

LAST CHANCE GRADE

Informational Update

California Transportation Commission

August 2026



Last Chance Grade (LCG) Permanent Restoration Project

- Shifts the highway alignment out of a landslide on U.S. 101 in Del Norte County
- Builds a 6,000-ft highway tunnel for long-term reliability and safety



Emergency Road Closure Impacts

- 449-mile, 8-hour detour between Klamath and Crescent City
- Cost of one-year closure:
 - \$236M in travel costs
 - \$417M in foregone trips
 - \$456M in reduced business output
 - 3,800 jobs lost



LEGEND

Active
Landslides
Earthflow
Boundary
Coastal
Erosion

Approximate Location of Landslides and Earthflow

- Coastal erosion impacts base of the slope
- Project area is part of Redwood National and State Parks

US 101

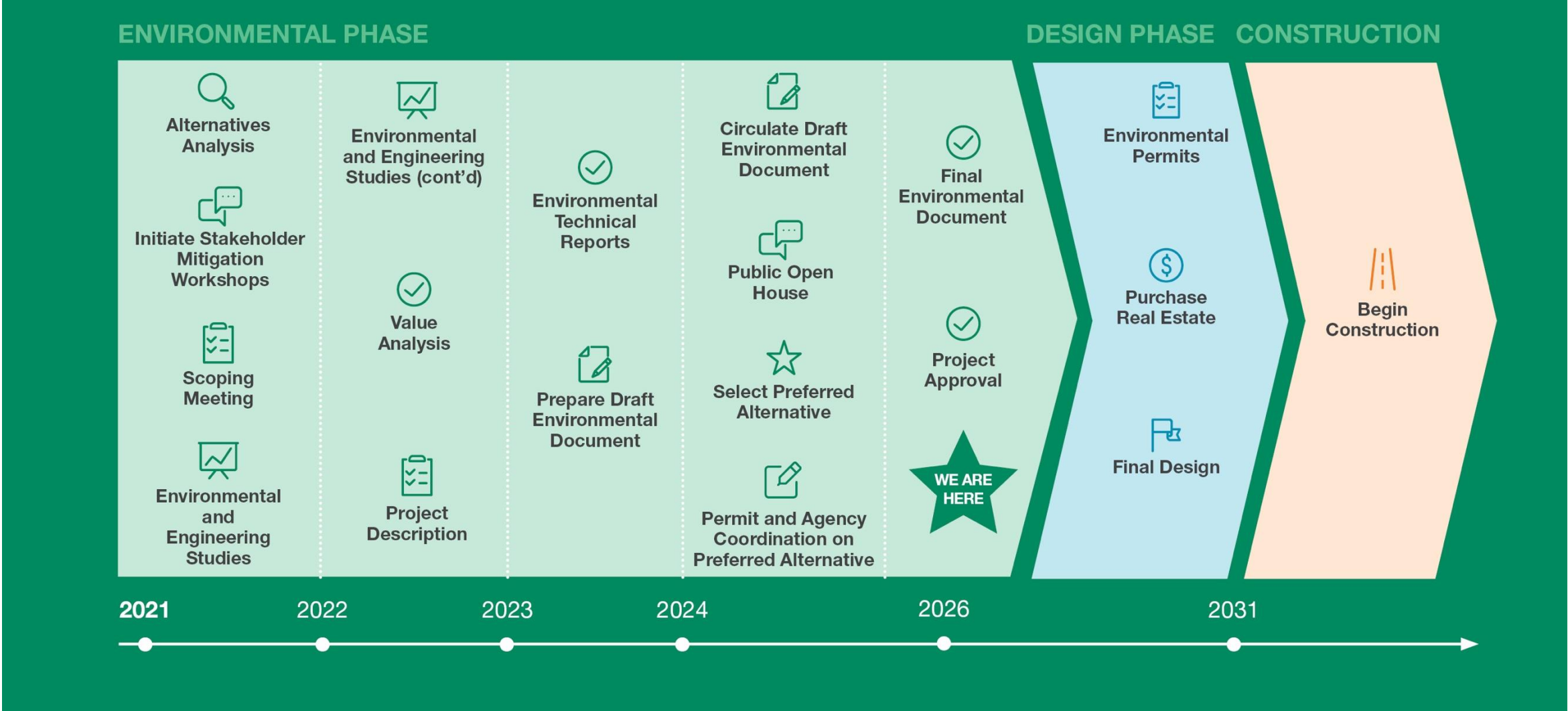


\$150 million
spent over the
past decade on
maintenance
and emergency
repairs





Key Steps in the Process



Agencies and Organizations Involved in Decisions to Protect Natural & Cultural Resources at Last Chance Grade

Tab #76



FEDERAL AGENCIES



Federal Highway Administration (FHWA)



National Park Service (NPS)



U.S. Environmental Protection Agency (U.S. EPA)



U.S. Army Corps of Engineers (USACE)



U.S. Fish and Wildlife Service (USFWS)

STATE AGENCIES



California Coastal Commission (CCC)



California Department of Parks and Recreation (CDPR)



California Department of Fish and Wildlife (CDFW)



California Transportation Commission (CTC)

STATE AGENCIES (cont'd.)



