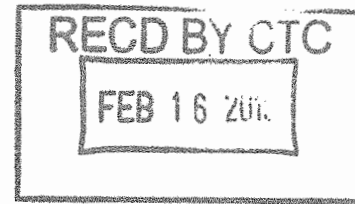


February 9, 2018

MS LUCETTA BUNDE, COMMISSIONER
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814



Dear CTC Commissioners,

RE: State Route 132 – Northern STIP Hearing 2018

While listening to our Stanislaus County Supervisor Terry Withrow compete for the STIP funding for State Route 132, I realized he forgot to mention the toxic sludge stockpiles that Caltrans will be constructing the expressway on top of.

I am not sure if you or your fellow commissioners are aware of the toxic stockpiles that are involved in the construction of the proposed State Route 132. Because of the millions of taxpayers' money being used and the position you hold in the funding of the project I would like to express my concerns.

It's hard to believe that this \$82 million dollar Phase 1 project – 2 lanes, 4 miles, 2 (90) degree turn lanes "expressway" is the right way to go. Not only is the route crazy but you're going to let Caltrans cap the toxic stockpiles and let everyone drive over them and be exposed to contaminants.

The stockpiles have been in place since 1960 when Caltrans purchased the sludge from the FMC plant on Barium Road, (now known as Graphics Road) Modesto, CA. From 1920 until 1984 the 43 acre site was used to process barium, strontium sulfate ores, barite, celestite, petroleum coke, sodium sulfide, arsenic, and various other unknown chemicals and heavy metals. The runoff from processing these chemicals ended up in the holding ponds, which are now the toxic stockpiles sludge that Caltrans is constructing the expressway over. The EPA (U.S. Environmental Protection Agency) was established in 1970 so there was no control over the use of the contaminated toxic sludge pond waste back in 1960. In fact Caltrans probably had no idea that it was toxic sludge they were purchasing. **But they do now.**

In 1960 the stockpiles were located in the country with only a few houses and a few businesses in the area. And now, over the past 50 years, the stockpiles are right smack in the middle of residential neighborhoods, shopping centers and numerous businesses. Can someone explain to me why all this development occurred when the plan, decided back in the 1960's, was to establish a State Route 132 there? Oh, that's right, the proposed State Route 132 was put on the back burner for 50 years and the community was established around it with the belief that the State Route 132 would never happen. And now they decide, after all this development, to build it.

These stockpiles need to be removed and not used as part of the proposed State Route 132. Caltrans is only sampling for the toxic contamination that they know is there. It's what they don't know about that scares me. What else was processed on that site that the EPA or DTSC has no knowledge of and are not sampling for?

The stockpiles have already done so much damage to so many livelihoods. There are so many cancers, so many diseases, so many deaths and so many sick people all within the stockpiles and FMC sites or having moved away after being exposed to them. It's about time somebody starts caring for the people of Modesto.

Please do **your** research before using STIP funding on an unfeasible project that is being constructed on top of a toxic waste site. The State Route 132 West already exists and this should be the route that the STIP funding is used on.

Sincerely,



Maureen Dick

1671 Elm Avenue

Modesto, CA 95358

tommoedick@sbcglobal.net

2 Attachments

FMC CORPORATION – MODESTO, CA

Department of Toxic Substances Control August 2006

“Soil contaminated with barium, arsenic, and polynuclear aromatic hydrocarbons and soil containing petroleum hydrocarbons.”

1. **Barium** – Soluble barium components are poisonous. Affects nervous system causing cardiac irregularities, tremors, weakness, anxiety, dyspnea (shortness of breath) and paralysis. – Wikipedia

Barium – Personal Protection: Splash goggles, lab coat, dust respirator, approved/certified respirator, gloves, and boots. Suggested protective clothing might not be sufficient; consult a specialist BEFORE handling this product. – Material Safety Data Sheet (MSDS)

2. **Arsenic** – Arsenic and many of its compounds are especially potent poisons. – Wikipedia

Arsenic - Personal Protection: Safety glasses. Lab coat. Dust respirator. Be sure to use an approved/certified respirator or equivalent. Gloves. – MSDS

