

# 2025

Long-Range

## Transportation Plan

For the Cher-Ae Heights Indian Community of the Trinidad Rancheria



Achieving the Tribe's vision for a **Safe, Sustainable, Integrated,** and **Efficient** Tribal transportation system for **All Users** that will increase equity for the disadvantaged Tribal community by identifying broad, community-informed goals/strategies to meet community health, employment, economic, cultural, educational, and environmental needs.

# Trinidad Rancheria Sustainable and Comprehensive Long-Range Transportation Plan

## Executive Summary

This Long-Range Transportation Plan (LRTP) is intended to define the multimodal transportation vision for the Cher-Ae Heights Indian Community of the Trinidad Rancheria over the next 20+ years. Four main properties covering 108 acres comprise Trinidad Rancheria holdings: the Main parcel (administrative hub for Tribal government), the Harbor parcel near Trinidad Head, Westhaven and Trillium residential parcels, and another residential parcel in McKinleyville.

The LRTP explores four main topics:



In **Chapter 2**, a review of the Tribe's planning efforts highlights a recurring theme: there is a critical need for safe and reliable access to/from Tribal lands.

An inventory of the existing transportation system lays the groundwork for the LRTP: understanding its extents, its condition, and its ability to serve the community's needs. Much of the analysis focuses on the National Tribal Transportation Facility Inventory (NTTFI)—roads, trails and other facilities that provide transportation and public access to, within, and through Indian reservations and native communities while contributing to health, safety, and economic development. Other modal connections within the larger regional network are also discussed as they impact the Tribe's mobility and access. **Chapter 3** discusses existing land use patterns, modal component's of the transportation network, and safety trends.

Building from this context, **Chapter 4** looks to the future. The 2011 Comprehensive Plan lays the foundation, supplemented by conversations with Tribal leaders and other members to define its

goals over the 20-year planning horizon. The Trinidad Rancheria envisions a Safe, Sustainable, Integrated, and Efficient Tribal transportation system for All Users that will increase equity for the disadvantaged Tribal community by identifying broad, community-informed goals/strategies to meet community health, employment, economic, cultural, educational, and environmental needs.

The gap between where we are today and where we want to be tomorrow identifies opportunities and investment priorities (**Chapter 5**). Potential projects were identified from several sources: previously identified needs from past studies, substandard geometrics concerns from 2023 field surveys, safety needs suggested by available crash data, and input received from Tribal leaders and community members. The result is a list of potential transportation projects for each geographic area. Each was weighed against performance measures that support the Tribe’s Vision statement. Prioritized projects are listed in **Table ES-1**, which reflects objective screening criteria and subjective input during a November 2024 public meeting.

*Table ES-1: Prioritized Projects*

| High Priorities   | Medium Priorities   | Low Priorities   |
|---|---|--|
| <ul style="list-style-type: none"> <li>• US 101 Trinidad Area Access Improvements Project</li> <li>• Smaller scale Scenic Drive safety improvements</li> <li>• Planning to expand transit services to all Tribal parcels</li> <li>• Striping for Bay Street/parking areas at Harbor</li> <li>• Address bluff stability at Ue-Kwe’Won Beach/Lighthouse Road</li> <li>• Increased sidewalk connections at Westhaven, Trillium, and McKinleyville parcels</li> </ul> | <ul style="list-style-type: none"> <li>• Traffic calming measures for Tribal Services parking lot</li> <li>• Repairs on Wa-Ray Road</li> <li>• Turnaround for Teh-Pah Lane</li> <li>• Archer Road Widening</li> <li>• New connection between Archer Road and Twe-Goh Court</li> </ul> | <ul style="list-style-type: none"> <li>• Repairs on Pa Pah Lane</li> <li>• Repairs on Ter Ker Koo Lane</li> <li>• Repairs on Unnamed Route 508</li> <li>• Repairs and widening for LaRay Lane</li> </ul> |

The highest priority—both today and for the past few decades—is the US 101 Trinidad Area Access Improvements Project, intended to provide safe and reliable access to the Main Parcel via a new interchange along US Highway 101 and improvements to Scenic Drive. Scenic Drive provides sole access to the Tribe’s government services and critical infrastructure today. The road has significant geological instability, limited width and visibility to safely share between different modal users, and is plagued by closures when landslides or pavement breaks compromise safety. This critical need for safe and reliable access has dominated the Tribe’s transportation priorities for decades. Maintaining existing infrastructure in a state of good repair and supporting increased modal choices are also important themes. The report concludes with planning-level cost estimates for each potential project and an overview of financial considerations—including potential funding sources.

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# Trinidad Rancheria Sustainable and Comprehensive Long-Range Transportation Plan

March 2025

## 1 Introduction

This Cher-Ae Heights Indian Community of the Trinidad Rancheria Long-Range Transportation Plan (LRTP) is intended to define the Tribe’s multimodal transportation vision over the next 20+ years. The plan defines a set of goals to help inform decision-making during development of a funding strategy to implement the Tribal Transportation Improvement Program (TTIP). The LRTP also identifies short- and long-range transportation improvement strategies that will address current and future transportation needs.

In 2023-2024, a series of technical memos was published that lay the groundwork for the LRTP. The white papers described the existing transportation network and planning, future conditions, needs and deficiencies, and more. A separate but concurrent *Comprehensive Safety Action Plan* was developed with a federal Safe Streets for All grant, which focuses on safety data, needs, goals, and priorities.

The Cher-Ae Heights Indian Community of the Trinidad Rancheria (Trinidad Rancheria) is a federally recognized Tribe with 108 acres of property in coastal Humboldt County, California (**Figure 1**). Current Tribal enrollment is 282 persons.

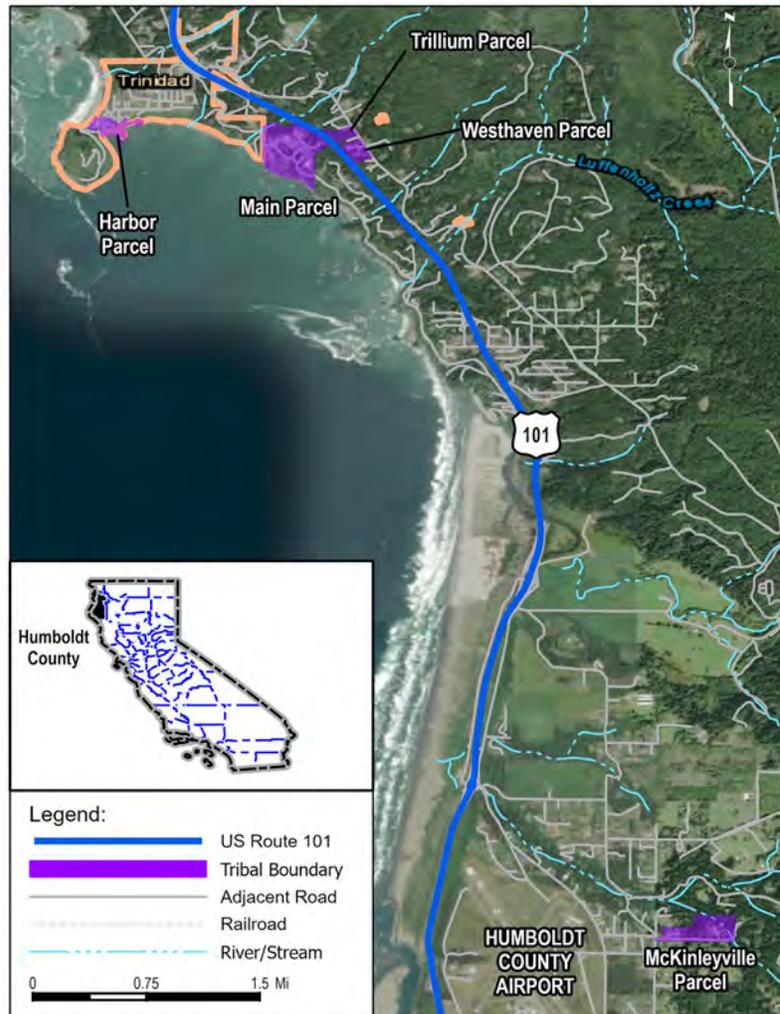


Figure 1: Trinidad Rancheria Vicinity Map

Four main properties comprise Trinidad Rancheria holdings:

- Main parcel, 58.5 acres west of US 101, including the administrative hub for Tribal government and the Heights casino.
- Harbor parcel, 9.3 acres within Trinidad including the pier, a restaurant, and access to Trinidad Head.
- Westhaven and Trillium parcels, 12.3 acres east of the main parcel and US 101.
- McKinleyville parcel, 28.3 acres along Archer Road in McKinleyville.

### 1.1 LRTP Organization

The LRTP explores four main topics, discussed in each of the following chapters:

#### Where have we been?

- Looks at our history and previous studies to inform the planning context

#### Where are we now?

- Inventories existing conditions including roadways, land use, crash trends, and more

#### Where do we want to be?

- Explores our vision for the future, developed through robust community engagement efforts, to define needs over the next 20 years

#### How can we get there?

- Identifies the priorities and action steps to achieve our plans



# Looking Back

## 2 Where have we been?

The purpose of analyzing the regional profile is to develop a better understanding of the past, present, and future conditions that define the character of the Tribal community. Analyzing factors like demographics, socioeconomic trends, and employment patterns provides a comprehensive planning framework for interpreting community needs, travel patterns, accessibility, and tourism within a cohesive transportation network. The Tribe's connections within the community and to the larger regional transportation system play a critical role in defining equitable mobility and access.

However, we cannot understand our future without understanding our past.

### 2.1 History

For thousands of years the Yurok, Wiyot, and Tolowa people lived in the coastal redwood forest region of Northern California. All three tribes traditionally lived in the region and shared a similar cultural heritage. They were fishers, hunters, and gatherers who subsisted primarily on salmon, shellfish, and other ocean fish, as well as deer, elk, and smaller game animals. Assorted berries, mushrooms, herbs, and acorns were also food staples. Year-round ceremonies were, and continue to be, central to the culture—bringing families and villages together to give thanks, heal, and pray.

Wiyot ancestral territory covered around 525 square miles of lands around the Mad River, lower Eel River, and Humboldt Bay. According to seasonal patterns, the Wiyot broke into small family bands and journeyed to hunt, fish, and gather throughout the area.

Within 500 square miles of traditional ancestral territory, 74 known Yurok village sites were scattered along the Klamath River and adjoining waterways. Each included fishing and hunting sites, permanent and seasonal homesites, gathering areas, training grounds, and spiritually significant areas. Canoes and footpaths were the primary modes of transportation, with an extensive network of trade routes and both inter- and intra-community connections.

European contact at Trinidad is recorded as early as 1775. Early white settlers made use of available timber, pasture, marine, and mineral resources, which established the early transportation infrastructure for the region. Improved access spurred the region's transition to a recreational destination, with resorts developing along the coastal beaches and rivers throughout the 19<sup>th</sup> century. As populations grew, tensions increased, with native populations transitioning to the mountains by mid-century.

The Cher-Ae Heights Indian Community of the Trinidad Rancheria was congressionally established in 1906, which gave authority for the federal government to purchase small tracts of land for homeless Indians in California. In 1908, 60 acres of land in Humboldt County were purchased for Indians living along the Northern California Coast. The Rancheria is within the aboriginal territory of the Yurok people and includes many sacred and culturally significant areas. Scenic Drive, which provided access to the property, was the primary north-south highway serving the region at that time.

Construction of the first section of Highway 101—363 miles between San Francisco and Crescent City, authorized in 1910—began soon after, reshaping the region's highway network. The current US 101 alignment near the Rancheria was constructed in 1962, with right-of-way granted by the Bureau of Indian Affairs (BIA) without consent from the Tribe. Its construction severed Tribal lands, leaving two detached tracts with no direct access to the new highway permitted when abutting landowners refused to grant access easements.

To offset this loss and accommodate expanded housing demands, increased member services, and economic development, in the 1980s, 1990s, and 2000s the Tribe acquired additional properties, which now comprise its land base.

Over 60 years have passed since the BIA's unilateral division of tribal lands and abandonment of Scenic Drive to the care of the under-resourced County of Humboldt, creating a legacy of harm through division and isolation of the Tribal community. Scenic Drive provides sole access to the main parcel—the seat of government, tribal administration, emergency operations, victim services, and much of the Tribe's critical infrastructure.

Despite this legacy of discrimination, the Tribe has made—and continues to make—significant investments that benefit the local economy and quality of life for its neighbors. In January 2000, the Tribe purchased the harbor properties and through its stewardship has transformed the site into the safe, cultural, commercial, recreational, historical, and scenic draw it is today. The Pier Replacement Project, completed in 2012, replaced the aging and deteriorated 1940s-era pier with a durable, safe, and environmentally sustainable structure. This modernized facility supports local fishermen and established commercial crab operations. Additional Tribal investments include building public restrooms, upgrading the boat launch, financially supporting the waterline project, operating the Seascape restaurant, and more. Services to feed and care for elders fill a niche need and are available to both Tribal members and the surrounding community.

## 2.2 Previous Studies by the Trinidad Rancheria

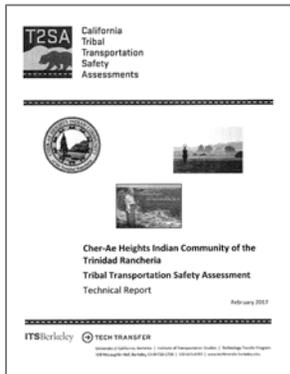
As discussed in the *Existing Conditions White Paper*, during the past two decades the Tribe has completed a host of previous transportation planning documents, detailing its vision and priorities over time. A review of the Tribe's planning efforts highlights a recurring theme: there is a critical need for safe and reliable access to/from Tribal lands.

