

# Redwood Nation Earth First!

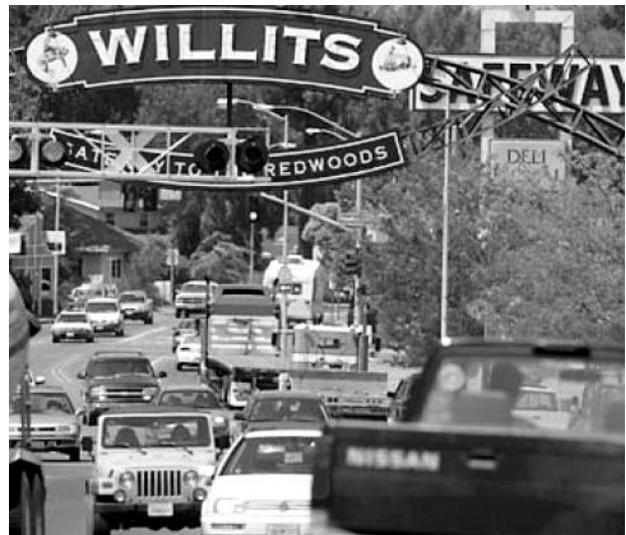
Dec. 3, 2012

Dear Supporters,

A lot has happened since we last contacted you in early August. That's why we're writing again already.

First, the bad news: U.S. District Court Judge Jeffrey White has denied the preliminary injunction requested by the plaintiffs Willits Environment Center, EPIC, the Center for Biological Diversity, and Redwood Chapter Sierra Club in their lawsuit against Caltrans' proposed Willits Bypass. The trial date is set for June 7<sup>th</sup>, 2013.

This means the race between the gavel and the chainsaw is on. Direct action may be required to keep the trees standing long enough for the lawsuit to be decided. We are preparing with nonviolence trainings and stepped-up public outreach while actively monitoring the agencies, contractors, Caltrans, and the ground. At Caltrans' Open House in October, we set up our own Earth First! table in the Community Center lobby with information to counter the hogwash from Caltrans officials.



Caltrans announced it will begin "topping" the oak and ash trees and doing "vegetation removal" along the bypass 'boot print' asap. This swath of land encompasses wetlands, heritage oaks, agricultural land, endangered plants, and Coho salmon. "Topping" means cutting the trees down to a 4' high trunk so they can be hoisted out of the ground by cable before bulldozing the hillsides to in-fill the wetlands.

Caltrans vs. historic oaks is set to begin any time with just a few permits left to obtain. There is also a race between Caltrans and the contractors, DeSilva Gates Construction of Sacramento and Flat Iron West from Colorado to get all their permits approved. Caltrans must obtain an exemption from Fish & Game before work begins or pay steep fines each day for not meeting contract deadlines!

Wearing our orange Eco-Trans vests, we asked project manager Dave Kelley to let us know when cutting might begin so we could be sure to be there. Dave was vague and said he couldn't understand why we weren't totally thrilled to sacrifice our valley to the interests of interstate commerce and the delivery of goods and services.

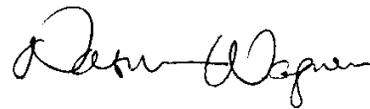
The good news is the Federal court injunction holds steady on the other another part of Caltrans' nefarious plan, this one to widen the 101 highway corridor through Richardson Grove, our State Park just south of Garberville, by cutting into the roots of ancient redwoods near the road. Willits and Richardson Grove are connected in that they are the last places keeping super-sized trucks out of the North Coast. These two projects are not about road safety and traffic; they are intended to benefit national over local trucking companies.

Despite a cost of over \$200 million, the Bypass has a lifespan of only 20 years. We don't need an elevated viaduct super-freeway in Willits. Please call project manager Dave Kelly at 530 741-5408 and tell Caltrans to protect the climate and Leave Little Lake Valley alone.