3. **Polynuclear aromatic hydrocarbons** – Highly carcinogenic. High prenatal exposure to PAH is associated with lower IQ and childhood asthma. PAH pollution during pregnancy – low birth rate, premature delivery, and heart malformations. Cord blood of exposed babies shows DNA damage linked to cancer. Increased behavioral problems at ages six and eight. – Wikipedia

Polynuclear aromatic hydrocarbons – This product contains polynuclear aromatic hydrocarbons some of which have produced cancer in laboratory animals and humans. Vapor can produce eye, skin, and respiratory tract irritation. This material is a flammable material.

Inhalation – Harmful if inhaled. Over exposure to vapors and mists can cause respiratory and nasal irritation, anesthetic effects, dizziness, possible unconsciousness and asphyxiation, stupor, weakness fatigue, nausea, and headache. Long term overexposure may cause damage to the brain, liver, kidneys or central nervous system.

Ingestion – Gastrointestinal irritation, nausea, vomiting, diarrhea, death, aspiration into the lungs which can be fatal.

Skin contact- Discoloration, moderate irritation, drying of skin, defatting and possible dermatitis. Dermal exposure plus sunlight could cause a phototoxic reaction that resembles sunburn

Eye contact- May cause severe irritation, redness, tearing or blurred vision. – MSDS

Petroleum Hydrocarbons – Also known as Total Petroleum Hydrocarbons – Some of the TPH compounds can affect your central nervous system. One compound can cause headaches and dizziness at high levels in the air. Another compound can cause a nerve disorder called “peripheral neuropathy” consisting of numbness in the feet and legs. Other TPH compounds can cause effects on the blood, immune system, lungs, skin, and eyes. – Agency for Toxic Substances and Disease Registry

STRONTIUM MINERALS

Chemical Products Corporation in Cartersville, Georgia expanded its capacity by 30% to meet shortfalls in supply that resulted from the 1984 closure of the FMC Corporation plant in Modesto, California.

1. Strontium Carbonate – Hazardous in case of ingestion. Slightly hazardous in case of skin contact, of eye contact, of inhalation. Personal Protection: Safety glasses. Lab coat. Dust respirator. Approved/certified respirator. Gloves. Consult a specialist BEFORE handling this product. - MSDS
2. Strontium Nitrate – Hazardous in case of skin contact, of eye contact, of ingestion, of inhalation. If user operations generate dust, fume or mist, use ventilation to keep exposure to airborne contaminants below the exposure limit. Personal Protection: Safety glasses. Lab coat. Dust respirator. Approved/certified respirator. Gloves. Consult a specialist BEFORE handling this product. - MSDS

BUREAU OF MINES 1961 YEAR, VOLUME 1 (1962)

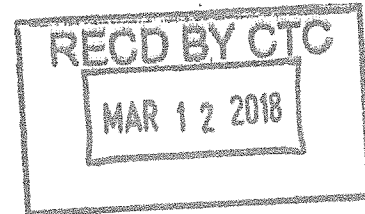
FMC Corp. began producing barium hydroxide monohydrate at its Modesto, Calif. plant.

1. Barium Hydroxide – It is corrosive and toxic – Wikipedia

Barium Hydroxide – Do not breathe dust. Wear suitable protective clothing. In case of insufficient ventilation wear suitable respiratory equipment. If you feel unwell, seek medical attention. Splash goggles, lab coat, dust respirator, approved/certified respirator, and gloves. Causes damage to the following organs: blood, kidneys, lungs, the nervous system, liver, and mucous membranes. DANGER! Corrosive - MSDS

March 5, 2018

Susan Branson, Executive Director
California Transportation Commission
1120 N. Street, Room 2221 (MS-52)
P.O. Box 942873
Sacramento, California 95814



RE: Madera SR 99 widening from Avenue 12 to Avenue 17

Dear CTC Commissioners and Director Branson,

The Madera County Transportation Commission (MCTC) is writing to express its concern related to a STIP project in Madera that is "ready to list" within two months. This project is: *SR 99 widening from Avenue 12 to Avenue 17*. This project should have been nominated in the 2018 ITIP for construction funding. However, the decision was made at the Caltrans Headquarters level to not include this in the 2018 ITIP stating that it is a project that will compete well for construction funding from the Trade Corridor Enhancement Program (TCEP). When the time came for Caltrans Headquarters to rank all the TCEP applications from the various districts, Madera's application (attached) did not make the funding threshold nor is it included in the 2018 ITIP.