The following Tribal documents were reviewed as part of this current LRTP effort:

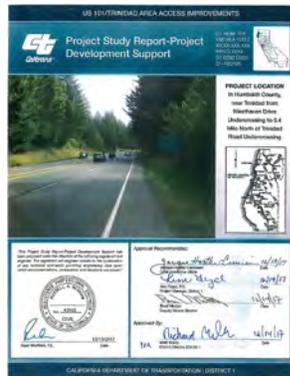
|  |   |
|--|---|
|  | <p><b>2006 Tribal Transportation Plan/LRTP</b>, which included an inventory of the NTTFI network and prioritized plan for improvements. Key projects highlighted include the proposed interchange with US Highway 101, reconstruction of the pier (since completed), increased cyclist/pedestrian options, and investment in aging infrastructure—particularly Scenic Drive and Archer Road. The 2006 Plan also outlines a series of guiding goals/policies related to Tribal self-determination, rural mobility needs, roadways, harbor transit, bike/ped facilities, recreational travel, goods movement, safety, emergency access/evacuation, energy consumption, water quality, air quality, and public transportation.</p>   |
|  | <p>The <b>2011 Comprehensive Community-Based Plan</b>, built around an extensive public involvement campaign, defines a comprehensive plan for the Rancheria with development standards. Specific visions are organized around numerous categories: land use, transportation, housing, economic development, cultural resources, conservation, integrated resource management, watersheds, and forests. Each affirms a strong commitment to minimizing environmental impacts and preserving cultural elements even while promoting growth. The 2011 Plan highlights the ongoing US 101 Trinidad Area Access Improvement Project with accompanying redevelopment of the Main Parcel land uses alongside a more welcoming pier/harbor and increased housing options for other areas.</p>  |
|  | <p>The <b>2012 Roadway Safety Audit</b> examines road safety needs on the Main and Westhaven properties alongside Scenic and Westhaven drives. Maintenance and striping repairs are recommended, followed by long-term reconstruction/widening. Steep side slopes and slope failures are a recurring concern: the report notes that Scenic Drive “has many safety issues, especially south of the casino, including landslide areas, poor pavement conditions, steep drop-offs, narrow road sections, worn striping, poor sight distances, lack of guardrail and single lane sections. The road provides spectacular views of the beach and Pacific Ocean but has few vehicle turnouts.” Drainage improvements, widening, roadside clearing, grade flattening, and striping are also recommended along Archer Road at the McKinleyville property.</p> |



The **2014 Tribal Transportation Safety Plan**, which sets forth a vision for improved safety built around ten emphasis areas: data management, education, and specific sites that represent safety concerns, especially for cyclists and pedestrians. These include Cher-Ae Lane, Scenic Drive, US 101, Archer Road, and Westhaven Drive.



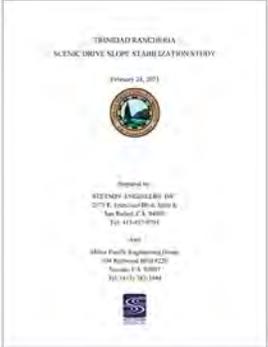
The **2017 Tribal Transportation Safety Assessment** reaffirmed several of the emphasis areas in the 2014 safety study. Recommendations included ways to enhance bike/ped safety, lighting, wayfinding, and intersection safety. Slope stability was also noted as a concern.



The **2017 Project Study Report** for the US 101 Trinidad Area Access Improvement Project that documents the State’s project development process: existing conditions assessment, purpose and need of the proposed undertaking, traffic operational implications, alternatives considered, costs/impacts, etc. The next phase, a project report and environmental document, is currently underway for the proposed project.

Safety is inherent in the proposed project; the report states that “the purpose of the project is to: 1) provide safe and sustainable access to and from US 101, for all modes of transportation, to the Trinidad Rancheria and the surrounding communities located along Scenic Drive, Westhaven Drive, and in the City of Trinidad; 2) relieve projected traffic congestion associated with planned future development; and 3) reconnect tribal lands.”

Project development efforts continue concurrent with the preparation of this LRTP.

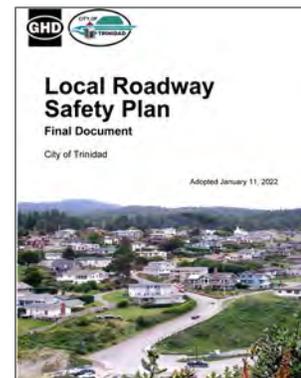
|   |   |
|---|---|
|  | <p>The <b>2023 Scenic Drive Slope Stabilization Study</b> reviews existing conditions while identifying and characterizing potential erosion/slide hazards on Scenic Drive and surrounding lands owned by and of interest to the tribe. The evaluation maps 33 potential geologic hazards and develops conceptual repairs with planning-level cost estimates. Five sites were prioritized with conceptual design plans and cost estimates for future mitigation of the hazards of erosion and landslides.</p>   |
|  | <p>The <b>2024 Comprehensive Safety Action Plan</b> describes a range of strategies to reduce crashes and the severity of crashes on the Tribe’s transportation network: i.e., performance goals, specific safety-focused improvement projects, adjustments to policies/standards, education campaigns to target high risk behaviors, etc. Implementing the plan will improve transportation safety for the Tribe, its people, and visitors to the area. A robust public involvement campaign occurred as the plan was developed, including meetings with Tribal leaders, community members, online engagement, a steering committee of safety professionals in nearby jurisdictions, and the public.</p> |

### 2.3 Recent Planning Documents from Neighboring Jurisdictions

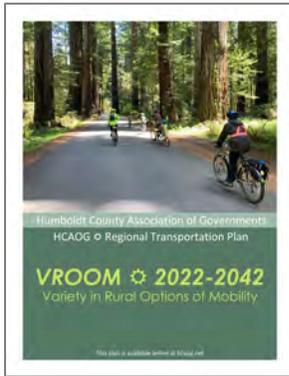
A wide selection of transportation documents was reviewed as this LRTP was prepared; the most relevant are listed by jurisdiction below. Where available, links to materials are provided for reference.

#### 2.3.1 City of Trinidad

Trinidad published its **2022 Local Roadway Safety Plan** to document its collaborative assessment of citywide local roads. Focus areas identified by stakeholders include pedestrians, aggressive driving/speeding, intersections, and bicyclists. The plan explores past safety projects, trends from recent crash records, field conditions, and community perspectives to identify strategies to improve safety. Most recommended priorities are beyond the Tribal network, but improvements at the US 101 interchange, Main Street, and Scenic Drive are identified alongside non-engineering measures.



### 2.3.2 Humboldt County



Alongside the Tribal plans described above, Humboldt County has published two recent documents that inform regional transportation decision-making: *Variety in Rural Options of Mobility* or **VROOM 2022-2042**<sup>1</sup> serves as the county's Regional Transportation Plan while **Prosperity! 2018**<sup>2</sup> represents its Comprehensive Economic Development Strategy (CEDS).

The policies in VROOM guide the development of a sustainable transportation landscape in which people can safely, comfortably, and reliably get to the places they want to go. It "begins to address transportation's interconnected challenges of climate change, land use, safety, and equity in a way that is both tailored to Humboldt County and consistent with the bold targets set at the state and federal levels. The transportation vision in VROOM 2022-2042 was crafted in partnership with the community and includes plans to reduce vehicle pollution, to promote the development of housing and jobs in walkable neighborhoods near transit, and to build out a complete network of bike and pedestrian paths to safely engage in a healthy lifestyle." The Plan identifies actions to address connectivity, mobility, equity, accessibility, and climate change throughout the county over a 20-year planning horizon. The overarching goal is "for Humboldt County to have a carbon-neutral, multi-modal transportation system that is comprehensive, safe, sustainable, and equitable so that people in the region can travel and move goods by the modes that best suit the individual or business/industry, and society at large." Specific projects are not identified, only policies.

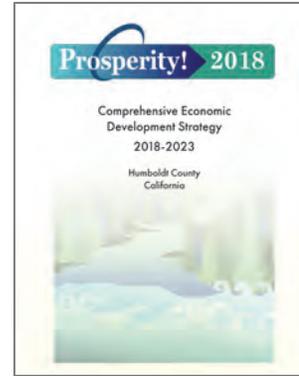
One chapter of the plan explores the Tribal transportation element of the countywide planning process. The goal established that "Tribal communities have safe and efficient mobility options, benefit from equitable access to transportation resources, and have strong interjurisdictional partnerships for advocating and solving transportation issues of tribal communities." Associated policies include supporting the North Coast Tribal Transportation Commission's (NCTTC)<sup>3</sup> mission, renaming places/infrastructure with discriminatory names, and supporting revision of SHC-94 to remove the limited waiver of sovereign immunity and expand the eligible projects to allow Caltrans to hold direct contracts with Tribes for active transportation projects.

<sup>1</sup> Online at <https://www.hcaog.net/documents/regional-transportation-plan-vroom-2022-2042>

<sup>2</sup> Online at <https://www.gohumco.com/173/Comprehensive-Economic-Development-Strat>

<sup>3</sup> Online at <https://northcoasttribes.wordpress.com/>

Meanwhile, Humboldt County's *Prosperity! 2018: Comprehensive Economic Development Strategy* (2018 CEDS) examines strategies to promote economic development within the region, focusing on eight industry clusters: diversified health care, specialty food/flowers/beverage, building construction, investment support, management/innovation services, niche manufacturing, tourism, and forest products. Stakeholder and community input consistently revealed that the region's most pressing economic issues and opportunities cut across industry clusters—i.e., enhancing the workforce, addressing transportation and infrastructure limitations, and more. The 2018 CEDS acknowledges that "limited, unreliable, and/or compromised infrastructure" and "geographic isolation and resulting conditions, including transportation" represent significant challenges to development. It states that "transportation by road is perhaps the single largest issue to address when it comes to the long-term health and economic resilience of the North Coast region."



### 2.3.3 State of California

Caltrans also publishes a statewide LRTP, a policy-based roadmap that provides a unifying and foundational policy framework for making effective, transparent, and transformational transportation decisions; addresses varied transportation needs of urban, suburban, rural, and Tribal communities; and emphasizes implementation and identifies a timeline, roles, and responsibilities for each plan recommendation.



Defined in the **California Transportation Plan 2050**,<sup>4</sup> the statewide vision for the transportation system shares several underlying goals with visions of the Rancheria and Humboldt County: "a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health." Caltrans also maintains specific modal plans for active transportation, transit, freight, and more.

<sup>4</sup> Online at <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/state-planning-equity-and-engagement/california-transportation-plan>

A wooden sign with the words "Member Services" written in a dark, serif font. The sign is rectangular with a pointed right end and is hanging from a wooden structure by two thin chains. The background shows a wooden building with a corrugated metal roof and some bare tree branches in the foreground.

# Looking Around

## 3 Where are we now?

From this context, an inventory of the existing transportation system lays the groundwork for the L RTP: understanding its extents, its condition, and its ability to serve the community's needs. Much of the analysis focuses on the National Tribal Transportation Facility Inventory (NTTFI)—roads, trails and other facilities that provide transportation and public access to, within, and through Indian reservations and native communities while contributing to health, safety, and economic development. Other modal connections within the larger regional network are also discussed as they impact the Tribe's mobility and access. Additional discussion can be found in the *Existing Conditions White Paper*, accessible on the study website.<sup>5</sup>

### 3.1 Tribal Properties & Land Uses

Land use and transportation are interrelated, with land use drives changes in traffic demand and the transportation network drives which areas are accessible to develop. Maintaining an integrated balance between both elements is essential in planning for the future.

#### 3.1.1 Main Parcel

Current land use on the main Trinidad Rancheria parcel is a combination of rural residential, civic/administrative, and recreational uses—as shown in **Figure 2**. Notable features include the Tribal Administrative Center, the Heights Casino, and Sunset Restaurant. The parcel relies on Scenic Drive for access; the nearest US 101 interchange is at Westhaven Drive/Main Street in the city of Trinidad, about a mile to the north.

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<sup>5</sup> Online at <http://TR2045.com>

Tribal government consists of an elected five-person Council and various departments: administration, cultural resources/historic preservation, economic development, environmental, fiscal resources, human resources, library, member services, emergency services, and transportation/land use. The bulk of government services for Tribal members are housed on the main parcel, making efficient, reliable access to the property especially critical.

The Heights Casino covers over 50,000 square feet and employs 140 community members, making it one of the largest employers in the vicinity. In the same building, the Sunset Restaurant provides premier dining options for residents and guests.



Figure 2: Main Parcel Land Use

### 3.1.2 Trinidad Harbor

Within the City of Trinidad, Trinidad Rancheria owns about nine Trust acres adjacent to Trinidad Bay (**Figure 3**)—representing the economic epicenter of the community. Existing land use is primarily commercial and recreational—including the newly reconstructed pier, the Seascapes Restaurant, a vacation rental, treatment plant, public restrooms, and parking area. Construction is underway concurrent with the LRTP effort to improve stormwater for the pier parking area, paired with a new interpretive visitor center to provide educational opportunities with a focus on regional resources including Tribal culture.

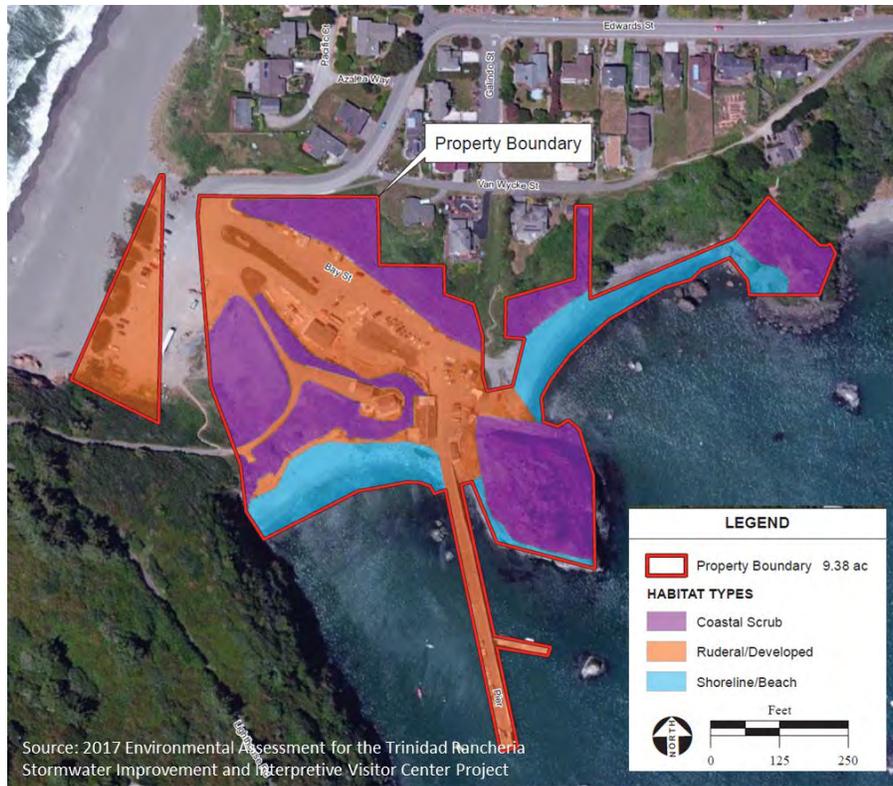


Figure 3: Trinidad Harbor Land Use

### 3.1.3 Westhaven/Trillium Residential Areas

The Westhaven property (**Figure 4**) is a small rural residential area located south of the main property and east of US 101. It is accessed from Westhaven Drive and includes nine homes along Teh-Pah and Kay-Win lanes.

