

**DEL NORTE ECONOMIC DEVELOPMENT CORPORATION**  
**882 H St., Crescent City, CA 95531**

April 10, 2017

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

MAIL TO:

**Congressman Jared Huffman**  
**317 Third Street, Suite 1**  
**Eureka, CA 95501**  
**Re: Last Chance Grade**

Dear Mr. Alvarado,

I am writing in strong support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment of U.S. Highway 101 between Klamath and Crescent City near the area known as Last Chance Grade. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Caltrans has spent well over \$40 million maintaining the current alignment on Last Chance Grade since 1981. Last year, Governor Jerry Brown proclaimed a state of emergency due to damage caused by El Nino storms in Del Norte County. This winter, significant damage occurred at Last Chance Grade, including a new slide which collapsed a lane of the highway, and weeks later, a slide which closed the highway for several hours. Caltrans is actively engaged with the Federal Highways Administration on negotiating the use of Emergency Relief funds to repair the damage and keep essential traffic flowing on the existing roadway.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. Del Norte Economic Development Corporation represents businesses in Curry, Del Norte, Humboldt, Jackson & Josephine Counties, and has a deep interest in the viability of U.S. Highway 101.

The CTC funding under consideration would allow Caltrans to initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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,

Roxann Haynes, Executive Director  
Del Norte Economic Development Corporation



April 10, 2017

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

Dear Mr. Alvarado,

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A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. At C. Renner Inc. alone, a full closure of the route would increase the operation costs to at least double or even triple the regular amount. We've served Del Norte County with fueling products including; home heating, lubricants, retail and commercial fueling stations for 26 years and a full closure of this route would make it hard to keep C. Renner Inc. and our community afloat. The costs to acquire and maintain an adequate amount of fueling products on hand to serve Del Norte County would increase drastically. Our retail division and other retail fuel stations in the area would see rising prices on the streets, seriously affecting our community. C. Renner Inc. is part of a 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 initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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.

A handwritten signature in black ink, appearing to read 'Sabina Renner', with a long, sweeping underline.

Thank you,  
Sabina Renner CEO/SEC  
C. Renner Inc.  
707-465-1776  
Sabina@C-Renner.com

April 10, 2017

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

**MAIL TO:**  
**Congressman Jared**  
**Huffman**  
**317 Third Street, Suite**  
**1**  
**Eureka, CA 95501**  
**Re: Last Chance Grade**

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A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. (MY ORGANIZATION) is part of a 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 initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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,

*Dr. Mrs. Mark Francusich*  
*Four Paws Pet Hospital*  
*144 W. Washington Blvd*  
*Crescent City, CA 95501*

April 10, 2017

Kevin Fallon

Crescent City Redwoods KOA

4241 US Highway 101 North

Crescent City, CA 95531

Bob Alvarado

Chairman, California Transportation Commission

1120 N Street, MS-52

Sacramento, CA 95814

Dear Mr. Alvarado,

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A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. Crescent City Redwoods KOA represents Wild Rivers Campgrounds, Inc., and has a deep interest in the viability of U.S. Highway 101.

The CTC funding under consideration would allow Caltrans to initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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,



Kevin Fallon

President

Crescent City Redwoods KOA

Wild Rivers Campgrounds, Inc.

DRAFT LANGUAGE FOR CONSIDERATION

April 10, 2017

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

MAIL TO:

**Congressman Jared Huffman**  
**317 Third Street, Suite 1**  
**Eureka, CA 95501**  
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A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. First Transit, Inc. is part of a 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 initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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,

Kevin Heckman  
First Transit, Inc.

DRAFT LANGUAGE FOR CONSIDERATION

April 10, 2017

Bob Alvarado  
Chairman, California Transportation Commission  
1120 N Street, MS-52  
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A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. (MY ORGANIZATION) represents BLANK, and has a deep interest in the viability of U.S. Highway 101.

The CTC funding under consideration would allow Caltrans to initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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,

YOUR NAME  
YOUR ORGANIZATION

HARRY WETHERELL 2 ORGANIZATIONS  
BASQUET MOBILE HOME PARK  
WETHERELL RANCH



April 10, 2017

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

Dear Mr. Alvarado,

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A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. Rumiano Cheese Company is part of a 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 initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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,

Rumiano Cheese Company  
R. Baird Rumiano  
President

**Rumiano Cheese Company**

P.O. Box 305, Crescent City, CA 95531 and P.O. Box 863, Willows, CA 95988  
[www.rumianocheese.com](http://www.rumianocheese.com)

**Chelsea Realty  
15005 Ocean View Drive  
Smith River, CA 95567**

April 12, 2017

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

Dear Mr. Alvarado:

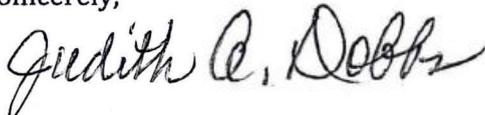
I am writing in strong support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment of U. S. Hwy 101 between Klamath and Crescent City near the area known as Last Chance Grade. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

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A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. Del Norte Association of Realtors is part of a 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 initiate studies and investigations of potential alignments of the highway around Last Chance Grade to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please giving this funding your full and fair consideration.