Importance of Project:

This project is critical to not only Madera but the entire Valley as we move goods along this freight corridor. SR99 is a vital stretch of highway in the San Joaquin Valley that cuts through Madera County and helps drive the region's \$35 billion export-oriented agriculture industry to market in California and throughout the Nation. Beyond its trade benefits, agribusiness in California is a considerable source of employment in the Valley, accounting for 29.9% of total employment in Madera County alone. This project is also critical to meeting national, state, regional and local goals and priorities – like meeting the state's climate reduction goals. Also, the project also helps assure safety, reduce congestion, and creates jobs.

Currently, Madera County operates at a grade D on the California Department of Transportation's Level of Service (LOS) scale, which means that speed and ability to maneuver is severely restricted given the increasing density of vehicles and traffic (see attached pictures). The MCTC Policy Board is very concerned as the safety of our community is at risk as well as the inability to reach medical attention in an emergency situation. Widening SR 99 would help Madera County exceed their LOS status by 2025.

This project is also tremendously important to the region due to its air quality conformity implications. This project has been scheduled to open to traffic in 2020 in the MCTC Regional Transportation Plan. Delaying this open to traffic year may jeopardize the air quality conformity status for the entire eight (8) county air basin in the San Joaquin Valley. If one MPO fails to meet conformity, then the whole region will fail, which may freeze federal funding to the entire Valley.

In addition, the delivery of this project supports MCTC's sustainable community strategy goals for the year 2020 by providing relief from congestion and the poor subsequent emissions causing pollution specifically in the City of Madera.

Local Commitment:

This project is so important that the local community invested its local funding in keep the project alive in the 2016 STIP as it was recommended for FULL deletion in the 2016 STIP. Because of this, the project is now "ready to list."

Requested Action:

The MCTC Policy Board is respectfully requesting that the Commission work with Caltrans District 6 and Caltrans Headquarters to identify construction funding within the Commission's authority to fund this project (Madera SR99 widening from Avenue 12 to Avenue 17) and that this project receive priority without prejudice.

Thank you in advance for your consideration of this request.

Sincerely,

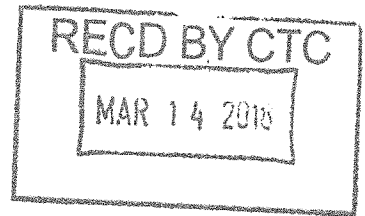
A handwritten signature in black ink, appearing to read "Brett Frazier", with a stylized flourish at the end.

Supervisor Brett Frazier, County of Madera
Chair, Madera County Transportation Commission

cc: CTC Commissioners
MCTC Policy Board Members
Bruce de Terra, Division Chief, Department of Transportation Programming
Sharri Bender Ehlert, Director, Caltrans District 6
Senator Anthony Cannella, California 12th District
Senator Tom Berryhill, California 8th District
Assemblyman Frank Bigelow, California 5th District
Congressman Jim Costa, 16th District of California

March 6, 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 very limited 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 US101", 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, forcing
residents to detour miles to reach services in the City of Trinidad
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

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 does not address the
dire need to improve the depleted road conditions within the
Greater Trinidad community. The use of the limited public funds
for this project therefore lack justification.

With transportation funds in short supply, please consider what
is in the best interest of the greatest number of area residents.

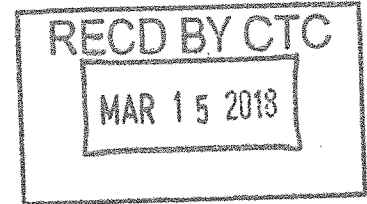
Please direct HCAOG (Humboldt County Association of
Governments) to develop a plan that addresses the
transportation/road issues of the entire Greater Trinidad area and
that benefits the majority of its residents.

