

BOARD OF SUPERVISORS MEETING
January 9th, 2018

"For all items NOT on the agenda"

(Each Speaker Limited to 3 Minutes)

Voluntary Sign-In Sheet

- ✓ 1. Charles V. Ciancio
- ✓ 2. JEFF LOUGH
- ✓ 3. TRACY LOUGH
- ✓ 4. Kathryn Douche
- ✓ 5. ~~Styler De Roy~~ - shelter crisis
- ✓ 6. ~~Robert Cox~~ - shelter crisis
- ✓ 7. ~~Jill Demers, Humboldt Co. RCD~~ - Salt River.
8. ~~[scribble]~~
- 9.
- 10.
- 11.
- 12.
- 13.
- 14.
- 15.
- 16.

To: Humboldt County Board of Supervisors

RE: AT&T Cell Phone Tower proposal at 51 Foxtail Lane, Fieldbrook, CA 95519

Submitted at a Public Hearing and in Writing on January 9th, 2018

I am an AT&T customer, a digital tech user (but use DISH for internet services). I am an educator in our schools and a resident of Fieldbrook. Above all, I am a father.

About a year ago AT&T approached several homeowners about leasing their property to build a 150' Self-Supporting Lattice Tower. Agents were declined multiple times until they reached a lease agreement with a single homeowner. Today there is a proposal for this tower to be built in the backyard of homeowners who said "no". These are homeowners who built their own homes 30 and 40 years ago and more recently volunteered to renovate our volunteer fire station.

I am one of many who strongly oppose the cell tower at the private residence of 51 Foxtail Lane intended to be constructed by AT&T. In fact, while I make these comments on behalf of myself and my family, I will tell you that our neighborhood action committee has collected over 200 signatures and growing from Fieldbrook residents and beyond who are petitioning for the relocation of this tower to a non-residential location such as the surrounding Green Diamond property.

We feel strongly that the construction of this tower so close to homes would be detrimental to the local environment, our property values, the privately maintained neighborhood infrastructure, and our health. Moreover, the intention of this project to provide broadband internet service (with what AT&T calls an "ancillary" benefit of cell antennas) to a small number of homes in our community further brings into question the need for such a tower at this particular location.

Currently my wife and I run a licensed in-home childcare on our property. The proposal of this tower was brought to my attention by a prospective parent who read a small clip in the Mad River Union. She stated that she would not be able to enroll her child into our program should the tower be erected in our neighborhood due to the potential harmful effects of Electromagnetic Radiation (EMR) exposure. Since this time, the planning commission office has received other letters from the families we serve voicing concern and potential disenrollment should the tower be built. These concerns are not unfounded and there is a growing body of peer-reviewed literature that warrants serious caution in putting cell phone towers in our backyards and especially so close to schools and daycare facilities.

Indeed, the EMR Policy Institute, a nonprofit organization that promotes the cooperation between public health regulatory agencies and legislators to mitigate the potentially harmful effects of EMF and RF radiation as well as the Healthy Schools Network cite the well documented international standard of not placing cell towers closer than 1500 feet from schools and daycare facilities. Our home, where we run our childcare and raise our children is currently located less than 1,000 feet from the proposed site.

In addition to our childcare business, my wife is a midwife who also runs part of her homebirth practice out of our home. Again, this is a concern that has been brought to our attention by the pregnant women she works with, another vulnerable population.

As a school psychologist and former school principal, I am also aware of the concern with cell tower proximity to children. In 2009 the School Board of the Los Angeles Unified School District, the second largest school district in the country, demonstrated its concern about wireless exposures to school children by adopting a resolution prohibiting cell phone base stations and antennas near schools due to safety concerns.

As far back as 1995, the New York State Board of Regents adopted a policy of "Prudent Avoidance" when it came to EMF exposure.

As you are aware, the Telecommunications Acts of 1996 preserves local government authority to deny tower-antenna site zoning permits if based on "substantial evidence in a written record." Such evidence includes:

- obtaining independent expert analysis to determine whether "adequate coverage" for mobile phone service already exists;
- exercising the zoning board's authority to protect residential areas against property devaluation and to preserve the character of neighborhoods;
- requiring adequate set backs from tower/antenna sites to protect against falling equipment and tower collapse due to severe weather conditions as well as other safety hazards;

I would also like to bring to your attention key points from the Humboldt County General Plan adopted October 23rd 2017. Chapter 6, entitled Telecommunications, indicates key considerations regarding this project that appear to be in direct conflict with the plan's policies and standards. Specifically:

Policies:

Communications Facility Siting. Design and site all facilities to minimize visibility, visual clutter, and reduce conflicts with surrounding land uses while recognizing that all communities in Humboldt County should have access to communication infrastructure.

Standards:

B. Performance Standards. Standards for siting design, visibility, construction impacts, noise, on-going operation, and other characteristics that affect the compatibility and environmental and safety impacts of proposed facilities.

E. Location and Siting.

1. When designing and siting towers, screening should be used, if possible, to minimize visual impacts.
2. Stealth siting methods should be used, if possible, within views of scenic highways, public parks, cultural facilities and coastal scenic areas.

3. Stealthin and/or setbacks shall be used to ensure community compatibility.
4. An alternatives analysis may be required at the time of application that documents why the proposed project is the best way to accomplish project alternatives while minimizing project impacts.nd/or setbacks shall be used to ensure community

F.Design and Screening.

1. Support structures shall be designed to minimize their visibility with a preference towards each of the following in the order so listed: 1) use of existing structures, 2) stealth designs for concealment, and 3) monopoles.
2. Component parts, equipment cabinets, buildings, and security fencing shall be designed to achieve a minimum profile through painting, screening, landscaping, and architectural compatibility with surrounding structures.
3. Photo simulations or balloon tests with views from various vantage points may be required to show visual impact of the proposed facility.

