergency response, and the regional economy.

Environmental Protection Information Center

145 G Street, Suite A, Arcata, CA 95521

(707) 822-7711

www.wildcalifornia.org



Granting this allocation request for the PS&E phase (\$216.925M) and the R/W Support phase (\$1.286M) will allow for critical project development activities to continue. This funding is vital to sustain project momentum following years of environmental review, public engagement, and preliminary engineering. Advancing this project is not only about infrastructure, but also about protecting communities, preserving economic resilience and regional connectivity, supporting interstate commerce, maintaining emergency access, and ensuring Californians can rely on one of the only north-south lifelines in the region.

We respectfully urge the Commission to approve allocation of PS&E and R/W Support at the August 2026 meeting.

Thank you for your continued leadership and commitment to addressing California's most urgent infrastructure needs.

Sincerely,

Thomas Wheeler
Executive Director
Environmental Protection Information Center



BOARD OF SUPERVISORS
COUNTY OF HUMBOLDT

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

July 28, 2026

California Transportation Commission

1120 N Street, MS-52
Sacramento, CA 95814

RE: Support for Allocation for PS&E and R/W Support for the Last Chance Grade Tunnel Bypass Project

Dear Commissioners:

On behalf of the 5th District of Humboldt County, I am writing to express strong support for the California Department of Transportation's (Caltrans) request to allocate PS&E and R/W Support for the Last Chance Grade Tunnel Bypass Project in Del Norte County.

I am the seated Supervisor for the 5th District of Humboldt and the member of the Humboldt County Board of Supervisors that has been working on this issue over the past 8 years. As you may be aware, this project has direct impact on our County as it neighbors Del Norte County and is connected by Highway 101 and Last Chance Grade.

Last Chance Grade is a critical transportation corridor along U.S. Highway 101 that connects rural northwestern California communities with essential services, economic opportunities, and the broader state transportation network. Chronic landslides and geologic instability have long jeopardized the reliability of this route, threatening public safety, emergency response, and the regional economy.

Granting this allocation request for the PS&E phase (\$216.925M) and the R/W Support phase (\$1.286M) will allow for critical project development activities to continue. This funding is vital to sustain project momentum following years of environmental review, public engagement, and preliminary engineering. Advancing this project is not only about infrastructure, but also about protecting communities, preserving economic resilience and regional connectivity, supporting interstate commerce, maintaining emergency access, and ensuring Californians can rely on one of the only north-south lifelines in the region.

I respectfully urge the Commission to approve allocation of PS&E and R/W Support at the August 2026 meeting. Thank you for your continued leadership and commitment to addressing California's most urgent infrastructure needs.

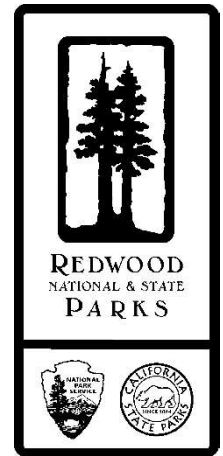
Sincerely,

Steve Madrone, 5th District Supervisor
County of Humboldt
smadrone@humboldt.ca.us

Redwood National and State Parks
1111 Second Street
Crescent City, CA 95531

July 27, 2026

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



Re: Allocation Request for PS&E (Design) Funds and R/W Support for the Last Chance Grade Permanent Restoration Project

Dear Commissioners,

On behalf of Redwood National and State Parks (RNSP), we are aware that the California Department of Transportation (Caltrans) is requesting funding for the PS&E ("Design") and R/W Support phase of the Last Chance Grade Permanent Restoration Project. RNSP has been working closely with Caltrans and other partners on the project, and this funding will allow the project to continue to the next phase. Timely delivery of this project is vital to the safety, economy, and accessibility of the North Coast.

RNSP includes three California State Parks units and Redwood National Park, which are collaboratively managed. Each year, millions of visitors from around the world enjoy the scenic beauty, culture, and recreational opportunities that this UNESCO World Heritage site provides. RNSP will be significantly impacted by the project in question. To ensure close collaboration, appropriate mitigation, and community representation, RNSP leadership have consistently participated in the Last Chance Grade Stakeholder Group of agencies, created by Congressman Huffman. While impacts to irreplaceable public trust resources are unavoidable in any project alternative but the "no-build" alternative, our support for this project has remained consistent, given the critical nature of this failing transportation corridor along U.S. Highway 101.

Last Chance Grade connects rural northwestern California communities with essential services, economic opportunities, and the broader state transportation network. Chronic landslides and geologic instability have long jeopardized the reliability of this route, threatening public safety, emergency response, and the regional economy.

Granting this allocation request for the PS&E phase (\$216.925M) and the R/W Support phase (\$1.286M) will allow for critical project development activities to continue. This funding is vital to sustain project momentum following years of

environmental review, public engagement, and preliminary engineering. This project is not only about infrastructure, but also about protecting communities, preserving economic resilience and regional connectivity, supporting interstate commerce, maintaining emergency access, and ensuring Californians can rely on one of the only north-south lifelines in the region.