Thank you for your consideration of this issue.

Sincerely,

Cynthia Johnson
159 Baker Ranch Rd
Trinidad, CA 95570

CL:TF



March 6, 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 very limited 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 US101", 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, forcing residents to detour miles to reach services in the City of Trinidad

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

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 does not address the dire need to improve the depleted road conditions within the Greater Trinidad community. The use of the limited public funds for this project therefore lack justification.

With transportation funds in short supply, please consider what is in the best interest of the greatest number of area residents. Please direct HCAOG (Humboldt County Association of Governments) to develop a plan that addresses the transportation/road issues of the entire Greater Trinidad area and that benefits the majority of its residents.

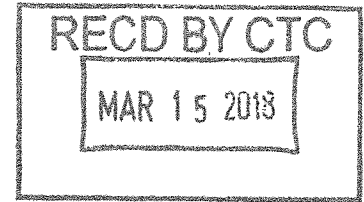
Thank you for your consideration of this issue.

Sincerely,

Dear STC members & staff - The points mentioned above succinctly capture the issues as related to the Greater Trinidad Area. Any plan must consider the impact and needs of both north & south of Trinidad.

*Sincerely, E.A. Taylor
4696 Calle Reina
Santa Barbara, Ca. 93110*

CC: TF



March 6, 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 very limited 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 US101", 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, forcing residents to detour miles to reach services in the City of Trinidad

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

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 does not address the dire need to improve the depleted road conditions within the Greater Trinidad community. The use of the limited public funds for this project therefore lack justification.

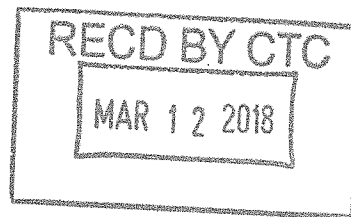
With transportation funds in short supply, please consider what is in the best interest of the greatest number of area residents. Please direct HCAOG (Humboldt County Association of Governments) to develop a plan that addresses the transportation/road issues of the entire Greater Trinidad area and that benefits the majority of its residents.

Thank you for your consideration of this issue.

Sincerely,

Mary L. Taylor
4696 Calle Reina
Santa Barbara, CA 93110

I am a frequent visitor to Trinidad
and Humboldt County



March 8, 2018

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

Dear State Transportation Commission Members and Staff,

We are opposed to the use of very limited 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 US101", 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, forcing residents to detour miles to reach services in the City of Trinidad

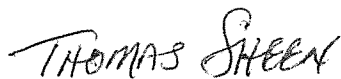
Scenic Drive (south of Trinidad) provides coastal access to beaches and trails that are critical to the local tourism industry and has been closed multiple times and remains extremely dangerous due poor road maintenance, potholes and narrow roadbed. Local residents also use Scenic Drive to access their homes and contribute significantly through property taxes. If conditions persist, access by emergency vehicles to residences could be impossible.


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 Casino and does not address the dire need to improve the depleted road conditions within the Greater Trinidad community. The use of the limited public funds for this project therefore lacks justification.

With transportation funds in short supply, please consider what is in the best interest of the greatest number of area residents and taxpayers. Please direct HCAOG (Humboldt County Association of Governments) to develop a plan that the transportation/road issues of the entire Greater Trinidad area and that benefits the majority of its residents.

Thank you for your consideration of this issue.