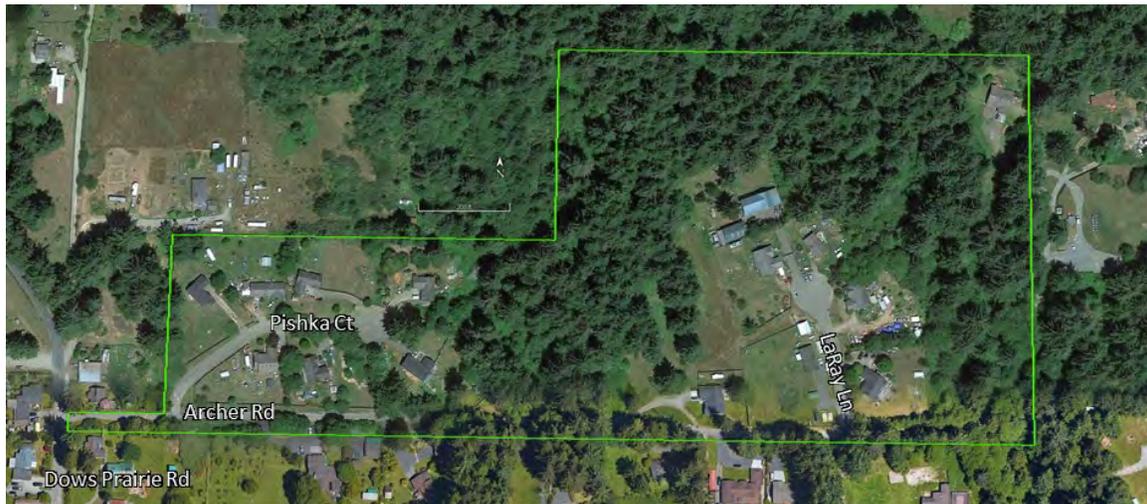
Less than 200 feet farther north, the newly acquired Trillium property covers 4.8 acres with one residence and the remainder forested.



Figure 4: Westhaven Land Use: Residential

### 3.1.4 McKinleyville

The McKinleyville property (**Figure 5**) is also a rural residential area, covering about 28 acres along Archer Road, Pishka Court, and Laray Lane. The property is accessed from Dows Prairie Road, just east of the Humboldt County Airport. The property contains wooded areas and approximately 15 single family homes.



*Figure 5: McKinleyville Land Use: Residential*

## 3.2 Overview of the Multi-modal Transportation Network

As of December 2024, there are 61.5 centerline miles of transportation facilities in Trinidad Rancheria's NTTFI, stretching along 28 miles of California's coast.

### 3.2.1 Highways

Streets, roads, and highways make up the largest component of the NTTFI; there are 60.7 miles of existing highway routes in the Tribe's current inventory. The extents are color-coded by ownership in **Figure 6**. By mileage, the bulk of the inventory is comprised of state- or county-owned routes: 46% and 45%, respectively. Overall, 1.8 miles are BIA-owned and 2.1 miles (including 1.6 miles of proposed centerline miles) are Tribal-owned routes.

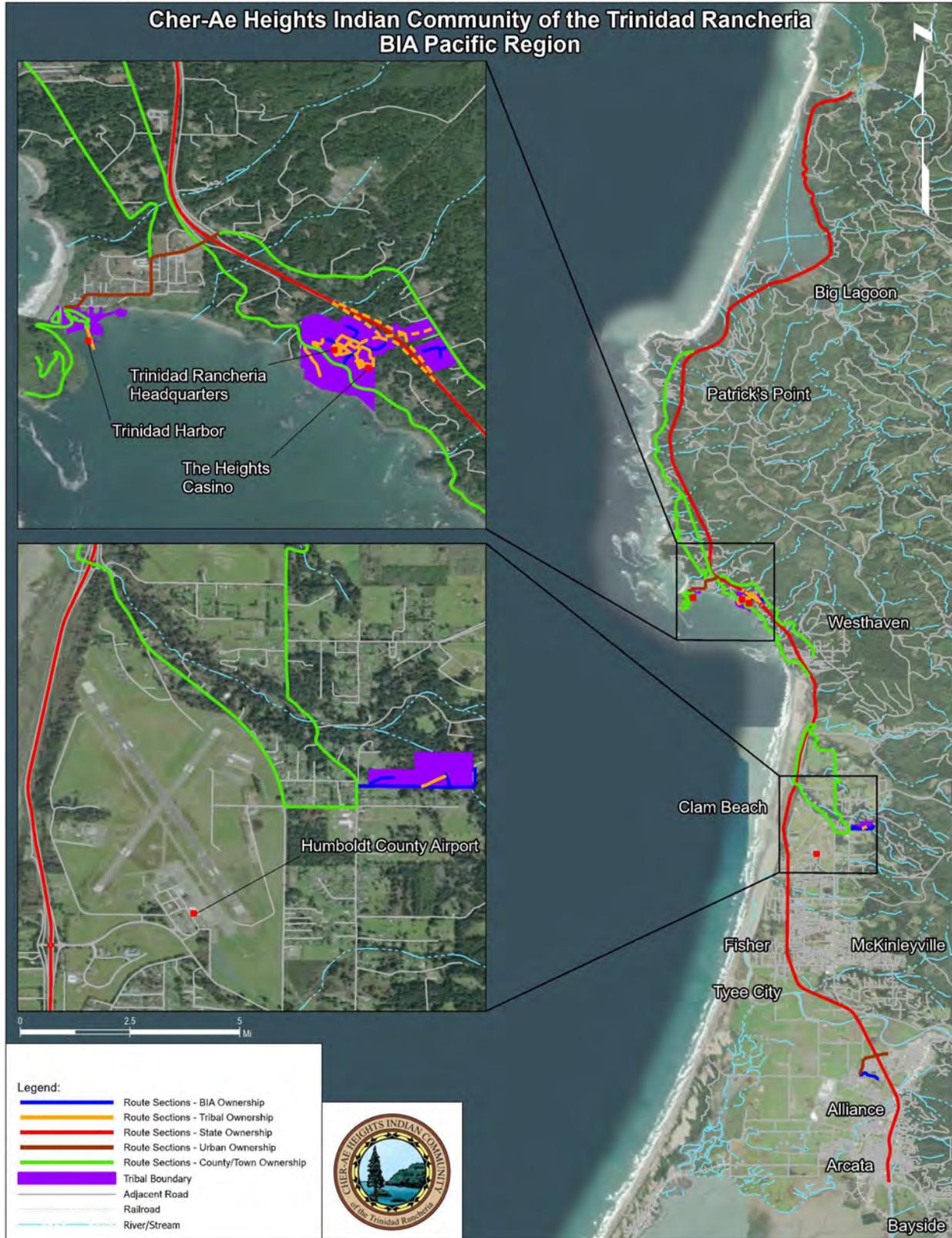


Figure 6: Existing NTTFI Highways

US Highway 101 provides the primary highway connection for the region—running roughly parallel to the coast between Los Angeles and Seattle. Near Trinidad, it is a four-lane, controlled access freeway carrying 9,600-17,800 vehicles per day (vpd) per 2022 volume data from Caltrans. Currently, 28.9 miles of US 101 are listed in the NTTFI as Route 0101—from Arcata to north of Patricks Point—as the highway provides essential regional connections. There is currently no direct access to US 101 for the Trinidad Rancheria main property; a new interchange has been a priority for the Tribe for the past several decades.

Scenic Drive, a narrow, two-lane, major collector highway hugging the coastal bluffs, provides the sole access to the main Rancheria property. The route carries an estimated 1,300 vpd north of the Rancheria property per traffic counts in May 2022. In the NTTFI, 3.4 miles of the county-owned highway are listed as Route 0310. Steep topography and underlying geological characteristics lead to recurring slope stability issues for the route. A 2023 Slope Stabilization Study identified 22 roadside sites, 10 homes, and one structure along Scenic Drive recommended for remedial improvements to mitigate ground movement, eroded slopes, poor drainage, soil sloughing, and landslides. Repairs at only five sites are estimated to cost over \$8 million.



*Figure 7: Representative Scenic Drive Sections, south (left) and north (right) of main parcel*

Cher-Ae Lane (Route 0019) provides the primary gateway into the main Trinidad Rancheria property. It intersects Scenic Drive in a curve, climbing a 10% grade uphill to access the government center, homes, and attractions above.

The NTTFI network was inventoried in 2022, measuring field conditions to reflect the current status of the Tribe’s transportation system. Data shows 52% of mileage was rated in Good to Excellent condition; 5.5 total miles (9%) were rated in Poor condition, primarily county-owned facilities. Sections of three routes (Scenic Drive, Lighthouse Road, and Wa-Ray Road) have a gravel surface. Four miles (6%) include paved widths less than 18 feet, which can be challenging for emergency responders to navigate. The inventory effort also compiles statistics about drainage conditions, safety concerns, level of maintenance, and other factors to inform potential future projects. **Appendix A** contains a summary of the current NTTFI.

### 3.2.2 Active Transportation

Beyond long-distance vehicle trips, non-motorized travel options like cycling, walking, or other micromobility modes represent an important cross-section of the transportation network.

The Tribe’s current NTTFI includes limited dedicated pedestrian or bicycle inventory:

- Sidewalks along Main and Trinity streets in Trinidad

- Recreational trails on Trinidad Head
- The 1,200+ mile California Coastal Trail<sup>6</sup> runs along Scenic Drive in the region (**Figure 8**), which is noted as needing improvement.



Figure 8: California Coastal Trail

### 3.2.3 Transit

While none of the Trinidad Rancheria properties are directly served by public transit, several service providers operate in the region:

- Redwood Transit System offers scheduled service with stops between Scotia and Trinidad, six days per week. The closest stops are at the Trinidad Park and Ride Lot, the Westhaven Fire Department, and at Central Avenue/Grange Road in McKinleyville. Buses serve at each stop five times per weekday, running on about a 3-hour headway.
- Humboldt Dial-a-Ride also provides paratransit options for individuals with disabilities to supplement traditional transit services. Once certified as eligible by the Humboldt Transit Authority, individuals may call to prearrange origin-to-destination connections, available six days a week. Arcata & Mad River Transit's McKinleyville Area serves areas north of Arcata through Clam Beach.

Other regional transit providers include Willow Creek Intercity, Arcata & Mad River, Eureka Transit Service, Blue Lake Rancheria, Samoa Transit System, and Trinity Transit.

Bus service for school-age children is provided through the Northern Humboldt Union High School District. Demand-response services are also available for elders to connect individuals with mobility needs to medical appointments and other critical services.

### 3.2.4 Air Transportation

The nearest public airport serving the region is CA Redwood Coast Humboldt County Airport (ACV) in McKinleyville. Two airlines provide service, with flights to San Francisco, Burbank, Los

<sup>6</sup> Online at <https://scc.ca.gov/projects/california-coastal-trail/>

Angeles, Denver, and Las Vegas. Larger commercial airports in San Francisco and Sacramento provide other options within a half-day drive when weather or other circumstances preclude flights to ACV.

While ACV airport is close to Tribal lands, service is limited to few destinations and limited departure windows. Maintenance and weather delays have a significant effect on travel delays. During May 2022 through April 2023, 18% of ACV departures experienced delays averaging 201 minutes, while 20% of arrivals experienced average delays of 120 minutes. During the same period, 4.4% of flights at ACV were canceled, compared to the national average of 1.3%.<sup>7</sup>

### 3.3 Crash Data & Trends

Safety is another crucial element to consider as part of the transportation system, in addition to land use and physical infrastructure. To understand data-driven safety concerns and systemic risk factors, analysts examined five years of recent crash data for NTTFI routes comprising the Tribe's highway network. The Transportation Injury Mapping System (TIMS) database hosted by UC Berkley<sup>8</sup> provided access to geospatial data for each fatal and injury crash during 2018-2022. There were 197 fatal and injury crashes during the five-year analysis period, following the geographic distribution shown in **Figure 9**. However, it should be noted that inconsistent and under-reported crash data is a recurring theme in the Tribal safety assessments, making it difficult to accurately analyze trends, particularly on Tribal lands. To account for this deficiency, conversations with local representatives provided anecdotal insights about safety concerns. In addition, a pilot project is underway to develop a more consistent crash reporting database for Tribes.

