



HUMBOLDT BAY MUNICIPAL WATER DISTRICT

Board of Directors Meeting

September 2020



12kV Project

MINUTES

Minutes for Meeting of Board of Directors
August 13, 2020

1. **ROLL CALL**

President Woo called the meeting to order at 9:01 am. The meeting was conducted via Zoom. Director Rupp conducted the roll call. Directors Latt, Lindberg, Rupp and Woo were present. Director Fuller was unable to attend the meeting. General Manager John Friedenbach, Superintendent Dale Davidsen, Business Manager Chris Harris, Tech Manager Dee Dee Simpson-Glenn and Board Secretary Sherrie Sobol were also present. District Engineer Nathan Stevens of GHD was present for a portion of the meeting.

2. **FLAG SALUTE**

President Woo led the flag salute.

3. **ACCEPT AGENDA**

On motion by Director Latt, seconded by Director Rupp, the Board voted 3-0 by roll call vote to accept the agenda. Director Lindberg's computer screen was frozen and he was not able to vote.

4. **PUBLIC COMMENT**

No public comment was received.

5. **MINUTES**

Minutes of the June 26, 2020 Special Joint Meeting with Ruth Lake CSD

On motion by Director Rupp, seconded by Director Latt, the Board voted 3-0 by roll call vote to approve the minutes. Director Lindberg's screen was still frozen and he was not able to vote.

Minutes of the July 9, 2020 Regular Board Meeting

Director Latt suggested some changes to help clarify the intent in Section 8.8, letter to DTSC and section 9.5 Kirkpatrick property dock request. The Board concurred with the suggested clarification. On motion by Director Rupp, seconded by Director Latt, the Board voted 4-0 by roll call vote to approve the minutes with the clarifications.

6. **CONSENT AGENDA**

On motion by Director Rupp, seconded by Director Lindberg, the Board voted 4-0 by roll call vote to approve the Consent Agenda.

7. **CORRESPONDENCE**

7.1 Letter from California Division of Safety of Dams (DSOD) re: dam inundation plan

As a result of the Oroville spillway failure, the California DSOD implemented new regulations requiring dam owners to prepare dam failure inundation maps for the loss of Critical Appurtenance Structures (CAS) of a dam. For the R.W. Matthews dam, the spillway is considered a CAS. Mr. Friedenbach stated staff has corresponded multiple times with DSOD regarding the inappropriateness of this requirement for dam. Our spillway is not configured like Oroville's spillway. The Probable Dam Failure (PFM) concerning a spillway failure at our dam will result in a total loss of the dam. Based on this information, the current inundation maps we have are appropriate and we should not be required to provide a set just for spillway failure. The new requested maps will show minimal flooding and not the full effect of dam failure. Staff explained that since our system is different from Oroville, providing a third set of maps will only result in confusion to the local emergency responders during a failure event. Our logic was not accepted by DSOD and they continue to demand a new set of inundation maps specific to spillway failure only. Staff received three bids for producing the inundation maps. The lowest bidder was Condor Earth. Staff is requesting the Board authorize staff to enter into a contract with Condor Earth to prepare the required CAS inundation maps to meet the DSOD new regulatory requirement. Also, the cost of \$20,000 to prepare this map set is not included in the current annual budget. In the meantime, funding can be provided from the general reserves



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account. Director Rupp requested clarification that this new regulation is driven by a one-size fits all written policy that in our case is not based on reality and is costing our ratepayers \$20,000. Mr. Friedenbach confirmed this. On motion by Director Rupp, seconded by Director Latt, the Board voted 4-0 by roll call vote to approve entering into a contract with the lowest bidder and authorize a \$20,000 additional project to our current year's budget. Staff will seek funding during the project budget reallocation.

7.2 Letter from US Department of the Interior re: Ma-le'l Dunes potential designation

Mr. Friedenbach shared the letter received from the US Department of the Interior, National Park Service regarding the proposed designation of Lanphere and Ma-le'l Dunes as a National Natural Landmark (NNL). The District has our domestic and industrial pipeline in the area. Having never gone through this process before, he drafted a response letter expressing the District's concerns regarding the proposed designation and how it would impact access to our pipeline, Director Rupp stated it sounds as if this could be quite onerous on the District. He appreciates the response letter from Mr. Friedenbach addressing these concerns. Director Latt pointed out on page two of the letter from the Department of the Interior it states that owners do not give up any rights. Director Lindberg suggested including that language in the letter and confirming we are not giving up any rights. The Board was supportive of the letter being sent.

7.3 Letter from Thomas Law Group to Department of Toxic Substances (DTSC)

President Woo recused herself from the discussion due to an apparent or perceived conflict of interest since the firm she works with has done some work at the McNamara and Peepe site. She was sent to the Zoom waiting room. Mr. Friedenbach discussed the letter sent to the DTSC. The letter addresses the fact that the DTSC has failed to make aggressive remediation a priority, despite the site's proximity to the Mad River, the District's drinking water supply and private wells. The District requested a meeting with DTSC no later than August 31, 2020 to discuss concerns and ensure the DTSC prioritizes aggressive investigation and remediation of the site. Additionally, the District requested the meeting include Deputy Director Grant Cope. Director Rupp stated it was a good letter. Director Latt added that the Mad River Union story by Daniel Mintz on August 12th about the issue was well written. He noted that article stated that in late 2018 the DTSC declared that contaminants in the soil beneath the capped area had seeped into groundwater. Director Latt stated it was actually worse than that and the DTSC has been doing remediation for twelve years now.

Mr. Friedenbach stated DTSC has acknowledged receipt of the letter, but there has been no response yet to the meeting request. He shared the outline of possible DTSC discussion topics and inquired if there any additional comments or suggestions. The Board did not request any changes. Mr. Friedenbach presented several options for Director attendance at the meeting with DTSC. After a brief discussion the Directors agreed the full Board, less President Woo due to her stated conflict of interest, should be present for the discussion.

7.4 Letter from FERC re: Part 12 Report

Mr. Friedenbach shared the letter from FERC regarding the upcoming ninth Part 12D Independent Consultant's Safety Inspection Report for R. W. Matthews Dam. FERC requires a comprehensive analysis of the dam every five years. It costs around \$100,000 to do this report. The same consultant can be used two cycles in a row and Mr. Charles Ahlgren of Cardno agreed to do this again for us. The report is due by November 2021. The geologist we've used in the past is David Lindberg. Since he is now a Board member we will need to find a new one. Mr. Lindberg stated cut slope on the east side is stable with no issues. The minor slip out on the opposite bears watching but is not critical to the operation of the dam.



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8. CONTINUING BUSINESS

8.1 Water Resource Planning

Local Sales, incl. Nordic Aquafarms and Trinidad Rancheria

Mr. Friedenbach stated he has received several support letters for the EDA Grant for rehabilitation of Station 6, including one from Nordic Aquafarms. He noted that the Eureka Chamber of Commerce stated they only do support letters for those who are members. He inquired if the Board would like to consider becoming a member of the Eureka Chamber of Commerce again. Director Rupp stated he was in favor of this. Director Latt stated he has observed a response to his concerns regarding politics, plus they have a new executive director. He will support renewing our membership but will be keeping close watch. Both Director Lindberg and President Woo agree to renew membership with the Eureka Chamber of Commerce. Mr. Friedenbach noted that he negotiated a half-price deal for the District to return.

The Samoa Peninsula Stakeholder Group is moving slow. He continues to work cooperatively and collaboratively with them. They are scheduled to present a status report to the Board of Supervisors, possibly this month, prior to the issuance of the formal written report.

A member of the public (Mr. Marks) stated there is a new CSD on the Peninsula. Danco Builders is adding about 80 affordable houses on the peninsula that will be serviced by the new CSD. New businesses are also moving in to the area. There is a lot happening and he feels the District should be involved. Mr. Friedenbach stated staff is fully engaged with the Harbor District and Danco. Mr. Marks stated there seems to be some confusion with the new CSD regarding their role. They were a fire district and now they are CSD. They do not have good communication or outreach. Director Latt reiterated the District has been extremely involved especially in the formation of the new CSD and has been for some time now with the Harbor District and Danco regarding projects.

Mr. Friedenbach stated staff compiled a list of prior engineering studies regarding a possible water line extension to the Trinidad area and shared them with the Board. He also shared the response letter from the Trinidad Rancheria to our letter dated June 30th. He stated that they requested to provide a presentation. Mr. Zack Brown, Vice Chairman of the Trinidad Rancheria, thanked the Board for allowing time for discussion and comment from them and they look forward to a continued partnership. Ms. Jacque Hostler provided a PowerPoint presentation and discussed their Vision and Mission Statement as well as their Guiding Principles. It is anticipated that approximately 20,000 thousand gallons per day of water will be needed. She stated they understand this could be a five to ten-year project and also the need for transparency. The Rancheria is ready to move forward in a collaborative manner and build on past work by the District, complete a water main line application and mutually negotiate and submit a reasonable deposit after project costs are estimated. President Woo thanked Ms. Hostler and Mr. Brown for the discussion and presentation. Mr. Friedenbach concurred with the next steps presented. A member of the public, Mr. Kenny provided verbal and written comments. Director Rupp stated as a Water District, our job is to provide water and moving ahead with discussion is important. Mr. Kenny raised some issues and we'll have our attorney review the materials provided by Mr. Kenny. Director Latt stated the "deposit" from the Rancheria should be called a retainer as the term deposit is misleading. Bills can be paid from a retainer with a detailed accounting provided. Also, he agrees with Mr. Kenny that government to government talks do not apply here. Staff will go through the typical process of facts. Parts of Mr. Kenny's letter are wrong and misleading. He cautioned HARP about overplaying their hand. Mr. Kenny responded he just wants the process to be conducted in a transparent manner. Ms. Hostler thanked everyone for their time and discussion. She stated everything outlined so far is acceptable and she has nothing to hide. She looks forward to continued discussions with the District.



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Transport

Mr. Friedenbach stated he sent informational letters and term sheet regarding our transport option to California 1st District Congressman Doug La Malfa, and Commissioner for the Bureau of Reclamation, Brenda Burman. Both of them were speakers at the recent ACWA Virtual Conference.

Instream Flow

The Board approved the draft project description at the at the Special Meeting in May. Prior to bringing the project description to the State Water Resource Control Board, the committee and staff will meet with NMFS and CDFW. The CDFW meeting occurred in July. President reported out the meeting with NMFS took place yesterday. It was a good meeting overall and the District will work closely with NMFS while updating the Habitat Conservation Plan. Director Rupp inquired if NMFS was a positive participant. President Woo replied yes, they are supportive of our concept.

8.2 Cannabis affecting Mad River Watershed

Mr. Friedenbach shared a couple of articles regarding recent cannabis enforcement in Humboldt County that included a listing of known enforcement actions so far. Director Rupp requested similar information for Trinity County.

8.3 Kirkpatrick property: dock request

At last month's Board meeting, Roger Kirkpatrick verbally requested permission to install a dock on Ruth Lake. Mr. Kirkpatrick is not a lease holder; however, his private property does have a right of way to the lake. Staff has now received a written request from Mr. Kirkpatrick to install a dock at Ruth Lake. Mr. Friedenbach stated staff defers to the Board to make a determination regarding the current request from Mr. Kirkpatrick. Some issues for the Board to consider are: 1) prior history of request for boat dock; 2) setting precedence for allowing non-lease lot holder to have approved dock on Ruth Lake; 3) dam safety. If the Board decides to grant the request, staff recommends it be a one-time exception and non-transferrable to future owners of the property, with removal required upon change of ownership. Mr. Kirkpatrick stated he is okay with removing the dock if the property sells. He stated he is not asking to be treated special and will follow the same rules for lease lot holders. He is also willing to indemnify the District. The Board discussed if the request should be approved or not. Director Latt stated he appreciates that Mr. Kirkpatrick is willing to install a dock that conforms to our requirements. He would be against an agreement if there were no "sunset" clause. A license for ten years with an option to renew could be considered. This would allow the District to ensure compliance. Also, any legal fees would need to be paid by the applicant. The Board continued discussions and Director Rupp stated the Board needs to make a threshold decision of do we consider this at all. Director Latt stated Mr. Kirkpatrick could have his attorney draft a license agreement stating Mr. Kirkpatrick will cover all attorney costs for a license agreement with a term of ten years and option to renew and stating he will follow the same dock requirements as Ruth Lake Leaseholders and that this is a one-time exception; or he could deposit \$3,000 and have District legal counsel draft an agreement. Mr. Kirkpatrick stated he would prefer to have the District legal counsel draft the agreement since he knows the District policies. He agreed to cover all attorney costs. President Woo requested Mr. Kirkpatrick meet with staff regarding how to propose the agreement. Mr. Friedenbach stated he will bring the agreement to the Board in September.

8.4 Laurel Tree Charter School MOU

Mr. Friedenbach shared the MOU with Laurel Tree Charter School. He stated the MOU has been reviewed by legal counsel and ACWA-JPIA. Staff recommends the \$25 day use fee only be charged if Laurel Tree is using the park. The MOU is set up as a pre-pay of \$400 per month. He suggested reconciling at the end of the month and issuing a refund if needed. The Board concurred. Ms. Sutter of Laurel Tree Charter School stated the school board just voted to attend school only one day a week



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with the remaining days being virtual. Mr. Friedenbach asked her if the MOU needs to be modified. She stated no, it's good as is.

Director Latt stated the second paragraph of the memo refers to use of Pump Station 1 as a place to hold classes. This should actually state Park 1. Mr. Friedenbach agreed. A member of the public inquired if Park 1 would still be open to the public when the school is there. Mr. Friedenbach replied yes, Laurel Tree Charter School has the gazebo area reserved and Park 1 will remain open to the public. On motion by Director Rupp, seconded by Director Lindberg, the Board voted 4-0 by roll call vote to approve the MOU with Laurel Tree Charter School. Ms. Sutter thanked the Board.