Sincerely,


Thomas Sheen


Nancy Sheen

171 Baker Ranch Road PO Box 1242

Trinidad, CA 95570



StanCOG
Stanislaus Council of Governments

CC: DC/TF

1111 I Street, Ste 308
Modesto, CA 95354
209.525.4600 Main
209.558.7833 Fax
www.stancog.org

March 9, 2018

Member Agencies

City of Ceres

City of Hughson

City of Modesto

City of Newman

City of Oakdale

City of Patterson

City of Riverbank

City of Turlock

City of Waterford

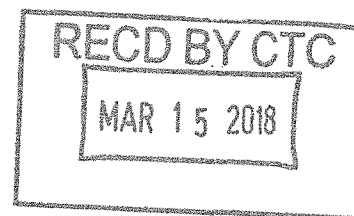
Stanislaus County

Policy Board Chair
Bill Zoslocki

Policy Board Vice-Chair
Gary Soiseth

Executive Director
Rosa De León Park

Ms. Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814



RE: State Route 132 West Freeway/Expressway Phase 1 Project in Stanislaus County - SUPPORT

Dear Ms. Bransen:

On behalf of the Stanislaus Council of Governments (StanCOG), I am writing to respectfully request that the Commission approve our 2018 State Transportation Improvement Program (STIP) and the SB1 Trade Corridor Enhancement Program (TCEP) request to fund the State Route-132 West Freeway/Expressway Phase 1 Project.

The SR-132 West Freeway/Expressway Project is divided into a two phases. Phase 1 will construct a two-lane expressway on a new alignment in the City of Modesto with full access control and grade separations at intersections between North Dakota Avenue and State Route 99 with an ultimate build out of a four-lane freeway in Phase 2. We understand that concerns have been expressed regarding our public outreach efforts in educating the community of the project and therefore I thought that it was important to articulate that StanCOG, along with several other stakeholders, including Caltrans, the City of Modesto, Stanislaus County, and the Department of Toxic Substances Control (DTSC), among others were proactive and conducted various activities to inform the public and reach a consensus.

I want to assure the Commission that we engaged in a thorough public participation process, which included conducting stakeholder meetings/targeted outreach, mailing lists, and public information meetings/open houses. Public participation tools have included fact sheets, multilingual community flyers and announcements, focus group meetings, display boards, and a project website. Newspaper ads and meeting notifications in English and Spanish were published in the *Modesto Bee* and *Vida en el Valle*, respectively. The project public information officer and other agency representatives were also involved in answering questions and listening to public comments in person. StanCOG has also welcomed public comment at its monthly board meetings, and the Executive Director has also provided personal briefings at StanCOG for members of the public.

Ms. Susan Bransen, Executive Director
March 9, 2018
Page Two

Early public information meetings, neighborhood meetings and open houses were held on the following dates:

- May 4, 2010—Martone Elementary School (Modesto) 37 Attended
- September 8, 2011—Pearson Education Center (Modesto) 35 Attended
- December 7, 2011—Mark Twain Junior High School (Modesto) 183 Attended
- August 18, 2014—King-Kennedy Memorial Center (Modesto) 137 Attended

A Public Hearing was held on February 22, 2017 at Mark Twain Junior High School in Modesto where the Draft EIR/EA and the Draft Final RAP were made available during the 59-day review period from January 18, 2017 to March 17, 2017 (Extended from original deadline of March 3, 2017). Copies of the materials were available online and at various locations including the Caltrans District 10 office, StanCOG, Stanislaus County Library and the DTSC office.

After initiation of the environmental phase, a discovery of contaminated soil stockpiles in the project area required DTSC's involvement and oversight throughout the environmental process. Soil sampling was conducted in 2012, and annual groundwater monitoring of ten wells within and adjacent to the stockpiles has been ongoing since 2012. The soil that comprises the stockpiles was generated in the 1960s during excavation of an industrial property acquired by Caltrans from the Food Machinery and Chemical Corporation (FMC). The property was acquired for the new alignment of the Modesto Bypass project (i.e., the construction of SR 99). Soil excavated during construction of the Modesto Bypass project, including soil from the former FMC parcel, was stockpiled within Caltrans right-of-way. The stockpiles were intended for use in the construction of the future SR-132 West Project. A Remedial Action Plan has been prepared by Caltrans to isolate and encapsulate the stockpile soil behind retaining walls and bridge abutments and beneath roadway pavement to prevent potential exposure to the soil and stormwater infiltration or erosion.