State Historic Preservation Officer (SHPO)



State Water Resources Control Board (SWRCB)

REGIONAL AGENCIES



North Coast
Regional
Water Board

North Coast Regional Water Quality Control Board
(NCRWQCB)

TRIBAL COMMUNITIES



Elk Valley Rancheria (Federally Recognized Tribe)



Pulikla Tribe of Yurok People (Federally Recognized Tribe)



Tolowa Dee-ni' Nation (Federally Recognized Tribe)



Tolowa Nation (California Native American Group)



Yurok Tribe (Federally Recognized Tribe)



PA&ED Phase Delay and Action Plan for Schedule Recovery



Final Environmental Document (FED) was delayed to finalize the Memorandum of Agreement for Cultural Resources



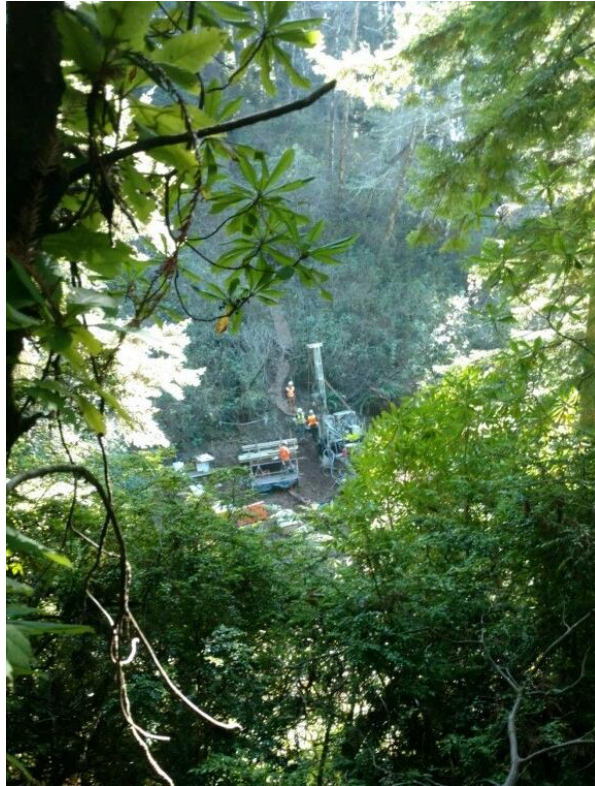
PA&ED was met on July 15, 2026



Geotechnical Investigation Program is on schedule to capture the short fall work window



Geotechnical Investigations



COST

Design: \$223.714 million (programmed)

Right of Way Support: \$1.286 million

Construction Capital: \$2.5 to \$3.5 billion





Pursuit of Capital Funding

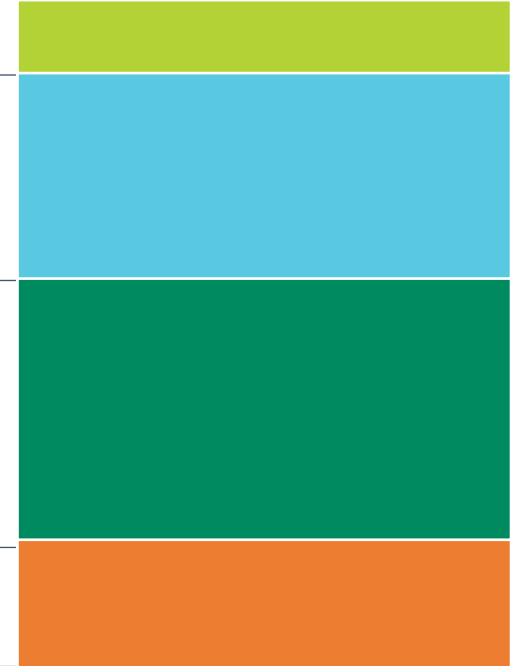
- A multi-source capital package is needed
- No capital funding yet secured
- Funding pursuit will span the design phase
- Coalition of elected leaders and tribes is strengthening
- Advancing design is essential

PROGRAMMATIC

COMPETITIVE

FINANCING

NON-FEDERAL MATCH



Caltrans Request to CTC

Caltrans requests allocation of:

- \$216.925 million for Design Support
- \$1.286 million for Right of Way Support



Next Steps for the Project



Simulation of proposed South Tunnel Portal and Approach



Simulation of proposed North Tunnel Portal and Approach

- Fall 2026 – Begin Design Phase:
 - Final Design
 - Environmental Permitting
 - Right of Way Acquisition
- 2030 – Reach Agreed-to-Price
- 2031 – Begin Construction
- 2039 – End Construction

Essential Stakeholder Collaboration



Questions?

For more information:

www.lastchancegrade.com