H. **Independent Review.** Applicants may be required to pay the cost of independent review to evaluate siting alternatives, necessity based on adequacy of coverage or evaluation of radio frequency emissions in relation to FCC Maximum Permissible Exposure Limits.

Again, I would like to reiterate that I am not opposed to broadening internet or cellular service to our area. However, this achievement does not have to be made with the placement of a 150 cell tower in our backyard so close to homes, our childcare, and with the use of our privately maintained infrastructure. Please consider the relocation of this tower including a 1500' setback from our childcare as a simple compliance with the Precautionary Principle. As you will continue to see in the coming weeks and months many residents of the Fieldbrook community are against the proposed placement of this tower.

Thank you for your serious consideration on this important matter.

Sincerely,



Jeff Lough

167 Cookhouse Spring Lane
Mckinleyville (Fieldbrook), CA 95521
(707)825-3130
(818)477-7885
jefflough@gmail.com

With reference to the above statements, extensive information about this issue including case law, policies, schools, wildlife and other relevant material can be found at:

www.EMFpolicy.org

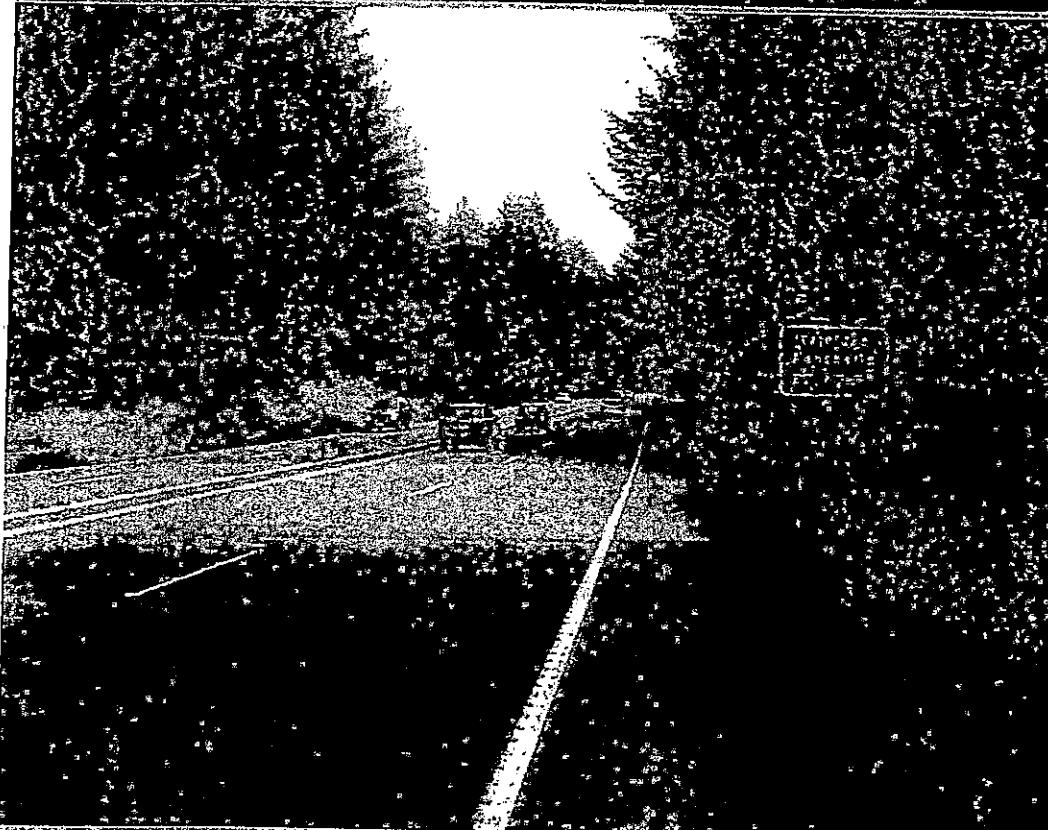
www.electronicssilentspring.org

US 101/TRINIDAD AREA ACCESS IMPROVEMENTS



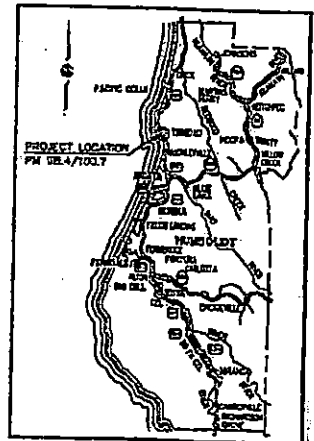
Project Study Report-Project Development Support

01-HUM-101
 PM 98.4/100.7
 XX XX XXX XXX
 PPNO XXXX
 01 0002.D301
 01-48040K

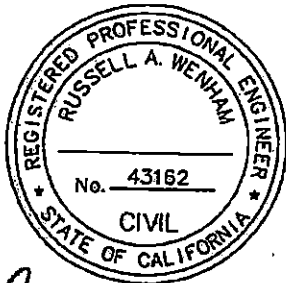


PROJECT LOCATION

In Humboldt County,
 near Trinidad from
 Westhaven Drive
 Undercrossing to 0.4
 Mile North of Trinidad
 Road Undercrossing



"This Project Study Report-Project Development Support has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the qualification of any technical specialists providing engineering data upon which recommendations, conclusions and decisions are based."



Russ Wenham

Russ Wenham, P.E.