The DTSC and the Central Valley Regional Water Quality Control Board are responsible agencies under the California Environmental Quality Act (CEQA) for agency oversight and administration of regulatory requirements pertaining to contaminants in the stockpiles. DTSC has stated that the soil stockpiles do not pose a risk to human health for Caltrans workers who access the site for maintenance activities, trespassers and residents adjacent to the stockpiles. Caltrans in cooperation with the City of Modesto, Stanislaus County and StanCOG have prepared the Final Environmental Impact Report/Environmental Assessment and Remedial Action Plan and certified as of March 2, 2018 that it has been completed in compliance with CEQA. We clearly would not move forward with our funding request had the project not received the statutorily required expert review and determination that the project does not pose a risk to public health. StanCOG remains committed to providing real-time information to keep the public informed about the project.

For these reasons, we ask that the Commission approve our STIP and TCEP funding request for SR 132.

Ms. Susan Bransen, Executive Director
March 9, 2018
Page Three

Thank you for your consideration of this very important project. If you have any questions please contact Executive Director Rosa De León Park at (209) 525-4642 or via email at rpark@stancog.org

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Zoslocki", with a long horizontal flourish extending to the right.

Bill Zoslocki, Chairman
StanCOG Policy Board

cc: Ms. Fran Inman, CTC Chair
Mr. James Earp, CTC Vice Chair
Mr. Bob Alvarado, CTC Commissioner
Ms. Yvonne B. Burke, CTC Commissioner
Ms. Lucetta Dunn, CTC Commissioner
Mr. James C. Ghielmetti, CTC Commissioner
Mr. Carl Guardino, CTC Commissioner
Ms. Christine Kehoe, CTC Commissioner
Mr. James Madaffer, CTC Commissioner
Mr. Joseph Tavaglione, CTC Commissioner
Mr. Paul Van Konyenburgh, CTC Commissioner
Mr. Vincent P. Mammano, FHWA Division Administrator
Ms. Laurie Berman, Caltrans Director
Mr. Dennis T. Agar, Caltrans District 10 Director



cc: TFE/DC

Local Union 684
**INTERNATIONAL BROTHERHOOD
OF ELECTRICAL WORKERS**

Serving Stanislaus, Merced, Tuolumne, and Mariposa Counties Since 1910

March 9, 2018

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: State Route 132 West Freeway/Expressway Phase 1 Project in Stanislaus County - SUPPORT

Dear Ms. Bransen:

There is a Project, State Route 132 (SR 132) West Freeway/Expressway Phase 1 Project, which is being submitted by the Stanislaus Council of Governments for a funding request from the 2018 State Transportation Improvement Program (STIP) and the SB1 Trade Corridor Enhancement Program (TCEP). On behalf of the IBEW Local 684, I am writing to express our strong support for this project. For these reasons, we respectfully ask that the Commission approve the STIP and TCEP funding request for SR 132.

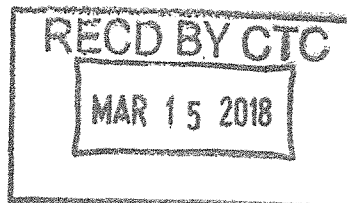
The upgraded route will result in more efficient interregional goods movement throughput; fewer fatal collisions and conflicts with pedestrians and bikes; and improved air quality and fewer emissions from mobile sources. The SR-132 West Freeway/Expressway Project is a dual phase project that has statewide, regional, and local importance. Phase 1 will construct a two-lane expressway on a new alignment in the City of Modesto with full access control and grade separations at intersections between North Dakota Avenue and State Route 99 with an ultimate build out of a four-lane freeway in Phase 2.

In *The Mile Marker June 2017*, a Caltrans performance report, it states that for "Every \$1 billion spent on infrastructure projects creates more than 13,000 jobs, according to federal government estimates..." Using those figures, the SR-132 West Freeway/Expressway Phase 1 Project would create more than 1,066 jobs in Stanislaus County. These jobs are critical given that Stanislaus County's unemployment rate is 33% higher than the state average (6.5% vs. 4.9%).

Thank you in advanced for your time and consideration of this very important project. If you have any questions please contact me at 209-524-5171 or via email at bobby@ibewlu684.org.