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<sup>7</sup> Bureau of Transportation Statistics TransStats at [https://www.transtats.bts.gov/airports.asp?20=E&Nv42146=NPi&Nv42146\\_anzr=N4pn6n/R74rxn,%20PN:%20Pnyvs140vn%20erq911q%20P1n56%20U7zo1yq6%20P1706B&pn44vr4=SNPgf](https://www.transtats.bts.gov/airports.asp?20=E&Nv42146=NPi&Nv42146_anzr=N4pn6n/R74rxn,%20PN:%20Pnyvs140vn%20erq911q%20P1n56%20U7zo1yq6%20P1706B&pn44vr4=SNPgf)

<sup>8</sup> Online at <https://tims.berkeley.edu>

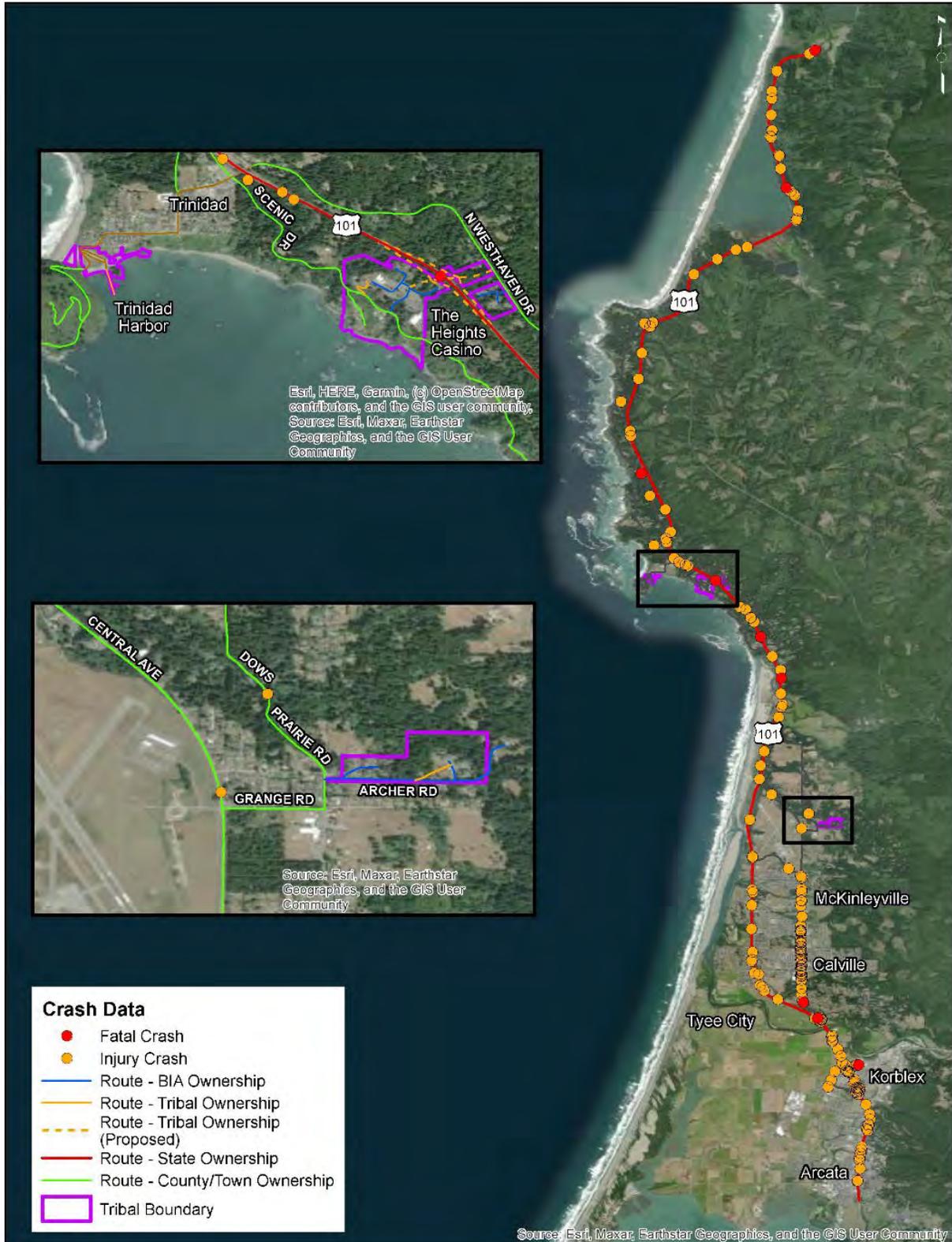


Figure 9: 2018-2022 Fatal/Injury Crashes on Trinidad Rancheria Inventory Routes

### 3.3.1 2018-2022 Fatal & Injury Crashes

Considering the geographic distribution of fatal and injury crashes, none occur within Tribal lands. The highest concentrations occur along US 101 (115 of 197 incidents), which is the longest route in the inventory and carries some of the highest traffic volumes. Crashes are fairly evenly distributed along the length north of Mad River but show clusters at the SR 200 (Bank Road) and SR 299 interchanges. US 101 Business (Central Avenue) also exhibits high crash concentrations, particularly the 1.2-mile stretch between Bates and Bartow roads—characterized by numerous driveways and cross streets.

By severity, nine crashes resulted in fatalities and the remaining 188 resulted in injuries. Nine fatal crashes—shown as red dots in **Figure 9**—are distributed throughout the area, six of which are along 28 miles of US 101 on the Tribe’s NTTFI network. Incidents resulting in property damage only are not represented in this dataset; these crashes are deemphasized under the **Safe Systems Approach**, prioritizing more severe incidents.

In 2022, the Federal Highway Administration (FHWA) formally adopted the Safe Systems Approach, a paradigm shift to anticipate human mistakes and proactively incorporate layers of protection to reduce risk and the severity of outcomes. Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach refocuses design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. It also emphasizes shared responsibility: everyone has a role to play in prioritizing safety.

As shown in **Figure 10**, the majority of crashes involved hitting an object (36.5%), followed by a broadside collision with another vehicle (18.8%). The high number of hit-object crashes suggests a need for increased clear zones, principally along US 101 where 61 of the hit object crashes occurred. Considering crash types for only fatality collisions, four involved a pedestrian strike, three involved a hit object, and two were broadside.

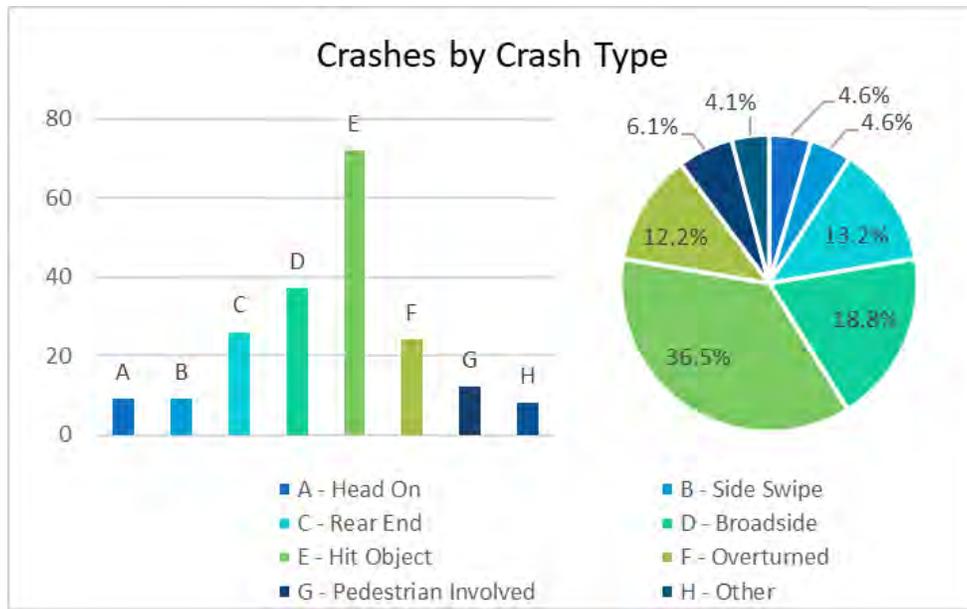


Figure 10: NTTFI Crashes by Type

Considering the underlying violation (**Figure 11**), the most common factors were improper turning maneuvers (27%), unsafe speeding (24%), and driving/cycling while under the influence (15%).

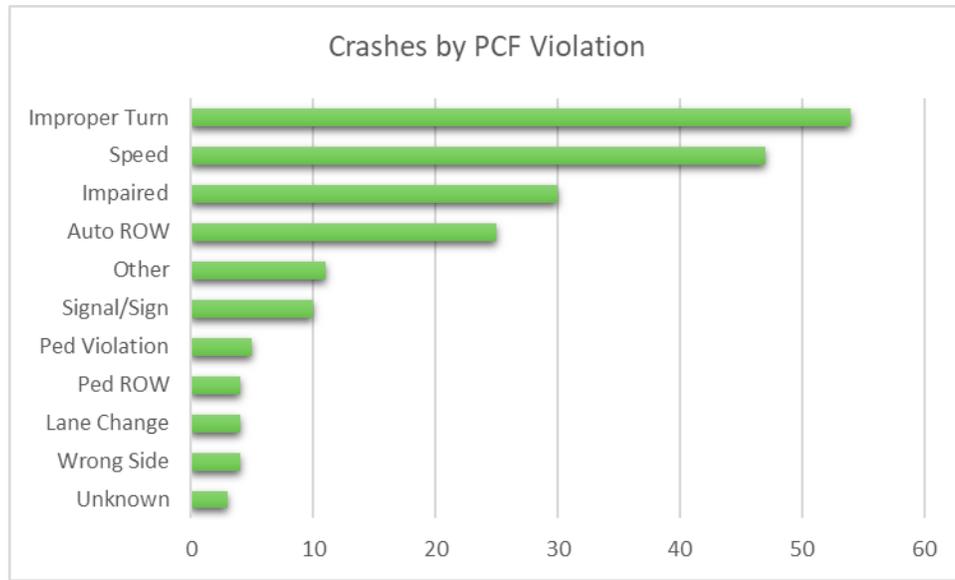


Figure 11: NTTFI Crashes by Violation

The roadway surface and light condition play a role in performance as well.

- While the majority occurred in dry conditions, 27% of crashes occurred on wet, snowy, or icy roadways. The TIMS data shows head on, hit object, and overturned crash types are overrepresented in wet/icy conditions.
- While most crashes occurred during daylight hours, 34% occurred after dark and an additional 2% occurred at dawn or dusk. Nighttime crashes can be further subdivided between those occurring on highways with streetlights (14%) and highways without streetlights (20%). The TIMS data shows hit object, pedestrian, and “other” crash types are overrepresented in dark conditions. Two-thirds of pedestrian strikes occurred after dark though in most cases streetlights were present.

Additional statistics identify which unit types were involved in each incident. Each is a focus area in the current statewide *Strategic Highway Safety Plan*.<sup>9</sup>

- Commercial vehicles were involved in three of 197 crashes, each located along US 101. The *Strategic Highway Safety Plan* notes that “California has a significant number of commercial vehicles that transport goods from marine ports and Mexico. Many crashes involving commercial vehicles are caused by passenger vehicles not accounting for the time and ability that a commercial vehicle has to slow down or speed up. Due to the size of trucks and buses, the severity of a commercial vehicle crash is often substantial.”

<sup>9</sup> Online at <https://dot.ca.gov/programs/safety-programs/shsp>

- Motorcycles were involved in ten of 197 crashes, seven located along US 101 or its ramps. With little protection beyond a helmet, motorcyclists, bicyclists, and pedestrians are considered vulnerable roadway users.
- Bicyclists were involved in 13 of 197 crashes. The distribution is shown as yellow dots in **Figure 12**.
- Pedestrians were involved in 13 of 197 crashes. The distribution is shown as blue dots in **Figure 12**. Eleven of these pedestrian strikes were concentrated on two routes: US 101 and Central Avenue.

### 3.3.2 Scenic Drive Crashes

Knowing underreported crashes is a common concern for Tribal lands, the Rancheria made a concentrated effort in 2022 to engage with enforcement agencies—Humboldt County Sheriff’s Office, California Highway Patrol, and the TIMS database referenced earlier—to collect data about crashes, DUIs, and other related citations in support of a Tribal Transportation Safety grant opportunity.

Shown in **Figure 14**, assembled data covers 2017-2022, focusing on Scenic Drive. Coordination with these agencies identified 32 crashes over six years—six of which overlap TIMS records discussed above—plus 25 other moving violations (i.e., DUI or reckless driving). Seven of the recorded crashes occurred on Trinidad Rancheria lands and 16 occurred along Scenic Drive between Main Street in Trinidad and Cher-Ae Lane, the stretch of road that provides sole access to the Main Tribal parcel, home of the Tribe’s government services and other critical infrastructure.

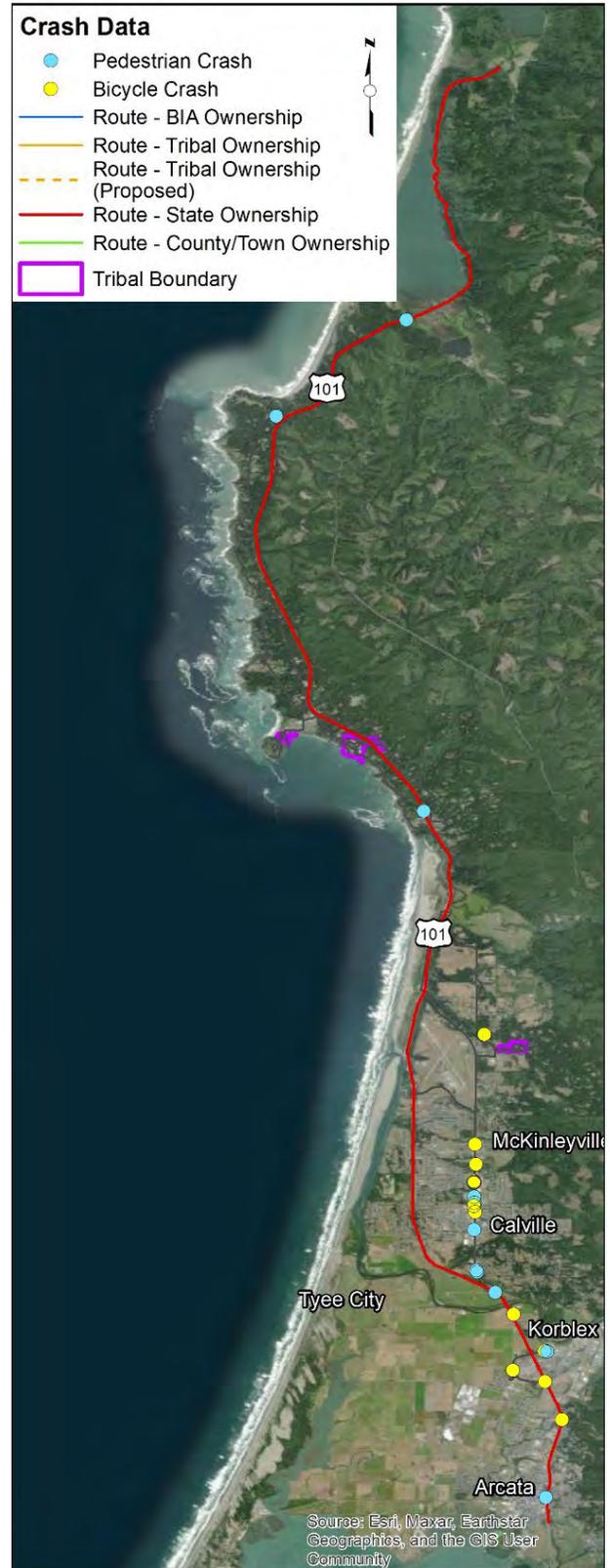


Figure 12: 2018-2022 Bike/Ped Crashes

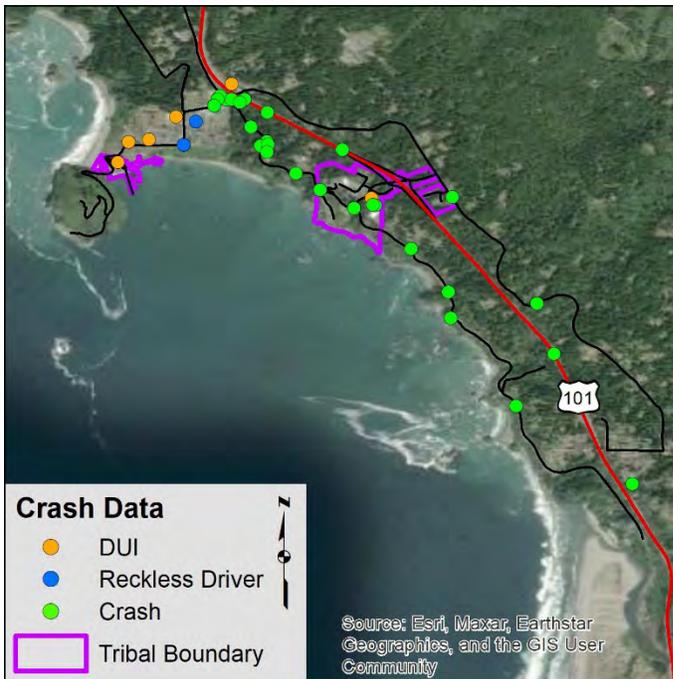


Figure 14: Scenic Drive Crashes per 2022 Grant Research

This incident data should not be considered exhaustive but provides 1) an illustration about the limitations of consistent crash reporting and 2) objective evidence supporting anecdotal input on Scenic Drive safety concerns. Scenic Drive has been cited as a priority safety concern in each of the earlier Tribal safety studies.