Sincerely,



Judith A. Dobbs  
Broker/Owner  
Chelsea Realty

April 12, 2017

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

Dear Mr. Alvarado,

As the Regional Transportation Planning Agency, we are writing in strong support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment of U.S. Highway 101 between Klamath and Crescent City near the area known as Last Chance Grade. This is our first priority project in our Regional Transportation Plan. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

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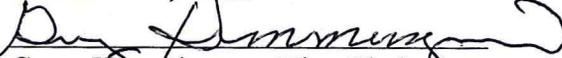
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The CTC funding under consideration would allow Caltrans to initiate studies and investigations of potential alignments of the highway around Last Chance Grade to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

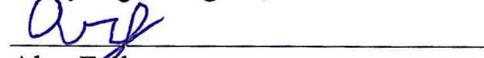
Sincerely,



Darrin Short, Chair



Gerry Hemmingsen, Vice Chair



Alex Fallman



Roger Gitlin

Chris Howard



Heidi Kime

April 13, 2017

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

Dear Mr. Alvarado,

I am writing in strong support of the California Department of Transportation's request for funding to conduct geotechnical investigations for a potential new alignment of U.S. Highway 101 between Klamath and Crescent City near the area known as Last Chance Grade. This funding is critical to ensure a viable new alignment can be identified before this portion of the coastal highway experiences a major failure and to eliminate the constant maintenance of the past several decades.

Since 1981 Caltrans has spent over \$40 million to maintain this vital highway – the only north – south coastal road in northern California. My company, Green Diamond Resource Company, uses highway 101 to conduct business with our only viable customer for logs in southern Oregon. A catastrophic loss of the highway for a significant period would create huge losses for my company without the ability to send our products to market. Our losses, coupled with those of the rest of our community are estimated to be more than \$130 million per year.

To his credit Congressman Jared Huffman, D-San Rafael, has convened a stakeholder group 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. However, we need support from Caltrans to conduct the geotechnical studies necessary for this group to support the most practical and environmentally beneficial alternative.

With this in mind we support the CTC funding under consideration that would allow Caltrans to initiate studies and investigations of potential alignments of the highway around Last Chance Grade to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. We hope you will give this funding your full and fair consideration.

Sincerely,



Neal D. Ewald, Senior Vice President  
Green Diamond Resource Company



April 14, 2017

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

Dear Mr. Alvarado,

I am writing in strong support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment of U.S. Highway 101 between Klamath and Crescent City near the area known as Last Chance Grade. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

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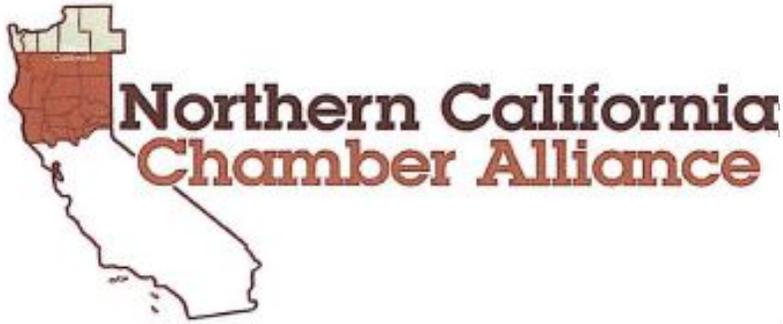
A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. Save the Redwoods League is part of a stakeholders group convened by Congressman 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 initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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, appearing to read "Emily Burns", written over a light gray rectangular background.

Emily Burns, PhD  
Director of Science and Education



April 18, 2017

Bob Alvarado  
Chairman, California Transportation Commission  
1120 N. Street, MS-52  
Sacramento, Ca. 95814

RE: Support for Last Chance Grade Funding

Mr. Alvarado,

I am writing in strong support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment of U.S. Highway 101 between Klamath and Crescent City in the area known as Last Chance Grade. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Caltrans has spent over \$40 million maintaining the current alignment on Last Chance Grade since 1981. Last year, Governor Jerry Brown proclaimed a "State of Emergency" due to damage caused by El Nino storms in Del Norte County. This past winter, additional significant damage occurred at Last Chance Grade, including a new slide which collapsed one of the two lanes of the highway. This was followed weeks later by a slide onto the highway which caused a closure for several hours. Caltrans is actively engaged with the Federal Highways Administration on negotiating the use of Emergency Relief funds to repair the damage and keep essential traffic flowing on the existing roadway.

