

June 24, 2019

Subject: Tab 118-Allocation for the locally administered STIP project on the State Highway System – Resolution FP-18-86

Dear California Transportation Commission,

I am writing to request that the Commission reject the allocation of \$775,000 for the US 101/ Trinidad Area Access Improvements project (PPNO 2515). This project is to construct a new interchange **one mile in each direction** from two existing interchanges. The interchange would be put in the middle of these two already close interchanges. For reference, the town of Trinidad has a population of 270 people, so this proposed interchange is not necessary for our needs. The majority of the community is not in agreement with this interchange. The stated reason for the interchange is to connect one side of the Trinidad Rancheria with the other side. A pedestrian and bicycle bridge would suffice, as drivers can easily access the existing interchanges. Has there really been an established need for a new interchange? As an avid cyclist, an overpass where bicycles do not have to contend with cars would be quite welcome! I request rejecting funds for the interchange and perhaps suggesting another project, such as a bike/pedestrian overpass would be considered.

It is my opinion that the true reason for this interchange is for the development of the Trinidad Rancheria's hotel and other proposed businesses. Recently, on June 12, the California Coastal Commission rejected the Trinidad Rancheria's plans to build this hotel. The Rancheria's plans were wrought with environmental issues. As evidenced by the Coastal Commission's rejection, the development of the hotel is quite controversial here. The interchange draws similar contention. There are several reasons why I oppose the development of a new interchange- environmental, budgetary, destroying the quality of life- but primarily I oppose public monies being used for private profit. This is especially painful since there is already sufficient infrastructure.

I am requesting that you vote "NO" at this time for the allocation of funds and allow the community more time to inform you about this proposal. It is my understanding you will be coming to Crescent City in November. While there is a small airport in Crescent City, I invite you to fly to Arcata airport and make the beautiful hour-long drive to Crescent City. You will see the stretch of highway where the proposed interchange is to be built, and I feel confident that you will understand why so many find it unnecessary.

Thank you for all you do. I appreciate driving to work and the use of California's highways. I truly am grateful for forward-looking transportation development. Unfortunately, this project does not represent smart development. Please vote against allocations of funds for this project.

Kindest Regards,

Jennifer Knight

844 4th Ave.

Westhaven, Ca 95570

I am writing to urge you NOT to approve expenditure of \$775,000 for “Trinidad Area Access Improvements” on Highway 101. This is work on the proposed Rancheria interchange, a special exit ~1 mile south of the Trinidad exit and ~1 mile north of the Westhaven exit, to serve the Rancheria's planned hotel, RV park, expanded (3X) casino and other developments. I don't approve of our public tax dollars being used for the sole purpose of furthering development and investment in privately-held, for-profit ventures, especially not expanding a casino to triple its original size.

If you do approve this expenditure, I will be writing Governor Newsom's office as well as the California Coastal Commission with a complaint.

Sincerely yours,
Lina Carro
101 Misty Hill Ln.
Eureka, CA 95503
707-445-8679
lina.carro@humboldt.edu

From: [Kkh M](#)
To: Remedios, Douglas@CATC
Subject: Trinidad Area Access Improvements" on Highway 101.
Date: Tuesday, June 25, 2019 1:57:23 PM

Any approval of this at this time is premature by years.
Environmental impact studies as well as aesthetic problems must be considered.

From: [Bruce Campbell](#)
To: [Remedios, Douglas@CATC](mailto:Remedios_Douglas@CATC)
Subject: Reject Grandiose Highway Ramp expansions at Trinidad / Reference # 2.5c.(2), Action Item
Date: Tuesday, June 25, 2019 1:32:26 PM

June 25, 2019

Douglas Remedios
Associate Governmental Program Analyst
California Transportation Commission

Dear Mr. Remedios and to whom it may concern at the CA Transportation Commission and otherwise:

Partially due to the recent rejection of the major hotel by the California Coastal Commission which would have dominated the seacliff near Trinidad, California, the supposed “future” for this narrow strip of coastal land not far west of miles of industrial timberland is far from decided as far as what will be allowed. Some greedy developers/architects dream for the future is not a fait accompli in this key area of Humboldt County (Westhaven / Trinidad / Patrick’s Point) to connect habitat from the greater Humboldt Bay area with the best expanse of ancient redwood forest habitat at lower Redwood Creek of Redwood National Park and adjacent Prairie Creek Redwoods State Park.

As the relatively tiny but not very deep recent earthquake gave a reminder to Humboldt County and the Cascadia Subduction Zone area recently that no buildings are expected to be standing west of Highway 5 if the overdue mega-quake strikes the Cascadia Subduction Zone. The proposed hotel, more casino expansion, and other multi-story buildings at Trinidad or elsewhere on the Del Norte, Humboldt, as well as Mendocino County coasts are essentially designed to be a sandwich death trap in a major quake!

Thus, as with the addition of grandiose ramps to allow access by haul-trucks to the proposed Ward Valley radioactive waste dump – which was later rejected, it is a reckless use of state taxpayer funds to plan for huge developments in the quaint coastal town which would ruin the character of the town and increase likelihood of more abuse by those who do not respect native vegetation, carbon-sequestering trees, or the laid-back town the clear majority of the towns of Trinidad and Westhaven expect.