8.5 Tree Removal Policy

During the July Board meeting, the Board requested staff bring back the procedures for discussion. There seemed to be some confusion regarding the newly approved procedures and an inquiry that was made during the RLCSD joint board meeting on June 26th. One of the RLCSD directors asked the question: How do boat lease lot holders on the west side of the lake remove dead, dying or diseased trees? Mr. Friedenbach stated there were only two changes made to the policy which actually made it a more efficient process to allow lease lot holders to self-remove smaller diameter trees and to allow the use of licensed tree fallers to remove larger diameter trees. Also, the lease lot improvement form for tree removal includes a requirement that it is the lease lot holder's responsibility to remove the tree from their site. This has not changed and it has always been their responsibility.

8.6 Letter re: Axel Properties

Mr. Friedenbach shared the letter he sent to City of Arcata Planning Department regarding the Axel Properties, LLC. Previously the District opposed the project on the basis that it would interfere with the District's access rights to a waterline easement. The letter stated the District was willing to withdraw its opposition and recommend approval based on certain assurances by the Applicant in a letter to the District's legal counsel. The District requested these assurances be memorialized as project conditions by the City. Director Latt stated that based on past history, he would like staff to follow up and confirm the conditions of approval are being adhered to.

8.7 Annie & Mary Trailhead improvements at Park 1: Grant conceptual approval letter

The City of Arcata is planning a segment of the Annie & Mary trail from Sunset Avenue to our Park 1 along the old railroad grade. Staff has been participating in the planning meetings and the Board has received several updates. Mr. Friedenbach stated the City of Arcata is now preparing a grant application to fund construction of this segment of the trail. It is staff's understanding that this grant does not require a funding match, therefore, the improvements to our Park 1 will be at no cost to the District or our ratepayers. The City of Arcata requested a letter of conceptual approval for the trailhead improvements for Park 1. Mr. Friedenbach shared a draft letter of support with the Board and requested approval to send it out. He also shared a letter sent to the Humboldt Trails Councils (the HTC will be performing trail maintenance along the Annie & Mary Trail) and inquired if they could provide some level of maintenance on a recurring basis for the kiosk that will be at Park 1 as the District does not have a budget for this. He has not yet heard back from the HTC yet.

Director Latt recalled previous discussions regarding cleaning of the restrooms at Park 1 since there will be intensified use and inquired about the status. Mr. Friedenbach stated that discussion was with Julie Neander of the City of Arcata and Hank Seemann from County. A Memorandum of Understanding has not been drafted yet.

On motion by Director Latt, seconded by Director Lindberg, the Board voted 4-0 by roll call vote to approve sending the grant support letter.

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8.8 Samoa Pacific LLC

Last month, District staff expressed concerns regarding fire flow restrictions based on the size of the water meter (4" meter on a 6" water line) and supply line (2" supply water line) to refill the proposed 300,000-gallon water tank which is the intended source for fire suppression in the town of Samoa. Mr. Friedenbach reported that after additional discussion, Samoa Pacific LLC representatives agreed to upsize the meter to a 6-inch meter. Mr. Friedenbach noted this does put them into a higher base cost. Staff will work with Samoa Pacific over the next several months and upsize the meter in about a year when all the houses in Samoa have their own meter and will be supplied by the new reservoir. Mr. Friedenbach also stated that after consultation with legal counsel a new water service agreement will be drawn up. Mr. Plotz is working on drafting the new agreement and it will be shared with the Board when ready.

8.9 North Coast Railroad Authority (NCRA)

Last month, Mr. Friedenbach reported that an engineer with the NCRA requested additional information regarding the conduit to be placed in the easement. The information was provided and staff is waiting for a response.

9. NEW BUSINESS

9.1 Trinity County request for easement

Mr. Friedenbach stated Trinity County will be performing some road repairs on Mad River Road near Ruth Lake. Mr. Tippett, Director of Transportation for Trinity County has requested two easements from the District to allow for restoration work on the roadway; and staging materials and equipment. This would be for a two-year period. Staff recommends the Board authorize staff and District counsel to negotiate the proper easements to allow this. Director Latt stated is not an easement but rather a Right of Entry for two-years. He is supportive of this. On motion by Director Rupp, seconded by Director Lindberg, the Board voted 4-0 by roll call vote to authorize staff and District legal counsel to negotiate the two-year Right-of-Entry with the Trinity County Department of Transportation.

9.2 Letter to Trinity County Sheriff requesting enforcement at Ruth Lake

The Trinity County Board of Supervisors approved an agreement with the Department of Boating and Waterways to provide financial assistance in the amount of \$114,543 to conduct boating safety and enforcement activities in Trinity County. Mr. Friedenbach submitted a letter to the Trinity County Sheriff requesting a portion of the funding be allocated to ensure law enforcement presence on Ruth Lake. If this occurs, the District will contribute up to an additional \$5,000 for Ruth Lake enforcement. No response had been received yet.

9.3 RCEA energy presentation by Matthew Marshall, ED on CCA

President Woo introduced Mr. Matthew Marshall, Executive Director of Redwood Coast Energy Authority. She stated he did a good job launching the CCA. It was a huge undertaking with time constraints. He has done an excellent job and keeps up with the regulations and current issues. Mr. Marshall provided a presentation of District power costs. He discussed the various components of the CCA energy bill. The 2020 Renewable power content is 46% if going through the CCA and only 29% if buying directly from PG&E. Mr. Marshall stated RCEA tries to keep costs lower than PG&E and so far, they are doing well. Costs overall are increasing however, so RCEA also looks at cost reduction opportunities. RCEA contributed to the following cost reduction opportunities for HBMWD:

❖ Efficiency Project (completed)	annual approximate savings = \$ 14,500
❖ Tesla Battery Back up (in process)	annual approximate savings = \$200,000
❖ Rate Analysis (in process)	annual approximate savings = \$ 5,500
❖ Previous efficiencies (completed)	annual approximate savings = \$ 6,000
❖ Solar at Eureka office (potential)	annual approximate savings = \$ 5,000



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The Board thanked Mr. Marshall for his work with RCEA and the for presentation.

10. REPORTS (from Staff)

10.1 Engineering

12kV Switchgear Replacement (\$755,832 District Match)

Mr. Stevens stated the pay request 4 in the amount of \$79,277.50 has been reviewed and approved. The building of the retaining wall should start within the next few weeks. He had a good, productive call with the project members regarding the 12kV switchgear. He is hoping PG&E conducts their review of the switchgear soon. Proceeding is dependent upon their review. He also requested a realistic completion schedule from the contractor given the pandemic which is slowing the process down.

Collector Mainline Redundancy Hazard Mitigation Grant (\$790,570 District Match)

Mr. Stevens said he does not have any current updates but expects too in the fall.

Reservoir Structural Retrofit Hazard Mitigation Grant (\$914,250 District Match)

The Phase I award letter is good news. To proceed forward, some documents need to be approved by the Board: 1) The Designation of Applicant's Agent for Non-State Agencies (Resolution 2019-19); 2) Project Assurances for Federal Assistance Hazard Mitigation Grants; 3) Supplemental Grant Subaward Information and the Federal Funding Accountability and 4) Transparency Act (FFATA) Financial Disclosure. On motion by Director Rupp, seconded by Director Lindberg, the Board voted 4-0 by roll call vote to authorize staff to complete and submit the required documents for the grant funding of the project.

TRF Generator Hazard Mitigation Grant (\$460,431 District Match)

No update at this time.

Appeal of FEMA Funding Denial for Collector 4 Emergency Restoration Work

Mr. Stevens stated there is no update from FEMA. He hopes to hear from by mid-September.

Status report re: other engineering work in progress

Mr. Friedenbach stated that Jeff Knauer of GHD is a Cathodic Protection Specialist. He shared the inspection assessment form that Mr. Knauer developed for our system. Mr. Knauer and Mr. Stevens offered training for our District as well. Both Mr. Knauer and Mr. Stevens are doing this pro-bono. This is a direct savings of approximately \$3,000. The Board thanked Mr. Stevens and asked him to pass on their appreciation to Mr. Knauer.

10.2 Financial

Financial Report

Ms. Harris provided the July 2020 financial report. She noted the investment accounts are recovering and making slight gains. The Humboldt County investment accounts are scheduled to be closed. In order to close out the accounts it must first go to the County Auditor's office and then to the County Treasurer's office who allocates the appropriate interest. The problem is that the Auditor's office is six months behind. Accounts cannot be closed until this is done. Ms. Harris stated this is part of the reason why the District is closing our accounts - not receiving timely reports. The most recent report received is for the period ending December 2019. She also noted that almost \$2,800 was received in interest on Power Sales. This is due to PG&E having funds tied up in bankruptcy. She also discussed some formatting changes to make it easy to see the status of customer charges at any time. President Woo reviewed the bills and stated all was good, she didn't have any questions.



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On motion by Director Rupp, seconded by Director Latt, the Board voted 4-0 by roll call vote to approve the financial statement and vendor detail report in the amount of \$473,438.05.

Letter from County Treasurer summarizing interest earned report for quarter ending December 2019

Ms. Harris reiterated that the Treasurer's office can't do the interest report until the Auditor's office is done. As previously noted, they are six months behind. This report is for the period ending December 2019.

Annual budget letter and Price Factor 2 reconciliation

Ms. Harris shared the annual letter to the Municipal Customers. The letter informs them of the estimated wholesale water charges; their Price Factor 2 reconciliation, which resulted in a credit for all agencies; and estimated net wholesale water charges after the Price Factor 2 credit has been applied.

Water rates comparison with local agencies

Last month the Board requested staff compile water rates from local agencies. Ms. Harris provided the compilation and noted that agencies use different methods to calculate their water rates. Some agencies have switched to one-single standardized consumption rate while others are still using tiered consumption rates. Director Rupp acknowledged that he was the one who requested the rates and he appreciates the information.

10.3 **Operations**

Monthly report on projects and operations

Mr. Davidsen provided the July Operational Report. The electrical staff conducted the annual electrical maintenance on the hydro plant and Supervisor Chairez conducted the Spillway inspection. Training topics included SCADA Webinar, First Aid and CPR. Items discussed at the Safety Meeting included Traffic Control and Asbestos and Silica Safety. He added the crews are getting tired of COVID and the split crew is not efficient but given the situation makes the most sense. Director Lindberg asked if there were any COVID cases at the District. Mr. Friedenbach stated there are no cases of COVID for employees or their families.

Tesla battery back-up (SGIP)

Mr. Friedenbach stated he has not received any official word on funding yet however, PG&E plans to perform a detailed review of our package submitted. It seems like this would happen if we were scheduled for funding.

Pump motor efficiency (WISE program)

Mr. Davidsen stated his crew did all of the work in house, including programming, installation and SCADA. This resulted in a savings of \$6,000. The amount of incentive savings they hoped to realize was less than anticipated. This was due to errors on previous efficiency testing. It turns out our pumps were more efficient than originally thought, which is good.

11. **MANAGEMENT**

11.1 Report out on ACWA Virtual Conference

Mr. Friedenbach reported out on the ACWA Conference. He shared some of the speakers and topics he listened to and he identified Water Resource Planning transport contacts whom he sent letters to. He also found an inundation map vendor in the exhibit hall. Their bid on the inundation mapping project was three times lower than another bidder.

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11.2 Carpet at Eureka office

Mr. Friedenbach stated the carpet is being replaced in the office and in the Board Room. He discussed the process and stated the office will be closed during the carpet remodel.

11.3 Employee Handbook minor clarifications/revisions to Certifications, and Uniforms & Safety Gear

Ms. Harris discussed some minor clarifications needed in the Employee Handbook, specifically, Section 4012.1 – Certification and Section 4012.2 Uniforms and Safety Gear. The Board reviewed the changes and did not have any issues or concerns. On motion by Director Rupp, seconded by Director Lindberg, the Board voted 4-0 by roll call vote to approve the clarification changes.

11.4 RFQ for Reservoir Structural Retrofit

Mr. Friedenbach shared the Request for Qualifications for the Reservoirs Seismic Retrofit Project. Statement of Qualifications are due by 3:00 pm on Friday, August 28, 2020. The District's Federal Procurement policy allows for qualifications-based solicitation for engineering services. Once the packets are received, a review team including Troy Nicolini and Brian Gerving will rate the firms on a score sheet, then staff will negotiate a price with the top scoring firm. He hopes to have something for the regular September meeting, if not then a Special Meeting will be needed. There is a tight time schedule from FEMA, thus the urgency.

12. DIRECTOR REPORTS & DISCUSSION

12.1 General -comments or reports from Directors

Director Latt discussed an article in which a boat passed Quagga inspection but a Quagga Dog located veligers. Had it not been for the dog, a contaminated boat would have entered the water. He suggested staff look into costs of getting a Quagga dog. Perhaps there is grant funding available. Mr. Friedenbach responded that Ruth Lake is considered low risk which lowers our priority. Any risk is too much and staff will research Quagga Dogs and report back to the Board.

12.2 ACWA

Director report out on ACWA Virtual Conference

Director Rupp reported out on his attendance. He attended sessions on PFAS, heard the California Lt. Governor speak, as well as Secretary Wade Crowfoot of the California Natural Resource Agency. PG&E is also taking extra measures to manage their electrical grid to prevent fires. They have high definition cameras, a large crew of meteorologists on staff to help with the prevention of fires. The ACWA/JPIA topic was Avoiding Brain Drain. This was about protecting written and unwritten knowledge. ACWA did a good job with this.

President Woo concurred it was a well- done virtual conference. She also attended heard Wade Crowfoot discuss the Water Resilient Portfolio, Blueprint for Water Action. She also attended the Region 1 meeting and the Wildfire seminar and noted that PG&E has a meteorologist windfall.

Energy Committee

Mr. Friedenbach shared that he joined the ACWA Energy Committee, given the hydropower nexus. There are two other members from Region 1 on the committee.

12.3 ACWA – JPIA

Board of Directors meeting

Director Rupp shared that JPIA approved several new members and adopted the audit. Costs for the HMO healthcare plan will be increasing approximately eight percent effective January 1, 2021.