The Northern California Chamber Alliance represents many Chambers of Commerce throughout northern California and southern Oregon. A significant failure at Last Chance Grade would force a detour of approximately 320 miles (and six to eight hours of additional driving time). Caltrans has estimated a full closure of the route would cost the local economy in excess of \$130 million annually. For these reasons, the Northern California Chamber Alliance supports CTC funding for Caltrans to initiate studies and investigations of potential alignments of the highway around Last Chance Grade to provide the safety of the travelers and the economies of Humboldt, Del Norte and Curry Counties.

If you have any questions regarding our support for this important project, please contact me.

Sincerely,

Sandy Linville, PhD  
President

cc: Congressman Jared Huffman



## HCAOG

*Regional Transportation  
Planning Agency*

611 I Street, Suite B  
Eureka, CA 95501  
707.444.8208  
Fax: 707.444.8319  
www.hcaog.net

April 20, 2017

Mr. Bob Alvarado  
Chairman, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

Dear Mr. Alvarado,

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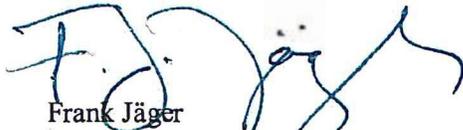
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A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. The Humboldt County Association of Governments has dedicated two elected officials to a 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.

Mr. Bob Alvarado  
April 20, 2017  
Page 2

The CTC funding under consideration would allow Caltrans to initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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 'Frank Jäger', with a stylized flourish extending to the right.

Frank Jäger  
Mayor, City of Eureka  
HCAOG Board Vice-Chair



# North State Super Region

1255 East Street, Suite 202, Redding, CA 96001  
(530) 262-6190 [nssr16@gmail.com](mailto:nssr16@gmail.com)  
[www.superregion.org](http://www.superregion.org)  
Phillip J. Dow, Chair

**Jon Clark**  
Butte County Assn. of Governments

**Scott Lanphier**  
Colusa County Transportation Comm.

**Tamera Leighton**  
Del Norte Local Transportation Comm.

**Di Aulabaugh**  
Glenn County Transportation Comm.

**Marcella Clem**  
Humboldt County Association of Govt.

**Lisa Davey-Bates**  
Lake Co City/Area Planning Council

**Cynthia Raschein**  
Lassen County Transportation Comm.

**Phil Dow**  
Mendocino Council of Governments

**Debbie Pedersen**  
Modoc County Transportation Comm.

**Daniel Landon**  
Nevada County Transportation Comm.

**Robert Perreault**  
Plumas County Transportation Comm.

**Daniel S. Little**  
Shasta County Transportation Agency/MPO

**Tim Beals**  
Sierra County Transportation Comm.

**Melissa Cummins**  
Siskiyou County Local Trans. Comm.

**Gary Antone**  
Tehama County Transportation Comm.

**Richard Tippett**  
Trinity County Transportation Comm.

April 21, 2017

Mr. Bob Alvarado, Chair  
California Transportation Commission  
1120 N. Street, MS-52  
Sacramento, CA 95814

Subject: US 101 – Last Chance Grade

Dear Commissioner Alvarado:

Last year was a banner year for highway transportation in the far north of California. Two major highway projects were opened to traffic that each took decades to plan, fund, and construct. The Buckhorn Summit project on State Route 299 and the Willits Bypass on U.S. 101, once referred to as “Notorious Projects”, are now open to traffic.

Now that these two major steps forward have been completed, the unstable geology of northwestern California is again threatening a huge step backward in the State’s transportation system – the potential severing of U.S. 101 in Del Norte County. The notable slide on Last Chance Grade is again on the move.

Along with Interstate 5/S.R. 99, U.S. 101 is only one of only two north-south routes in our region that are identified as Priority Interregional Highways in California’s *Interregional Transportation Strategic Plan*. The designation of U.S. 101 as one of only ten *Focus Routes* in California recognizes its important role in statewide highway connectivity. Within the North State Super Region, U.S. 101 is known as “the lifeline of the North Coast”.

Winter storms this year have resulted in significant damage to the roadway south of Crescent City, including the development of a new slide area. Closure of this highway would result in severe economic damage to the local economy and result in a detour route of over 300 miles.

April 21, 2017

Page 2

As partners of a coalition of 14 regional transportation planning agencies and two small Metropolitan Planning Organizations, we share the concern of the Del Norte Local Transportation Commission that the slide issue at Last Chance Grade must be addressed in a timely fashion. Many millions in State resources have already been spent on the U.S. 101 current alignment, resulting in only temporary benefit. Investigations into potential alignments in more geologically stable areas need to proceed.

It is our understanding that Caltrans will be seeking funding from the Commission at the May meeting in San Diego for environmental and geotechnical investigation of potential new alignments of a segment of U.S. 101 to circumvent the Last Chance Grade slide areas. The North State Super Region is wholly supportive of this initial step toward a permanent solution to this critical statewide transportation issue.

Sincerely,

A handwritten signature in blue ink that reads "Phillip J. Dow". The signature is written in a cursive style with a large initial "P".