12/13/2017

Date

Approval Recommended:

Jacqueline Hostler-Carmesin 12/13/17
 Jacquie Hostler-Carmesin
 Chief Executive Officer
 Date

Kim Floyd 12/14/17
 Kim Floyd, P.E.
 Project Manager, District 1
 Date

Brad Mettan 12/14/17
 Brad Mettan
 Deputy District Director
 Date

Approved By:

Richard Miller 12/14/17
 FOR Matt Brady
 District Director, District 1
 Date

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Project Study Report – Project Development Support		
US-101 / Trinidad Area Access Improvements		
EA: 01-48040K EFIS ID: 01-0002-0301 PPNO: 01-HUM-101 PM 98.4/100.7		
1. INTRODUCTION		Figure 1 – Exhibit drawing for the programming alternative; Alternative 3A – New US 101/Cher-Ae Lane Interchange.
The Trinidad Rancheria and Caltrans District 1 are working in partnership to identify alternatives to meet the transportation needs of the Trinidad Rancheria and the surrounding community. This PSR-PDS identifies 12 alternatives to address the transportation deficiencies between the unincorporated community of Westhaven and the City of Trinidad. The main deficiencies identified for this area are: (1) Scenic Drive’s geotechnical instability, with slides and slip-outs commonly occurring along this route, causing partial or complete road closures (typically during winter months); (2) anticipated Rancheria growth is likely to cause several intersections in the area to have inadequate vehicular capacity; and (3) Tribal lands east and west of US 101 have inadequate connectivity.		
Project Limits	01-HUM-101 PM 98.4/100.7	
Number of Alternatives	12 Plus No-Build	
Alternative Recommended for Programming	Alternative 3A –New US 101/Cher-Ae Lane Interchange	
Capital Outlay Support Estimate for PA&ED (Anticipated Environmental Approval 7/1/22)	Current (2017): \$2,500,000	
Capital Outlay Construction Cost Range	Current (2017): \$16,600,000 to \$46,200,000	Escalated @ 5% to 2024: \$23,360,000 to \$65,000,000
Capital Outlay Right-of-Way Cost Range	Current (2017): \$800,000 to \$3,880,000	Escalated @ 5% to 2024: \$1,125,000 to \$5,460,000
Funding Source(s)	Anticipated to include some or all of the following: State Transportation Improvement Program (STIP) Tribal Transportation Program (TTP) Indian Reservation Roads (IRR) Active Transportation Program (ATP) Highway Safety Improvement Program (HSIP) Transportation Investment Generating Economic Recovery (TIGER)	
Funding Year	2018	
Type of Facility	4-Lane Freeway	
Number of Structures	1 to 3	
Anticipated Environmental Determination	EIR/FONSI	
Legal Description	In Humboldt County, near Trinidad from Westhaven Drive Undercrossing to 0.4 Mile North of Trinidad Road Undercrossing	
Project Development Category	Category 3 – Projects on previously constructed access controlled routes requiring a new or revised freeway agreement, but not a route adoption.	

The range of alternatives includes improvements to the existing Trinidad-Main Street interchange, improvements to Scenic Drive and Westhaven Drive, and/or a new local road interchange. A detailed description of each alternative can be found in Section 7. Additional studies are needed to determine which of the proposed alternatives will best meet the purpose and need of the project. Either a project report or a supplemental Project Initiation Document (PID), following the format of a Project Study Report (PSR), will serve as the programming document for the remaining components of the project. A project report, accompanied by a signed environmental document, will serve as approval of the selected alternative.

2. BACKGROUND

Description of Existing Facility:

US 101 is the economic lifeline of the north coast and is the most important route in District 1. It serves interregional and interstate traffic, with relatively high traffic volumes and heavy use by both truck and tourist traffic. US 101 is functionally classified as a principal arterial. US 101 is on the National Highway System but is not part of the FHWA Rural and Single Interstate Routing System. It is part of the Strategic Highway Network and the Interregional Highway System and is considered a High Emphasis Route in the Interregional Transportation Strategic Plan. Within the project segment, US 101 is designated a Surface Transportation Assistance Act (STAA) route and is part of the Pacific Coast Bike Route. Portions of US 101 are also eligible for Scenic Highway Designation.

US 101 from PM 98.4 to 100.7 is a four lane freeway with a paved median width that ranges from 4 feet wide at the south end of the project limits, to 22 feet wide at the north end of the project limits. Outside shoulders within the project limits are consistently 4 feet wide, but widen out to 10 feet wide north of the existing US 101/Trinidad-Main Street Interchange. The posted speed limit along US 101 in this area is 65 mph. Within the project limits, US 101 is relatively flat, with some rolling hills, and grades ranging from approximately 2% to 4.5%. The horizontal alignment is curvilinear, with tangents up to nearly a mile long, and horizontal curve radii ranging between 1,800 feet and 12,000 feet. Existing right-of-way widths within the project limits vary from approximately 160 feet wide to 460 feet wide, with access controlled rights-of-way. Existing adjacent land use is almost entirely Residential, of which most is comprised of Rural Residential (RR), with a small amount of Residential Estates (RE). Current year traffic volumes for US 101 are approximately 10,350 vehicles (ADT). Based on the Trinidad Area Freeway Master Plan Study, future (year 2040) traffic volumes are estimated to be approximately 14,500 vehicles without full Trinidad Rancheria Master Plan buildout, and 20,510 vehicles (ADT) with full Trinidad Rancheria Master Plan buildout.