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H.R. LaBounty Safety Award

Mr. Friedenbach stated the Essex crew received another HR LaBounty Safety Award for a project submitted last September. As done in the past, they submitted the project as a team, not an individual as most other districts do.

Wellness Grant submittal

Staff once again applied for and was awarded a Wellness Grant. Each employee will be able to be reimbursed up to \$34 for the purchase of a wellness item. Director Rupp noted the funds are provided by Anthem Blue Cross to the JPIA.

12.4 Organizations on which HBMWD Serves: RCEA, RREDC *

RCEA

President Woo referred the Board to the minutes for more details on the RCEA meeting. She did note that M.J. Furniss & Associates was awarded just under \$200,000 for micro-hydro. Director Rupp suggested staff might look into Korplex as a potential micro-hydro site.

RREDC

The July meeting was cancelled due to lack of business items to discuss.

ADJOURNMENT

The meeting adjourned at 4:15 pm.

Attest:

Sheri Woo, President

J. Bruce Rupp, Secretary/Treasurer

CONSENT

California Adopts Definition for ‘Microplastics in Drinking Water’

Article By:

Packaging Law at Keller and Heckman

The California State Water Resources Control Board (State Water Board) adopted the following definition for “Microplastics in Drinking Water” in a resolution that was made available on July 27, 2020:

“solid polymeric materials to which chemical additives or other substances may have been added, which are particles which have at least two dimensions that are greater than 1 and less than 5,000 micrometers (μm). Polymers that are derived in nature that have not been chemically modified (other than by hydrolysis) are excluded.”

– State Water Board Resolution No. 2020-0021

By way of background, in 2018, [Senate Bill No. 1422](#) added Section 116376 to the Health and Safety Code. This section requires the State Water Board to adopt a definition of microplastics in drinking water by July 1, 2020. In addition, the legislation requires the State Water Board to adopt a standard methodology to be used when testing water for microplastics and requires test results to be publicly disclosed. See [California Water Board - Microplastics](#). In the resolution, the State Water Board states that the definition is subject to change, depending on new information, including advances in analytical techniques, and/or the standardization of analytical methods.

The State Water Board’s Resolution No. 2020-0021 also includes other definitions, including ones for “polymer,” “polymeric material,” and “monomer.” Further, the resolution specifies the following size-based nomenclature within the dimension limits:

- Nanoplastics (1 nm to <100 nm)
- Sub-micron plastics (100 nm to <1 μm)
- Small microplastics (1 μm to < 100 μm)
- Large microplastics (100 μm to <5 mm)
- Mesoplastics (5 mm to <2.5 cm)
- Macroplastics (>2.5 cm)

Consistent with the legislation, the next steps, which must be completed on or before July 1, 2021, are for the State Water Board to:

1. Adopt a methodology for the testing of microplastics in drinking water;
2. Adopt requirements for four years of testing and reporting of microplastics in drinking water, including public disclosure of those results;

3. Consider issuing quantitative guidelines to aid consumer interpretations of testing results, if appropriate;
and
4. Accredite qualified laboratories in California to analyze microplastics in drinking water.

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National Law Review, Volume X, Number 237

Source URL: <https://www.natlawreview.com/article/california-adopts-definition-microplastics-drinking-water-0>

Clowerdale Reveille

Watershed damage assessment ongoing

- By Katherine Minkiewicz Staff writer katherine@sonomawest.com
- Aug 26, 2020 Updated

Erosion, sediment, ash movement into lake a concern

Sonoma Water, in partnership with the U.S. Army Corps of Engineers, made a request this week through the Sonoma County Office of Emergency Management and CalFire for the mobilization of a Watershed Emergency Response Team (WERT), a state team that can assess the damage and propose mitigation plans for a five-mile stretch of the Lake Sonoma area that burned in the Walbridge Fire.

Sonoma Water General Manager Grant Davis, the U.S. Army Corps of Engineers (the entity that owns and maintains Lake Sonoma) and Sonoma County Supervisors James Gore and David Rabbitt, toured the lake yesterday afternoon, Aug. 25, to assess the damage from the fire and to determine what type of response they'll require for restoration efforts.

Davis said the narrow band of the Warm Springs arm of the lake near the Quicksilver campground and up to Buck Pasture saw fire activity that came all the way down to the lake.

"It's upwards of five miles of lake area that we are having to assess right now, and I'd say that it is a good quarter of the lake," Davis said. "And the concern is that there are some very steep ravines and a very large section of the lake that provides the lion's share of the drinking water for 600,000 people in Sonoma and Marin County, and what we are most worried about now is all of the ash and the carbon, the materials that have been set and now burned into that area and we need to find a way to protect the water supply from those sediments."

In a video with District 4 Supervisor James Gore, Cloverdale Fire Chief Jason Jenkins described how the tendrils of the Walbridge Fire made its way down the lake. He called the burn an understory burn, meaning most of the fire in the area was focused in the undergrowth of the trees rather in the crown, or canopy, of the trees.

"What I see when I look at this is an understory burn. The fire on this slope was predominantly a backing fire, it backed down and crept its way back down to the lake's edge. For the most part it's pretty healthy. There will be some issues with erosion that could put the lake and water quality at risk, but for a fire, it cleaned a lot of the understory and underbrush out and it didn't burn with the greatest intensity where it torched out," Jenkins explained.

Davis said the water they supply to communities from the Russian River is safe to drink and has not been directly affected by the fire.

However, as the rainy season approaches, erosion in the burn areas does pose a risk in terms of getting sediment, ash and materials from retardant down into the lake.

“The other part of it (the water concerns) is the water quality with the chemicals that get released from the ash and from the burnt soil. They can be released into the water in the reservoir but also into the streams,” Sonoma Water Chief Engineer Jay Jaspers said in the same video with Jenkins.

This is why creating a watershed restoration plan with a WERT will be a vital step to recovery, and Davis said it will be a race against time to get the work done before winter sets in.

“It is a state form of assistance that would allow us to bring in the technical experts to assess where the highest priority problems are, where the ravines are and where the interface with the lake is likely to occur and what type of restoration work we can prepare for between now and the winter/fall rains,” Davis said. “It’s really kind of a race against time at this point.”

Davis said following the 2017 Sonoma Complex Fires and the 2019 Kincade Fire, Sonoma Water also had WERTs respond to measure water quality and create mitigation measures. He said they need these evaluations completed to help determine where the biggest threats to the watershed are and how to mitigate them.

“Here we are in 2020 and it’s a repeat performance,” he said.

In the past, mitigation measures have consisted of installing a series of straw wattles, erosion control devices made of straw and rice that are laid down in areas where erosion is likely to occur after a wildfire.

“It’s basically building a series of hurdles for erosion and sediment to get over to try and keep it out of the waterway,” Davis said. “That is primarily one of the largest forms in which you put these abutments together and it’s pretty labor intensive. When I’m looking at five miles of lakefront, that’s going to be quite a challenge.”

Lower Russian River watershed

One of the biggest concerns for Sonoma Water was the Wohler and Mirabel water diversion stations, which were both threatened by the fire on the southern flank.

“When it comes to our facilities at the Wohler and Mirabel diversion we have six large groundwater wells there. That area is still under an evacuation zone and since the fires began we’ve been very worried and had to watch those facilities to make sure that the fire did not get there, that would really be a problem,” Davis said.

The deep groundwater wells there act as a sort of natural filtration system. As the water comes through and is drawn out of the ground the natural gravel acts as a filtration system and gets clean water to some 600,000 residents.

"The aquifer provides the natural treatment and you pull the water up 150 feet up to our ponds and then that is what we ship out to the customers, Windsor, Santa Rosa and south of Healdsburg," Davis said.

Sonoma County Emergency Operations Center Director, Chris Godley, called these facilities, "irreplaceable infrastructure," and had said that fire engine strike teams were going to keep an eye on those stations.

Davis commended the firefighters and the crews that have been out there for a better part of the week trying to maintain the breaks and keep the fire at bay.

"I am so grateful to CalFire and our local firefighters. They did make it a priority and they knew that that was irreplaceable assets," Davis said. "We've really had a very challenging time of it where this fire is moving and how it has evolved."

Davis reiterated that water supplied to homes from the Russian River is still safe to use and drink.

"Water supplied for communities that get water from us out of the Russian River is quite safe to do so (to use and drink). The water supply is safe. The 150 feet of gravel that I described is incredibly unique and an important part of the water quality component of our system," he said.

The request for the WERT has gone on to CalFire and the hope would be that the state would authorize a team to be developed to work with Sonoma Water and local watershed task force teams to start planning a strategy for priority areas of restoration.

"I envision us putting together a team that will focus on Lake Sonoma, on Dry Creek, the tributaries and the tributaries above Dry Creek," Davis said.

Hakai Magazine: Coastal science and societies



Marine heatwaves, such as the one that first hit the northeast Pacific Ocean in 2013, are becoming more common and intense around the world. Photo by Chase Dekker/Minden Pictures

Ocean Forecast: Blobs on the Horizon

As marine heatwaves become more common and intense, better forecasting may help us reduce the damage.

by Jen Monnier August 25, 2020 | 1,200 words, about 6 minutes

This article was originally published in *Ensia*, a solutions-focused nonprofit media outlet reporting on our changing planet. Read more stories like this at ensia.com.

In the summer of 2015, Laurie Weitkamp was walking on the beach near her coastal Oregon home when she saw something strange: the water was purple. A colony of tunicates, squishy cylindrical critters that rarely come to shore, had congregated in a swarm so thick that you could scoop them out of the water with your hand. “I’d never seen anything like it,” she says.

Weitkamp, a research fisheries biologist with the Northwest Fisheries Science Center in Newport, Oregon, knew that something had been afoot in the northeast part of the Pacific Ocean since the fall of 2013, which was unusually sunny, warm, and calm. A mass of warm water stretched from Mexico to Alaska and lingered through 2016, disrupting marine life. Tunicates weren’t the only creature affected—sea nettle jellyfish all but disappeared, while other jellyfish populations moved north to take their place, and young salmon starved to death out at sea, [according to a report by Weitkamp and colleagues](#). Scientists dubbed this event the Blob.



Fisheries biologist Laurie Weitkamp is helping develop policies to reduce the threat of marine heatwaves, which can devastate ocean life. Photo courtesy of Laurie Weitkamp

Marine heatwaves like the Blob have cropped up around the globe more and more often over the past few decades. Scientists expect climate change to make them even more common and long lasting, harming vulnerable aquatic species as well as human enterprises such as fishing that revolve around ocean ecosystems. But there's no reliable way to know when one is about to hit, which means that fishers and wildlife managers are left scrambling to reduce harm in real time.

Now, oceanographers are trying to uncover what drives these events so that people can forecast them and so minimize the ecological and economic damage they cause.

The Blob, which lasted three years, is the longest marine heatwave on record. Before that, a heatwave that began in 2015 in the Tasman Sea lasted more than eight months, killing abalone and oysters. A 2012 heatwave off the east coasts of Canada and the United States, the largest on record at the time, pushed lobsters northward. It beat the previous record—a 2011 marine heatwave that uprooted seaweed, fish, and sharks off Western Australia. Before that, a 2003 heatwave in the Mediterranean Sea clinched the record while ravaging marine life.

Heatwaves are a natural part of ocean systems, says Eric Oliver, an assistant professor of oceanography at Dalhousie University in Nova Scotia. As with temperature on land, there's an average ocean temperature on any particular day of the year: sometimes the water will be warmer, sometimes it will be colder, and every once in a while it will be extremely warm or cold.

But greenhouse gas emissions have bumped up the average temperature. Now, temperatures that used to be considered extremely warm happen more often—and every so often, large sections of the ocean are pushed into unprecedented heat, Oliver says.

Pelagic ocean ecosystems, however, [have not caught up](#) to these hotter temperatures. Organisms may be able to survive a steady temperature rise, but a heatwave can push them over the edge.



Marine heatwaves have many repercussions, including adding stress to animals such as the blue swimmer crab, which suffered increased mortality during a 2011 heatwave in Australia. Photo by John Lewis/Minden Pictures

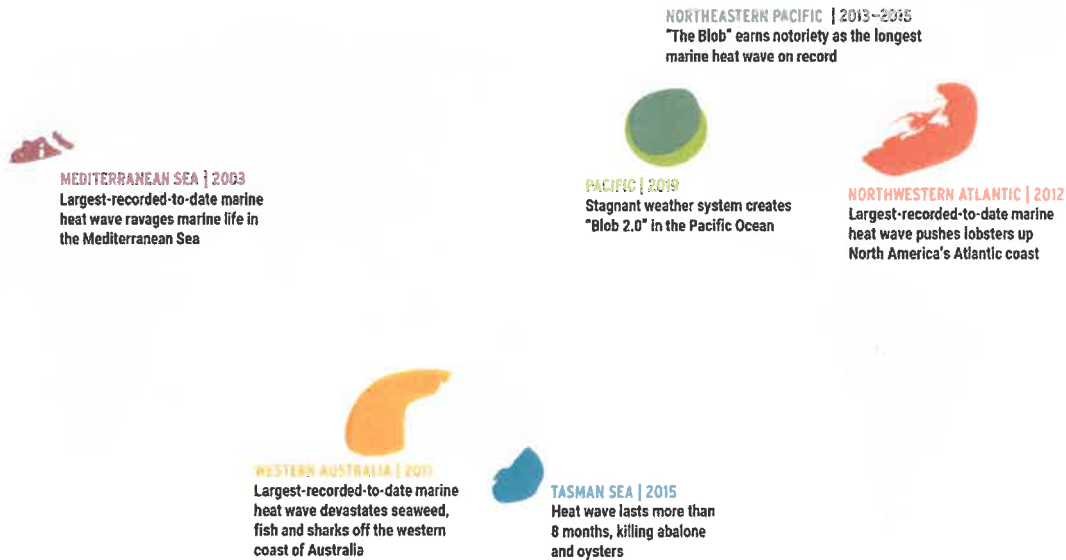
When blue swimmer crabs started dying in Western Australia's Shark Bay after the 2011 heatwave, the government shut down blue crab fishing for a year and a half. This was hard on industry at the time, says Peter Jecks, managing director of Abacus Fisheries, but it managed to save crab populations. Not all creatures were so lucky—abalone near the heatwave's epicenter still haven't recovered.