Sincerely,

Bobby Stutzman
Business Manager
IBEW Local 684



cc:TF

March 12, 2018
821 2nd Ave., Trinidad, CA 95570

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

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 very limited 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 transportation issues for the majority of residents of the Greater Trinidad area. There is an existing exit 0.65 miles to the north and several of the alternatives propose another interchange, which, in such close proximity is a waste of taxpayer funds and will create an unsafe scenario where cars exiting at Trinidad will be crossing lanes with cars exiting northbound in 4 of the 12 alternatives. I would also like to understand why public transportation dollars are being considered for a project that mainly benefits what amounts to a private business (Cher'ae Heights Casino). Local growth will not be enough to require or justify a new interchange or any of the project alternatives, so this project is being driven solely by the Cher'ae Heights Casino plans to develop a hotel, RV park, gas station/ convenience store. Furthermore, discussions to date have been largely held behind closed doors and the local community has not been included, except for one design charrette a few years ago. The Trinidad Coastal Land Trust owns 3 easements on the Baker Ranch subdivision, which abuts the south side of the Rancheria and will likely be impacted by 6 of the 12 alternatives, yet neither the Rancheria, Humboldt County Association of Governments, nor Caltrans has contacted TCLT to discuss how the project would affect the easements.

While the stated purpose of the project is to "provide safe and sustainable access to and from US101", this is clearly an attempt by the Rancheria and Casino interests to direct public dollars into a project of which they are the primary beneficiary. There are significant local road issues that impact a far greater number of residents that are not addressed by the preferred alternatives of this project. For example: 1) Stage Coach Road (north of Trinidad) remains closed to all traffic after washing away in winter storms; 2) 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; 3) Westhaven Drive is narrow and lacks shoulders, bike lanes, and pedestrian walkways.

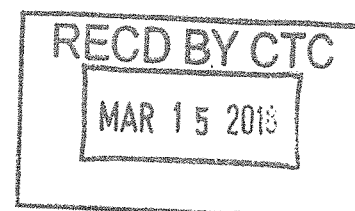
The proposed alternatives presented in the Rancheria Product Study Report are designed to singularly improve access to and from 101 to the Rancheria complex and does not address the dire need to improve the deteriorated road conditions within the Greater Trinidad community. The use of the limited public funds for this project therefore lacks justification. Please consider what is in the best interest of the greatest number of area residents. Please direct HCAOG (Humboldt County Association of Governments) to develop a plan that addresses the transportation/road issues of the entire Greater Trinidad area and that benefits the majority of its residents.

Thank you for your consideration of this issue.

Sincerely,



Don Allan



cc: TP

March 13, 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 very limited 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 US101", 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, forcing residents to detour miles to reach services in the City of Trinidad

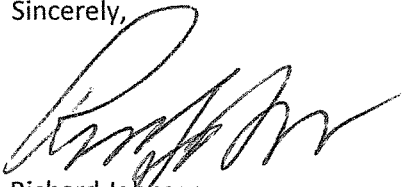
Scenic Drive (south of Trinidad) provides coastal access to beaches and trails that are critical to the local tourism industry and has been closed multiple times and remains extremely dangerous

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 does not address the dire need to improve the depleted road conditions within the Greater Trinidad community. The use of the limited public funds for this project therefore lack justification.

With transportation funds in short supply, please consider what is in the best interest of the greatest number of area residents. Please direct HCAOG (Humboldt County Association of Governments) to develop a plan that addresses the transportation/road issues of the entire Greater Trinidad area and that benefits the majority of its residents.

Thank you for your consideration of this issue.

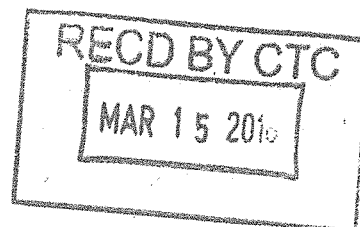
Sincerely,



Richard Johnson

159 Baker Ranch Road

Trinidad, CA 95570



Remedios, Douglas@CATC

From: Elaine Weinreb <elreb@suddenlink.net>
Sent: Wednesday, March 14, 2018 12:06 PM
To: California Transportation Commission@CATC
Subject: 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 very limited 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 US101", 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, forcing residents to detour miles to reach services in the City of Trinidad

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

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 does not address the dire need to improve the depleted road conditions within the Greater Trinidad community. The use of the limited public funds for this project therefore lack justification.