Phillip J. Dow, P.E., Chair  
North State Super Region

Copies: Congressman Jared Huffman  
Tamera Leighton, Del Norte Local Transportation Commission



# Tehama County Transportation Commission and Regional Transportation Planning Agency

9380 San Benito Avenue • Gerber, California 96035 • (530) 385-1462 • Fax: (530) 385-1189

April 24, 2017

T 17-30

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

RE: SUPPORT CTC FUNDING FOR CALTRANS U.S. HWY 101 STUDY

Dear Mr. Alvarado,

The Tehama County Transportation Commission offers its support for the California Department of Transportation request to fund environmental and geotechnical studies for a potential new alignment of U.S. Highway 101 between Klamath and Crescent City, in the vicinity of the area known as Last Chance Grade. The initial studies are a critical step in identifying a viable long term north/south coastal highway route in an area with a potential for major failure of the existing alignment.

A significant amount of maintenance work and funding has been directed to this section of highway, Last Chance Grade, to keep it functional and a more permanent fix is needed. Governor Brown's state of emergency proclamation last year, due to damage caused by El Nino storms in Del Norte County, highlights severity of this issue. Additionally, significant damage occurred again at Last Chance Grade from the recent storm events, which included major landslides and the collapse of roadway travel lanes.

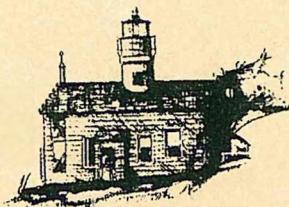
Caltrans is actively negotiating with the Federal Highways Administration the use of Emergency Relief funds to repair the recent damage and keep this essential traffic corridor open and functional. However, a long term solution is needed as a significant failure of this segment of U.S. Highway 101 would severely limit access to the area and force traffic detours in excess of 320 miles, adding six to eight hours to travel times.

Due to the importance of the U.S. Highway 101 route in Del Norte County, the Tehama County Transportation Commission supports Caltrans' request for CTC funding for studies to further the development of a new alternate alignment for this important highway segment.

Sincerely,

A handwritten signature in black ink, appearing to read 'Robert Christison', is written over a large, light-colored scribble or stamp.

Robert Christison, Chairman  
Tehama County Transportation Commission



*Battery Point Lighthouse*

## Del Norte County Historical Society

---

April 24, 2017

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

Dear Mr. Alvarado,

I am writing in strong support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment of U.S. Highway 101 between Klamath and Crescent City near the area known as Last Chance Grade. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

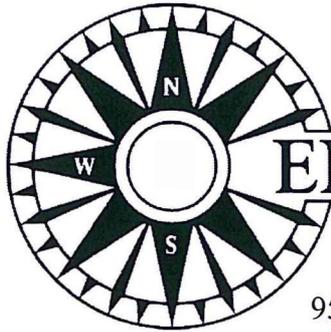
Caltrans has spent well over \$40 million maintaining the current alignment on Last Chance Grade since 1981. Last year, Governor Jerry Brown proclaimed a state of emergency due to damage caused by El Nino storms in Del Norte County. This winter, significant damage occurred at Last Chance Grade, including a new slide which collapsed a lane of the highway, and weeks later, a slide which closed the highway for several hours. Caltrans is actively engaged with the Federal Highways Administration on negotiating the use of Emergency Relief funds to repair the damage and keep essential traffic flowing on the existing roadway.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. The Del Norte County Historical Society relies on tourism, and has a deep interest in the viability of U.S. Highway 101.

The CTC funding under consideration would allow Caltrans to initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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.

On behalf of the Governing Board and very sincerely,

Karen Betlejewski, Coordinator



# ENGLUND MARINE & INDUSTRIAL SUPPLY

95 Hamburg Ave, PO Box 296 Astoria OR 97103

April 24, 2017

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

Dear Mr. Alvarado,

I am writing in strong support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment of U.S. Highway 101 between Klamath and Crescent City near the area known as Last Chance Grade. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

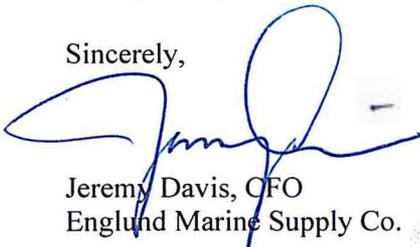
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A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year.

 Englund Marine has retail stores in both Crescent City and Eureka, California and we utilize U.S. Highway 101 several times each week supplying product to these stores and servicing local area businesses along this route. Our stores provide industrial goods to small businesses as well as marine and fishing gear to commercial and recreational fisherman. When this section of U.S. Highway 101 becomes impassible, the logistical and cost impact on our business is tremendous and limits our ability to support these small communities.

The CTC funding under consideration would allow Caltrans to initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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,



Jeremy Davis, CFO  
Englund Marine Supply Co.