"If you don't have strong predictions [of marine heatwaves], you can't be proactive. You're left to be reactive," says Thomas Wernberg, an associate professor of marine ecology at the University of Western Australia.

After Wernberg saw his region's sea life devastated by the heatwave, he recruited scientists from many disciplines in 2014 to begin studying these extreme events in what became the [Marine Heatwaves International Working Group](#). The group held their first meeting in early 2015 and has since created protocols for defining and naming marine heatwaves, tracking where they happen and measuring their ecological and socioeconomic impacts.

If we could see heatwaves coming, aquaculturists, fishers, and wildlife managers would have a better chance at saving money and species, Wernberg says. Seafood farmers could hold off stocking their aquaculture facilities with vulnerable species. Lawmakers could enact seasonal fishing closures or temporarily expand protected areas. Scientists could store animals or seeds of vulnerable plants.

RECENT MARINE HEAT WAVES



Basemap Copyright © Free Street Maps.com

As Earth's climate warms, record-setting marine heatwaves are becoming more frequent and severe. Map by Enisa, adapted from Marine Heatwaves International Working Group

That's why scientists around the world are trying to understand what triggers extreme warming in the ocean. Oliver is one such scientist. He feeds ocean data gathered by scientists, satellites, buoys, and deep-diving robots into computer modeling software to identify the forces that drive marine heatwaves.

It's a relatively new field of research for which there are still few definitive answers. But past heatwaves can be broadly classified into two categories, Oliver says: those driven by the ocean and those driven by the atmosphere.

For an example of an ocean-driven heatwave, Oliver points to the 2015 Tasman Sea heatwave. An ocean current that flows south down the east coast of Australia normally veers toward New Zealand, but in 2015 it pulsed westward toward Tasmania, bringing a wave of warm water from the tropics that lingered more than six months. "Tropical fish were seen in water that is normally almost subpolar in temperature," Oliver says.

On the other hand, a 2019 heatwave in the Pacific, the so-called Blob 2.0, was brought down from the atmosphere, according to Dillon Amaya, a climate scientist at the University of Colorado, Boulder. Using computer models, Amaya found that this heatwave emerged when a weather system over the Pacific lost steam, leading to weaker-than-usual winds. Wind helps cool the ocean by evaporating surface water in

the same way a breeze cools a person's sweaty skin. But stagnant air above the Pacific locked more of the sun's heat into the water that year.

Amaya is able to simulate heatwaves thanks to recent technological advances. Scientists have known for decades that marine heatwaves exist, he says, but "we have just begun to recognize these events as unique and deterministic—something we can predict—in the last five to 10 years."

That understanding inspired researchers to build computer simulations capable of playing out complicated ocean processes by weaving together information about ocean and atmospheric currents, sea surface temperature, and salinity. Creating these simulations helps them learn more about heatwave mechanics, which lays the groundwork for predicting future events.

Back in Oregon, Weitkamp is part of the group that manages the Pacific Salmon Treaty between the United States and Canada. As heatwaves like the Blob and Blob 2.0 deplete fish populations, the group is trying to figure out how to create policies better suited to this new normal. Knowing when the next one might hit could help.

"These heatwaves have been a good wake-up call," she says. "People are trying to figure out how they're going to adapt."

US Fish & Wildlife Service-Pacific Southwest Region

4 reasons meadow restoration is good for all of us



“Over the past 150 years, meadows in the Sierra have deteriorated from a variety of natural and manmade causes,” said Ian Vogel, a wildlife biologist in the U.S. Fish and Wildlife Service’s Sacramento Field Office.
Credit: Joanna Gilkeson/USFWS

By Meghan Snow August 20, 2020

Meadows are often the subject of beautiful photographs and paintings, with colorful grasses swaying in the wind and creeks winding through the scene. But beyond their beauty, meadows provide important services to people and wildlife.

“Meadows are a great form of green infrastructure,” said **Ian Vogel**, a wildlife biologist in the U.S. Fish and Wildlife Service’s Sacramento Field Office. “They clean our air, contribute to a reliable water supply and provide essential habitat for wildlife.”

Vogel is part of a network of federal and state agencies and environmental groups known as the Sierra Meadows Partnership. The partnership creates and implements strategies to restore meadows throughout the Sierra.

“Over the past 150 years, meadows in the Sierra have deteriorated from a variety of natural and manmade causes,” said Vogel.

Some of those issues include overgrazing, road and railroad construction, and water flow regulation and diversion. These activities can cause meadow creeks to transform into deep channels and change the types of plants growing in the meadow. As meadows deteriorate, they fail to provide as many natural benefits.

However, meadow restoration is possible, and as Vogel states, “Restoring them helps all of us.”

Here's four reasons why:

#1: Meadows serve as a natural reservoir for water

In the winter, meadows and forests in the Sierra are covered in deep snow. When the spring sunshine returns, the snow melts.

"Meadows act like a sponge. They hold onto the snowmelt from the surrounding forests and then release that water slowly into creeks and streams throughout the summer and fall," said Vogel.



This meadow is absorbing and storing snowmelt. In the summer and fall, that water will be slowly released into nearby creeks.
Credit: Ian Vogel/USFWS

To properly function as a natural reservoir, meadow creeks need to be shallow, meandering, and contain features that slow the water flow such as beaver dams, logs and rocks. When the snowmelt peaks, the creek floods across the meadow, allowing the maximum amount of water to be absorbed and stored underground.

Over the years, some degraded meadow creeks transform into straight, deep, fast channels that quickly transport water into bigger streams and rivers.

Methods for restoration vary, but the goal is the same – to bring water back to the meadow. One method is to create a woody debris structure known as a beaver dam analogue that slows down the water and allows sediment to accumulate. In turn, the accumulated sediment raises the streambed and allows annual flooding to occur. When flooding returns, the water table rises again, and the "sponge" can soak up and retain water.

#2: Meadows capture and store carbon from the atmosphere

Meadows also play a key role in keeping our air clean. As most of us learned in grade school, plants capture carbon dioxide from the atmosphere and release oxygen. But where does that carbon go? It's stored in the soil.



Meadows serve as a natural air purifier by storing carbon in the soil. Credit: Ian Vogel/USFWS

Healthy, properly functioning meadows are net carbon sinks, meaning that they absorb and retain more carbon than they release. Meanwhile, degraded meadows emit more carbon than they absorb. For every meadow that is lost or degraded, humans and wildlife are losing a natural air purifier.

With smart planning, ranches and communities can continue to operate and grow while preserving meadows.

“You can graze and still have a healthy meadow. It just may require adaptive livestock management, such as alternating which meadows can be grazed to let disturbed vegetation regrow,” said Vogel.

#3: Meadows help maintain diversity in our ecosystems

Meadows provide habitat for hundreds of terrestrial and aquatic species.



The Yosemite toad is one of many species that benefits from meadow restoration. Credit: Chad Mellison/USFWS

Frogs, fish, butterflies, bees, birds, deer, rabbits and foxes can often be found in meadows. In California, several species listed under the Endangered Species Act live in Sierra meadows, including Yosemite toad, mountain yellow-legged frog, Sierra Nevada yellow-legged frog, Lahontan cutthroat trout, Paiute cutthroat trout and Little Kern golden trout.

“Recovery plans and conservation strategies for some threatened and endangered species list meadow restoration as an activity that can help populations recover,” said Vogel.

Meadow restoration improves habitat for nesting, feeding and hiding, while supporting a rich food web that satisfies the pickiest eaters.

#4: Meadows provide great recreation

Sierra meadows also provide a variety of recreation opportunities, including hiking, hunting, fishing and birdwatching.

When meadows are restored, oftentimes bigger trails are removed from the area while pedestrian trails are retained. Shrubs are planted along creeks to provide breeding and nesting habitat for birds. Creek restoration provides better habitat for native fish, including Lahontan cutthroat trout and California golden trout.

These restoration activities also improve recreation opportunities. In-stream improvements provide new habitat for trout and open-up more opportunities for flyfishing. For birdwatchers, restored vegetation and fewer trails means more opportunities to see a variety of birds as they nest and feed. And for hikers, smaller trails often lead to more scenic, undisturbed landscapes that are a perfect reminder of nature's beauty.

Hope for Sierra Meadows

"Meadow restoration and the Sierra Meadows Partnership bring together a frog biologist, a fisherman, a rancher, a botanist and a hydrologist to find common goals and creative solutions," said Vogel. "Having these different voices involved gives us better and farther-reaching results than what could be accomplished individually. That gives me hope that we'll be able to leave our meadows in better condition than how we found them."



Meghan Snow

About the writer...

Meghan Snow is the public affairs officer for the Sacramento Fish and Wildlife Office. An avid biker, runner and snowboarder, she brings her love for the outdoors to the office every day, promoting the Service's conservation work throughout the region.

Last updated: August 24, 2020

EcoWatch®

Environmental News for a Healthier Planet and Life
CONSERVATION

Seagrass Could Play a Major Role in Slowing Climate Change

World Economic Forum

Aug. 31, 2020 10:54AM EST CLIMATE By Douglas Broom

Its waving fronds carpet the seafloor and shelter thousands of sea creatures. But seagrass is more than a haven for marine wildlife – researchers say it could play a major role in slowing climate change.

Seagrass – also known as eelgrass – covers just 0.2% of the seabed, yet it accounts for 10% of the ocean's capacity to store carbon, according to the United Nations Environment Program. It can capture carbon from the atmosphere 35 times faster than rainforests.

But around the globe, seagrass meadows have declined, and projects like Seagrass Ocean Rescue are working to reverse the trend. The scheme, which is backed by wildlife conservation organization WWF, is seeding coastal waters around the UK to create new seagrass beds.

Underwater Gardening

The UK has lost up to 92% of the seagrass in its coastal waters and estuaries, according to the project. Its work to help restore these meadows involves an "experimental" 20,000 square meter area in Pembrokeshire, South Wales.

There, seagrass seeds are planted on the seafloor in hessian bags, held together on lines of rope. As the hessian degrades, the seeds, collected by divers from underwater meadows in waters off the southern coasts of England and Wales, germinate and establish on the ocean bed.

The goal is to plant 1 million seeds, as well as inspire projects in other areas around the UK.

Planting Pioneers

Seagrass restoration projects have been successful in other parts of the world. In the United States, a team from the Virginia Institute of Marine Science pioneered mechanical planting.

Using a specially adapted boat, the scientists planted seagrass seedlings directly into the seabed in inlets around Chesapeake Bay. They successfully restored seagrass meadows that were destroyed by plant disease and hurricanes in the 1930s.

And restoring the underwater meadows has had another benefit – Bay scallops have been successfully reintroduced to an area where they have been functionally extinct since the 1930s. The Virginia team of underwater farmers are now working with projects in Europe and Australia.

Under Threat

Seagrass meadows are among the world's most threatened ecosystems, and they're rapidly disappearing in many places.

Globally, over a third have been lost in the past 40 years, according to Project Seagrass, the charity behind Seagrass Ocean Rescue. Destructive fishing, pollution and climate change are contributing to this decline, it says.

Scientists say that seagrass has been regarded as the "ugly duckling" of marine conservation, but the growing climate emergency and the need to find new ways to capture and store carbon make its restoration vital. The UN has called it a "secret weapon in the fight against global heating."

Vital Food Source

As well as storing up to 400 kilograms (882 pounds) of carbon per hectare every year, seagrass also helps support sustainable fisheries by providing a home for young fish. One-fifth of the world's biggest fisheries depend on seagrass meadows to act as fish nurseries, Project Seagrass says.

In the UK alone, 50 different species of fish live in or visit seagrass, which is 30 times more sea creatures than nearby habitats. Seagrass also plays a role in stopping coastal erosion.

The World Economic Forum's Ocean Action Agenda calls for urgent action to reverse the decline in ocean health, pointing out that over 100 million households worldwide depend on fishing for their livelihoods and seafood is the primary source of protein for 3 billion people.

Reposted with permission from World Economic Forum.

Coronavirus Diaries: The Miracle of Water

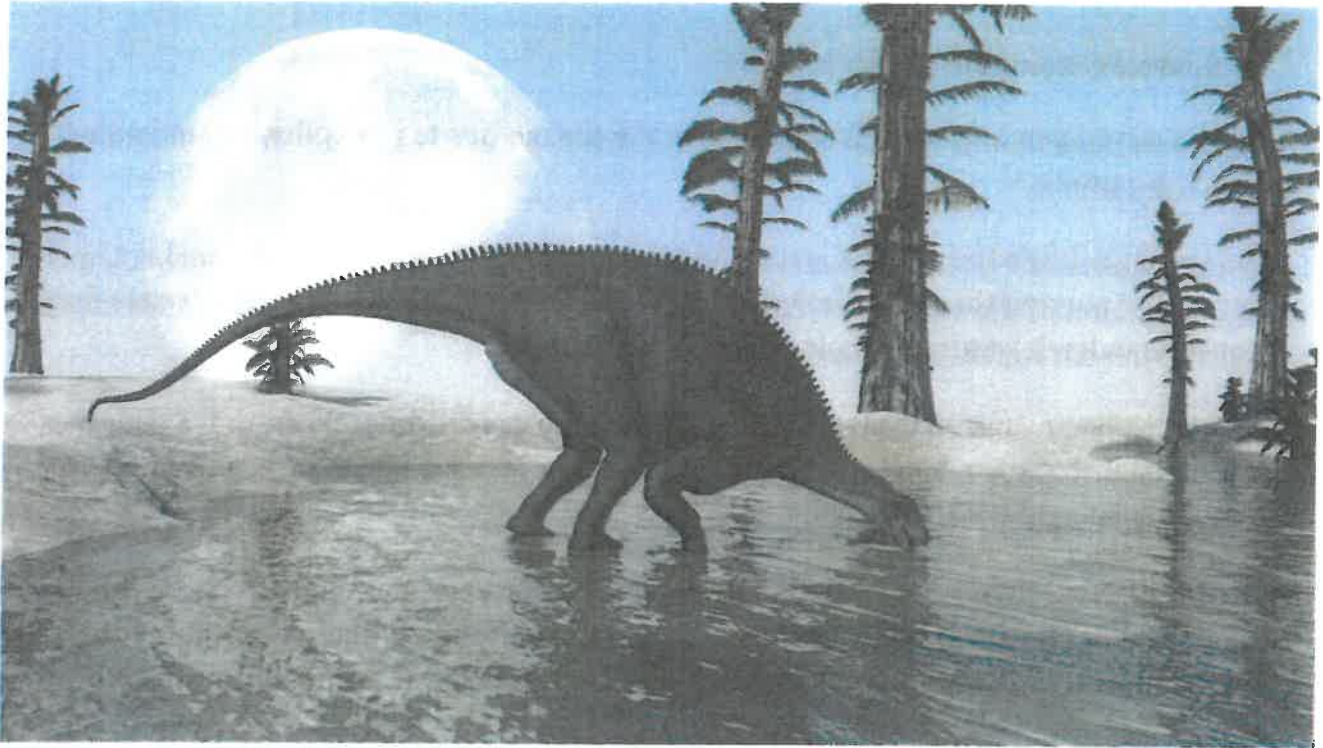
[spectator.org/coronavirus-diaries-the-miracle-of-water](https://www.spectator.org/coronavirus-diaries-the-miracle-of-water)

By Ron Ross

May 2, 2020

Savor every drop you drink or that rains on our world.