Figure 13: Scenic Drive cyclist

# Looking Ahead

## 4 Where do we want to be?

Building from this context, the next step looks to the future. What do we want to see 20 years from now? How should our transportation system serve our community? The 2011 Comprehensive Plan lays the foundation, supplemented by visioning exercises at a series of Tribal open houses to develop a holistic, consensus-driven direction. The *Future Conditions White Paper* on the study website contains additional discussions, with key themes included herein.

### 4.1 Vision Statement

The Trinidad Rancheria envisions...



that will increase equity for the disadvantaged Tribal community by identifying broad, community-informed goals/strategies to meet community health, employment, economic, cultural, educational, and environmental needs.

It is worth noting that elements of the Tribe’s vision closely align with each of Caltrans’ Smart Mobility<sup>10</sup> principles.

#### 4.2 Elements of the Tribal Community’s Vision

On March 21, 2023, a series of kick-off meetings for the Trinidad Rancheria LRTP process were held to engage with the project team, other Tribal leaders, and interested Tribal community members. Three meetings were held over the day, intended to introduce transportation planning efforts and begin to define the Tribe’s vision for 2045. Discussions focused on previous plans, ongoing projects, and future visions, organized around the following topic areas:



##### 4.2.1 Land Use

Land use and transportation are interrelated, with land use driving changes in traffic demand and the transportation network driving which areas are accessible to develop. Maintaining an integrated balance between both elements is essential in planning for the future. Much of the future land use vision is described in the 2011 *Comprehensive Plan*, with summaries by geographic area in the following subsections.

One recurring theme in the March 2023 discussions was the need to increase the Tribe’s current land base through new acquisitions. However, as no specific locations were identified, there is limited discussion herein regarding associated impacts on transportation demands.

**Main Parcel.** Current land use on the main Trinidad Rancheria parcel is a combination of rural residential, civic/administrative, and recreational uses—as shown in **Figure 2** (page 11). Notable features include the Tribal Administrative Center, the Heights Casino, and Sunset Restaurant. The parcel relies on Scenic Drive for access. The nearest US 101 interchange (Exit 728) is at Westhaven Drive/Main Street in the City of Trinidad, about a mile to the north.

<sup>10</sup> Online at <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/complete-streets/smart-mobility-framework>

The Heights Casino covers over 50,000 square feet and employs 140 community members, making it one of the largest employers in the vicinity. In the same building, the Sunset Restaurant provides premier dining options for residents and guests. Construction is slated to begin in 2025 on a new hotel behind the casino.

Future land use plans for the property are driven by the US 101 Trinidad Area Access Improvements Project (**Figure 15**) that has been a priority for the Tribe for decades. Construction of US 101 in the 1950s and 60s saw freeway right-of-way granted by the BIA without consent from the Trinidad Rancheria. Its construction severed Tribal lands, leaving two detached tracts with no direct access to the highway or to each other. Over 60 years have passed, creating a lasting legacy of harm through division and isolation of the Tribal community. Scenic Drive provides sole access to the Tribe’s government services and critical infrastructure. The road has significant geological instability, lacks sufficient width and visibility to safely accommodate different modal users, and is plagued with closures. One of the proposed interchange alternatives would create a diamond-style interchange with the freeway, providing direct access to the main parcel. Design and environmental investigations currently underway are evaluating costs and benefits between several different build alternatives.



*Figure 15: Rendering of Proposed Interchange Concept*

The proposed change in access—shifting the main property entrance from Scenic Drive to the new interchange—would give Cher-Ae Lane a Main Street feel. As discussed in the 2011 *Comprehensive Plan*, this change is intended to complement changing development patterns (**Figure 16**):

- Redefine existing administrative offices to become a “village center” complex with office space and other community-oriented facilities like a community center, library, group

kitchen, cultural center/museum, gym, and/or outdoor ceremony areas. As of 2023, the Tribe is pursuing a grant to expand its facilities into the current employee parking area.

- Create a new gas station/convenience store and/or charging stations for electric vehicles.
- Create an RV Park to offer additional accommodation options for overnight visitors.

Beyond the vision described in the Comprehensive Plan, efforts are ongoing to incorporate green infrastructure improvements within the casino parking lot.



Figure 16: Main Parcel Land Use Changes from 2011 Comp Plan

West of Scenic Drive, there are currently scattered single-family residences overlooking the ocean. With the steep terrain and geotechnical instability, the long-term stability and best use for these areas may need to be reevaluated.

**Trinidad Harbor.** Within the City of Trinidad, Trinidad Rancheria owns about nine Trust acres adjacent to Trinidad Bay (**Figure 3**, page 12)—representing the economic epicenter of the community. Existing land uses are primarily commercial and recreational—including the reconstructed pier, the Seascape Restaurant, a vacation rental, treatment plant, public restrooms, and parking area.

Project development efforts are underway to create a new interpretive visitor center between the existing parking area and Launcher Beach (**Figure 17**), replacing extant tackle and storage buildings. An adjacent project to improve stormwater drainage is currently under construction. The visitor center will provide educational opportunities with a focus on regional resources including Tribal culture. Current plans include a seating area, reception space, two offices, a restroom, gift shop, and interpretive monitors.

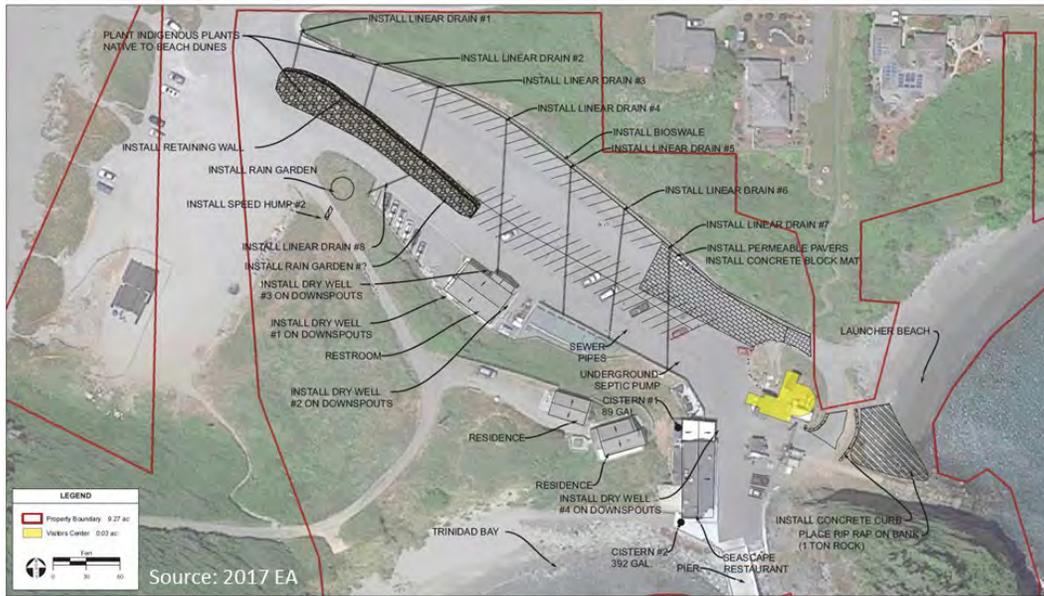


Figure 17: Proposed Interpretive Visitor Center

**Westhaven/Trillium.** The Westhaven property is a small rural residential area located south of the main property and east of US 101. It is accessed from Westhaven Drive and includes nine homes along Teh-Pah and Kay-Win lanes. It is built out with no proposed changes in land use.

Less than 200 feet north, the newly acquired Trillium property covers 4.8 acres with one residence and the remainder forested.

**McKinleyville.** The McKinleyville property is also a rural residential area, covering about 28 acres along Archer Road, Pishka Court, and Laray Lane. The property is accessed from Dows Prairie Road, just east of the Humboldt County Airport. The property contains wooded areas and approximately 15 single-family homes. There is interest in increasing residential development densities at the property (Figure 18), which is constrained by individual septic systems supporting current housing. Other comments from March identify the potential to provide a community center, park space, or trails.



Figure 18: Increased Housing Option at McKinleyville Parcel

#### 4.2.2 Economic Vitality, Recreation, and Tourism

Economic themes focus on drawing in additional visitors to the area and building momentum from existing resources, primarily the casino and harbor/pier.

The 2006 LRTP established a goal for the Tribe to “continue to create the culturally appropriate infrastructure and facilities necessary to sustain and develop recreational travel that is a significant component of the Tribe’s economy, while fully respectful of the Tribe and its people.”

The 2011 *Comprehensive Plan* explores potential assets to develop: a casino hotel paired with a small conference center, an RV resort park, and retail convenience center near the US 101 Trinidad Area Access Improvement Project. It also discusses the importance of a tourism development strategy with enhanced visitor services at the harbor/pier area and an emphasis on sustainability and uniqueness of place. This theme also aligns with the *2018 CEDS*, which details Humboldt County’s regional vision to promote tourism, arts, and culture.

During the March 2023 visioning exercises, participants discussed a future vision for the pier to serve as a marine terminal, ferry stop, or even destination for cruise ship excursions. Harbors at Eureka and Crescent City are near enough to provide potential day trip options; the nearest cruise terminal is located in San Francisco though a few recent cruises have included stops in Eureka.

#### 4.2.3 Sustainability/Resiliency

Sustainability is an important and multi-faceted consideration to incorporate in defining transportation demands. Environmentally sensitive decision-making is a common theme permeating federal, state, regional, and local transportation programs as the climate is rapidly changing.

- Climate change and environmental health represent two of the eight goals in California’s 2050 Transportation Plan.
- Environmental stewardship and climate protection are one of six primary objectives in the County’s VROOM Regional Transportation Plan.
- Support for low-impact development, green infrastructure, and conservation runs throughout the Tribe’s 2011 *Comprehensive Plan*.

Sustainability was discussed at the March 2023 kickoff meetings, highlighting that the concept extends beyond the natural environment. Proactively managing the long-term health of resources applies to many different “environments.” Sustainability should be considered throughout the transportation program and individual projects as it relates to the community’s identity/sense of place, the Rancheria’s cultural heritage, and fiscal resources (lifecycle costs for infrastructure investments) in addition to ecological habitats.

While no specific locations or plans were identified during the visioning exercises, opportunities to incorporate non-motorized modal choices and charging stations for electric vehicles were noted.

#### 4.2.4 Safety and Health

Safety is a critical element of the transportation system, discussed in greater detail in the *Comprehensive Safety Action Plan*. It dominates LRTP visions and goals from the federal level to local. It should be at the forefront of every transportation decision and investment.

Specific to the Trinidad Rancheria's transportation infrastructure, the largest risk factor to promoting safety and health is Scenic Drive. Geotechnical instability inherent in the underlying bluffs lead to regular landslides, compromising the utility of the already narrow roadway. The city-/county-owned route provides sole access to the Main Rancheria parcel, making it a critical concern for emergency responders and as an evacuation route. Over 70% of survey responses conducted as part of the 2017 *Tribal Transportation Safety Assessment* identified Scenic Drive as an "unsafe roadway" for vehicles, cyclists, and pedestrians. The report notes, "Scenic Drive has many safety issues, including landslide areas, poor pavement conditions, steep drop-offs, narrow road sections, worn striping, poor sight distances, lack of guardrail, and single lane sections...Tribal members living in Westhaven are regularly crossing US 101 on foot to get to the Rancheria's main parcel on Scenic Drive. Pedestrians are prohibited on US 101, but the route along Westhaven Drive, Trinidad Main Street, and Scenic Drive is a much longer alternative (2.3 miles compared to 0.2 miles on foot)." The 2017 study and its 2012 predecessor identify potential safety improvements along Scenic Drive:

- Improved striping with reflective raised pavement markers
- "Share the Road" signage
- Street lighting
- Tree trimming to maintain sight distance
- Adding guardrail
- Three-way stop at Cher-Ae Lane intersection
- Pavement repairs, including widening where possible

#### 4.2.5 Modal Visions

Conversations during the March 2023 kick-off meetings included discussions on each travel mode: highways, active transportation, and transit. Some comments were project specific—for example, the importance of implementing the US 101 Trinidad Area Access Improvement Project or widening narrow residential streets.

Other comments focused more on a broader vision for the future, which includes increased mode choices over the current reliance on single-occupancy vehicles.

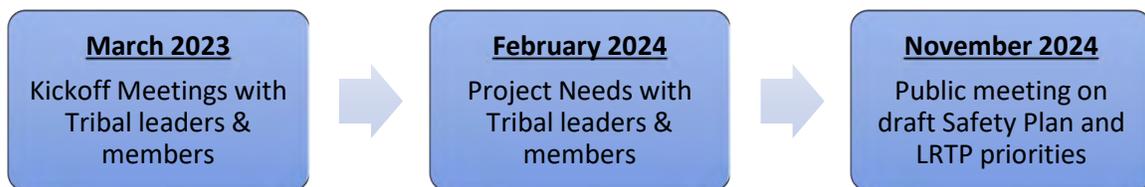
- Increased pedestrian trails encourage healthier lifestyles and complement regional efforts to promote eco-tourism.
- Improved transit services are important to support mobility needs of elderly people and those without regular vehicle access. These should align with first-mile/last-mile destinations and local scheduling needs. For example, casino employees working a night

shift need safe, reliable access to transportation services without having to walk along Scenic Drive after dark.