880 SE BAY BLVD  
NEWPORT, OR 97365  
(541) 265-9275

280 E WILSON  
P.O. BOX 387  
WESTPORT, WA 98595  
(360) 268-9311

123 HOWERTON AVE  
P.O. BOX 426  
ILWACO, WA 98624  
(360) 642-2308

91146 CAPE ARAGO HWY  
P.O. BOX 5704  
CHARLESTON, OR 97420  
(541) 888-6723

191 CITIZENS DOCK RD  
CRESCENT CITY, CA  
95531  
(707) 464-3230

#2 COMMERCIAL  
EUREKA, CA 95501  
(707) 444-9266

April 24, 2017

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

Dear Mr. Alvarado,

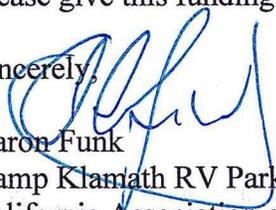
I am writing in strong support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment of U.S. Highway 101 between Klamath and Crescent City near the area known as Last Chance Grade. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

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A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. The California Association of RV Parks and Campgrounds represents hundreds of travel professionals, and has a deep interest in the viability of U.S. Highway 101.

The CTC funding under consideration would allow Caltrans to initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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,



Aaron Funk  
Kamp Klamath RV Park and Campground  
California Association of RV Parks and Campgrounds  
P. O. Box 990  
Klamath, CA 95548  
707-482-0227

DRAFT LANGUAGE FOR CONSIDERATION

April 25, 2017

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

MAIL TO:

**Congressman Jared Huffman**  
**317 Third Street, Suite 1**  
**Eureka, CA 95501**  
**Re: Last Chance Grade**

Dear Mr. Alvarado,

As new business owners we are writing in strong support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment of U.S. Highway 101 between Klamath and Crescent City near the area known as Last Chance Grade. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Caltrans has spent well over \$40 million maintaining the current alignment on Last Chance Grade since 1981. Last year, Governor Jerry Brown proclaimed a state of emergency due to damage caused by El Nino storms in Del Norte County. This winter, significant damage occurred at Last Chance Grade, including a new slide which collapsed a lane of the highway, and weeks later, a slide which closed the highway for several hours. Caltrans is actively engaged with the Federal Highways Administration on negotiating the use of Emergency Relief funds to repair the damage and keep essential traffic flowing on the existing roadway.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. Port O'Pints Brewing Company has a deep interest in the viability of U.S. Highway 101.

Our business, as well as many others rely heavily on tourism and local traffic along the 101 corridor to thrive. Without a direct route, Crescent City would be bypassed and many businesses will be forced to close for lack of business.

The CTC funding under consideration would allow Caltrans to initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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,

Richard R. White and Carol M. White  
Owners, Port O'Pints Brewing Company



PO Box 129, Crescent City, CA 95531 (707) 464-6131

April 25, 2017

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

Dear Mr. Alvarado,

I am writing in strong support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment of U.S. Highway 101 between Klamath and Crescent City near the area known as Last Chance Grade. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

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A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. (MY ORGANIZATION) represents BLANK, and has a deep interest in the viability of U.S. Highway 101.

The CTC funding under consideration would allow Caltrans to initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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 "George Wesley White".

George Wesley White, CEO  
Hambro Group

CC: Congressman Jared Huffman



BOARD OF SUPERVISORS  
**COUNTY OF HUMBOLDT**

825 5TH STREET, ROOM 111  
EUREKA, CALIFORNIA 95501 PHONE: (707) 445-7266

April 25, 2017



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

Dear Chairman Alvarado:

On behalf of the Humboldt County Board of Supervisors, I am writing in full support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment of U. S. Highway 101 between Klamath and Crescent City near the area known as Last Chance Grade. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

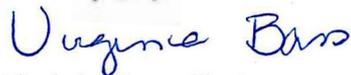
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Our Board is extremely concerned that a significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. Humboldt County is part of a 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 initiate studies and investigations of potential alignments of the highway around Last Chance Grade to protect the safety and economy of both Humboldt and Del Norte Counties and the people and commerce that travels U.S. Highway 101.

Please give this funding request your full and fair consideration.

Sincerely,

A handwritten signature in blue ink that reads "Virginia Bass". The signature is written in a cursive style.

Virginia Bass, Chair  
Humboldt County Board of Supervisors

VB:kh

cc: Congressman Jared Huffman  
317 Third Street, Suite #1  
Eureka, CA 95501  
RE: Last Chance Grade



BOARD OF SUPERVISORS  
**COUNTY OF HUMBOLDT**  
825 5TH STREET, ROOM 111  
EUREKA, CALIFORNIA 95501 PHONE: (707) 445-7266

April 25, 2017

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

Dear Chairman Alvarado:

On behalf of the Humboldt County Board of Supervisors, I am writing in full support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment of U. S. Highway 101 between Klamath and Crescent City near the area known as Last Chance Grade. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

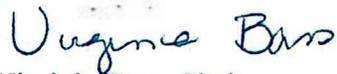
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Our Board is extremely concerned that a significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. Humboldt County is part of a 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 initiate studies and investigations of potential alignments of the highway around Last Chance Grade to protect the safety and economy of both Humboldt and Del Norte Counties and the people and commerce that travels U.S. Highway 101.

