

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

Date: 3-15-18

Dear Members of the California Transportation:

Thank you for considering my comments and concerns. My name is Stephen S. Madrone and I have been involved with community transportation planning and improvement projects in Humboldt County for the past 30 years. Most of this work has been in non-motorized transportation efforts including spearheading the completion of the California Coastal Trail/Hammond Trail in Humboldt County. I am very familiar with transportation issues and needs in the greater Trinidad area having lived here for 44 years and having been involved in most trail projects in the area.

One thing is sure, we do have transportation and circulation issues in the greater Trinidad area. Scenic Drive is falling into the sea as rising sea level eats away at the erodible toe of the slope. Stage Coach Road (a scenic coastal route to state parks) has been closed from a blown out culvert crossing on the road at Mill Creek. Patricks Point Drive is falling into the sea between Trinidad and Patricks Point State Park. And Hwy 101 did divide our community in two making it more difficult for residents on the east side to get to the beaches.

Our community needs funding assistance from the CTC to do the planning and design work, permitting, and construction repairs at these locations. **These are current problems that are having a very negative effect on transportation and the local economy.**

I am not opposed to local transportation planning efforts. I am opposed to narrow planning efforts that are not driven by the whole community and instead are focused on one set of private development needs and projections of some possible future. It seems to me we should focus these limited funds on current problems, not some future that is dependent on growth inducing planning and construction of new interchanges and access routes. This current project does not solve any of the current problems listed above.

I am opposed to the funding recommendation from the HCAOG here in Humboldt County for the Trinidad Rancheria Freeway Interchange Project. The project is in the 2018 STIP Commission Staff Recommendation report.

The project as proposed is not community based and does not look at the larger transportation issues/needs in our community.

The project makes the argument that it is necessary due to the development plans at the Rancheria. Those plans would increase traffic so these interchange projects would then be necessary. That is why it is growth inducing. Also the instability of Scenic Drive is brought up as a justification for the new routes.

The fact is the north end of Scenic Drive is the most stable section all the way to the Casino, whereas the southern end is the very unstable areas. Those southern Scenic Drive areas will not benefit from any of the plan alternatives proposed.

I recommend that the CTC send the request back to Humboldt County to work with the whole community to decide the parameters of a comprehensive transportation study, and that should include the Rancherias plans, as well as Stage Coach Road, Patricks Point Drive, Westhaven Drive and other current transportation needs in the community.

If the Rancheria was using only their funds there would be no objection. Given that there is public funds being requested, those funds should go to the right priorities led by a community driven plan, including all the residents and needs.

Thank you for the opportunity to comment.

Sincerely, Stephen S. Madrone

J. Bryce Kenny
Attorney at Law
P.O. Box 361
Trinidad, California 95570
Telephone: (707) 442-4431
Email: jbrycekenny@gmail.com

March 16, 2018

By electronic mail to: ctc@catc.ca.gov

Re: 2018 State Transportation Improvement Program Commission Staff
Recommendations (p. 18 of 86 Humboldt County Share)

Dear State Transportation Commission Members:

I take this opportunity to register my opposition to the expenditure of public monies for the Advance Project Development Element "Rt 101 Trinidad access improvements" sponsored by the Trinidad Rancheria. This project seems aimed at benefiting a very small segment of the general population, one whom, some may argue, already occupies a privileged financial status by virtue of ownership of its own casino.

It is no secret that competition among Humboldt County's three major tribal casino operations, Blue Lake, Table Bluff, and Trinidad, is pitched, and will only get keener as the marijuana money moves out of Humboldt County.

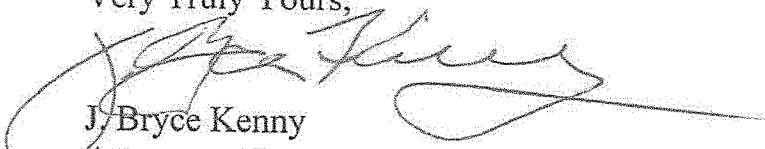
I fear that the Commission is being drawn into this three-way battle because, while it is dressed up and presented as a matter of public safety, at bottom, the purpose of the subject project is to get more customers off of the freeway and into the Trinidad Rancheria's casino. This is plain to see, and is corroborated by the earliest tribal studies procured for this project and its companion hotel.

The Greater Trinidad area has numerous roads in need of repair that would benefit far more persons than the subject project. In point of fact, Scenic Drive north of the Rancheria is in pretty good condition, and with the expenditure of a relatively modest amount of funds, could be put in excellent condition, and kept that way. That would provide more than adequate freeway access to the Rancheria.

If the Rancheria needs an edge over its competition, it will just have to think up another way to outcompete its rival tribes for the casino dollar. The State of California has no legitimate role in this process.

