

Suggest bullet points to Local Transportation Commission Director Tamera Leighton
Local Transportation Commission, 1301 B Northcrest Drive, #16 Crescent City, CA.
95531.

IMMEDIATE mobilization is requested to build route around Last Chance Grade

- It is not a case of IF but a case of WHEN; US Highway 101 at Last Chance Grade will collapse. There is not alternate route in place to detour around this precarious one lane highway.
- People Come First. Flora and Fauna follow.
- Since 1997, \$33.9 has been expended to offer little more than a band aid approach to fixing this problem. In calendar year 2013 alone, \$9.25 has been budgeted to keep the road open.
- In 2003, Cal Trans erred in selecting the option of building an alternate route around Last Chance but instead selected the option of storing materials and equipment near the site to continue the band aid approach.
- Economic devastation to Del Norte County would be profound:
- A seven to nine hour detour to drive from Crescent City to Klamath
- A complete collapse of our tourist industry (AWAITING CAL TRANS ECONOMIC ANALYST REPORT IN DECEMBER)
- Del Norte County would be split in two. Students at Klamath would be unable to go to Del Norte High School. It would be assumed Humboldt County Office of Education would be the conduit in offering State-mandated curricula for students south of the breach.
- As a result of anticipation of a new road, the delay of 18-36 months would cause many of our residents to simply move away.
- Del Norte County would suffer devastation, human and economic.

The Del Norte County Citizens Advisory Committee is suggesting a letter be drafted the Humboldt County Board of Supervisors to Tamera Leighton and copies to the entire Del Norte County Board of Supervisors, the Crescent City Council and City Manager Gene Palazzo, the Harbor District and Harbormaster Charles Helms, The School Board and Superintendent Don Olson, Cal Trans Area Director Charlie Fielder and Last Chance Project manager Talitha Hodgeson, 2nd District Senator-elect Mike McGuire, 2nd District Assembly member-elect Jim Wood, and U.S. 2nd District Congressman Jared Huffman.



COLLEGE
OF THE
REDWOODS

May 5, 2014

Received

MAY 08 2014

Board of Supervisors
County of Del Norte

Tamera Leighton, Director
Del Norte Local Transportation Commission
1301 B Northcrest Drive #16
Crescent City, CA 95531

RE: Alternative Route to Last Chance Grade

Dear Ms. Leighton,

This letter will serve to advise you of the College of the Redwoods Board of Trustees' support for an alternative route to the existing Last Chance Grade on Highway 101. A major slide, which is inevitable, would be catastrophic to the citizens of Del Norte County and would eliminate a vital link to higher education for the Del Norte community.

The Board strongly supports an alternative route to the existing highway. Faculty and staff of College of the Redwoods frequently drive over Last Chance Grade to commute between the Eureka main campus and the Del Norte Center. Loss of access to the Del Norte Center would have a huge impact on our operations. We believe it would be in the best interest of all parties to begin this project prior to a collapse.

Sincerely,

Colleen Mullery
President of the Board

Office
of the
President

7351 Tompkins Hill Rd.
Eureka, CA 95501-9300
707.476.4170

FAX: 707.476.4402



377 J. STREET CRESCENT CITY, CALIFORNIA 95531-4025

Administration/Finance: 707-464-7483
Utilities: 707-464-6517

Public Works/Planning: 707-464-9506
FAX: 707-465-4405

October 8, 2013

Tamera Leighton, Director
Del Norte Local Transportation Commission
1301-B Northcrest Drive, #16
Crescent City, CA 95531

Re: Hwy 101 Last Chance Grade

Dear Director Leighton:

This letter is being written to urge the Del Norte Local Transportation Commission to confer with all agencies and companies involved with the ease of egress to build a route around Last Chance Grade on Hwy 101 south of Crescent City.

It is only a matter of time before U.S. Hwy 101 at Last Chance Grade collapses and slides into the ocean. When this happens it will have a dire economic impact on Del Norte County. The tourism industry will take a huge hit as visitors traveling north will simply not journey any further on Hwy 101 but will use Hwy 299 to travel inland. Likewise, those traveling south from Oregon on Hwy 101 will use Hwy 197 and 199 to continue their trip. This will have a devastating impact on the City's general fund. Hotels generate transit occupancy tax (TOT) which is 25% of the City's general fund. This is the primary funding source for public safety services.

Del Norte County would be split in two isolating the town of Klamath from our City Offices and Courthouse. Likewise, students in Klamath would not be able to attend schools in Del Norte County. In addition, it would take 7 - 9 hours to drive from Crescent City to Klamath.

Millions of dollars are being spent by CalTrans on a band aid approach to fixing this problem. When the road collapses, CalTrans would then start to build a new road, most likely going through the area where a road could be started now. We cannot afford to wait the estimated 18-36 months for completion of a new road after the collapse. We should begin immediately and hope for completion before the inevitable disaster.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard G. Enea".

Richard G. Enea
Mayor



Crescent City/ Del Norte County Chamber of Commerce

1001 Front Street ~ Crescent City, CA 95531

Phone 707-464-3174 FAX 707-464-9676

www.delnorte.org

chamber@delnorte.org

September 5, 2013

Tamera Leighton
Director
Del Norte Local Transportation Commission
1301 B Northcrest Dr. #16
Crescent City, CA 95531

Re: Last Chance Grade

Dear Ms. Leighton,

This letter is being written to urge the DNLTC to confer with all agencies and companies involved with the ease of egress to build a route around Last Chance Grade.