Please give this funding request your full and fair consideration.

Sincerely,

A handwritten signature in blue ink that reads "Virginia Bass".

Virginia Bass, Chair  
Humboldt County Board of Supervisors

VB:kh

cc: Congressman Jared Huffman  
317 Third Street, Suite #1  
Eureka, CA 95501  
RE: Last Chance Grade



*Keeping Northwest California Wild Since 1977*

April 25, 2017

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

Dear Mr. Alvarado,

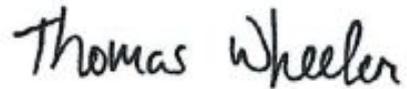
I am writing in strong support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment of U.S. Highway 101 between Klamath and Crescent City near the area known as Last Chance Grade. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Caltrans has spent well over \$40 million maintaining the current alignment on Last Chance Grade since 1981. Last year, Governor Jerry Brown proclaimed a state of emergency due to damage caused by El Nino storms in Del Norte County. This winter, significant damage occurred at Last Chance Grade, including a new slide which collapsed a lane of the highway, and weeks later, a slide which closed the highway for several hours. Caltrans is actively engaged with the Federal Highways Administration on negotiating the use of Emergency Relief funds to repair the damage and keep essential traffic flowing on the existing roadway.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. My organization, the Environmental Protection Information Center (EPIC), is part of a 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 initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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 "Thomas Wheeler". The signature is written in a cursive, slightly slanted style.

Thomas Wheeler  
Executive Director  
Environmental Protection Information Center

# Stremberg Realty

CrescentCityHomes.com

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

707 465-2121  
707 464-8758

April 25, 2017

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

Dear Mr. Alvarado:

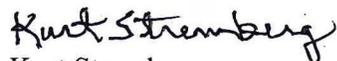
I am writing in strong support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment of U.S. Highway 101 between Klamath and Crescent City, near the area known as **Last Chance Grade**. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

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A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. *Stremberg Realty* is part of a 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 initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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,

  
Kurt Stremberg  
Stremberg Realty



# YUROK TRIBE

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



April 28, 2017

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

RE: Yurok Tribe Comments Regarding Last Chance Grade

Aiy-ye-kwee' Chairman Alvarado,

As Chairman of the Yurok Tribe, I am writing in strong support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment of U.S. Highway 101 between Klamath and Crescent City near the area known as Last Chance Grade. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

The Yurok Tribe Administrative Offices are located in Klamath, California. The Yurok Tribe is one of the largest employers in Del Norte County, employing approximately 500 employees in the summer months. Many of our employees and Tribal members travel everyday on Last Chance Grade, traveling to and from Klamath for work, school, grocery shopping, medical appointments and more. The health and safety of Tribal community members is of the utmost importance to the Yurok Tribe. We recognize that Last Chance is a critical resource for our community and must be properly maintained. California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment for Last Chance Grade is of great importance to the Yurok Tribe.

Caltrans has spent well over \$40 million maintaining the current alignment on Last Chance Grade since 1981. Last year, Governor Jerry Brown proclaimed a state of emergency due to damage caused by El Nino storms in Del Norte County. This winter, significant damage occurred at Last Chance Grade, including a new slide which collapsed a lane of the highway, and weeks later, a slide which closed the highway for several hours. Caltrans is actively engaged with the Federal Highways Administration on negotiating the use of Emergency Relief funds to repair the damage and keep essential traffic flowing on the existing roadway.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. The Yurok Tribe is part of a 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 initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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 "T. P. O'Rourke, Sr." with a stylized flourish at the end.

Thomas P. O'Rourke, Sr.  
Chairman



April 28, 2017

Mr. Bob Alvarado  
Chairman, California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

Dear Mr. Alvarado:

The Board of Directors of the Greater Eureka Chamber of Commerce are in strong support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment of U.S. Highway 101 between Klamath and Crescent City near the area known as Last Chance Grade. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

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A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. The Greater Eureka Chamber of Commerce represents over 500 local businesses and has a deep interest in the viability of U.S. Highway 101.

The CTC funding under consideration would allow Caltrans to initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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 "Don Smullin".

Don Smullin  
Executive Director



## SMITH RIVER ALLIANCE

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P.O. Box 2129, Crescent City, CA 95531  
[www.smithriveralliance.org](http://www.smithriveralliance.org)

April 30, 2017

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

Dear Mr. Alvarado:

I am writing in strong support of the California Department of Transportation's request for funding to perform geotechnical investigations of a potential new alignment of U.S. Highway 101 between Klamath and Crescent City near the area known as Last Chance Grade. This funding is a critically important to identifying alternative routes for this reach of Highway which is so very important to our coastal communities.