May 2, 2020, 12:04 AM



All the rivers run into the sea; yet the sea is not full.

— *Ecclesiastes*

“Does it have water?” That’s what astronomers ask first when they discover a new planet. Why does that matter? No water, no life.

Earth is the water planet. Seventy-one percent of its surface is submerged. Most animals, including you, are 60 percent water.

Water increases the Earth’s beauty, particularly in combination with other features of the physical world:

Clouds — water vapor with sunlight

Snow — water at low temperatures

Mountain streams — water, rocks, elevation differences, and gravity

Waterfalls — rivers, streams, cliffs, and gravity

Sunsets — clouds, sunlight, and planetary rotation

Surf — water, wind, and land-wave collisions

Water sculpts our landscapes. If you think the Grand Canyon is stunning, thank water.

Water can be music to our ears — rain, surf, brooks.

Location affects water's usefulness. Fortunately for all living creatures nature provides a never ending free distribution system.

| [Read more Coronavirus Diaries here!](#)

Ninety-seven percent of the Earth's water is in the oceans. It's too salty for land animals to drink. No problem.

Solar energy heats the ocean's waters and the warmest surface water evaporates. Liquid turns to vapor and the water molecules leave the salt molecules behind. Salt water magically converts to fresh water. It's a planet-sized distillery.

Weather systems, resulting from solar energy and pressure differences, move the water vapor over land masses. Cooler temperatures cause the vapor to condense and become too heavy to remain suspended. Rain happens.

When the rain falls on land it ends up in the soil, rivers, streams, aquifers, lakes, and ponds. Some of it freezes and ends up as ice or snow. Snow is a water storage system. It holds the water in winter when plants can't use it and slowly releases it during the spring and summer.

Evaporation allows water to run uphill, from sea level to the top of Mount Everest and every elevation in between.

An eternal solar-powered conveyer belt delivers fresh water throughout the planet, although not uniformly. That's why deserts and rain forests can both exist.

Water is the most recycled, renewable, sustainable, resource there is and it all happens naturally and endlessly. In your next sip of it you'll taste the same molecules a tyrannosaurus did.

CORRESPONDENCE



HUMBOLDT BAY MUNICIPAL WATER DISTRICT

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GENERAL MANAGER

JOHN FRIEDENBACH

August 31, 2020

Division of Safety of Dams
Attn: Ms. Sharon K. Tapia, Chief
P.O. Box 942836
Sacramento, CA 94236-0001

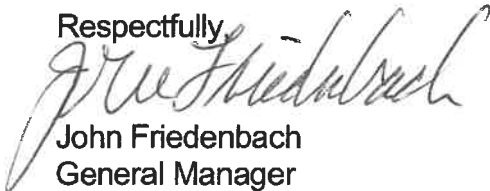
Re: R. W. Matthews Dam (State Dam No. 1013) CAS Failure Inundation Modeling

Dear Ms. Tapia,

We have received your July 14, 2020 letter regarding CAS Failure Inundation Mapping for our R.W. Matthews Dam. Our District has engaged the services of Condor Earth in Sonora to prepare the requested inundation maps. In accordance with the direction in your letter, we are providing the following timeline for submittal of the CAS Inundation maps. The maps will be submitted to DWR no later than September 30, 2020.

If you have any questions or need any additional information at this time, please do not hesitate to contact us.

Respectfully



John Friedenbach
General Manager

Cc: Kristen Martin, DWR
Brad Peterson, Condor Earth



HUMBOLDT BAY MUNICIPAL WATER DISTRICT

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JOHN FRIEDENBACH

August 20, 2020

Brandon Rea
Big Valley Properties
7050 Hwy 3
PO Box 970
Hayfork CA 96041-0970

Mr. Rea,

I am the General Manager for the Humboldt Bay Municipal Water District. This letter concerns your listing for 5591 Lower West Side Rd, Mad River, CA 95552, found at the following link:

https://www.zillow.com/homedetails/5591-Lower-West-Side-Rd-Mad-River-CA-95552/2078386020_zpid/.

As you are likely aware, the District owns the property between the listed property and Ruth Lake. I was surprised to see in your listing the following erroneous statement regarding access across our property to the Lake: "Tho [sic] the shoreline property is owned by a govt municipality, access is VERY nearby, and basically just straight down to the waters [sic] edge."

To be clear, **there is no permitted access over the District's property in the area of your listed property to the lake**, and I suggest you make that clear in your listing so that any prospective purchaser is not under the mistaken belief that the property comes with direct lake access.

Please do not hesitate to contact me should you seek any clarification.

Respectfully,

A handwritten signature in cursive script, appearing to read "John Friedenbach".

John Friedenbach
General Manager

Cc: Ryan Plotz, esq.

CONTINUING BUSINESS

HUMBOLDT BAY MUNICIPAL WATER DISTRICT

To: Board of Directors
From: John Friedenbach
Date: September 3, 2020
Subject: Water Resource Planning (WRP) – Status Report

.....

The purpose of this memo is to summarize recent activities and introduce next steps for discussion.

1) Top-Tier Water Use Options**a) Local Sales**

Nordic Aquafarms – public meeting Sept. 9th.

Trinidad Rancheria – staff and counsel are working on a preliminary draft retainer agreement.

Staff received support letters from various local entities to include with our submittal seeking EDA grant application funding for rehabilitating Station 6. See attached list.

A status report from Samoa Peninsula Stakeholder Group working group is scheduled to be presented to the Board of Supervisors (possibly in September) prior to issuance of the formal written report.

b) Transport

Received an inquiry through Oscar Larson & Associates regarding availability of water from HBMWD. This was only a preliminary inquiry. Staff will keep the Board informed if anything of substance develops.

c) Instream Flow Dedication

Staff is working to set a meeting date with the Water Board staff in Sacramento to present our draft project narrative.

EDA Grant Support Letters Received for Industrial System Rehabilitation Project

Assemblyman Jim Wood

Blue Lake Rancheria

Building and Trades Council Humboldt and Del Norte

City of Arcata

City of Blue Lake

City of Eureka

Fieldbrook CSD

GHD

Greater Eureka Chamber of Commerce

GRS Inc.

Humboldt and Del Norte Labor Council

Humboldt Bay Harbor District

Humboldt CSD

Humboldt State University Fisheries Department

McKinleyville CSD

Nordic Aquafarms

Operating Engineers Local Union 3

Security National Properties

SHN

8/18/2020

LOCO STAFF / TODAY @ 10:03 A.M. / GOVERNMENT

Nordic Aquafarms Submits Discharge Permit Application for Land-Based Fish Farm on Samoa Peninsula



A computer-generated photo illustration shows how Nordic Aquafarms' proposed recirculating aquaculture system would look on the Samoa Peninsula. | File image.

Press release from Nordic Aquafarms:

Nordic Aquafarms has submitted first permit application for the Humboldt, California project

Monday August 17th, 2020 Nordic Aquafarms Inc. submitted its NPDES [National Pollutant Discharge Elimination System] permit application to The Regional Water Quality Control Board (Discharge permit).

Both the dilution analysis and the marine resources impact analysis conclude that there will be a less than significant impact on receiving waters and marine life from the discharge from the facility. Thus, there is no need for further mitigation the analyses conclude.

The discharge will be sent through an already existing pipe into open waters where effective dilution is achieved, with no impairment of waters identified.

Nordic Aquafarms applies the same high standards for discharge treatment as in Maine, where 99 percent of particles and most nutrients are removed before discharge. Nitrogen is reduced by more than 85 percent.

In addition, microfiltration is applied with strong UV doses to enable the highest biosecurity levels in the industry on both intake and discharge.

99 percent of the water in our system is recycled and continuously treated. The remaining one percent is thoroughly treated before it is discharged.

These are the highest standards in the industry for discharge to receiving waters, and in Nordic Aquafarms' view the future of ocean stewardship.

"Despite the COVID-19 pandemic, we have been able to make good progress in California", says EVP of Nordic Aquafarms Inc Marianne Naess who is in charge of the Humboldt project. "Our staff in California, Maine, and the Nordics have been engaged in the work with our local permitting vendors. CEQA and our last permit applications will be submitted in November", she says.

Good collaboration with the authorities and many stakeholders in California has been vital for the swift progress there. California has gained significant timeline compared to the process Nordic Aquafarms has been through in Maine. "We would like to thank the Humboldt community for its warm welcome to Nordic Aquafarms", says Marianne Naess.

"California is the second critical piece of our bi-coastal US strategy," says President of Nordic Aquafarms Inc Erik Heim. "In both Maine and California Nordic Aquafarms will create over 150 full-time jobs in addition to 250-300 construction jobs from our projects. Jobs like these in sustainable industries are important contributions to post COVID-19 economic recovery and US food security", he says.

My Word

Times Standard 8-16-2020

Ken Miller

Trinidad Mayor Steve Ladwig's plea for the entire community to get involved in the Rancheria's plans should define the mayor's role ("Trinidad mayor on water and community," Times-Standard, July 15, Page **A4**). Instead, the mayor has been conferring with the Rancheria in private government to government meetings over supplying water for the Rancheria's proposed high-rise Hyatt hotel.

The Rancheria's plans include a 100-bed, 5.5 story Hyatt above Scenic Drive, a four-way cloverleaf freeway interchange from Highway 101 to their casino-hotel, tripling the size of the casino, a gas station, mini-mart, trailer park, and offices. The water supply (from Luffenholtz Creek, wells, McKinleyville, or trucks) and septic (leach lines above Trinidad Bay), are contentious issues.

The surrounding community is overwhelmingly opposed to these plans, but not to the Rancheria's sovereignty, nor to the original plans presented to the public in 2011 in their "Comprehensive Community-based Plan," that envisioned a beautiful 2-3-story traditional wooden lodge.

There has always been broad support for the rural vision in the Rancheria's own policies that: "maintain the unique qualities and character of the Trinidad Rancheria as a small coastal Native American community Ensure new development minimizes potential visual impacts and does not detract from the scenic character of Rancheria lands All new development shall meet community standards for design quality."

The current project conforms to none of that inviting rhetoric.

Nor does it conform to the values favored in the 2011 Rancheria Community Survey:

- "scenic views and ... blending new development in with the natural environment"
- "rustic ... human-scaled, place-based resort (#26) ... (not) automobile-oriented casino and hotel(#6)"
- "... wooden buildings utilizing traditional design elements such as arches and circles that reflect Native culture."
- "Walkability" and "Bicycling" (<https://www.humboldtalliance.org/resources> Cher-Ae Heights Community-Based Plan December 2011, Appendix C) The Rancheria should not be surprised that "we do not have the support of the City of Trinidad and a majority of this community, including our current Humboldt County Supervisor, Steve Madrone." (<https://kymkemp.com/?s=History+Repeats+Itself>) Trinidad depends on Luffenholtz Creek for its water, and must protect it for its current customer/residents and prior commitments In 2018 and 2020, the city notified the Bureau of Indian Affairs of its water constraints, exacerbated by climate change, and that the Rancheria's Hyatt was not "consistent with visual goals of the county and city use regulations."

Local Tsurai, the Humboldt Alliance for Responsible Planning (HARP), and many others joined in raising substantive concerns with multiple agencies.

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(<https://www.humboldtalliance.org>) Currently, it would be premature, and inconsistent with the data, for the Trinidad City Council to grant the Rancheria's request for 9,500 gal/day for the hotel, because the city's water policy is still being drafted.

The Coastal Commission has yet to certify that any water supply for the hotel exists. The commission has jurisdiction because the federal government will guarantee the loans from anonymous investors in this project. Such a deep-pocket, nothing-to-lose sweetheart deal may be behind the Rancheria's recalcitrance in the face of so much opposition.

Now the Rancheria wants a water pipeline from McKinleyville that could open unchecked development from Westhaven to Big Lagoon.

The Rancheria's plan for a new cloverleaf interchange from 101 directly to their casino- hotel, for which Caltrans had to grant an exception, and an overpass, involves major changes and impacts to 101, Westhaven and Scenic Drives, private property and Trinidad. Construction is planned for 2024-2026.

Traffic generated by the 100bed Hyatt requires mitigation, making the hotel and interchange mutually interdependent; but there are preferable alternatives to the Hyatt-cloverleaf nightmare acceptable to the community.

An overpass instead of a cloverleaf would connect Rancheria properties, enhance walkability and bicycling, avoid taking private property, and benefit the entire community, not just a private development.