There are three existing interchanges (I/C) within the project segment as described below:

TABLE 1: EXISTING INTERCHANGES

Post Mile	Name	Overcrossing or Undercrossing	Description
98.1	Westhaven Drive I/C	Undercrossing	A half interchange with a tight NB off-ramp and a SB hook ramp from Scenic Drive
98.4	Sixth Street I/C	Overcrossing	A hook ramp Type L-6 with all ramps on the north side of Sixth Street
100.7	Trinidad - Main Street I/C	Undercrossing	A tight diamond Type L-1

Scenic Drive is a 2-lane rural roadway, which runs in a south-north direction on the west side of US 101, from the community to Westhaven, north to the City of Trinidad. The roadway begins near Moonstone County Park and the Little River State Beach in Westhaven (Left of PM 97.8), and follows the Pacific coast line northerly for approximately 3.2 miles to Main Street in the City of Trinidad. Scenic Drive is a winding and narrow road, approximately 16'-20' wide through most of the southerly portion, with no sidewalks and little to no useable paved shoulders. The majority of Scenic Drive has severe geotechnical instability, and frequently has closures for emergency roadway repairs to reestablish access. Existing slopes along Scenic Drive are typically very steep, sloping to the Pacific Ocean on the west side, and sloping upwards towards US 101 on the east side. The posted speed limit along Scenic Drive is 30 mph. According to the City of Trinidad Draft General Plan Circulation Element, current year traffic volumes for Scenic Drive are approximately 870 vehicles (ADT), while future (year 2040) traffic volumes are estimated to be 1,357 vehicles (ADT).

Westhaven Drive is a 2-lane rural-residential roadway, which runs in a south-north direction on the east side of US 101 from the community of Westhaven to the City of Trinidad. The roadway begins at a partial interchange on US 101 (PM 98.1), is approximately 3.3 miles long, and terminates at the Trinidad-Main Street interchange (PM 100.7) in the City of Trinidad. The roadway is narrow, typically about 20' wide, with little to no useable shoulders, and no sidewalks. The posted speed limit along Westhaven Drive is 25 mph. According to the City of Trinidad Draft General Plan Circulation Element, current year traffic volumes for Westhaven Drive are approximately 865 vehicles (ADT), while future (year 2040) traffic volumes are estimated to be 1,509 vehicles (ADT).

Main Street is a quiet, 2-lane roadway which lies in the heart of the City of Trinidad. Main Street runs in an east-west direction, and is a primary collector that extends from just east of US 101 through the City of Trinidad. Main Street has a posted speed limit of 20 mph, and according to the City of Trinidad Draft General Plan Circulation Element, current year traffic volumes for Main Street are approximately 3,170 vehicles (ADT), while future (year 2040) traffic volumes are estimated to be 4,706 vehicles (ADT). The City of Trinidad has long been known as a rural, seaside fishing village, with very unique characteristics, limited tourist activity, and a strong desire to minimize adverse impacts caused by visitors. There are a few existing RV parks within the area, which typically see increases in use during the summer months.

Discussion of Studies to Date:

Since 2001, several planning studies have been completed, including the draft Project Initiation Document (PID), in order to study accessibility to the Trinidad Rancheria and the surrounding areas, and to investigate alternatives that would provide improved access for current and future needs. The different studies that have been prepared have consistently demonstrated that the existing interchanges and local roads within this corridor can neither: (1) provide the necessary traffic level of service to all areas within the corridor, nor (2) be improved economically to appropriately accommodate the design-year traffic demands. The various studies that have been completed are listed below:

- *Trinidad Rancheria Access Improvement Feasibility Study*, Winzler & Kelly, May 2002
- *Trinidad Rancheria Tribal Transportation Plan 2006-2026*, Winzler & Kelly, March 2006
- *Trinidad Rancheria Highway 101 Interchange Community Design Fair*, Local Government Commission, June 2009
- *Trinidad Rancheria Comprehensive Community-Based Plan*, Trinidad Rancheria, December 2011
- *Trinidad Area Freeway Master Plan Study*, Omni-Means, Ltd., February 2014
- *Trinidad Rancheria Tribal Transportation Safety Plan*, Trinidad Rancheria, June 2014

Since 2012, a Project Development Team (PDT) has met to guide the project through the project development process. This PDT team has been instrumental to date in developing the purpose and need for the project, and preparing the project to reach this stage. The PDT team will continue to play a key role in guiding the project through to completion.

3. PURPOSE AND NEED

Purpose:

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.
3. Reconnect tribal lands.

Need:

The proposed project is needed because:

1. The only access to Trinidad Rancheria lands from US 101, Scenic Drive west of the Trinidad Rancheria, is not safe or sustainable:
 - a. It is geologically unstable; slides and slip-outs commonly cause partial or complete road closures, particularly during the winter months.
 - b. It is not a pedestrian/bicycle friendly route, due to the lack of sidewalks and minimal or no paved shoulders.
2. The current capacity at several intersections would be inadequate to accommodate projected increases in traffic due to planned future development.
3. The construction of US 101 severed tribal lands.

4. TRAFFIC ENGINEERING PERFORMANCE ASSESSMENT

Traffic Operations:

The *Trinidad Area Freeway Master Plan Study* (Traffic Study), prepared by Omni-Means, Ltd., was approved by District 1 Traffic Operations in February 2014. The Traffic Study analyzed US 101, from the Sixth Street I/C to the Trinidad-Main Street I/C, as well as Main Street, Scenic Drive, Westhaven Drive, the Sixth Street I/C and the Trinidad-Main Street I/C. The Traffic Study analyzed existing performance, and future performance of these facilities based on anticipated growth. The Traffic Study projected traffic growth for this area of Humboldt County, including the City of Trinidad and the Trinidad Rancheria. The development envisioned in the Cher-Ae Heights Indian Community of the Trinidad Rancheria, December 2011, was included in the traffic projections as well. The Traffic Study projected traffic volumes to the year 2040 conditions.