The Smith River Alliance has been very active in acquisition and restoration of the 25,000-acre addition to Del Norte Coast Redwoods State Park which abuts much of the existing Last Chance Grade route. Accordingly, we have a very keen interest in good science and thorough geotechnical investigations and environmental analysis of alternative routes.

We also recognize the importance of a sustained stakeholder participation process for this overall project. On that point, I think Caltrans is to be commended on the stakeholder process to date.

Thank you for your consideration and please feel free to contact us if we can be of assistance on this matter.

With appreciation,

Grant Werschull and Patty McCleary  
Executive Director Team

[grant@smithriveralliance.org](mailto:grant@smithriveralliance.org); cell/voice: 916 715-9898

[patty@smithriveralliance.org](mailto:patty@smithriveralliance.org); cell/voice: 916 799-9352

JARED HUFFMAN  
2ND DISTRICT, CALIFORNIA

COMMITTEE ON  
NATURAL RESOURCES  
WATER, POWER, AND OCEANS – RANKING MEMBER  
FEDERAL LANDS

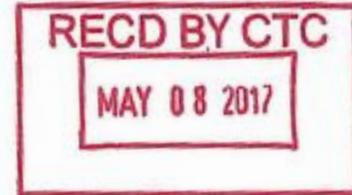
COMMITTEE ON TRANSPORTATION  
AND INFRASTRUCTURE  
HIGHWAYS AND TRANSIT  
WATER RESOURCES AND ENVIRONMENT

May 4, 2017

WASHINGTON OFFICE  
1630 LONGWORTH HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
PHONE: (202) 225-5161  
FAX: (202) 225-5163

WEBSITE: huffman.house.gov

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



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

Dear Mr. Alvarado,

We are writing in strong support of an important funding request from the California Department of Transportation to address a critical infrastructure need in our legislative district in far Northern California. The funds would allow Caltrans to perform environmental clearance for geotechnical investigations of a potential new alignment of U.S. Highway 101 between Klamath and Crescent City near the area known as Last Chance Grade. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Attached are dozens of letters supporting this request. The letters represent the interest of counties, cities, tribes, chambers of commerce, businesses, environmental groups, transportation commissions and others with a stake in the integrity of this stretch of U.S. Highway 101. A major failure at this site would be devastating to commerce and the coastal travelling public, forcing an eight hour detour and costing the local economy alone \$130 million per year.

Caltrans has spent well over \$40 million maintaining the current alignment on Last Chance Grade since 1981. This winter, significant damage occurred at Last Chance Grade, including a new slide which collapsed a lane of the highway, and weeks later, a slide which closed the highway for several hours. Caltrans is actively engaged with the Federal Highways Administration on negotiating the use of Emergency Relief funds to repair the damage and keep essential traffic flowing on the existing roadway.

County governments, tribes, environmental groups, landowners, business and transportation interests all agree a new alignment must be explored. The CTC funding under consideration would allow Caltrans to investigate potential alignments of the highway around Last Chance Grade 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  
District 2

**MIKE MCGUIRE**  
State Senate  
District 2

**JIM WOOD**  
State Assembly  
District 2

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

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

Dear Mr. Alvarado,

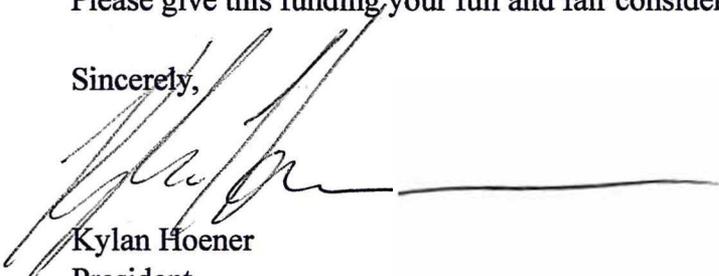
I am writing in strong support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment of U.S. Highway 101 between Klamath and Crescent City near the area known as Last Chance Grade. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Caltrans has spent well over \$40 million maintaining the current alignment on Last Chance Grade since 1981. Last year, Governor Jerry Brown proclaimed a state of emergency due to damage caused by El Nino storms in Del Norte County. This winter, significant damage occurred at Last Chance Grade, including a new slide which collapsed a lane of the highway, and weeks later, a slide which closed the highway for several hours. Caltrans is actively engaged with the Federal Highways Administration on negotiating the use of Emergency Relief funds to repair the damage and keep essential traffic flowing on the existing roadway.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. Klamath Chamber of Commerce represents a group of concerned businesses, and has a deep interest in the viability of U.S. Highway 101.