With transportation funds in short supply, please consider what is in the best interest of the greatest number of area residents. Please direct HCAOG (Humboldt County Association of Governments) to develop a plan that addresses the transportation/road issues of the entire Greater Trinidad area and that benefits the majority of its residents.

Thank you for your consideration of this issue.

Elaine Weinreb

POB 427 Trinidad CA 95570



This email has been checked for viruses by Avast antivirus software.
www.avast.com

Remedios, Douglas@CATC

From: Mara Parker <maracparker@aol.com>
Sent: Wednesday, March 14, 2018 1:41 PM
To: California Transportation Commission@CATC
Subject: Trinidad Rancheria Overpass Comments

Dear California Transportation Commission

I have lived in the Trinidad area since 1980. This overpass for the Trinidad Rancheria is long overdue. It will allow traffic to enter from 101 instead of Scenic and will allow both sides of the Rancheria to be accessible to tribal members with family and friends on both sides. The Rancheria should have never been split in half by Hwy. 101.

This overpass will benefit our community in so many ways and will alleviate the traffic on the sinking road aka Scenic Drive.

Thank you for your time.

Sincerely,
Mara Parker
111 Haven Way
Trinidad, Ca 95570

Sent from my iPhone

Remedios, Douglas@CATC

From: Marijane Poulton <marijanep@hotmail.com>
Sent: Wednesday, March 14, 2018 6:30 PM
To: California Transportation Commission@CATC
Subject: Cher-ae Heights Casino Trinidad Rancheria Off Ramp

Dear Transportation Commission Members,

I am opposed to using public funds to build an off ramp that will be used primarily for one commercial enterprise, the local casino. The current Trinidad off-ramp sends traffic right through the middle of the small communities of Trinidad and Westhaven, which have a number of businesses that are dependent on local custom to stay afloat, and need all the traffic that the current off-ramp provides. There are few local infrastructure amenities, such as a septic facility, medical clinic or paid, full-time fire department, that would be needed to service a larger volume of customers at the Casino or the related commercial enterprises that would be built, and there is very little land available for such infrastructure to exist.

As a local resident, I feel that much better use of the funds earmarked for such an off-ramp would be to rebuild the part of State Hwy 101 just south of Crescent City, also known as Last Chance Grade. We also have several local roads that are in serious need of help before they fall into the ocean, such as Scenic Drive and Patrick's Point Drive, which are used on a daily basis by large numbers of local residents, and by travelers from all over the world.

Casino visitors are valued for the additional income they bring in from outside our local area, but represent a very small percentage of people that are looking for that specific experience. I can't shop for groceries at the casino. I can't send my kids to school at the casino. People who come to Trinidad to visit the casino aren't going to volunteer to help remove invasive plants from the local State Parks or at the local library. They won't join the Civic Club or help with the Lion's Club pancake breakfast. I would like to see public dollars spent on projects that will benefit ALL the citizens of my community, not just the Rancheria.

Thank you for serving as a Commissioner, and for reading my comments.

Sincerely,
Marijane B. Poulton
PO Box 649
Trinidad, CA 95570-0649

Remedios, Douglas@CATC

From: WK Wngr <wkwenger@gmail.com>
Sent: Wednesday, March 14, 2018 7:13 PM
To: California Transportation Commission@CATC
Subject: proposed 101 offramp to Trinidad Rancheria Casino

I'm opposed to having tax-payer dollars being spent on an offramp that only benefits the Trinidad Rancheria Casino, and any future development adjacent to the casino.
The casino is readily accessible from the Trinidad offramp.

Funds are better spent on improving local roads including Scenic Drive and Patrick's Point Drive.

If the Trinidad Rancheria finances the offramp, then that is their right assuming they receive approval from all agencies involved.

Regards,

William K. Wenger