Caltrans recently granted the Rancheria nearly \$117,500 to involve the community in longterm multi-modal transportation planning. The grant's four mandated public workshops may be the public's only opportunity to influence these transformative decisions, and would be the first since 2010. The Rancheria has been conducting its own environmental review, with the circulation of an "EIR/ FONSI" (Environmental Impact Report/Findings Of No Significant Impact) predicted for January 2021. (<https://www.humboldtalliance.org/interchange>) Trinidad, a "Jewel in the Crown" is threatened, not by racism, but by inappropriate development. Supervisor Madrone summed up the matter: "This is about sustainable development and working together as a community." (<https://kymkemp.com/?s=History+Repeats+Itself>) Trinidad's mayor must promote public collaboration, not just private government conferences. The Rancheria is uncompromisingly pursuing its dream of, in the words of one resident, "turning quaint Trinidad into a mini-Las Vegas." We are all entitled to dream; let's awaken to a dream the entire community can share.

Ken Miller, a member of the Humboldt Alliance for Responsible Planning (HARP), resides in McKinleyville.

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MARIJUANA ENFORCEMENT TEAM ERADICATED A LITTLE OVER 400 GROWING CANNABIS PLANTS IN MULTI PARCEL SHELTER COVE BUST

September 2, 2020 [Kym Kemp](#) 15 comments

The Humboldt County Sheriff's Marijuana Enforcement Team "served a search warrant on multiple parcels in the Shelter Cove area today," according to Samantha Kargas, spokesperson for the Department.

She explained, "The investigation resulted from multiple community complaints for illegal cultivation of cannabis. MET deputies located and eradicated approximately 408 growing cannabis plants. Deputies also located one water diversion violation. No arrests were made and the case will be forwarded to the District Attorney's Office for review."

She also told us, "Additionally, MET deputies assisted the CA Department of Fish and Wildlife with a search warrant today on Sprowel Creek Road in the Garberville area" and "Our Criminal Investigations Division is conducting follow up on a case and serving a search warrant on a property in the Ettersburg area."

We have requested more information on the incidents.

Below are all the rest of the marijuana enforcement actions we know of with brief summaries and links to more complete stories if we have them.

Known Humboldt County Marijuana Enforcement Actions So Far in 2020:

1. On Monday, **April 27**: [Marijuana Enforcement Team \(MET\) Served Search Warrant in the Mattole Road Area](#)
2. On Wednesday, **April 29**: [Indoor Grow Raided Today](#)
3. On Thursday, **April 30**: [Marijuana Enforcement Team Served Search Warrant in Garberville Yesterday](#)
4. On Friday, **May 8**: [878 Plants Eradicated in Redway Bust](#)
5. On Monday, **May 11**: [Over 17,000 Plants Eradicated at Miranda Property Today, Says Sheriff's Office](#)
6. On Tuesday, **May 12**: There wasn't a press release but our request, Kargas was able to gather some details for us. She told us,

...[D]eputies with the Humboldt County Sheriff's Office Marijuana Enforcement Team (MET) served two search warrants to investigate illegal cannabis cultivation in the

Cathy's Peak area of Honeydew. The California Department of Fish and Wildlife assisted in the service of the warrant.

Two parcels were investigated during the service of the warrants. The parcels did not possess the required county permit and state license to cultivate cannabis commercially.

During the service of the warrants, deputies eradicated approximately 2,000 growing cannabis plants.

Additional violations with civil fines are expected to be filed by the assisting agencies.

No arrests were made during the service of the warrant. The case will be forwarded to the DA's Office for review.

7. On Wednesday, **May 13**: **Citizens' Complaints Lead to Marijuana Bust on Wilder Ridge, Says Humboldt County Sheriff's Office**
8. On **May 14**, Karges said a search warrant was served in the Dinsmore area. At this point we haven't received information on what MET discovered. We will request information again.
9. On Friday, **May 15**: **Over 14,000 Plants and Nearly 2000 Pounds of Marijuana Found at Salmon Creek Grow, Says HCSO MET Team**
10. On **May 20**, Karges confirmed that there were search warrants served in Southern Humboldt but she hadn't been able to gather details at the time we requested information. We have reports that at least one warrant was served in the Weott area. We will request information again.
11. On **May 26**, MET went to a **Large Indoor Grow in the Weitchpec area—18,690 Plants and 818 Pounds.**
12. On **May 27**, MET Served **three search warrants on parcels without any permits in the Dinsmore area.**
13. On **May 29**, MET eradicated approximately 58,395 growing cannabis plants on a **Blocksburg property** without any permits.
14. On **June 3**, MET eradicated about 353 plants as well as 62 grams of meth and prescription pills packaged for sales. The grow—**in the area of Tobacco Road, Petrolia**—did not possess any permits. One woman was cited and released. One person fled.
15. On **June 4**, MET served **four search warrants in the Alderpoint/Rancho Sequoia area.** Deputies eradicated approximately 10,299 growing cannabis plants and confiscated a ghost gun.
16. On **June 5**, we had a report of a convoy in SoHum but no further information. We will request information again.
17. On **June 17**, MET served **two search warrants in the Blocksburg area.** "One parcel did not possess the required county permit and state license to cultivate cannabis commercially. The second parcel did not possess the required state license to cultivate

- cannabis commercially.” One person was cited. In addition, one trespass grow was eradicated.
18. On **June 22**, a law enforcement convoy went to **Fruitland Ridge and to Eel Rock Road**. We will request information again.
 19. On **June 24**, MET “**served two search warrants to investigate illegal cannabis cultivation in the Mad River drainage area of Dinsmore...**[D]eputies eradicated approximately 10,735 growing cannabis plants.”
 20. On **June 25**, MET served two search warrants in the Mattole River drainage area of Honeydew. “One parcel possessed the required county permit but did not possess a state license to cultivate cannabis commercially. The other parcel investigated did not possess the required county permit and state license to cultivate cannabis commercially...[D]eputies eradicated approximately 7,930 growing cannabis plants.”
 21. On **June 30**, a convoy went to Holmes Flat in Redcrest, then to Fruitland Ridge in the Kelsey Lane area, and returned to a Salmon Creek watershed property. [See this story here.](#)
 22. On **July 14**, MET **served one search warrant at a parcel without any permits in the Shively area** and eradicated approximately 2,600 growing cannabis plants. Also, “MET deputies served one search warrant at a parcel in the Honeydew area. The parcel did not possess the required state license to cultivate cannabis commercially. “[D]eputies eradicated approximately 6,900 growing cannabis plants.”
 23. On **July 15**, MET **served a search warrant at a Briceland farm** that had a County permit but not a state permit and “eradicated approximately 2,000 growing cannabis plants....MET deputies also visited an additional cannabis cultivation operation in Briceland. Upon contact with the parcel owner, deputies learned the parcel had just received its state license and verified that it was in compliance with current state and local orders.”
 24. On **July 23** and throughout that week, MET **conducted aerial investigations.**
 25. On **July 23** in the Swains Flat area, “During the warrant, [DFW] **eradicated 2,181 cannabis plants and confiscated 497 lbs of drying processed cannabis.**”
 26. “On **July 29, 2020**, deputies with the Humboldt County Sheriff’s Office Marijuana Enforcement Team (MET) **served three search warrants to investigate illegal cannabis cultivation in the Southern Humboldt area....**During the service of the warrant, deputies eradicated approximately 19,523 growing cannabis plants. Deputies also located and seized 1,599 grams of Butane Honey Oil (BHO), 596- one-pound bags of manicured cannabis bud, 288 grams of cocaine, 36 explosives and nine firearms.[And] Deputies also served two search warrants at parcels in the Shelter Cove area. During the service of the warrants, deputies eradicated approximately 857 growing cannabis plants.”

27. "From **August 10-12**...deputies with the Humboldt County Sheriff's Office Marijuana Enforcement Team (MET) **served 10 search warrants** to investigate illegal cannabis cultivation in the Blake Mountain area of Eastern Humboldt County."
28. During the week of **August 17 through August 20**, **Met served multiple search warrants in northeast Humboldt County**. "Deputies eradicated approximately 28,399 growing cannabis plants. Deputies seized and destroyed over 1,408 pounds of cannabis bud and approximately 5,007 pounds of drying cannabis. Deputies also located and seized eight firearms."
29. During the week of **August 24**, **the Humboldt County MET team working under the direction of the Department of Fish and Wildlife and also with the Trinity and Mendocino County Sheriff's served warrants at properties on Island Mountain Road** near the intersection of Humboldt, Trinity, and Mendocino Counties.
30. On **September 2**, MET served a warrant on several parcels in Shelter Cove and eradicated 408 plants. (See above.)

(*Note: This property is near the home of this reporter)



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September 2, 2020

Cliff Johnson, Supervising Planner
Humboldt County Planning and Building Department
3015 H Street, Eureka CA. 95501
cjohnson@co.humboldt.ca.us

Subject: Adesa Organics, LLC Conditional Use Permit PLN-11923-CUP

Dear Cliff Johnson,

I am writing on behalf of Northcoast Regional Land Trust (NRLT) to provide formal public comment under the California Environmental Quality Act (CEQA) on Project No. PLN-11923-CUP, a proposed cannabis operation ("Project") to be located at 23550 Maple Creek Road, Korb, Maple Creek area. NRLT staff first learned of the proposed Project during the week of August 24, 2020, when a concerned member of the public brought it to our attention because of the Project's adjacency to a property known as the Hunter Ranch, on which NRLT holds a conservation easement (recorded in 2018 as Instrument No. 2018-017789).

NRLT's Board of Directors discussed the Project on August 28, at which time several board members expressed a number of concerns. The first concern relates to the fact that NRLT received no formal notice of the Project; given that NRLT holds a conservation easement on adjacent property, we would have liked to have received notice of the Project. We will be sending a separate letter to the Humboldt County Planning Department formally requesting notice of projects on or immediately adjacent to NRLT-conserved properties in Humboldt County.

Given the very limited amount of time to review the Project, NRLT has not been able to conduct a thorough analysis; however, based on NRLT's initial review, there are several concerns that we believe should be addressed prior to a decision to issue a Negative Declaration or Mitigated Negative Declaration from the Humboldt County Planning Commission. As mentioned above, the Project is in close proximity to the Hunter Ranch, on which NRLT holds a conservation easement intended to preserve the Hunter Ranch's true oak woodland ecosystem, among other conservation values. NRLT is concerned that the proposed Project does not take into consideration the potential for the proposed operations to introduce Sudden Oak Death (SOD) into oak woodlands in or near the Project area and to spread it onto the immediately adjacent Hunter Ranch.

Based on recent timber cruise data, there are an estimated 350,000 California black oak trees on the Hunter Ranch, with black oak being a typical host for, and therefore victim of, SOD. SOD has been detected near Big Bend Ranch along Maple Creek Road,



which is the primary access road to the Project area and to the Hunter Ranch. We are concerned that increased vehicle traffic (whether from workers or fuel deliveries) could spread SOD onto the Project area and thereby potentially affect the conservation attributes being protected by the Hunter Ranch conservation easement. Additionally, given the significant scale of the proposed cannabis operation and the operation's likely reliance on imported soil and soil amendments, we have significant concern that the importation of soil and/or amendments from incompletely composted green waste may act as a pathway for the introduction of SOD onto the Project area.

NRLT is also concerned about the increased risk of accidental wildland fire due to the added number of people, increased vehicle trips, diesel fuel transport, construction equipment, etc. on the Project site. While the addition of an approximately 4,000,000-gallon pond certainly would increase the water resources available onsite and to CALFIRE to fight wildland fire, it does not appear that the Project addresses what could be considered a significant increase in potential ignition sources that could lead to an accidental wildland fire endangering both the Hunter Ranch and the conservation values described in the conservation easement.

NRLT further is concerned that the significant reliance on diesel generators, with an expected annual usage of about 136,000 gallons and expected fuel deliveries every two weeks, will result in increased risk of fuel spills and pose increased threat to sensitive habitats and to the Mad River, which is the source of Humboldt County's municipal water supplies for its primary population centers.

In reviewing other comments, another neighboring landowner described what he believed to be a significant mapping error between the County property lines in the GIS and maps and the lines on the ground. NRLT would like to reiterate that the applicant must ensure that all improvements shown on the application are correctly located with respect to the actual on-the-ground property lines.

Finally, as a general comment, we have serious questions as to whether it is appropriate to site an operation of this scope and scale in such a remote location on vital rural resource lands.

Thank you for your consideration.

Sincerely,



Dan Ehresman
Executive Director

ec: Kurt McCray, California Department of Forestry and Fire Protection - Kurt.McCray@fire.ca.gov

Tina Bartlett, California Department of Fish and Wildlife - Tina.Bartlett@wildlife.ca.gov

— John Friedenbach, Humboldt Bay Municipal Water District - friedenbach@hbmwd.com —

John Walsh, California Wildlife Conservation Board - John.Walsh@wildlife.ca.gov

LETTER TO THE EDITOR URGES PUBLIC COMMENT AS TONIGHT'S PLANNING COMMISSION ADDRESSES TWO 'GROUNDBREAKING' CANNABIS PROPOSALS

September 3, 2020 Kym Kemp 34 comments

Welcome to our letters to the editor/opinion section. To submit yours for consideration, please send to mskymkemp@gmail.com. Please consider including an image to be used—either a photograph of you or something applicable to the letter.

However, an image is not necessary for publication.

Remember opinions expressed do not necessarily reflect that of Redheaded Blackbelt nor have we checked the letters for accuracy.

The Planning Commission will hear two groundbreaking, and related, Cannabis proposals this Thursday [today] at 6PM.

(<https://humboldt.legistar.com/View.ashx?M=A&ID=803648&GUID=9EB530E7-DF29-44C0-8CC5-75AA969B08BD>)

The first is a long-awaited ordinance that legalizes commercial sales from residential, organic, sun-grown gardens under 2000 square feet.