It is only a matter of time before U.S. Highway 101 at Last Chance Grade collapses and slides into the ocean. When this happens it will have a dire economic impact on Del Norte County. The tourism industry will take a huge hit as visitors traveling north will simply not journey any further on Hwy. 101 but will use Hwy. 299 to travel inland. Likewise those traveling south from Oregon on Hwy. 101 will use Hwy. 97 and 199 to continue their trip.

Del Norte County would be split in two isolating the town of Klamath from our County Offices and Courthouse. Likewise students in Klamath wouldn't be able to attend schools in Del Norte County. It would take 7-9 hours to drive from Crescent City to Klamath.

Millions are being spent by Cal Trans on a band aid approach to fixing this problem. When the road collapses Cal Trans would then start to build a new road most likely going through the area where a road could be started now. We can't afford to wait the estimated 18-36 months for completion of a new road after the collapse. We should begin immediately and hope for completion before the inevitable disaster.

Sincerely,

Jeff Pava Executive Director on behalf of;

The Crescent City-Del Norte County Advocacy Committee and Board of Directors.

CC: Jay Sarina, Gene Palazzo, Richard Young, Don Olson, Kara Miller, Dale A. Miller, Thomas P. O'Rourke, Charlie Fielder, Talitha Hodgson, Jim Nielson, Wes Chesbro, Jared Huffman

January 21, 2014

Ms. Tamera Leighton, Director
Del Norte Local Transportation Commission
1301 B Northcrest Drive, #16
Crescent City, CA 95531

Re: Last Chance Grade

Dear Ms. Leighton,

This letter will serve to advise you of the Sutter Coast Hospital Board of Directors' support for an alternative route to the existing Last Chance Grade. We feel that it is a vital link to health care for this community and a major slide, which is inevitable, would be catastrophic to citizens of Del Norte County.

We strongly support an alternative route to the existing highway. This community cannot afford to lose this important route for trauma patients and to higher levels of care such as dialysis and chemotherapy that are not available at Sutter Coast Hospital, and are provided in Humboldt County. We support building an alternative route before the present one collapses entirely.

Sincerely,



Ken Hall
Sutter Coast Hospital Board Chair

Elk Valley
Rancheria,
California



2332 Howland Hill Road
Crescent City, CA 95531

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

January 14, 2014

Ms. Tamera Leighton, Director
Del Norte Local Transportation Commission
1301-B Northcrest Dr. #16

RE: Highway 101 Last Chance Grade

Dear Ms. Leighton:

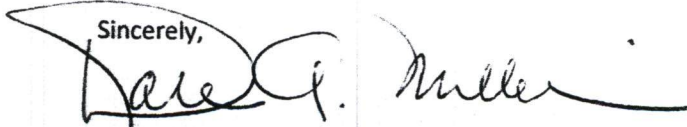
The aboriginal lands of the Elk Valley Rancheria, California include the land bounded by Wilson Creek to the South, the Sixes River to the North, East to the Applegate watershed in the coastal range, and west to the Pacific Ocean, including Point St. George Lighthouse. The above lands constitute our place of origin and our continued habitation and occupancy.

Elk Valley Rancheria is willing, ready and able to assist community-based efforts that have the purpose of working towards dealing with threats to the economic viability and community well-being within the boundaries of these aboriginal lands. This is one of the underlying reasons that Elk Valley Rancheria submits this letter to the Del Norte Local Transportation Commission, strongly advocating with all federal and state agencies involved with the ease of egress to build a route around Last Chance Grade on Highway 101, south of Crescent City.

It is well known that it is only a matter of time before US Highway 101 at Last Chance Grade collapses and slides into the ocean. When this happens, it will have dire economic and citizens based negative impact on Del Norte County. The Tribe's opinion is that to continue to expend large sums of taxpayers' dollars on a "Band-Aid" approach to fixing this problem is irresponsible. When the road collapses, CalTrans would then start to build a new road most likely going through the area where a road could be started now.

It is Elk Valley Rancheria's strongly held conviction that we cannot and should not have to wait until the inevitable disaster happens on Last Chance Grade. Let's work together and advocate for a permanent solution to this long-term problem plaguing Del Norte County.

Sincerely,


Dale A. Miller
Chairman

August 25, 2014

Del Norte Farm Bureau
P.O. Box 789
Smith River, CA 95567

Del Norte Local Transportation Commission
Michael Sullivan, Chair
c/o Tamera Leighton, Executive Director
1301-B Northcrest Drive, #16
Crescent City, CA 95531

Chair Sullivan and Commissioners:

Waiting for a full failure at Last Chance Grade is unacceptable. With all the existing limitations on our highways, local farmers are having a difficult time staying competitive because of the difficulty shipping products to and from our community. When the failure happens, our business will have an even greater economic disadvantage to our competitors who have fully functioning highways.

As an example, the Easter Lily business remains a significant portion of our region's yearly business and our Easter Lilies are shipped throughout the United States and Canada. This requires careful timing and tight shipping schedules to make sure our Lilies are at their best for the holiday. When US Highway 101 closes, the strain it puts on our businesses is extreme.

We are also concerned about the human issues. US Highway 101 is our only connection to California and there are no alternate routes. Many in our community access medical services in Eureka, Santa Rosa and the San Francisco Bay Area. Many have jobs in Klamath and communities to the south, and we have friends and family whose connections will be severely limited with a two hour drive to Eureka becoming an eight hour drive. Because there is no alternative, this route is critical under any reasonable definition.

Do not wait for a full failure. We need fully functional two-lane highways to the North, South and East – the most basic transportation infrastructure. The imminent full closure will devastate our farming businesses and our community.

Sincerely,


Rob Miller
Del Norte Farm Bureau