Also, the deleterious impact which nearly all ramp changes have on those who hitch-hike must be admitted in environmental impact documents.

Once again, please go with the recent tide of local mobilization and state commission decisions by rejecting the proposed larger total of \$775,000 and starting over in regards to

potential Trinidad ramp designs (and adjacent work) since many of the key related decisions which would determine how many vehicles per day the Trinidad area is to accommodate have clearly yet to be made.

Sincerely yours,

Bruce Campbell
10008 National Bl. #163
Los Angeles, CA 90034



June 25, 2019

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Chair and Commissioners
California Transportation Commission

Re: 2.5c – Allocation for the STIP US 101/Trinidad Area Access Improvements Projects (PPNO 2515) OPPOSITION

Dear Chair and Commissioners of the California Transportation Commission,

The Northcoast Environmental Center is writing you to request that you deny the allocation of \$775,000 for the STIP US 101/Trinidad Area Access Improvements Projects (PPNO 2515) in Humboldt County. These funds would have a greater impact fixing existing infrastructure in Humboldt County, such as buildings, roads and replacing culverts on the highway system rather than this project.

In addition, a recent study¹ released this week from the Center for Climate Integrity found that \$2.5 billion dollars will be needed to build 142 miles of seawall and secure Highway 101 in Humboldt County for the expected sea level rise. That amount equates to six times Humboldt County's annual general fund, thus tremendous aid from the state and federal governments will be necessary.

Securing Humboldt County's current infrastructure is a more appropriate use of funds than the creation of an additional interchange.

Please deny the allocation of \$775,000 for this project.

Sincerely,

Larry Glass, Executive Director of the Northcoast Environmental Center

¹ <http://climatecosts2040.org/download-the-report>

The Northcoast Environmental Center has engaged in conservation and environmental protection in northwestern California for over 45 years. Our mission includes educating agencies and the public about environmental concerns that may have an effect on our local resources and citizens.

From: [Steve Hamilton](#)
To: Remedios, Douglas@CATC
Subject: Regarding RESOLUTION FP-18-86
Date: Tuesday, June 25, 2019 2:45:01 PM

Regarding RESOLUTION FP-18-86

As a local resident who drives the Trinidad Main St on and off ramps daily at multiple times of day, there is NEVER impacted traffic coming from or going towards the Rancheria. This project is a complete waste of resources and money, not to mention unnecessary environmental destruction and community disruption.

If this is about a future hotel, that hotel has not been approved yet. Why approve major highway changes that have a sole purpose which is secondary a project that does not yet have approval?

Stephen Hamilton
200 Seascape Lane
Trinidad, CA
707-499-9215

From: [Pamela Maxfield](#)
To: Remedios, Douglas@CATC
Subject: Trinidad Area Access Improvements
Date: Tuesday, June 25, 2019 3:33:39 PM

Sir,

I am totally against any public money being spent on the casino's business....inclusive of road and access improvement.

That project is going to be an eyesore, an environmental nightmare, and cost us a lot otherwise.

Pamela Maxfield
(707) 443-4715

From: [Kimberly Tays](#)
To: Remedios, Douglas@CATC
Subject: Trinidad Access Improvement Project
Date: Tuesday, June 25, 2019 5:01:49 PM

Dear Caltrans,

I do not understand why you are moving ahead with any approvals of money to study the highway project when you don't even know if the City of Trinidad has the water to allow the hotel project to be built. This seems like another waste of taxpayer dollars. You should wait until we know what the City's water system can handle and if the hotel, in fact, will be built.

Also, I am absolutely against using taxpayer dollars to construct a hugely destructive highway off-ramp for a private development such as this. This is a misappropriation of taxpayer dollars.

I did not realize that comments were due today, so I do not have time to write a more substantial response to this funding proposal. However, I wish to go on record as being opposed to funding a project for a hotel project, etc. that has not even been approved. Furthermore, I believe that Caltrans plans to construct an off-ramp in the Trinidad area would do irreparable harm to the environment and the scenic beauty of the North Coast. And, it is unfair that your agency would build an off-ramp for the benefit of one business, which would cost taxpayers millions of dollars.

Sincerely,
Kimberly Tays
Arcata, C A

From: [Pamela Maxfield](#)
To: Remedios, Douglas@CATC
Subject: Trinidad Area Access Improvements
Date: Tuesday, June 25, 2019 3:33:39 PM

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Pamela Maxfield
(707) 443-4715

From: [Stacy Becker](#)
To: [Remedios, Douglas@CATC](mailto:Remedios.Douglas@CATC)
Subject: Trinidad Area Access Improvements
Date: Tuesday, June 25, 2019 6:47:58 PM

I am a few hours beyond the deadline, but for what it's worth, here is my plea: please do not destroy the "sleepy village" and wild nature feeling of our precious local gem, Trinidad, by plowing through with a road that supports plans to build out this area with hotel, etc. The rancheria plan has special interests, rather than the interests of the environment and public (resident and visiting), written all over it.

Stacy Becker, McKinleyville resident