The second, Adesa LLC, will decide whether a 2-acre mixed light, investment-backed grow, powered with diesel generators, will be permitted in rural Maple Creek.

Opponents of Adesa stress the disruptive effects of industrial operations on the habitat and the culture of this very rural cattle and timber community, 30 miles of country roads from the coast, and from adequate fire protection, which is over an hour away.

This unpopulated Mad River country features ridges soaring from 1000 to 3000 feet with steep tributaries to the Mad River (one, Cowan Creek runs right through the Adesa project), open meadows, ponds, grasslands and wetlands and a diverse array of forest and riparian habitat, with over 100 potential special status species, including the only two Golden Eagle nests in the area, nearby spotted owls, and too many more to name.

The mosaic forest includes the usual Douglas fir mixed hardwoods, but also Ponderosa pine in the higher elevations, and the imperiled Oregon White Oak woodlands, rare in these parts, home to “the greatest wildlife species richness of any other habitat in the state with over 330 species of amphibians, birds, and mammals.” California has already lost over 1/3

of these Oak woodlands, mostly because of human intrusions resulting in development, disease, invasive plants, and fire.

Much controversy surrounds the cultural impacts of introducing a Cannabis factory operating throughout the year with 15 employees commuting daily from the coast in vans and cars (more seasonally) into this environment. Diesel deliveries every two weeks, water deliveries, and miscellaneous trips even during wet months, when travel along these winding roads has been historically infrequent, magnify the impacts, and the risks. These activities can be vectors of the Sudden Oak Death pathogen, which has been found around but not yet in the project area.

A proponent of the Adesa project who lives in this sun, rain and riparian-rich valley celebrates new families moving to the area, practicing organic farming, and populating the school. Yet Adesa is home only to its manager; the owner is not a family but a St Paul, MN limited liability corporation (LLC) shielded by a second LLC, Equity Holders Rep.

This is where the small farmer ordinance becomes relevant, because it legalizes owner-occupied farms, sustaining Cannabis and vegetable gardens and, in many cases, children. Small farmers innovate and share, yield high quality, low-impact product, and owing to the diverse terrain, produce varied terroir, much like the wine country in parts of France, or the local cultural example of the Mattole Valley.

Promoting these cottage industries rejuvenates and populates rural communities with vibrant young families, who spend their incomes locally creating local wealth and culture. In contrast, Adesa-style operations breed more of their ilk, ultimately siphoning wealth out of the County while paying wages to imported labor.

If Adesa is permitted, two more generator-dependent Cannabis factories are on deck, one of which, Maple Creek Estates, is a larger grow adjacent to Adesa and closer to the Golden Eagles, which are exquisitely sensitive to human commotion.

Investment-backed Cannabis operations like Adesa, with plenty of money to hire the consultants and lawyers necessary to obscure impacts, threaten our rural communities with their 24/7 human activities designed to produce a lot of Cannabis and a lot of cash flow. Their liability-accountability- in case of disaster, like a diesel spill that kills summer steelhead or tailed frogs, or fire, is the only thing that is limited.

Of course, this Valley's precious habitat has suffered from over 100 years of cattle and timber harvesting. But the latter, as bad as it is, occurs sporadically every 30 years, and the habitat with its flora and fauna have acclimated to the large cattle operations and few people. The cumulative impacts of adding Adesa-type operations have never been adequately addressed, despite requests from the Humboldt Bay Municipal Water District and CDFW for a full Environmental Impact Review, in part because of the finding that "it is likely that wildlife uses nearly all portions of study area as movement corridors...concentrated on nearby perennial drainages."

There are many reasons to support the new ordinance, and many to deny Adesa, a denial the corporate owners can afford to appeal to our Supervisors, where such a momentous and transformative decision rightly belongs.

In his essay "Outlook for Farm Wildlife," Aldo Leopold warned of the dangers of industrialized agriculture for soil, animals, and rural communities. Leopold contrasted the farm as a "place to live," where wildlife could be accommodated, with the farm as a "food factory," whose only goal is to produce sellable goods, and generate new economic and ecological insecurities.

That's the choice that the Commissioners, and the public, face Thursday.

HOW TO LISTEN OR WATCH THE PLANNING COMMISSION MEETING:

Listen or Watch the live stream of the Planning Commission Meeting in three ways: <https://zoom.us/j/94869062537> Password: 200525 . Call in via telephone at 346 248-7799, enter meeting id 948 6906 2537 Password: 200525 . Via live stream found at: <https://humboldt.legistar.com> Or by watching Access Humboldt on cable channel 10

PUBLIC COMMENT INSTRUCTIONS DURING THE MEETING: Participate in the public comment period of the meeting in the following two ways: 1. Via Computer as an attendee: To raise your hand click the Raise Hand icon on the bottom of the Zoom window. When you click the Raise Hand icon, a hand icon will appear next to your name that will notify the host your hand is raised. You will also see the hand icon turn green. When you want to lower your hand, you can click the hand icon again and your hand will be lowered. When you are called upon to speak the Zoom platform will ask you for permission to unmute your mic. If you encounter any issues, please use the call-in option below.

PUBLIC COMMENT PRIOR TO THE MEETING: To submit public comment to the Planning

Commission please email Planningclerk@co.humboldt.ca.us and provide your name, the agenda item number(s) on which you wish to speak.

1. Cannabis Ordinance Amendments for Small Cultivators, PLN-2020-16447, PLN-2020-16571 and PLN-2020-16479 Countywide

2. Adesa Organic, LLC, Conditional Use Permits Application Number 11923 Case Number PLN-11923-CU

From

Ken Miller

**PERSONAL AND REVOCABLE LICENSE AGREEMENT
TO INSTALL AND USE RECREATIONAL DOCK ON RUTH LAKE**

This **PERSONAL AND REVOCABLE LICENSE AGREEMENT TO INSTALL AND USE RECREATIONAL DOCK ON RUTH LAKE** (“Agreement”) is made as of September __, 2020 (“Effective Date”), by and between the Humboldt Bay Municipal Water District, a municipal water district under the laws of the State of California whose address is 828 Seventh Street, Eureka, CA 95501 (“District”), and Roger Kirkpatrick, an individual whose address is 6505 Eggert Road, Eureka, CA 95503 (“Licensee”).

Recitals

WHEREAS, the District is a California municipal water district formed for the purpose of supplying water to more than 88,000 customers in Humboldt County;

WHEREAS, the District’s primary water source is Ruth Lake, which is owned and operated by the District;

WHEREAS, the District owns certain land surrounding Ruth Lake, commonly referred to as the buffer strip, and controls access and use of the buffer strip for the protection of Ruth Lake and for the promotion of certain authorized recreational activities;

WHEREAS, Licensee owns that real property designated as Trinity County Assessor Parcel No. 018-520-21-00 “Licensee’s Property”, which abuts the buffer strip owned by Licensor and designated as Trinity County Assessor Parcel No. 018-510-02-00 (“District’s Property”), as depicted in **Exhibit A** hereto and incorporated herein;

WHEREAS, Licensee’s Property is benefited by a 12-foot wide ingress/egress easement over the District’s Property to Ruth Lake, which easement is more particularly described in that certain instrument recorded in Trinity County on July 30, 1970, at page 528 of book 141 of Official Records (the “Easement”);

WHEREAS, other than the Easement, Licensee has no other access rights over and across the District’s Property to Ruth Lake;

WHEREAS, Licensee has requested approval from the District to construct and maintain a recreational dock at the location where the Easement terminates at the shore of Ruth Lake, and the District has agreed to grant Licensee such a right under the terms and conditions of this Agreement; and

WHEREAS, Licensee understands that the permission granted by this License is revocable by the District at any time, with or without cause, and further that the District’s willingness to enter into this Agreement is a result of the unique circumstances of Licensee’s Property and the purpose for which the Easement was originally conveyed by the District to Licensee’s predecessor in title.

NOW, THEREFORE, for adequate consideration (the receipt and sufficiency of which are acknowledged) the parties agree as follows:

**SECTION ONE.
CONDITIONS**

This Agreement shall be of no force and effect unless and until each and all of the following conditions are satisfied:

- A. Licensee has reimbursed the District for its legal costs for its review and drafting of this Agreement. The District shall provide Licensee a written demand for reimbursement within fifteen (15) days of the full execution of this Agreement. Licensee shall reimburse the District for the stated amount within ten (10) days after the date of the demand from the District.
- B. This Agreement is approved by the Board of Directors for the District in accordance with California law.

**SECTION TWO.
GRANT OF REVOCABLE LICENSE**

In consideration of Licensee's promises contained in this Agreement, the District gives permission, revocable and terminable as provided below, to Licensee to construct and maintain a dock, all on the terms and conditions set forth in this Agreement, all of which Licensee promises to comply and abide with.

**SECTION TWO.
DESCRIPTION OF PROPERTY**

Licensee is permitted to construct and maintain a dock pursuant to this Agreement only in that general area depicted on Exhibit A hereto ("Dock Area").

**SECTION THREE.
DOCK**

- A. Licensee may install one (1) dock within the Dock Area at his sole cost and expense ("Dock").
- B. The Dock shall be constructed and maintained in strict conformance with Ruth Lake Community Service District Policy Nos. 6100 and 6110, as the same may be amended from time-to-time. Licensee acknowledges that he has read and fully understands Ruth Lake Community Service District Policy Nos. 6100 and 6110, each of which is incorporated herein as material terms. Without limiting the generality of the foregoing, Licensee shall comply with Section 6100.60 regarding the need to submit a written application to the Ruth Lake Community Services District prior to constructing the Dock.
- C. The Dock shall be identified with the APN number of Licensee's Property (i.e., "APN 018-520-21-00") with three-inch numerals affixed to the Dock so the identification marker is visible from both the water and the shore. Licensee acknowledges that unmarked docks are subject to removal.

**SECTION FOUR.
USE**

- A. Licensee shall construct, maintain, and use the Dock only as permitted by this Agreement.
- B. Licensee shall use the Dock in accordance with all applicable local, state and federal laws, rules and regulations, including Ruth Lake Community Service District Policy Nos. 6100 and 6110, as the same may be amended from time-to-time.
- C. Licensee shall not use Dock for commercial purposes.
- D. Licensee shall permit employees of the District and the Ruth Lake Community Services District to inspect the Dock in accordance with Ruth Lake Community Service District Policy Nos. 6100 and 6110 or as otherwise determined by the District.
- E. Licensee shall keep the District Property free and clear of any and all liens for labor performed or materials furnished at the instance or request of Licensee or anyone claiming under Licensee.

**SECTION FIVE.
TERM AND TERMINATION**

- A. Unless sooner terminated as provided in this Agreement, this Agreement will expire on the tenth (10th) anniversary of the Effective Date or upon the sale, transfer or conveyance of all or a portion of the Licensee's Property, whichever occurs first ("Term"). In the event this Agreement expires on the 10th anniversary of the Effective Date, Licensee may renew this Agreement for an additional ten (10) years period, provided Licensee is not in default under any terms and conditions of this Agreement. To exercise the right to renew this Agreement, Licensee shall provide written notice to the District of his intention to renew this Agreement at least ninety (90) days

prior to the end of the 10-year term and, in that instance, this Agreement will renew provided Licensee is not then in default.

B. Notwithstanding anything in this Agreement to the contrary, the District may terminate this Agreement at any time, without cause, upon the giving of thirty (30) days' prior written notice to Licensee, it being understood that the license granted by this Agreement is revocable by the District in its sole and absolute discretion.

C. Upon the expiration or sooner termination of this Agreement, Licensee shall immediately remove the Dock (and all related infrastructure) at his sole cost and expense. This provision shall survive the expiration or sooner termination of this Agreement. In the event Licensee fails to remove the Dock within thirty (30) days of the expiration or termination date, the District may remove the Dock and Licensee agrees to reimburse the District its costs for such removal.

**SECTION SIX.
NO BUILDINGS OR OTHER STRUCTURES**

Other than the Dock, Licensee shall not improve or construct any buildings, fixtures, shelters, attachments, or other structures on the District Property, including within the Dock Area.

**SECTION SEVEN.
AS-IS CONDITION**

Licensee acknowledges that he accepts the Dock Area in its "as-is" condition and that the District makes no representations or warranties that the Dock Area is suitable for Licensee's intended use or any other use permitted by this Agreement.

**SECTION EIGHT.
LICENSE IS REVOCABLE**

This Agreement grants a personal, revocable license to Licensee to use the Dock Area in accordance with this Agreement. Nothing in this Agreement is intended to grant, nor shall any provision be interpreted to grant to Licensee, any property interest or title in or to the District's Property (including the Dock Area). This Agreement is considered personal to Licensee. This License is not intended to expand the rights granted by way of the Easement (described in the Recitals above) or otherwise affect, amend or alter the Easement in any way. This Agreement is not considered appurtenant to any real property of Licensee and shall not run with the land or otherwise benefit Licensee's successors in title. In the event Licensee markets all or a portion of Licensee's Property for sale or lease, Licensee shall not represent that Licensee's Property includes the right to continue to maintain the Dock following the transfer and shall affirmatively disclose in writing to any prospective transferee that the right to maintain the Dock will terminate upon any such transfer. Licensee shall provide immediate written notice to the District in the event Licensee enters into any contract to sell, gift, transfer, or lease all or a portion of Licensee's Property.

**SECTION NINE.
INDEMNIFICATION**

Licensee shall exercise his privileges under and pursuant to this Agreement at his own risk, and shall indemnify, defend and hold the District and Ruth Lake Community Services District (including their respective directors, official, employees, and agents) harmless from and against any and all liability for damages, costs, losses, and expenses resulting from, arising out of, or in any way connected with, the use of the District Property (including the Dock and Dock Area) by Licensee, or the Licensees, invitees, or guests of Licensee, or the failure on the part of Licensee to perform fully all Licensee's promises contained in this Agreement. The District shall not be liable to Licensee if for any reason whatsoever Licensee's use of the Dock pursuant to this Agreement is hindered or disturbed. This provision shall survive the expiration or sooner termination of this Agreement.

