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Governor's Office of Planning & Research

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October 8, 2019

STATE CLEARINGHOUSE

IGR/CEQA Review
Teh-5-5.76
Paskenta Band of Nomlaki Indians of California
Tribal Environmental Evaluation
SCH #2019099022

Mr. L. Robert Ulibarri
Paskenta Band of Nomlaki Indians of California
2655 Everett Freeman Way
Corning, CA 96021

Dear Mr. Ulibarri:

Thank you for the opportunity to review the Tribal Environmental Evaluation and transportation study prepared for the Rolling Hills Casino Construction and Expansion project. The proposal is for new construction and renovation that totals approximately 139,964 square feet and includes 65,541 square feet of new construction and renovation of 74,423 square feet of the existing casino. The existing facilities include the casino, the Lodge at Rolling Hills, The Inn at Rolling Hills, Sevillano Links Golf Course, Rolling Hills RV Park, Rolling Hills Chevron and Travel Center, the Equestrian Center and the 5,000-seat outdoor Amphitheater. The project is located on trust land southwest of the Liberal Avenue/Interstate 5 (I-5) interchange, south of the City of Corning, Tehama County.

Caltrans reviewed the Tribal Environmental Evaluation (TEE) and transportation study (TIS). We also reviewed the TIS prepared for the amphitheater. Our main concern is to maintain efficient mainline I-5 operations for the safety of the travelling public, patrons of your facilities, Caltrans personnel, and law enforcement. The study shows that there is adequate capacity for normal daily operations. The TEE and transportation study should be expanded to identify interchange improvements needed to accommodate the project and future area growth to determine its fair share towards future interchange improvements.

The study does not determine the effects of the proposed improvements needed during the highest known traffic periods at this time which are during concert events. If the proposed project were to add approximately 82% greater traffic to the baseline casino traffic, accounting for the casino expansion, the addition of this along with the amphitheater peak traffic would produce the greatest traffic demand. Given that the previous amphitheater report identified the potential operational consequences of traffic backing up to I-5, this combination of traffic must be studied. The study needs to determine the permanent improvements to the interchange and ramps to accommodate peak traffic during concert events. Caltrans has accepted manned traffic control as an interim measure. The off-reservation impacts during peak concert events to the interchange need to be determined and permanent improvements constructed under Caltrans permit by the Paskenta Band of Nomlaki Indians to allow concert events to continue.

The off-reservation impacts from truck traffic has added considerable cost to maintain the pavement at the interchange. The ramps on the south side of the interchange had to be upgraded to Portland Concrete Cement (PCC) because of the truck traffic. In order to mitigate this off-reservation impact the Paskenta Band of Nomlaki Indians of California should construct under Caltrans permit PCC pavement at the ramp terminals on the northbound side of the interchange to match the south side. Previous discussions have occurred relating to interchange terminal lighting. The TEE should also address the need for the Paskenta Band of Nomlaki Indians of California to participate and fund the interchange terminal lighting to address the off reservation impacts from increased traffic from the casino and related facilities.

Caltrans recognizes the unique sovereign status of the Paskenta Band of Nomlaki Indians of California and is committed to strengthening the Government-to-Government relationship while providing efficient operations of the Interstate facilities. If you have any questions, please call me at (530) 225-3369 or email at marcelino.gonzalez@dot.ca.gov.

Sincerely,



MARCELINO GONZALEZ
Local Development Review
Office of Community Planning
District 2