- Evolving technologies offer increased mobility options, like a shared scooter fleet.
- Future connections should be accessible to all users, in accordance with Americans with Disabilities Act (ADA) standards.
- Housing sites near transit stops can be eligible for additional funding opportunities.

### 4.3 Community-based Insights

Understanding the Tribe’s vision for the future relies on insights from its people. A series of meetings were conducted during 2023-2024 to ensure interested stakeholders—particularly Tribal leaders and members—had an opportunity to engage at key milestones. Efforts culminated in a public open house, collecting input on potential priority projects discussed below. Summaries of each coordination point are included in **Appendix B**. Comments from each coordination point have been incorporated into relevant sections throughout this document.



In addition, a public-facing website provided current information about the ongoing studies with opportunities to share comments. An interactive crowdsourcing map collects public comments, letting users drop a pin on the map to note transportation concerns related to one of four preset categories: congestion, roadway design, safety, or other.

While the data collection website remains open for public comments as this plan is being developed, 194 pins have been shared to date. Of the collected data through November 2024 (**Figure 19**), 134 pins represent concerns along Scenic Drive, specifically noting concerns about slope failures, travel speeds, visibility, intersections, narrow widths, runoff, roadway departure crashes, other modal users, gravel sections, and on-street parking/camping near beaches.

Overall, 137 of 194 survey pins (70%) represent safety issues. Besides Scenic Drive, safety comments are clustered at the Harbor/pier property, the Trinidad Main Street interchange, and along narrow streets at the McKinleyville property.



Figure 19: Crowdsourced Data on Existing Transportation Needs



# Charting our Course

## 5 How do we get there?

The gap between where we are today and where we want to be tomorrow identifies opportunities and investment priorities.

The *Needs and Deficiencies White Paper*<sup>11</sup> discusses needs and deficiencies arranged from several sources: previously identified projects, substandard geometrics concerns from 2023 field surveys, safety needs suggested by available crash data, and input received from Tribal leaders and community members. The result is a list of potential transportation projects for each geographic area.

### 5.1 Network-wide Needs

Beyond specific needs identified on Trinidad Rancheria parcels discussed below, some identified needs span the larger Tribal network.

**1 Transit service** for all Tribal parcels is important and should be linked with other regional routes to optimize convenience and access. Today, Redwood Transit System offers scheduled service with stops between Scotia and Trinidad, six days per week. The closest stops are at the Trinidad Park and Ride Lot, the Westhaven Post Office, and at Central Avenue/Grange Road in McKinleyville.

With relatively low demand, smaller vehicles following a Dial-a-Ride model are likely a better fit than traditional scheduled routes. A 2022 survey effort illustrates these needs; additional study is

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<sup>11</sup> Online at <http://TR2045.com>

needed to determine feasibility. Victim Services has programs in place. Transportation service should be coordinated to potentially integrate benefits.

2 There is a **disparity** in roadway conditions and infrastructure investment levels—both locally and throughout Indian Country at large. Humboldt County has a limited budget but the Rancheria should not always be the lowest priority. The Tribe worked hard to get representation in the Humboldt County Association of Governments (HCAOG) process and deserves an equal voice.

3 Whatever improvements are proposed, the **character of the community** must be preserved. This includes both the environmental setting (e.g., trees and landscaping) and cultural aspects.

## 5.2 Main Parcel

The main Trinidad Rancheria parcel is home to the Tribal Administrative Center, Emergency Operations Center, Victim and Social Services Center, the Heights Casino, and Sunset Restaurant. While the vistas from the coastal bluffs are breathtaking, steep terrain and geological instability create safety concerns for aging infrastructure, particularly along Scenic Drive.

### Potential Transportation Project Priorities (discussed below)

US 101 Trinidad Area Access Improvements Project (including new interchange, three roundabouts, multi-use paths, and reconstructed Scenic Drive to Trinidad Main Street)

Repairs/maintenance on Pa Pah Lane, Ter Ker Koo Lane, Wa-Ray Road, and Unnamed Route 508

Traffic calming measures for Tribal Services parking lot

#### 5.2.1 US 101 Trinidad Area Access Improvements Project

The Tribe’s current vision is informed, in part, by its past planning efforts. The Tribe has completed a host of previous transportation planning documents over the past two decades, documenting its vision and priorities over time. Past studies and ongoing projects were reviewed to understand potential needs, omitting any previously addressed concepts. At the top of the list: the **US 101 Trinidad Area Access Improvements Project**.

The highest priority—both today and for the past few decades—is to provide safe and reliable access to the main parcel. Design and environmental investigations are currently underway, evaluating costs and benefits among different build alternatives including a new interchange along US Highway 101 and improvements to Scenic Drive. One of the proposed alternatives being considered (**Figure 15**, page 25) would create a diamond-style interchange with the freeway, providing direct access to the main parcel.

The project includes a series of roundabouts and a network of multi-use paths to promote safety and modal choices. These facilities pair well with transit service, providing convenient connections to popular origins/destinations. The closest transit stop today is at the Trinidad park-and-ride lot, a 0.9-mile walk along narrow, unlit Scenic Drive (discussed below) to access government services and critical infrastructure.

With the change in access from the proposed interchange, **Cher-Ae Lane** takes on a Main Street feel, shifting the main property entrance from Scenic Drive to the new interchange.

Beyond the proposed interchange, **Scenic Drive** provides sole access to the Tribe’s government services and critical infrastructure; the road has significant geological instability, provides limited width and visibility to safely share spaces between different modal users, and is plagued with pavement slips/slides and closures. The US 101 Trinidad Area Access Improvements Project includes reconstruction of Scenic Drive from Main Street to approximately 200 feet south of Cher-Ae Lane. Reconstructed Scenic Drive will provide 11-foot-wide lanes, 2-foot-wide shoulders, and an 8-foot-wide multi-use path. Retaining walls will be necessary along significant portions of the road to stabilize bluffs and allow for uphill cuts.

Every transportation safety study the Tribe has conducted over the past decades emphasizes the critical need for safety improvements to Scenic Drive.



Figure 20: Renderings of Scenic Drive Proposed Improvements

As Scenic Drive is a section of the well-known 1,200+ mile California Coastal Trail,<sup>12</sup> improved bicycle and pedestrian mobility would add value to the larger network beyond supporting local trips.

### 5.2.2 Substandard Roadway Elements from NTTFI

To update the NTTFI with current roadway data, field surveys were conducted throughout 2023 to measure spatial data, pavement conditions, geometrics, and more. The main Trinidad Rancheria parcel contains 1.1 centerline miles of inventory routes, plus Scenic Drive and US 101 for access.

Field surveys identified several substandard roadway elements that could be considered future projects:

- **Route 19 (Pa Pah Lane)** has occasional drainage issues and some sight distance limitations arising from a horizontal curve. Shoulders are noted to be in critical condition.

<sup>12</sup> Online at <https://scc.ca.gov/projects/california-coastal-trail/>

- **Route 3001 (Scenic Drive)** has sight distance limitations driven by horizontal curvature, roadbed condition needs, and occasional drainage problems. Small scale improvements were identified in the 2017 study: reflective centerline and edgeline striping, “Share the Road” signs, intersection signs and markings, maintaining clear zone vegetation, lighting, and pavement repairs with shoulder widening where possible.
- **Route 321 (Ter Ker Koo Lane)** is 16 feet wide with occasional drainage problems.
- **Route 507 (Wa-Ray Road)** is steeper than current design guidelines recommend, and has sight distance limitations, drainage problems, and a gravel surface in poor condition. Paved width is 9 feet—too narrow for two-way traffic.
- **Route 508** (unnamed access road serving a cluster of residences) is steeper than current design guidelines recommend and is approximately 10 feet wide. Paved widths less than 18 feet can be difficult for emergency vehicles to access, especially if there is not a designated turnaround on a dead-end street. The 2023 *Trinidad Rancheria Scenic Drive Slope Stabilization Study* contains additional details about geotechnical issues and recommended repairs for this route and surrounding structures.



Figure 21: Ter Ker Koo Lane (Left) and Wa-Ray Road (Right)

### 5.2.3 Community Input

Key comments related to the Main Parcel are listed below, summarizing input from the project team, other Tribal leaders, interested Tribal community members, online engagement, and the public meeting.

- The US 101 Trinidad Area Access Improvements Project (including Scenic Drive) remains a top priority.
- Increased modal facilities and choices—i.e., bicycle, pedestrian, scooter, transit—would be valuable, paired with first-mile/last-mile links to connect people to their destinations.
- A recent grant award to expand the Tribal center will add office space but lose parking on the main parcel. Parking will need to be considered and maximized in the future.
- Traffic calming is needed along Scenic Drive and in the Tribal services parking lot to manage speeds.

- Maintenance activities for existing routes include addressing drainage/erosion concerns on Route 508 (unnamed driveway) and Scenic Drive and improving the condition, safety, and stability concerns along Wa-Ray Road.
- Sight distance is limited turning from Cher-Ae Lane onto Scenic Drive. The Scenic Drive pull-off just east of Cher-Ae Lane enables opportunities for illegal activities and overnight visitors. It should be blocked.
- Improved signage/wayfinding would help direct motorists from US 101.
- Additional trails are needed; the proposed multi-use path system included as part of the US 101 Trinidad Area Access Improvements Project may help define gaps in access.
- There are sites that need guardrail, particularly along US 101.

**Figure 22** includes a map of transportation needs and deficiencies noted within the Main Parcel. While not all elements may evolve into future projects, each is important to consider when defining priorities over the LRTP's 20-year planning horizon.

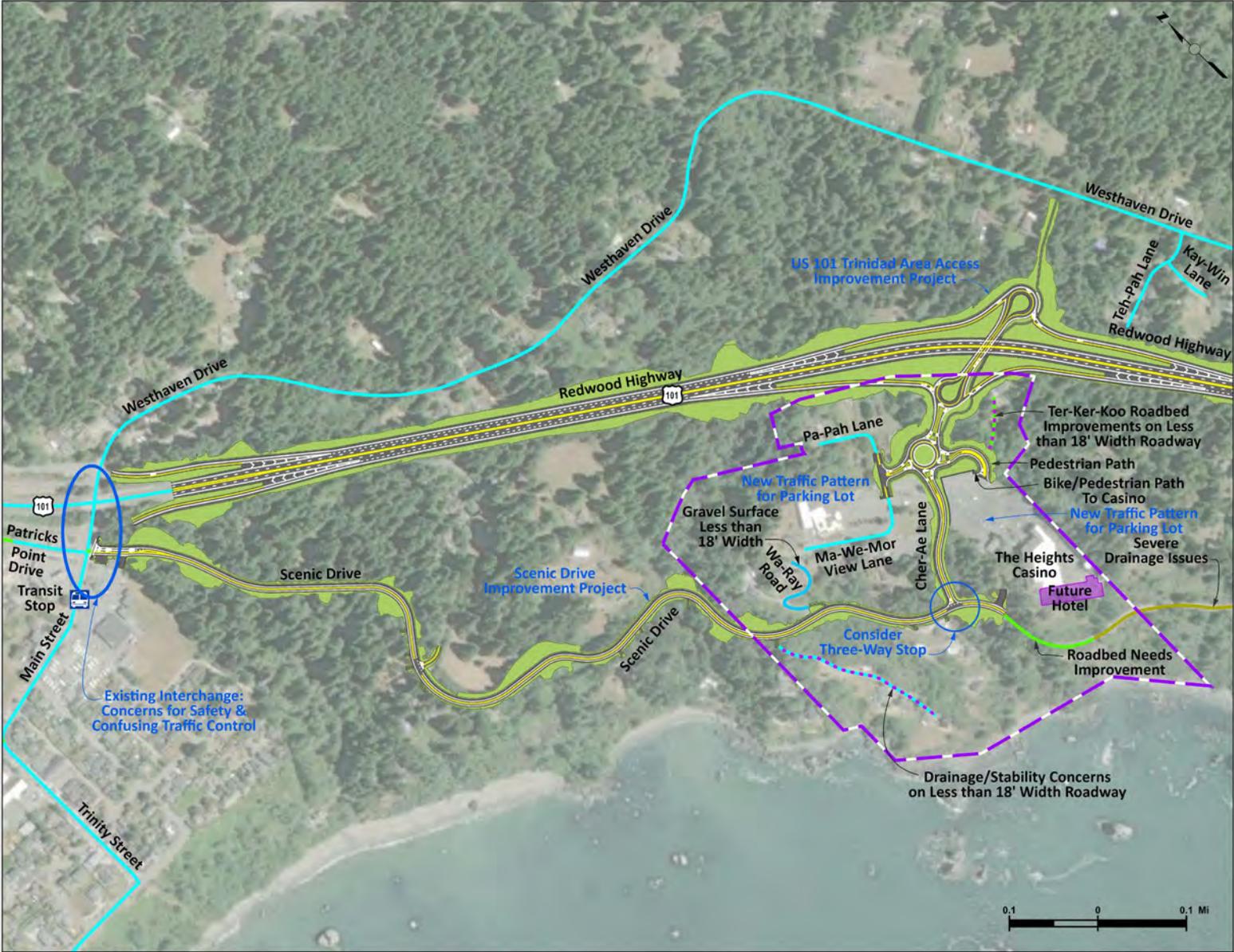


Figure 22: Transportation Needs and Deficiencies, Main Parcel

### 5.3 Harbor Parcel

On May 1, 2024, the Trinidad Harbor parcel was transferred to Trust property. The 2011 *Comprehensive Plan* identified enhancements—pedestrian spaces, landscaping, etc.— to attract more visitors.

#### Potential Project Priorities (discussed below)

Better define traffic and pedestrian flows on Bay Street and adjacent parking areas

Better define parking areas and increase enforcement

Address bluff stability above Ue-Kwe'Won Beach

#### 5.3.1 Ongoing Projects/Plans

Project development efforts are underway to construct a new **interpretive visitor center** between the existing parking area and Launcher Beach (**Figure 17**, page 27) and replace extant tackle and storage buildings. The visitor center would provide educational opportunities with a focus on regional resources including Tribal culture.