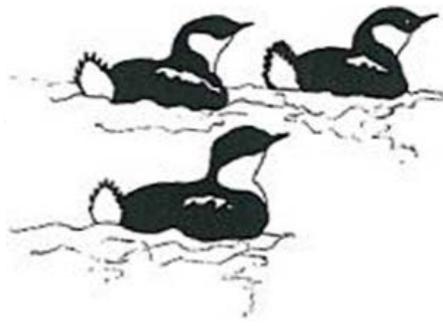
The CTC funding under consideration would allow Caltrans to initiate studies and investigations of potential alignments of the highway around Last Chance Grade to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,



Kylan Hoener  
President  
Klamath Chamber of Commerce

# Crescent Coastal Research



260 Hazeltine Road  
Crescent City, CA 95531  
(707) 954-3500

[cstrong0246@gmail.com](mailto:cstrong0246@gmail.com)

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

Dear Mr. Alvarado,

I am writing in strong support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a new inland alignment of U.S. Highway 101 between Klamath and Crescent City, the area known as Last Chance Grade. This funding is a critical step in ensuring the coastal highway continues to exist in providing an essential route between Humboldt and Del Norte Counties and between coastal Oregon and California. Last Chance Grade is on a steep and unstable 500 foot slope that is presently sliding into the ocean.

Caltrans has spent well over \$40 million maintaining the current alignment on Last Chance Grade since 1981. Last year, Governor Jerry Brown proclaimed a state of emergency due to damage caused by storms in Del Norte County. This winter, significant damage occurred at Last Chance Grade, including a new slide which collapsed a lane of the highway, and weeks later, a slide which closed the highway for several hours. Caltrans is actively engaged with the Federal Highways Administration on negotiating the use of Emergency Relief funds to repair the damage and keep essential traffic flowing on the existing roadway. The rate of deterioration has increased in the past two years and catastrophic collapse of the entire roadway is a certainty in the coming years.

There is no viable alternate route for coastal economies and tourism. Road failure would mean a 320 mile detour and take six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. We have a comprehensive 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 initiate studies and investigate alternate alignments of the highway around Last Chance Grade 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.

Thank you

A handwritten signature in black ink that reads "Craig S. Strong". The signature is fluid and cursive.

Craig S Strong  
Owner and Sr. Biologist  
Crescent Coastal Research

# TREES of MYSTERY

*"A Place of Wonder"*

P.O. Box 96  
15500 HWY 101 NORTH  
KLAMATH, CALIFORNIA 95548

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

Dear Mr. Alvarado,

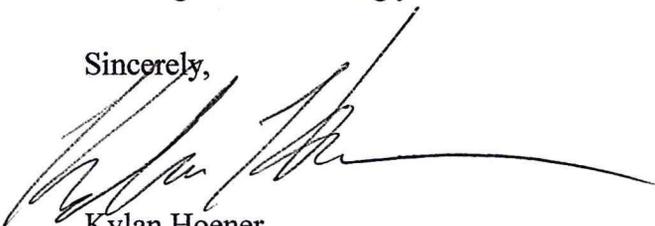
I am writing in strong support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment of U.S. Highway 101 between Klamath and Crescent City near the area known as Last Chance Grade. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Caltrans has spent well over \$40 million maintaining the current alignment on Last Chance Grade since 1981. Last year, Governor Jerry Brown proclaimed a state of emergency due to damage caused by El Nino storms in Del Norte County. This winter, significant damage occurred at Last Chance Grade, including a new slide which collapsed a lane of the highway, and weeks later, a slide which closed the highway for several hours. Caltrans is actively engaged with the Federal Highways Administration on negotiating the use of Emergency Relief funds to repair the damage and keep essential traffic flowing on the existing roadway.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. Trees of Mystery represents one of the largest businesses in Klamath, and has a deep interest in the viability of U.S. Highway 101.

The CTC funding under consideration would allow Caltrans to initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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,



Kylan Hoener  
General Manager  
Trees of Mystery



## Del Norte Association for Cultural Awareness

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

Dear Mr. Alvarado,

I am writing in strong support of the California Department of Transportation's request for funding to perform environmental clearance for geotechnical investigation of a potential new alignment of U.S. Highway 101 between Klamath and Crescent City near the area known as Last Chance Grade. This funding is a critical step in ensuring the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Caltrans has spent well over \$40 million maintaining the current alignment on Last Chance Grade since 1981. Last year, Governor Jerry Brown proclaimed a state of emergency due to damage caused by El Nino storms in Del Norte County. This winter, significant damage occurred at Last Chance Grade, including a new slide that collapsed a lane of the highway, and weeks later, a slide which closed the highway for several hours. Caltrans is actively engaged with the Federal Highways Administration on negotiating the use of Emergency Relief funds to repair the damage and keep essential traffic flowing on the existing roadway.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles or six to eight hours. Caltrans has estimated a full closure of the route would cost the local economy alone \$130 million per year. Del Norte Association for Cultural Awareness represents all the arts (performing, written, and visual) in our community for all of its members and has a deep interest in the viability of U.S. Highway 101.

The CTC funding under consideration would allow Caltrans to initiate studies and investigations of potential alignments of the highway around Last Chance Grade 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 'Stephanie Wenning', is written over a light blue rectangular background.

Stephanie Wenning  
Del Norte Association for Cultural