While additional alternatives are presented for consideration in this PSR-PDS, the Traffic Study analyzed three alternatives:

- No Project.
- Alternative 1A. Reconstruct Trinidad-Main Street I/C to accommodate year 2040 traffic
- Alternative 3A. New freeway I/C at Cher-Ae Lane to accommodate year 2040 traffic.

At the time the Traffic Study was prepared, some of the current alternatives had not been brought about yet, including the Baker Ranch Road interchange or the One-Mile Spacing Interchange. While the Traffic

HCAOG

Humboldt County Association of Governments

RESOLUTION 13-07

RESOLUTION OF THE HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS APPROVING JOINT POWERS AGENCY MEMBERSHIP CRITERIA

WHEREAS, the Humboldt County Association of Governments (HCAOG) was established on May 7, 1968 through a Joint Powers Agreement (Agreement); and

WHEREAS, the Agreement was made and entered into by and among the County of Humboldt, a political subdivision of the State of California, and the incorporated cities of Arcata, Blue Lake, Eureka, Ferndale, Fortuna, Rio Dell and Trinidad, all municipal corporations located within the boundaries of Humboldt County, California; and

WHEREAS, the Agreement allows additional membership only to any other city which may hereinafter be incorporated within the boundaries of the County of Humboldt and which may desire to participate in the activities of HCAOG without prior approval or ratification of the named parties to the Agreement; and

WHEREAS, HCAOG has considered amending the Agreement on a case by case basis, consistent with Membership Criteria provided in Attachment A;

NOW, THEREFORE, BE IT RESOLVED that the Humboldt County Association of Governments hereby approves and adopts the Membership Criteria.

PASSED AND ADOPTED by the Humboldt County Association of Governments, in the City of Eureka, County of Humboldt, State of California, this 18th day of April 2013, by the following vote:

AYES: MEMBERS: Bass, Fulkerson, Titus, Jäger, Ornelas, manzanita

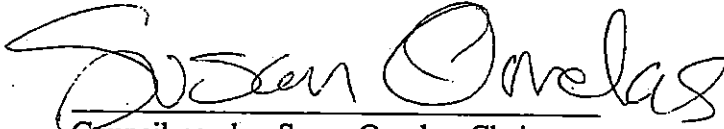
NOES: MEMBERS: Streni, Thompson

ABSENT: MEMBERS: None

ABSTAIN: MEMBERS: None

ATTEST:


Siana Watts, Executive Assistant


Councilmember Susan Ornelas, Chair

ATTACHMENT A

Membership Criteria

Any individual entity listed in California Government Code section 6500, or a joint powers agency comprised entirely of such individual members, which entity or agency is not an incorporated city, is eligible to apply to the Association to become a member, if it conforms to each of the following membership criteria.

1. Any public agency, federally recognized Indian tribe, or joint powers agency comprised entirely of the same, must be located within Humboldt County.
2. The representative of the individual entity, or that of a joint powers agency, identified in condition No. 1 above, designated by that entity or agency to serve on the Association Board of Directors, shall be an elected official.
3. No public agency or federally recognized Indian tribe, including a joint powers agency, will be eligible for membership without its written consent first obtained, agreeing that said agency will adhere to all state laws and regulations in the conduct of its affairs. This agreement shall include, but is not limited to, the Brown Act, Public Records Act, Political Reform Act, and other public interest laws and regulations that ensure political transparency and accountability.
4. Any individual federally recognized Indian tribe or any tribal joint powers agency made up of such tribes, and each of a tribal joint powers agency's constituent member entities, must first consent in writing to refrain from making any campaign contributions to individuals running for the Humboldt County Board of Supervisors or any City Council of a City located in Humboldt County.
5. Each member of the Association shall ensure that its designated Association representative and alternate have not accepted campaign contributions from a federally recognized tribal government or from any tribal joint powers agency that is a member of the Association.
6. Any member agency that is not a direct recipient of housing allocations distributed by the Association through the Regional Housing Needs Assessment (RHNA) process shall not be permitted to participate or vote as a Board member on RHNA matters.
7. A public agency or federally recognized Indian tribe, including a joint powers agency must own and be responsible to maintain a public roadway system of more than five (5) miles. In the case of a joint powers agency, this threshold shall apply to the joint powers agency members collectively, and not to each of its individual constituent members.
8. Each public agency or federally recognized Indian tribe must have a population of at least three hundred (300) persons residing within the entity's jurisdictional boundaries. In the case of membership of a joint powers agency, this threshold shall apply to the joint powers agency collectively, and not to each of its individual constituent members.

9. A federally recognized Indian Tribe and any joint powers agency formed by such tribes for the purpose of Association membership must first agree in writing to the limited waiver of sovereign immunity specifically defined below, or as may be modified in the future, for their role in participating or enforcing provisions of this agreement.

Nothing in this Cooperative Agreement shall be deemed or construed to be a waiver of the sovereign immunity of any tribal government, or any joint powers agency formed by tribal governments, its officials, its entities, or employees, acting within their official or individual capacities except to the limited extent provided in this section. A member tribal government or any joint powers agency formed by tribal governments waives its sovereign immunity solely for declaratory and injunctive relief, and enforcement thereof, arising in relationship to the interpretation of the Cooperative Agreement as between member, or between members and the Association. A member Tribal Government does not waive its sovereign immunity to any action beyond those arising in relation to the interpretation of the Cooperative Agreement and does not waive sovereign immunity with respect to actions by non-parties to the Cooperative Agreement.



Reference: 013071

August 27, 2015

Ms. Jacque Hostler-Carmesin, CEO
Trinidad Rancheria
PO Box 630
Trinidad, CA 95570

Subject: Geotechnical Screening of Alternatives, Trinidad Rancheria Interchange Evaluation, Trinidad, California

Dear Jacque:

SHN Engineers & Geologists (SHN) is providing this geotechnical screening assessment of a variety of alternatives for the Trinidad Rancheria Interchange project. The intent of this report is to provide an assessment of the geotechnical conditions relative to a series of previously identified alternatives to the proposed interchange, provide conceptual design recommendations, and provide preliminary assessment of locations where stabilization improvements may be required.