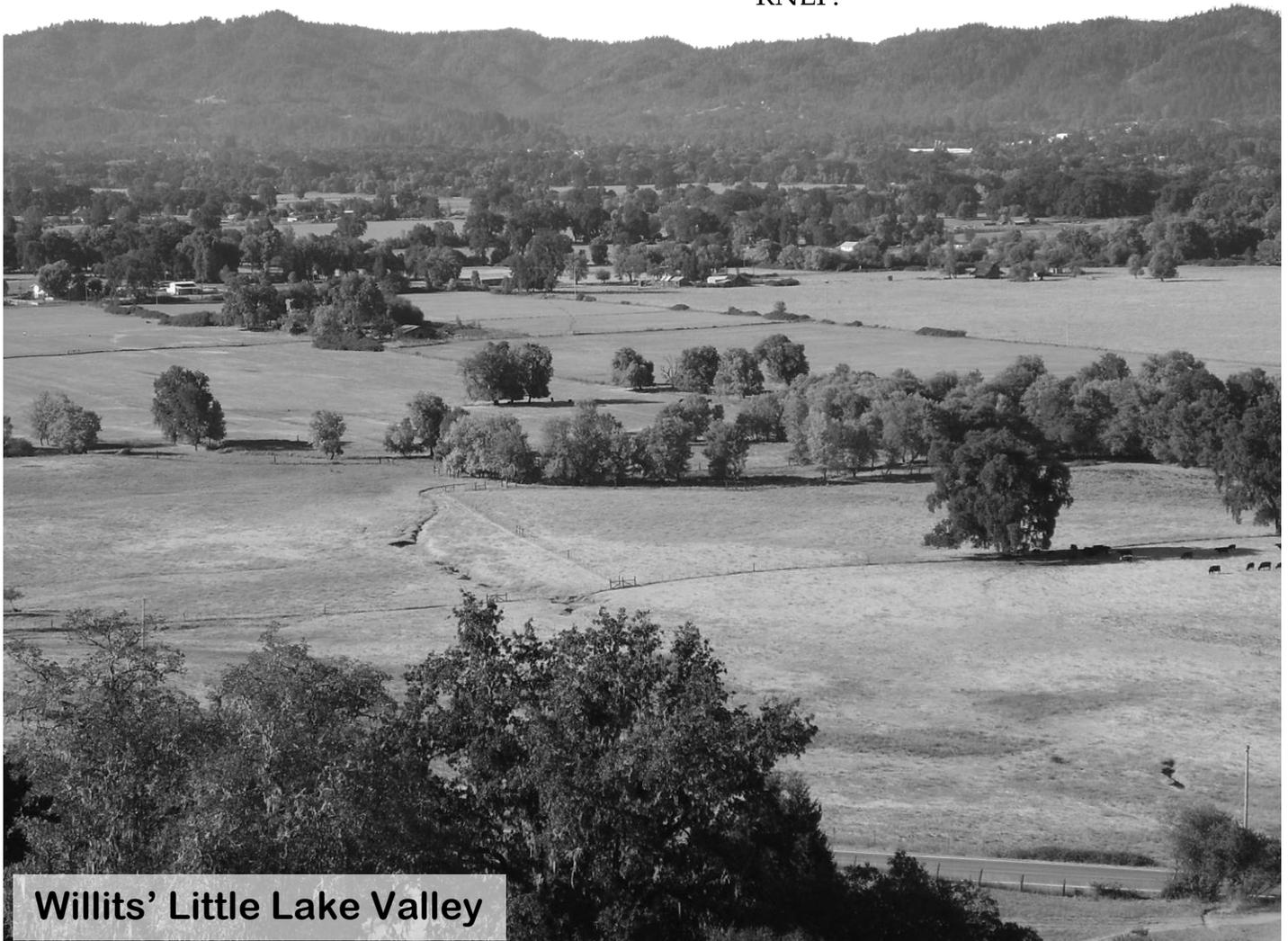
Sending a check to this campaign is greatly appreciated and used to fund legal and jail support, outreach and education, media and nonviolence trainings.

Contact me at 707 459-0548  
or Ellen at 707 485-5867 to volunteer.

For the Forest,



Naomi Wagner  
RNEF!



**Willits' Little Lake Valley**