The vast majority of Trinidad area residents want to keep it rural, small, and quiet. This project takes things in the opposite direction. Public funds should not be used to move it any further forward. Please pause and reconsider before you commit additional funds to this project.

Very Truly Yours,



J. Bryce Kenny
Attorney at Law

Remedios, Douglas@CATC

From: Lucinda Maier <imlucinda@icloud.com>
Sent: Saturday, March 17, 2018 9:05 AM
To: California Transportation Commission@CATC
Subject: Trinidad Rancherias off ramp proposal

I do not want my taxes to be used to support any single business no matter whose business it is. I do not think another off ramp is necessary. People can get to the casino via the Trinidad ramp and maybe they will stop to buy some groceries or gas up their car, spending their money in Trinidad not just in the casino.

Lucinda Maier, Taxpayer
Big Lagoon

Sent from my iPad

Favila, Teresa@CATC

From: Ted Pease <ted.pease@gmail.com>
Sent: Saturday, March 17, 2018 10:41 AM
To: California Transportation Commission@CATC
Cc: Sundberg, Ryan@Humboldt; Mike Wilson; Berman, Dan@City of Trinidad
Subject: A NO! vote on Trinidad Rancheria 101 Off-ramp

Dear California Transportation Commission:

As a longtime Trinidad resident and property owner, please add my adamant NO! to the list of those opposing the Trinidad Rancheria's proposal for a new Highway 101 exit serving the interests of the Cher-Ai Heights Casino. Such a development would *not* serve the interests of Trinidad-area residents or of California taxpayers.

It's only a mile north from the Casino to the existing exit; does it really make any sense to install a new ramp connecting Highway 101 to Scenic Drive, the most fragile crumbling bluff road this side of Last Chance Grade?

If any other entity — the Marriott Corp., for example — made this proposal for a hotel complex, plus gas station/min-mart, RV park and other developments — no one would consider it. Certainly, there would be no development at all without complete public review, environmental impact studies and vetting from local, county, state and federal agencies. And what other entity could propose something like this and expect the public to pay for it?

No one who lives in Trinidad, or who is concerned about the pristine coastline or the area's environment, would welcome this kind of development and its accompanying increase in noise, traffic, air/water/light pollution right above some of the most beautiful and peaceful beaches on the North Coast.

Further, what are the implications for water and sewer for a hotel complex at the site? Even if local municipal water could handle the hotel's demand, the Casino's septic system would not be adequate. So would that mean connecting the hotel/casino complex to a sewer district? What kind of massive project would that entail, crossing the Little River (one assumes) from McKinleyville?

And once that infrastructure is in place, can additional residential and commercial development along the highway and coast between Moonstone and Trinidad be far behind? It sounds like a terrible way to protect the cleanest air and water and most unspoiled stretch of the California coast.

So, no, no, no. That's my vote on the Cher-Ai Heights Casino's planned "improvements." No, no, no.

Sincerely,

Ted Pease
PO Box 996
Trinidad, California 95570
707-677-5222
ted.pease@gmail.com

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

March 18, 2018

Reference: 2018 State Transportation Improvement Program Commission Staff Recommendations (p. 18 of 86 Humboldt County Share)

Dear State Transportation Commission Members and Staff,

I am opposed to the use of public tax funds for the Advance Project Development Element "RT 101 Trinidad Access Improvements" sponsored by the Trinidad Rancheria. These taxpayer funds would be better used to address the far greater transportation issues for the majority of residents of the Greater Trinidad area.

While the stated purpose of the project is to "provide safe and sustainable access to and from US 101", there are significant road issues that impact a far greater number of *residents* that are not addressed by the preferred alternatives of this project.

For example:

- Stage Coach Road (north of Trinidad) remains closed to all traffic after washing away in winter storms a couple years ago. Area residents have been forced to detour miles to reach services in the City of Trinidad, as well as to their places of employment. It is also an issue when it comes to access by emergency services to local residents in need.
- Scenic Drive (south of Trinidad) provides coastal access to beaches and trails that are critical to the local tourism industry and has been closed multiple times and remains extremely dangerous. Not only does this impact the tourism industry, it also causes difficulty for residents in terms of finding routes to services and employment. It also greatly limits access to residents by emergency services.

The proposed alternatives presented in the Rancheria Product Study Report are designed to singularly improve access to and from 101 to the Rancheria complex and do not address the dire need to improve the depleted road conditions within the Greater Trinidad community. The use of public funds for this project therefore lacks justification.

Given that transportation funds seem to be in short supply, please consider that the proposed Rancheria project is not in the best interest of the greatest number of area residents. Please direct HCAOG (Humboldt County Association of Governments) to develop a plan that both addresses the transportation/road issues of the entire Greater Trinidad area and benefits the majority of its residents.

Thank you for your consideration.

Sincerely,

Lori L. Brown

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

March 18, 2018

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Thank you for your consideration.

Sincerely,

Christopher A. Manville