Stormwater improvements for Bay Street and adjacent parking areas are under construction concurrent with this LRTP.

#### 5.3.2 Community Input

Comment themes received during various coordination meetings and through online surveys are summarized below.

- Visioning exercises identified a future vision for the pier to serve as a marine terminal, ferry stop, or even destination for cruise ship excursions.
- Beyond parking, there are no defined areas for different modal users (i.e., cars, pedestrians, freight) accessing the pier and Seascape restaurant. Parking enforcement is needed during busy periods.
- It would be beneficial to have increased beachfront access. Any links should be accessible for all users, in accordance with ADA standards.
- Need safer way to access moorings and boats.
- Bluff erosion above Ue-Kwe'Won Beach (**Figure 23**) is at risk of impacting the road above. There is a current area where the edge of the bluff is within inches of the pavement. Beach users below the unstable slope appear unconcerned with risks, despite advisory signage. As such, it may be safer to close off beach access before someone is seriously injured.
- Educational signs on trails are needed, both interpretive and educational, to remind users of proper trail etiquette.



Figure 23: Ue-Kwe'Won Beach Slide

#### 5.4 Westhaven & Trillium Parcels

East of US 101 and the Main Parcel are two smaller residential properties.

#### Potential Project Priorities (discussed below)

Turnaround for Teh-Pah Lane to support emergency access

Increased sidewalk connections

The US 101 Trinidad Area Access Improvements Project overlaps portions of the Trillium property. The easternmost roundabout serving the northbound ramps and a section of multi-use path are proposed within the parcel. This project would help address safety concerns with pedestrians crossing US 101 to access the Main Parcel; however, there is no sidewalk link to the Westhaven parcel with current designs.

##### 5.4.1 Substandard Roadway Elements from NTTFI

There are no extant inventory routes on the Trillium property.

On the Westhaven property, **Route 23 (Teh-Pah Lane)** and **Route 320 (Kay-Win Lane)** both show 22-foot surface widths but are functionally much narrower due to on-street parking, which can create challenges for emergency responders accessing adjacent homes.



Figure 24: Teh-Pah Lane (Left) and Westhaven Drive (Right)

Beyond Tribal lands, **Route 30 (Westhaven Drive)** provides access to both properties and is part of the NTTFI network. Field reviews noted sight distance limitations, some deterioration of the

pavement surface, and areas with occasional drainage problems. Farther south, lane widths decrease, providing 18 feet of pavement and no shoulders.

#### 5.4.2 Community Input

During the March 2023 visioning exercises, attendees noted that narrow Teh-Pah Lane would benefit from a turnaround or loop with Kay-Win Lane for improved emergency access. Comments received via the crowdsourcing app also note narrow roadway widths and sidewalk/lighting needs.

**Figure 25** depicts a map of needs and deficiencies in the Westhaven/Trillium vicinity.



Figure 25: Transportation Needs and Deficiencies, Westhaven & Trillium Parcels

#### 5.5 McKinleyville Parcel

The McKinleyville parcel contains wooded areas and approximately 15 single-family homes, with a vision to provide additional housing in the future. Development is currently constrained by

spacing needed for individual septic systems. Possible solutions include reducing lot sizes, introducing a centralized wastewater system, and/or acquiring additional property.

**Potential Project Priorities (discussed below)**

Archer Road widening

Repairs/maintenance and widening for LaRay Lane

New alignment connection between Archer Road and Twe-Goh Court

Increased sidewalk connections

Past safety studies identified a need to widen **Archer Road**, which becomes more important should additional traffic result from increased development.

5.5.1 Substandard Roadway Elements from NTTFI

Based on 2023 field visits, several substandard elements were noted that could be considered future projects:

- **Route 324 (Twe-Goh Court)** and **Route 326 (Pishka Court)** note occasional drainage problems but no other geometric or condition concerns.
- **Route 327 (Archer Road)** is 14 feet wide with no shoulders, occasional drainage problems, and opportunities to improve the underlying roadbed.
- Archer Road becomes **Route 325 (LaRay Lane)** approaching the eastern boundary of the Tribal property. LaRay Lane is 14 feet wide with no shoulders, occasional drainage problems, and substandard curvature contributing to sight distance limitations.
- A new alignment connection, **Route 510** between Archer Road and Twe-Goh Court could eliminate the dead-end and access new areas for development.



Figure 26: View along Archer Road

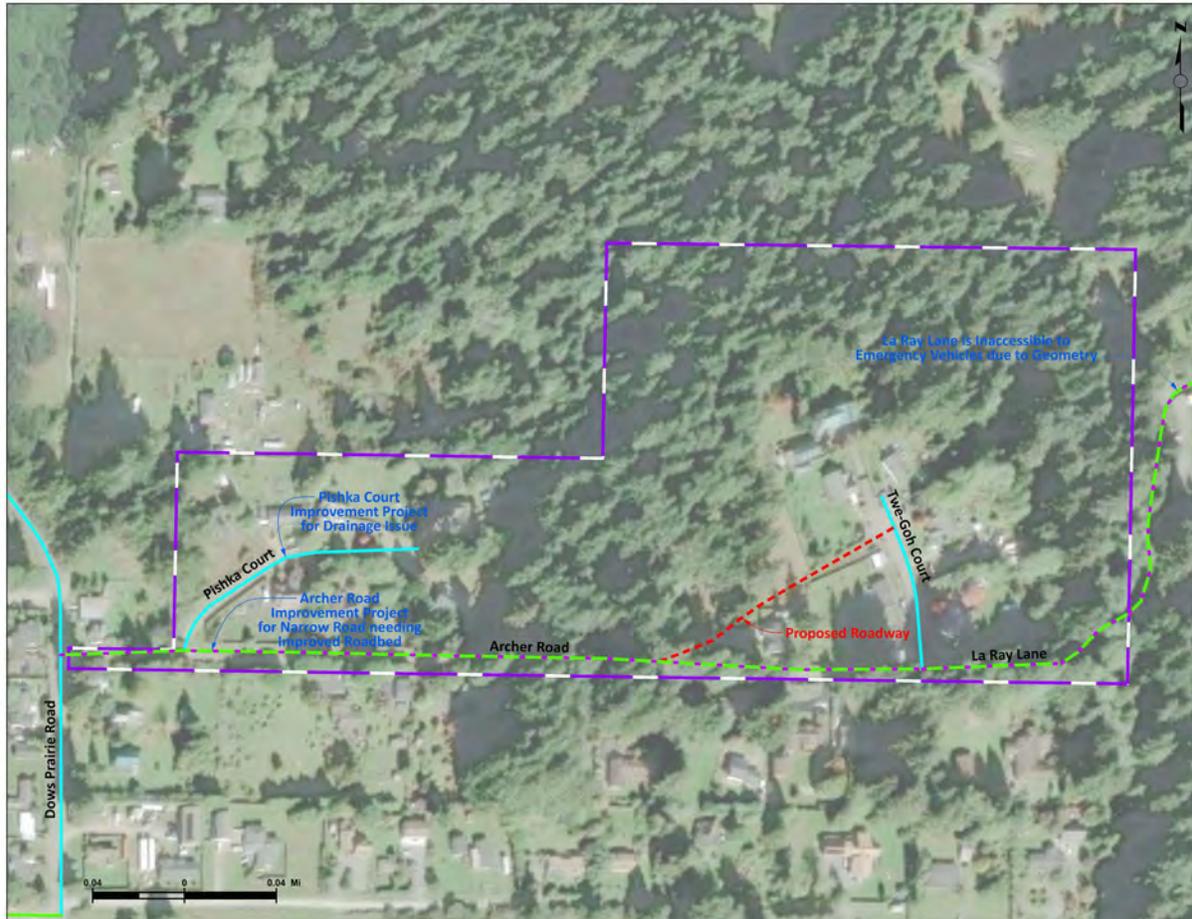
5.5.2 Community Input

Comment themes received during various coordination meetings and through online surveys are summarized below.

- Widen Archer Road, including sidewalks and streetlights.
- Trim vegetation to improve sight distance at Archer Road/Pishka Court intersection.
- Pishka Court would benefit from sidewalks, streetlighting, and parking restrictions in its cul-de-sac. There is a spot where runoff ponds on the roadway.

- LaRay Lane needs paving, widening, and drainage improvements. The road is narrow and steep; emergency services may not even be able to access residents at the far eastern end of the property.

**Figure 27** maps identified needs and deficiencies in the vicinity.



*Figure 27: Transportation Needs and Deficiencies, McKinleyville Parcel*

## 5.6 Performance Measures

Performance measures help guide decisions about priorities and help measure success. They support progress towards the Tribe’s vision and encourage consideration of multiple facets—benefits, costs, and impacts—when identifying project-level improvements to implement.

The following performance measures were considered when identifying which actions represent the highest priorities throughout the LRTP process:

### Safe

- Does the proposed improvement address a data-driven transportation safety need, supporting the Tribe’s Vision Zero resolution?
- Does it safely accommodate different modal users?

### Sustainable

- Do proposed plans incorporate compatible, context-sensitive elements (e.g. green infrastructure, traffic calming measures, or climate resiliency planning) to integrate with its surroundings? This requires consideration of both the encompassing community and natural environment.
- Is it a fiscally responsible investment? Are funds available to advance through the project development process, construction, and long-term maintenance?

### Integrated & Efficient

- Does the proposed improvement allow travelers to efficiently access important local destinations and/or modal connections?
- Does it align with the vision described in the Tribe’s comprehensive plan and Comprehensive Safety Action Plan?
- Will it reduce vehicle-miles of travel or make existing trips more reliable?

### Accessible for All Users

- Are project benefits accessible to all demographic groups? Do any traditionally underserved groups face a disproportionate burden from implementation of the proposed action?
- How many Tribal members will benefit from the proposed improvement? For example, does the roadway serve a few houses or critical access to infrastructure/services?
- Does the proposed improvement address concerns identified through community engagement measures?

### 5.8 Recommended Projects and Priorities

The following transportation needs and deficiencies have been identified on or adjacent to Tribal lands. They represent potential future projects that may warrant development over the 20-year planning horizon. Items noted in bold are already being addressed via active projects at various stages in the project development process. Most include a safety component, if not explicitly identifying it as the core Purpose and Need, and are therefore discussed in the *Comprehensive Safety Action Plan* as well.

**Table 1** summarizes how well each of the potential projects aligns with the performance measures discussed above. The filled circle (●) indicates a project aligns with each criterion for a category, the partial circle (◐) indicates it aligns with some of the criteria, and the empty circle (○) indicates a project does not align with any of the criteria for that category. As each project has its own unique purpose and needs to address, projects do not have to satisfy every performance measure to add value. For example, repairs to a low-volume route that serves a few houses may not score well in improving system wide mobility/efficiency goals; however, the project is still important but may be a lower priority. It is also important to note that engineering criteria associated with each project (e.g., constructability, consistency with environmental regulations, etc.) may influence prioritization beyond the overarching performance measures discussed herein.

*Table 1: Potential Project Screening versus Performance Measures*

|  | Safe | Sustainable | Integrated & Efficient | Equity |
|--|------|-------------|------------------------|--------|
| Planning for Tribal transit services             | ●    | TBD         | ●                      | ●      |
| <b>Main Parcel</b>                               |      |             |                        |        |
| US 101 Trinidad Area Access Improvements Project | ●    | ●           | ●                      | ●      |
| Smaller scale Scenic Drive safety improvements   | ◐    | ◐           | ◐                      | ●      |
| Traffic calming in Tribal Services parking lot   | ◐    | ◐           | ◐                      | ●      |
| Repairs on Pa Pah Lane                           | ◐    | ◐           | ◐                      | ◐      |
| Repairs on Ter Ker Koo Lane                      | ◐    | ◐           | ◐                      | ◐      |
| Repairs on Wa-Ray Road                           | ◐    | ◐           | ◐                      | ◐      |
| Repairs on Unnamed Route 508                     | ◐    | ◐           | ◐                      | ◐      |
| <b>Trinidad Harbor</b>                           |      |             |                        |        |
| Striping for Bay Street/parking areas at Harbor  | ◐    | ◐           | ◐                      | ●      |
| Address bluff stability above Ue-Kwe'Won Beach   | ◐    | ◐           | ◐                      | ●      |
| <b>Westhaven/Trillium Parcels</b>                |      |             |                        |        |
| Additional sidewalk connections                  | ●    | ◐           | ◐                      | ◐      |
| Turnaround for Teh-Pah Lane                      | ◐    | ◐           | ○                      | ◐      |
| <b>McKinleyville Parcel</b>                      |      |             |                        |        |
| Archer Road Widening                             | ◐    | ◐           | ◐                      | ◐      |
| Add sidewalks                                    | ◐    | ◐           | ◐                      | ◐      |
| Archer Road and Twe-Goh Court connector          | ◐    | ◐           | ○                      | ◐      |
| Repairs and widening for LaRay Lane              | ◐    | ○           | ○                      | ◐      |

Prioritized improvement projects are summarized in **Table 2**. Priorities were derived from conversations with Tribal leaders, the screening process presented above, and input during the November 2024 public meeting.

*Table 2: Prioritized Projects*

| High Priorities   | Medium Priorities   | Low Priorities   |
|---|---|--|
| <ul style="list-style-type: none"> <li>• US 101 Trinidad Area Access Improvements Project</li> <li>• Smaller scale Scenic Drive safety improvements</li> <li>• Planning to expand transit services to all Tribal parcels</li> <li>• Striping for Bay Street/parking areas at Harbor</li> <li>• Address bluff stability at Ue-Kwe'Won Beach/Lighthouse Road</li> <li>• Increased sidewalk connections at Westhaven, Trillium, and McKinleyville parcels</li> </ul> | <ul style="list-style-type: none"> <li>• Traffic calming measures for Tribal Services parking lot</li> <li>• Repairs on Wa-Ray Road</li> <li>• Turnaround for Teh-Pah Lane</li> <li>• Archer Road Widening</li> <li>• New connection between Archer Road and Twe-Goh Court</li> </ul> | <ul style="list-style-type: none"> <li>• Repairs on Pa Pah Lane</li> <li>• Repairs on Ter Ker Koo Lane</li> <li>• Repairs on Unnamed Route 508</li> <li>• Repairs and widening for LaRay Lane</li> </ul> |

The highest priority—both today and for the past few decades—is the US 101 Trinidad Area Access Improvements Project, intended to provide safe and reliable access to the main parcel via a new interchange along US Highway 101 and improvements to Scenic Drive. Construction of US 101 in the 1950s and 60s saw freeway right-of-way granted by the BIA without consent from the Trinidad Rancheria. Its construction severed Tribal lands, leaving two detached tracts with no direct access to the highway or to each other. Over 60 years have passed, creating a lasting legacy of harm through division and isolation of the tribal community. Scenic Drive provides sole access to the Tribe’s government services and critical infrastructure. The road has significant geological instability, limited width and visibility to safely share between different modal users, and is plagued by closures when landslides or pavement breaks compromise safety. This critical need for **safe** and **reliable** access has dominated the Tribe’s transportation priorities for decades. Increased accessibility is anticipated to complement local economic development, recreation, and tourism strategies, with increasing vehicular and foot traffic on the main parcel. The Tribe’s transportation network serving this area will need to adjust accordingly, to provide **safe** and **efficient** connections for anticipated residents and visitors while preserving operational integrity for mainline US 101 motorists.