We respectfully urge the Commission to approve the allocation of PS&E and R/W Support at the August 2026 meeting. Thank you for your continued leadership and commitment to addressing California's most urgent infrastructure needs.

Sincerely,

Victor Bjelajac

Victor Bjelajac
North Coast Redwoods District,
California State Parks
District Superintendent
victor.bjelajac@parks.ca.gov
707.407.7484

Patrick Taylor

Patrick Taylor
Redwood National Park
Superintendent (Acting)
patrick_taylor@nps.gov
707.465.7304



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

Local: 707-465-2121

Toll Free: 1-800-681-6803

July 28, 2026

California Transportation Commission

1120 N Street, MS-52
Sacramento, CA 95814

RE: Support for Allocation for PS&E and R/W Support for the Last Chance Grade Tunnel Bypass Project

Dear Commissioners:

On behalf of Kurt Stremberg and the Stremberg Family, I am writing to express strong support for the California Department of Transportation's (Caltrans) request to allocate PS&E and R/W Support for the Last Chance Grade Tunnel Bypass Project in Del Norte County.

For me, this effort is deeply personal—my parents tragically lost their lives on Last Chance Grade. In March 1972, Edwin and Aili Stremberg, were killed when a storm caused a section of Last Chance Grade to collapse into the Pacific Ocean moments after they had driven me to Klamath. Their tragic loss has inspired more than five decades of unwavering advocacy for a safe, permanent replacement of this critical transportation corridor. The recurring closures continue to have profound impacts on residents, businesses, emergency services, and the regional economy, making this project essential for the North Coast.

Last Chance Grade is a critical transportation corridor along U.S. Highway 101 that connects rural northwestern California communities with essential services, economic opportunities, and the broader state transportation network. Chronic landslides and geologic instability have long jeopardized the reliability of this route, threatening public safety, emergency response, and the regional economy.

Granting this allocation request for the PS&E phase (\$216.925M) and the R/W Support phase (\$1.286M) will allow for critical project development activities to continue. This funding is vital to sustain project momentum following years of environmental review, public engagement, and preliminary engineering. Advancing this project is not only about infrastructure, but also about protecting communities, preserving economic resilience and regional connectivity, supporting interstate commerce, maintaining emergency access, and ensuring Californians can rely on one of the only north-south lifelines in the region.



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

Local: 707-465-2121
Toll Free: 1-800-681-6803

We respectfully urge the Commission to approve allocation of PS&E and R/W Support at the August 2026 meeting.

Thank you for your continued leadership and commitment to addressing California's most urgent infrastructure needs.

Sincerely,

A handwritten signature in black ink that reads "Kurt Stremberg". The signature is written in a cursive, flowing style.

Kurt Stremberg
Broker & Owner
707-954-1732



Tolowa Dee-ni' Nation

12801 Mouth of Smith River Rd. Smith River, CA 95567

707-487-9255 www.tolowa.gov



July 30, 2026

California Transportation Commission

1120 N Street, MS-52

Sacramento, CA 95814

RE: Support for Allocation for PS&E and R/W Support for the Last Chance Grade Tunnel Bypass Project

Dv-laa-ha~ Commissioners:

On behalf of Tolowa Dee-ni' Nation, I am writing to express strong support for the California Department of Transportation's (Caltrans) request to allocate PS&E and R/W Support for the Last Chance Grade Tunnel Bypass Project in Del Norte County.

The Tolowa Dee-ni' Nation is a federally recognized Tribe located in Del Norte County, representing and serving Tolowa citizens throughout the region. Last Chance Grade directly affects the Nation because U.S. Highway 101 is the primary north-south route connecting our citizens, employees, government operations, healthcare services, businesses, and neighboring communities. Any closure or extended disruption at Last Chance Grade can significantly delay emergency response, limit access to essential medical care and supplies, disrupt commerce, and isolate communities throughout Del Norte County. A safe and reliable long-term solution is therefore critical to the well-being, safety, and economic resilience of the Tolowa Dee-ni' Nation and the broader region.

Last Chance Grade is a critical transportation corridor along U.S. Highway 101 that connects rural northwestern California communities with essential services, economic opportunities, and the broader state transportation network. Chronic landslides and geologic instability have long jeopardized the reliability of this route, threatening public safety, emergency response, and the regional economy.

Granting this allocation request for the PS&E phase (\$216.925M) and the R/W Support phase (\$1.286M) will allow for critical project development activities to continue. This funding is vital to sustain project momentum following years of environmental review, public engagement, and preliminary engineering. Advancing this project is not only about infrastructure, but also about protecting communities, preserving economic resilience and regional connectivity, supporting interstate commerce, maintaining emergency access, and ensuring Californians can rely on one of the only north-south lifelines in the region.

We respectfully urge the Commission to approve allocation of PS&E and R/W Support at the August 2026 meeting.

Thank you for your continued leadership and commitment to addressing California's most urgent infrastructure needs.

Shu' shaa nin-la,

A handwritten signature in dark ink, appearing to read "Debbie Boardman".

Debbie Boardman

Chairperson, on behalf of Tribal Council