In order to complete the assessment outlined herein, SHN conducted a work scope that included review of available literature and aerial imagery, a brief field reconnaissance of accessible areas within the study area (private property was not accessed for this phase of the assessment), and preparation of this report. The conceptual design recommendations and locations should be considered preliminary, as they are based on reconnaissance-level field investigation; there may be other approaches that would become apparent with additional site investigation. Below, we present a brief discussion of the geotechnical considerations for each alternative.

Alternative 1 – Improve US 101/Main Street Interchange & Scenic Drive (North of the Rancheria)

From a geotechnical standpoint, expansion of the US 101/Main Street interchange is relatively straightforward because most of the improvements would occur at existing grade. The primary consideration to this expansion, however, is geologic; the active Trinidad fault is mapped through, or in very close proximity to, the interchange. To our knowledge, the California Department of Transportation recently completed a seismic retrofit assessment of the overpass, including fault trenching. The overpass was subsequently reinforced. Expansion of the interchange would be subject to the potential for active surface fault rupture to pass through the improvement should an earthquake occur on the Trinidad fault; the northeast side of the fault would be thrust up and over the southwestern block, with a likely displacement of several meters.

Scenic Drive (north of the Rancheria), the current access to the property, is a winding coastal road that has been subject to several past slope failures that have required stabilization repairs. We noted at least three slope repairs along the outboard edge of the road along this segment; the repairs are apparently welded wire walls or gabion walls (which are largely overgrown with vegetation at this point). Assuming that these slope repairs define fixed points in the event of road

widening (because of the expense in relocating one of these repairs oceanward), retreat of the road into the cut bank is the most likely option to expand the road width. Retreat into the cuts along the inboard road edge of Scenic Drive north of the Rancheria appears feasible in most cases; there is a bank just west of Langford Road that is relatively steep and high, however, and buttressing or retaining may be required if the cut is expanded in this area. This area is about 200 feet in length. Finally, there is a stream crossing that would have to be widened to allow expansion of the Scenic Drive road bed. The culvert would need to be replaced (lengthened) and the side slopes on one or both sides of the crossing re-built. The crossing is estimated at about 100 feet in length.

Alternative 2 – US 101 Overcrossing at Cher-Ae Lane & Scenic Drive (North of the Rancheria)

Alternative 2 is relatively straightforward from a geotechnical standpoint because the traffic roundabout and new roadways would primarily be built at or near existing grade, on generally low gradient ground with no evidence of instability. Construction of an overpass of Highway 101 would entail building abutments on either side of the highway, but this does not appear problematic based on the initial geotechnical reconnaissance.

Geotechnical issues related to Scenic Drive (north of the Rancheria) are described in Alternative 1.

Alternative 3a – New US 101/Cher-Ae Lane Interchange with Vehicle Access to Westhaven Drive & Scenic Drive (North of the Rancheria)

Alternative 3a is associated with similar geotechnical issues as Alternative 2, with the addition of on- and off-ramps on either side of the highway. Initial geotechnical reconnaissance did not identify significant concerns with the development of abutments or on- and off-ramps in the vicinity of the proposed Rancheria interchange.

Geotechnical issues related to Scenic Drive (north of the Rancheria) are described in Alternative 1.

Alternative 3b – New US 101/Cher-Ae Lane Interchange Without Vehicle Access to Westhaven Drive & Scenic Drive (North of the Rancheria)

There are no significant distinctions between the geotechnical issues related to Alternatives 3a and 3b. There would be less site preparation and a thinner pavement section associated with development of a pedestrian path relative to a road.

Alternative 4a – Restore Scenic Drive from Westhaven to Main Street in Trinidad

Reconstruction of Scenic Drive from Westhaven to the Rancheria is considered geotechnically infeasible. Years ago, this former highway alignment was abandoned and left to the County of Humboldt to maintain, and the result has been a severely degraded roadway that has experienced multiple long-term closures due to landsliding.

Near Westhaven, at the foot of 6th Avenue, Scenic Drive occupies a narrow road bed bordered by high, steep debris slide slopes on the inboard edge and the precipitous, unstable coastal bluff. Expansion of the road bed in this location would require construction of a series of significant retaining structures (soldier pile walls for example) on the coastal bluff, which would be problematic and extremely expensive. To the north of Houda Point, the road crosses a series of active earthflows that are continuously reactivated because they are being undercut by ocean waves at the shoreline. One-lane road segments, with gravel surfacing (due to the degradation of the asphalt surfacing), are common through this area. The road crosses multiple escarpments along the lateral margins of earthflows that are actively displacing the road bed (pavement patches across scarps up to 5 feet in height are common). Stabilization of these earthflows would require a monumental effort far beyond the scope of any other alternative under consideration here.

At Luffenholtz Beach, severe landsliding has compromised the road many times in recent years; this is the most recent segment to suffer a long-term closure. The roadway in this area is extremely uneven due to the degree of movement in the road subgrade. This degree of instability prevails until Scenic Drive reaches the Rancheria. We tentatively estimate that a minimum of 50% of Scenic Drive from Westhaven to the Rancheria is compromised in some way due to instability, and in some cases, quite severely.

Geotechnical issues related to Scenic Drive north of the Rancheria are described in Alternative 1.