*Figure 28: Scenic Drive Pavement Break, Feb 2024*

Maintaining existing infrastructure in a state of good repair is also essential. For example, Scenic Drive currently provides sole access to the Tribe’s government services and critical infrastructure,

yet its geological instability and recurring closures raise serious questions about its utility as an evacuation/emergency access route. Improvements were identified as a high priority in the previous LRTP and previous safety studies to ensure **safety** and **sustainability** for this critical piece of city- and county-owned infrastructure—for everyday use and as a critical link for emergencies and evacuations. Other NTTFI routes along the bluffs carry lower traffic volumes but face similar challenges.

Increased modal choices support the Tribe’s future vision as well:

- Transit options **integrated** as part of the larger regional network are a critical component to connect **disadvantaged populations** to jobs, medical facilities, educational opportunities, childcare, etc. Based on an October 2022 survey on unmet transit demands, 35% of survey participants indicated they have been unable to make trips due to a lack of transportation and 68% would use transit if it were more available. Planning studies to explore the feasibility of expanded transit services—possibly paired with existing Tribal services or regional transit providers—are another priority emerging from this LRTP process.
- Bicycle, pedestrian, and other **safe** spaces for different micromobility users to **efficiently** reach area services and attractions, both on Tribal lands and **integrated** with the larger regional network. The 2006 LRTP establishes a goal to “create a transportation system that provides inter-community and intra-community non-motorized pedestrian and safety travel throughout the Rancheria” with supporting policies to eliminate barriers, promote education and enforcement programs, and pursue additional funding.

### 5.8.1 Cost Estimates

Planning-level construction cost estimates (**Table 3**) provide a starting point to consider the fiscal component corresponding to identified needs and priority projects. As project development phases progress for each concept, more detailed engineering examinations will inform more precise estimates.

*Table 3: Planning-Level Construction Cost Estimates (2024 Dollars)*

| Potential Project  | Construction Estimate |
|--|-----------------------|
| Planning for Tribal transit services                     | N/A                   |
| US 101 Trinidad Area Access Improvements Project         | \$60+ million         |
| Smaller scale Scenic Drive safety improvements (signage) | \$50,000              |
| Traffic calming in Tribal Services parking lot           | \$250,000             |
| Repairs on Pa Pah Lane                                   | \$380,000             |
| Repairs on Ter Ker Koo Lane                              | \$280,000             |
| Repairs on Wa-Ray Road                                   | \$2.3 million         |
| Repairs on Unnamed Route 508                             | \$1.8 million         |
| Striping for Bay Street/parking areas at Harbor          | \$260,000             |
| Address bluff stability above Ue-Kwe'Won Beach           | \$3.6 million         |
| Additional sidewalk connections                          | \$90,000              |
| Turnaround for Teh-Pah Lane                              | \$310,000             |
| Archer Road Widening                                     | \$1.6 million         |
| Add sidewalks on Pishka Court                            | \$230,000             |

| Potential Project                       | Construction Estimate |
|---|-----------------------|
| Archer Road and Twe-Goh Court connector | \$500,000             |
| Repairs and widening for LaRay Lane     | \$2.2 million         |

The traditional project development process involves several phases before construction can begin. It starts with project-level planning, followed by design, environmental clearances, right-of-way acquisition and utility relocations, construction, and ultimately maintenance phases. Each phase can potentially take a year or more to complete depending on the project's size and complexity. Unique risk factors emerge at each stage, which can extend timelines. Challenges such as public opposition, environmental investigations, geotechnical issues, and redesigns or alternative approaches due to unforeseen conditions can delay progress. Added risks include legal complications related to property acquisition, long lead times for specialty materials, unexpectedly high construction bids, and change orders, all of which may require reevaluating earlier decisions. Each aspect of this risk potentially extends implementation timelines, typically increasing overall costs. FHWA's National Highway Construction Cost Index<sup>13</sup> tracks constant-dollar expenditures across various highway construction categories. As of 2023, construction costs have tripled compared to 2003 baselines, with a 50% increase since 2021.

#### 5.8.2 Financial Considerations

The Tribal Transportation Program (TTP) is the largest program within the Office of Federal Lands Highway that addresses the transportation needs of tribal governments throughout the United States. The purpose of the TTP is to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities. One of the main objectives of the TTP is to contribute to the economic development of Indians and Native Americans. Its funding is allocated among tribes through a statutory formula based on tribal population, road mileage, and average tribal shares of the former Tribal Transportation Allocation Methodology formula.

Under the 2022 Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), the TTP and many other federal funding programs have seen substantial increases versus previous funding levels. Initial (fiscal year 2022) BIL funding represents a 15% increase to TTP funds versus 2020 levels, or over \$3 billion over the four-year program. Safety funding more than doubled compared to previous levels and a 14-fold increase for dedicated bridge funding. The BIL allocates Trinidad Rancheria's share of the construction and planning funds for fiscal year 2023 is \$370,000.<sup>14</sup> Changes in the White House and/or a new federal surface transportation bill (as early as Summer 2026) could change funding allocations.

The FHWA Office of Planning has developed a 2022 Transportation Funding Opportunities for Tribal Nations<sup>15</sup> guide to assist tribes in finding available sources of funding to support the implementation of transportation projects on tribal lands. Key BIL funding programs available are summarized in **Table 4**.

<sup>13</sup> Online at <https://www.fhwa.dot.gov/policy/otps/nhcci/>

<sup>14</sup> Per <https://highways.dot.gov/federal-lands/programs-tribal/finance>

<sup>15</sup> Online at <https://highways.dot.gov/federal-lands/programs-tribal/funding-opportunities>

Table 4: BIL Highway/Bridge Funding Programs

| Program  | FY 22-26 Funding | Purpose  |
|--|------------------|--|
| <b>Dedicated Tribal Programs</b>   |                  |  |
| Tribal Transportation Program <sup>2</sup>   | \$3.01 B         | Provide safe and adequate transportation and public road access  |
| Tribal High Priority Projects Program  | \$45 M           | Funding for those whose annual allocation of funding received under the TTP is insufficient to complete the highest priority project.                    |
| Tribal Transportation Facility Bridge Program/Bridge Formula Program<br>Tribal Bridge Set-aside    | \$825 M          | Replace, rehabilitate, preserve, protect, and construct new bridges.   |
| Tribal Transportation Facility Bridge Program/Bridge Investment Program<br>Tribal Bridge Set-aside | \$200 M          | Replace, rehabilitate, preserve, protect, and construct new bridges.   |
| Tribal Transportation Program Safety Fund (TTPSF)  | \$121 M          | Prevent and reduce transportation-related injuries and fatalities on Tribal Lands.   |
| Tribal Technical Assistance Program (TTAP)   | \$17.8 M         | Transportation training and technical assistance.  |
| <b>Other Programs</b>  |                  |  |
| Accelerated Innovation Deployment (AID) Demonstration  | \$10 M           | Provide funding as an incentive to accelerate the deployment and adoption of proven innovative practices and technologies.                               |
| Bridge Formula Program (BFP) <sup>2</sup>  | \$27.5 B         | Fund the replacement, rehabilitation, preservation, and construction of highway bridges.   |
| Bridge Investment Program  | \$12.5 B         | Fund the planning and improvement of bridge condition, safety, efficiency, and reliability.  |
| Charging and Fueling Infrastructure <sup>1</sup>   | \$2.5 B          | Support deployment of EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure.  |
| Highway Safety Improvement Program (HSIP) <sup>2</sup>   | \$15.5 B         | Reduce traffic fatalities and serious injuries on all public roads.  |
| Infrastructure For Rebuilding America (INFRA)  | \$7.25 B         | Advance multimodal freight and highway projects of national or regional significance that improve the safety, efficiency, and reliability of the system. |
| Local and Regional Project Assistance (RAISE)  | \$8.3 B          | Fund transportation infrastructure projects with significant local or regional impact.   |
| National Infrastructure Project Assistance "Mega-projects"   | \$5.0 B          | Support multijurisdictional or regional projects of significance that may also cut across multiple modes.  |
| National Scenic Byways   | \$22 M           | Fund improvements that merit national recognition for outstanding scenic, historic, cultural, natural recreational and archeological qualities.          |
| Nationally Significant Federal Lands and Tribal Projects (NSFLTP)                                  | \$275 M          | Address significant challenges for transportation facilities that serve Federal and tribal lands   |
| Rural Surface Transportation Grants <sup>1</sup>   | \$2.0 B          | Improve and expand surface transportation infrastructure in rural areas.   |
| Safe Streets and Roads for All <sup>1</sup>  | \$5.0 B          | Support local safety initiatives to prevent transportation-related deaths and serious injuries.  |
| Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program                    | \$500 M          | Fund demonstration projects focused on advanced smart city/community technologies and systems to improve transportation efficiency and safety.           |

| Program                                      | FY 22-26 Funding | Purpose  |
|--|------------------|--|
| Transportation Alternatives                  | \$7.2 B          | Fund a variety of generally smaller-scale transportation projects.                 |
| Wildlife Crossing Pilot Program <sup>1</sup> | \$350 M          | Reduce the number of wildlife-vehicle collisions and improve habitat connectivity. |

<sup>1</sup> New program area under BIL; <sup>2</sup> Formulaic distributions rather than competitive

The TTP funding does not provide the funds necessary to implement the improvements the Tribe needs to maintain its existing transportation infrastructure, let alone make upgrades to meet minimum roadway standards. The Tribe must use other funding mechanisms to offset the monies allocated via the TTP.

**Federal Lands Highway Program (FLHP).** The FLHP responds to the needs of tribal governments by providing a diverse package of funding for projects within and serving federal and Indian lands. These funds can be used as a match for other federally funded projects.

- Federal Lands Access Program (FLAP) provides funds to use to improve transportation facilities that are located on or adjacent to, or that provide access to federal lands. The Access Program supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.
- Emergency Relief for Federally Owned Roads (ERFO) is used to assist when roads serving federal and Indian lands are damaged by natural disaster or catastrophic failure from any external cause. The intent is to cover the high cost of returning these roads to their pre-disaster condition. Only federal roads are eligible, which include Indian Reservation Roads.

**Federal-Aid Highway Program (FHP)**

- The Surface Transportation Block Grant Program (STBG) provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. Certain types of improvements, predominantly safety improvements, may have a federal share of 100%.
- The Recreational Trails Program is to develop and maintain recreational trails and trail-related facilities for non-motorized and motorized uses. It encourages trail development, construction, maintenance, and rehabilitation.

**Public Transportation Programs**

- Public Transportation on Indian Reservations Program funding may be used for capital, operating, planning, and administrative expenses for public transit projects that meet the growing needs of rural tribal communities. Examples of eligible activities include: capital projects; operating costs of equipment and facilities for use in public transportation; and the acquisition of public transportation services, including service agreements with private providers of public transportation services.

- Enhanced Mobility of Seniors and Individuals with Disabilities (5310) provides funding for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meet those needs.
- Formula Grants for Rural Areas (5311) provides capital, planning, and operating assistance to support public transportation in rural areas, where many residents often rely on public transit to reach their destinations. Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.
- Grants for Buses and Bus Facilities Formula (5339[a]) provides funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

**Rivers, Trails, and Conservation Assistance Program.** The purpose of the Rivers, Trails, and Conservation Assistance program is to implement the resource conservation and outdoor recreation objectives of the National Park Service in communities across America. The intent is to create local, regional, and state networks of parks, rivers, trails, greenways, and open spaces by collaborating with community partners in every state. This program provides advisory services and counseling.

**Potential Financing Options.** Project finance refers to techniques and tools used to supplement traditional transportation financing methods, which can expedite the delivery of the government's transportation projects. Project finance typically entails borrowing money, either through bonds, loans, or other financing mechanisms. In many instances, using project finance tools requires the development of new revenue streams to pay back bonds or loans issued to support the project.

- Public Private Partnerships or "P3's" are contractual agreements formed between a public agency and private sector entity that allow for greater private sector participation in the delivery of transportation projects. P3s are being more widely used in the development of transportation improvements. Early involvement of the private sector can bring creativity, efficiency, and capital to address transportation problems facing state and local governments.
- A Grant Anticipation Revenue Vehicle or "GARVEE" is a debt financing instrument authorized to receive Federal reimbursement of debt service and related financing costs. Instead of reimbursing construction costs as they are incurred, the reimbursement of GARVEE project costs occurs when debt service is due.



## 6 Conclusions

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Projects described herein reflect current Tribal priorities. However, this LRTP is a living document, a snapshot in time that should be regularly updated to reflect changes as technology, development, perspectives, and policies shift direction over time. The Tribe will amend its LRTP as needed, with a thorough update every five years.

Many of the projects identified as priorities will require coordination with external partners—Caltrans, Humboldt County, federal agencies, etc.—to work towards implementing a best-fit, shared solution for critical infrastructure that spans different jurisdictions. With this in mind, the first goal from the 2006 LRTP still rings true:

“Tribal self-determination is a goal of the Trinidad Rancheria in all transportation planning and transportation infrastructure maintenance/development decisions as well as the protection of Tribal sovereignty. Tribal sovereignty and self-determination is the right of a people to decide their own destiny, the laws that govern them, how their children should be educated and how to drive their economy and the right not to be imposed upon by another government. Related to this goal is the need of all County, State, and Federal government agencies to acknowledge and respect the tenets of Tribal Trust and Government-to-Government relationships in all interactions with the Trinidad Rancheria.”