Alternative 4b – Realign Scenic Drive South/Restore Scenic Drive North

The realignment of Scenic Drive south of the Rancheria in Alternative 4b is by way of a long, undeveloped (forested) route that closely parallels the west side of Highway 101. Although we did not conduct reconnaissance of this route (because it is virtually all private property), it is apparent from review of aerial images that it crosses the heads of several large earthflows. The earthflows in the Luffenholtz Creek watershed are significant, very active failures that are currently impacting homes on Trinima Road. It is likely that additional earthflows are present along this alignment; these would have to be identified in future phases of the investigation, if necessary, due to the private property considerations. In addition, there is significant topographic relief along this alignment as it crosses two significant drainages (Luffenholtz Creek and an unnamed tributary), that would require significant grade adjustment (large-scale filling). Geotechnical issues related to this proposed alignment are concentrated at the southern end, between Kay Avenue and Baker Ranch Road (about 3,000 feet of roadway). Because this is largely undeveloped forest land, road construction would be complicated by the presence of tree roots and disturbed ground that would require a significant effort to generate a suitable road bed.

Geotechnical issues related to Scenic Drive north of the Rancheria are described in Alternative 1.

Alternative 5 – Improve US 101/Main Street Interchange & New Overcrossing at Cher-Ae Lane

The individual elements associated with Alternative 5 have been discussed above in Alternatives 1 and 2.

Alternative 6 – New US 101/Baker Ranch Road Interchange


The elements necessary to create this alternative do not appear to be subject to significant geotechnical limitations. We were unable to conduct reconnaissance between Baker Ranch Road and Highway 101 due to private property considerations. There is a hill between the highway and the location of the proposed connection with Baker Ranch Road that would present a topographic obstacle, and may complicate development of on and off ramps and the interchange for the road to the Rancheria. There are, however, no apparent unstable areas in this vicinity. The alignment from Baker Ranch Road to the Rancheria parallels the highway, and follows undeveloped, forested land that appears devoid of significant landslides. Road construction in this area would be complicated by the presence of tree roots and disturbed ground that would require a significant effort to generate a suitable road bed.

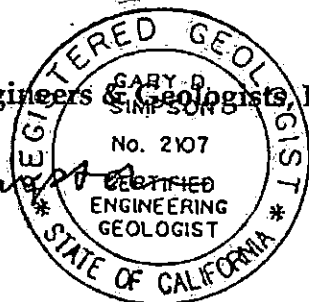
The preceding discussion represents a preliminary assessment of site conditions, provided in order to facilitate a discussion regarding the geotechnical issues or merits related to the identified project alternatives. The information presented herein should be viewed as preliminary, as it is based on a brief reconnaissance and review of aerial photography and maps. Higher precision locations and quantities for individual alternatives should be developed as the need arises.

If additional information is required for the alternatives analysis presented herein, please do not hesitate to contact us; it is our goal to provide the necessary information to make an informed decision about this important infrastructure project.

Respectfully,

SHN Consulting Engineers & Geologists, Inc.


Gary D. Simpson, CEG
Geosciences Director



GDS:dla

1/8/18

Board of Supervisors Meeting on 1/9/18
At the Humboldt County Courthouse
In Eureka, California

Re: Agenda item to discuss and possibly take action on issues related to the Board of Supervisors declaring a shelter crisis in Humboldt County

Dear Members of the Board of Supervisors:

My name is Elaine Johnson. I live in McKinleyville, California. I have lived and worked in Humboldt County for twelve years, including working for County of Humboldt's DHHS for seven years. Ryan Sundberg is my representative. I write to you because I am unable to attend the Board of Supervisors meeting on 1/9/18 due to having to be at my job. (However, there is a small possibility that I may be able to take the time off to attend this meeting and read this letter in person).

I am a fortunate individual. At 60 years old, I am well educated and have multiple degrees. I have a job; I have a husband; I have a home; I have a dog; I own a used Toyota Camry. I try to shop at only local stores, instead of shopping the internet, to help our local economy. I live comfortably well. I feel very thankful and very fortunate. I've received help from people along the way, so I seek to pay it forward through volunteer work and monetary donations. I have volunteered by teaching adults to read, for example. I send money each year to Food for People, and participate heavily in their holiday canned food drives. I am not rich, but I do what I can to help others.

I also experienced homelessness when I was 19 years old. It was the most traumatic period of my entire life.

If I were able to be at today's Board of Supervisor's meeting, I'd be wearing black, because I'm in mourning. I've been reading the news stories about what is happening to people who are living in Humboldt County without shelter. I've read about people being set on fire while in their sleeping-bags sleeping, or stabbed to death, also while sleeping. I'm in mourning for the dead, and for the living who are in a struggle to stay alive.

Struggling to live! I'm in mourning for myself, for the immense sadness I feel as I recall my own homelessness and the most traumatic time in my life. I wear black for the physical and psychological scars I still carry from that time in my life.

Maslow's "Hierarchy of Needs" shows shelter as being a basic need ("rest" and "safety,") and as important as water and food. Without shelter, more water and food are needed because of the immense calories it takes to survive. The wind and sun alone wear down the body, dehydrating it, and causing the body eventually to malfunction (costing the taxpayer money for their medical expenses). Shelter is a basic need: a place to be safe, and to rest, to let the body and mind repair from being an unsheltered American.

I said I would have worn black if I were able to be at the BOS meeting, to show that I was in mourning. I also would have a bit of white in my ensemble. White for Hope. Seeing the topic that has been placed on your agenda, to allow discussion and possibly action by the Board of Supervisors to declare a shelter crisis in Humboldt County, is definitely a cause for hope. That is why I write this letter. To ask you to declare a shelter crisis in Humboldt County. I'm tired of stopping my car to offer someone a bottle of water because it looks like they need it. I'm tired of feeling so helpless in the face of so many people walking around on the sidewalks of Humboldt, looking so *in need*.

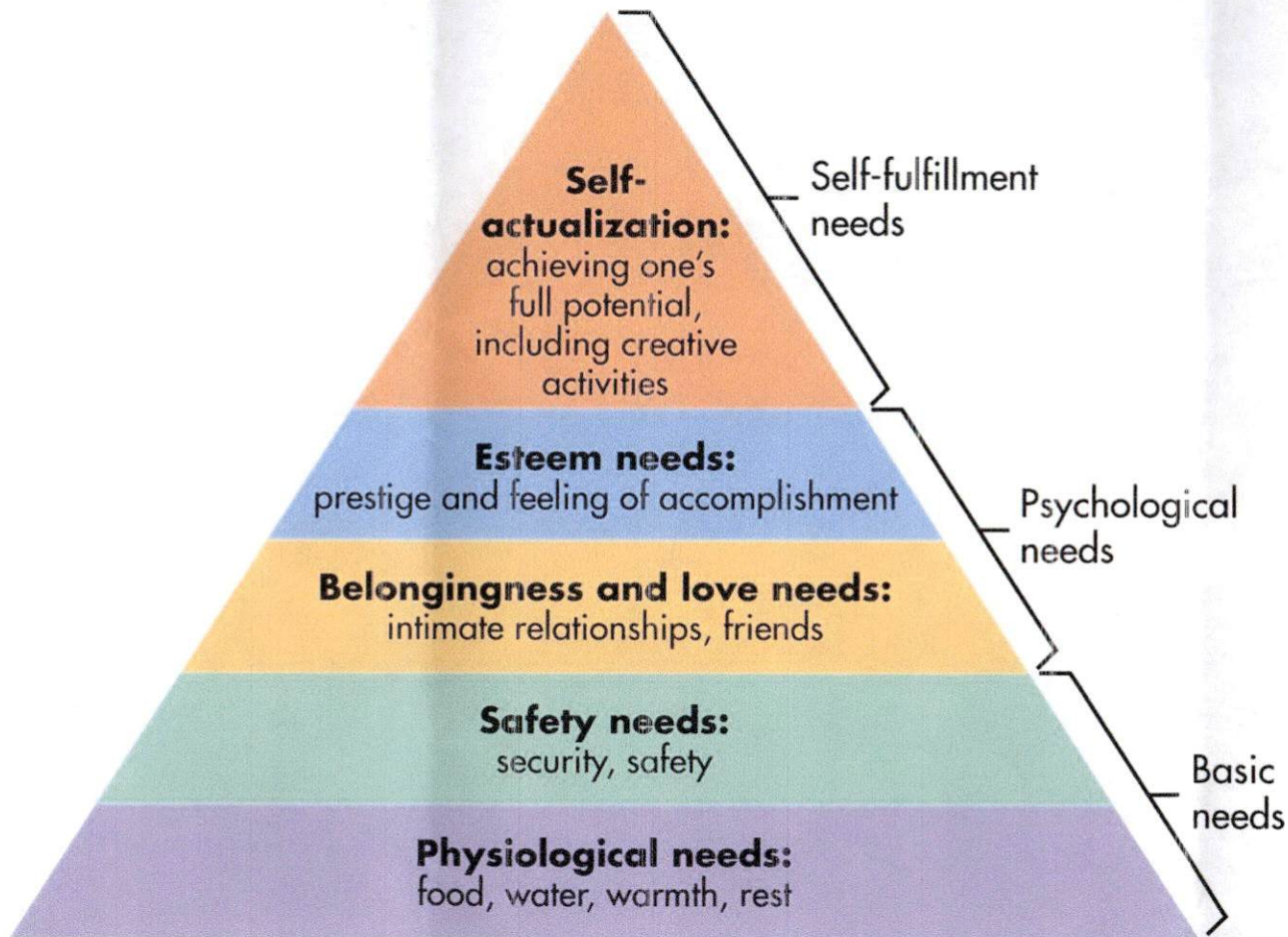
About a month ago, my hopelessness and despair over homelessness became too heavy to carry. I stopped pulling my car over. I stopped helping. I gave up. I thought, "It's hopeless. There's nothing I can do." I *distinctly remember that moment, the moment I gave up*. It scared the hell out of me. I felt I may as well be dead, if I were to continue believing there is nothing that can be done. So, I snapped out of it. I continued to give Food for People canned goods. Then I learned of your agenda item today. My level of hope experienced an uptick. I write to you today to ask you to declare a shelter crisis. Please.

Thank you.

Sincerely,



Elaine Johnson
McKinleyville, CA



Maslow (1943, 1954) stated that people are motivated to achieve certain needs and that some needs take precedence over others. Our most basic need is for physical survival, and this will be the first thing that motivates our behavior. Once that level is fulfilled the next level up is what motivates us, and so on.

Date: ????

To: Everyone

Subject: Future for humans is phsstt!

As a minority voter, as a rural American with limited time, as a member of the public, and as one who finds no one paying attention, I am back with something sticking in my craw, and I emphasis "MY CRAW".

We are lead by media and others who are not experienced in truths and real world realities, and I find human population in trouble.

With this in mind and based on what I have already experienced and said, I ask the following questions. As portrayed in Fox's Lisa Lang stories, why do armed people exist? Females are just as smart as males; so, why do females do things to themselves to make themselves attractive to males? **Why are real world experienced realities and truths not understood by majority of voters?**

My money would be on possible revolutionary war between rural folks and populated areas. World war III is possible.

Charles L Ciancio

(Old tired field forester who has lived in real world and been ignored)

California Registered Professional Forester (RPF) 317

P.O. Box 172, Cutten (near Eureka in redwood country), CA 95534

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