**SECTION TEN.
LICENSE NOT ASSIGNABLE**

A. Licensee's privileges under this Agreement shall not be assignable or otherwise transferable, in whole or in part, by Licensee. Any

such assignment or transfer shall be null and void and constitute a material breach of this Agreement.

B. Notwithstanding anything in this Agreement to the contrary, Licensee shall be permitted to transfer Licensee's Property into his personal trust without violating the terms of this Agreement or constituting a transfer for purpose of Sections 5 and 8, above; provided, however, that the transfer of Licensee's Property into his trust shall not entitled any beneficiary of said trust to continue this Agreement in the event of Licensee's death or in the event Licensee's Property is otherwise transferred to any beneficiary of said trust.

**SECTION ELEVEN.
MISCELLANEOUS**

A. Notices. Any notice provided for or concerning this Agreement shall be in writing and be deemed sufficiently given when sent by certified or registered mail if sent to the respective address of each party as set forth at the beginning of this agreement.

B. Time of the Essence. It is specifically declared and agreed that time is of the essence of this Agreement.

C. Governing Law. This agreement shall be governed by, construed, and enforced in accordance with the laws of *the* State of California.

D. Waiver. The failure of either party to this Agreement to insist on the performance of any of the terms and conditions of this Agreement, or the waiver of any breach of any of the terms and conditions of this Agreement, shall not be construed as waiving any such terms and conditions, but the same shall continue and remain in full force and effect as if no such forbearance or waiver had occurred.

E. Attorney Fees. If any lawsuit is filed in relation to this Agreement, the unsuccessful party in the action shall pay to the successful party, in addition to all the sums that either party may be called on to pay, a reasonable sum for the successful party's attorneys' fees.

F. Severability. The invalidity of any portion of this agreement will not and shall not be deemed to affect the validity of any other provision. If any provision of this agreement is held to be invalid, the parties agree that the remaining provisions shall be deemed to be in full force and effect as if they had been executed by both parties subsequent to the expungement of the invalid provision.

G. Entire Agreement. This agreement constitutes the entire agreement between the parties and any prior understanding or representation of any kind preceding the date of this Agreement shall not be binding on either party except to the extent incorporated in this Agreement.

H. Modification. Any modification of this Agreement or additional obligation assumed by either party in connection with this Agreement shall be binding only if evidenced in writing signed by each party or an authorized representative of each party.

The parties have executed this Agreement as of the Effective Date.

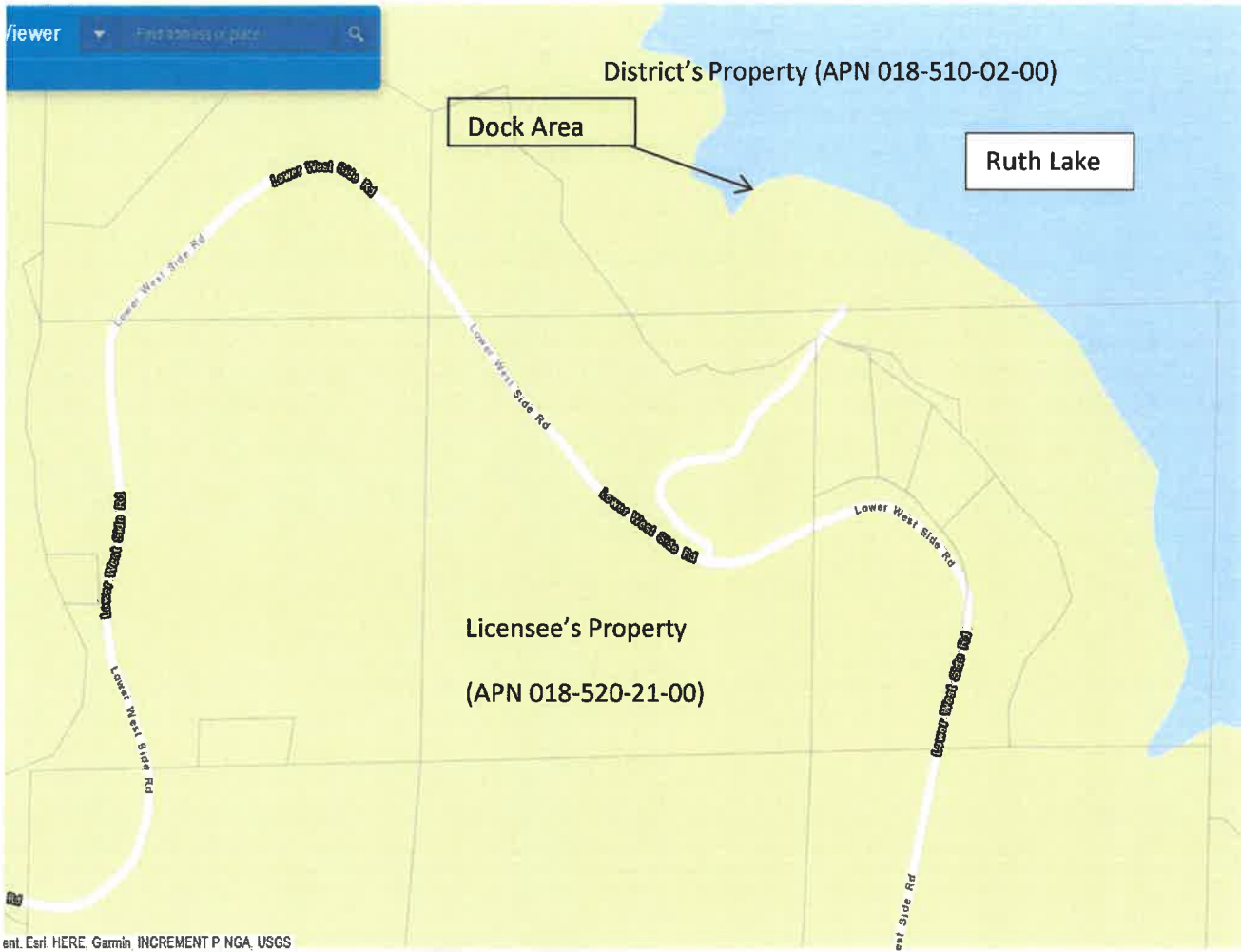
HUMBOLDT BAY MUNICIPAL WATER DISTRICT

By: _____
Name: John Friedenbach
Its: General Manager

ROGER KIRKPATRICK

By: _____
Name: Roger Kirkpatrick

EXHIBIT A





DATE: July 24, 2020
TO: John Friedenbach, HBMWD General Manager
FROM: Krystle Heaney, LAFCo Analyst
SUBJECT: Information Request for Humboldt Bay Municipal Water District - Municipal Services Review and Sphere of Influence Update

Humboldt LAFCo is proceeding with the Municipal Service Review (MSR) and Sphere of Influence (SOI) Update for the Humboldt Bay Municipal Water District. The MSR process involves collecting data and drafting an agency profile that details the existing level of services, governance, and financial standing for the district.

LAFCo staff is beginning to pull together information from existing resources, including information provided on the District's website. The following is a preliminary list of questions that will help us begin drafting the MSR and SOI update:

1. Administration and staffing. Do you have a current organizational chart available? If not, can you please provide a list of the different departments within the District and average FTE employees for each?
2. Financial Information. The past five years' worth of adopted budgets and if available, the completed audit for FY2018/19. Have there been any rate fee studies in the last five years? If so, can you please provide the study?
3. Water Planning. Could you provide a summary and/or related documents for the District's Water Use Planning that commenced in 2009? We would like to document the District's planning process, implementation plans, and priorities.
4. Water Supply. Information on water production and quality from District wells.
5. Wholesale Customers. Service demand information for the District's wholesale customers. Any relevant information on contract terms or wholesale needs.
6. Retail Customers. Information on the current number of retail service connections, location of connections, and average monthly water demand over the course of a year. Are retail customers limited to Fieldbrook and Fairhaven?
7. Infrastructure. Have there been any comprehensive infrastructure assessments in the past five years? If so, can you please provide the study? Information on the District's current Capital Improvement Program. If possible, GIS layers showing District lines and other associated infrastructure.
8. District Boundary. We are going to do more research on the TRAs and boundary in Trinity County (ruth lake area). To your knowledge, are there any connections or services outside of the current District boundary?

9. Parks and Recreation. Is there a current Parks and Recreation Plan available? Is there any data available on park use?

10. Other. Any additional information or topics of interest?

If you have any questions for need clarification on the above requested items please feel free to contact me anytime at krystleh@humboldtlafo.org. Thank you again for your assistance with this MSR update.

Humboldt Bay Municipal Water District

To: Board of Directors
From: John Friedenbach
Date: September 3, 2020

Re: Annie & Mary Trail – Partner Agency Commitment Letter

Discussion

As the Board is aware, the City of Arcata is planning a segment of the Annie & Mary trail from Sunset Avenue to our Park 1 along the old railroad grade. Staff has been participating in the planning meetings and the Board has received several updates during the past year. The City of Arcata is preparing a grant application to the Active Transportation Program to fund construction of this segment of the trail. It is your staff's understanding that this grant does not require a funding match. Therefore, the improvements to our Park 1 will be at no cost to the District nor its rate payers. Last month the Board authorized signing a conceptual approval letter for this project.

In connection with their grant application, they have requested a partner agency commitment letter for the trailhead improvements that we have discussed at our Park 1. Specifically, those improvements include: paving the entrance and parking lot at Park 1, and installing an informational kiosk relating to the trail.

Staff has received the attached response from the Humboldt Trails Council regarding their agreement to maintain the kiosk, so that no District funds are expended for maintaining this trailhead improvement. See attached email.

Attached for the Board's reference is the draft grant application with references to the District's Park 1 highlighted.

Staff Request

Staff requests that the Board authorize staff to sign and submit the attached letter of partner agency commitment for the trailhead improvements at Park 1.

Part C: Attachments

Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

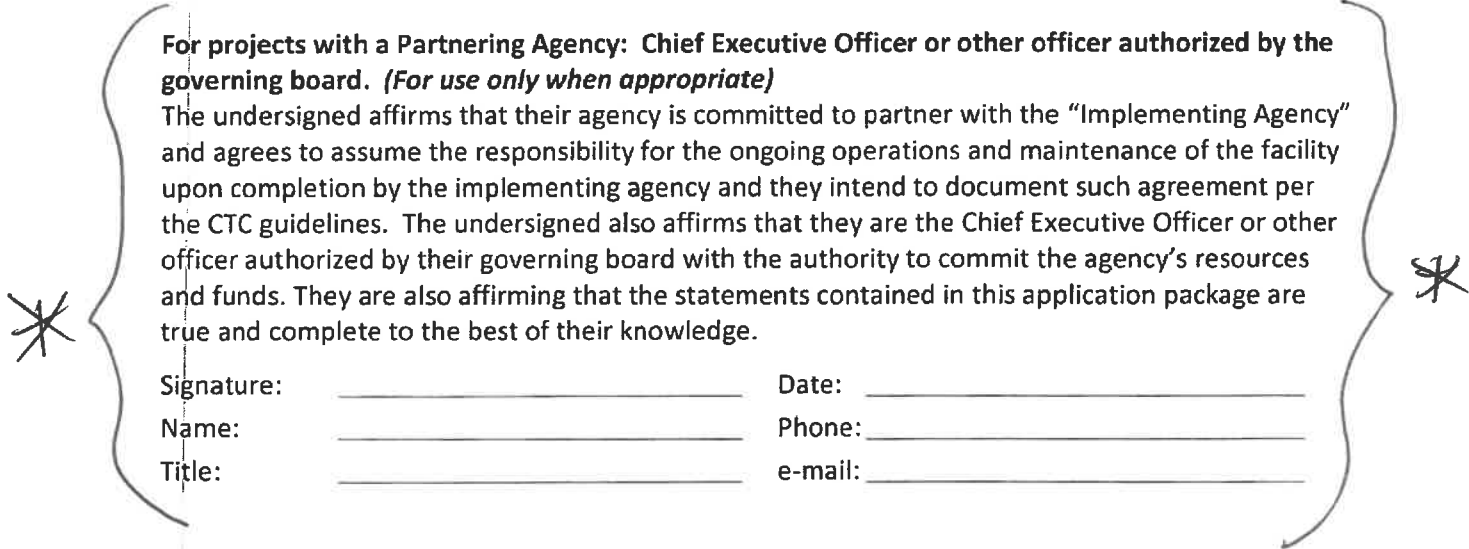
Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board.

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:	<u>Karen Diemer</u>	Date:	<u>8.28.2020</u>
Name:	<u>Karen Diemer</u>	Phone:	<u>707.825.2200</u>
Title:	<u>City Manager</u>	e-mail:	<u>Kdiemer@cityofarcata.org</u>

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board. (For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.



Signature:	_____	Date:	_____
Name:	_____	Phone:	_____
Title:	_____	e-mail:	_____

Signature:	_____	Date:	_____
Name:	_____	Phone:	_____
Title:	_____	e-mail:	_____

John Friedenbach

From: michaelt
Sent: Tuesday, August 18, 2020 1:58 PM
To: jneander@cityofarcata.org; friedenbach@hbmwd.com
Subject: kiosk maintenance

John and Julie,

The Humboldt Trails Council board had its monthly meeting last night. As expected, the board approved the concept of utilizing the Volunteer Trail Stewards (VTS) program to maintain the kiosk that will be the terminus of the Annie & Mary extension from Skate Park to Water Park I. The board also anticipates that the VTS program will be expanded to provide maintenance along the entire length of the trail.

If you require something more formal or specific in writing for your grant application (Julie) or your board of directors (John), please contact me and provide more detail so I can compose a letter appropriate to your needs.

I look forward to our future collaboration!

Michael Proulx
Humboldt Trails Council

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.4 SECTION 8.1e PAGE NO. 4

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: City of Arcata	Date: 8/26/2020
Project Description: The Arcata Annie & Mary Trail Connectivity project proposes a 3.3 mile separated trail through north Arcata along a rail corridor	
Project Location: Arcata, California	
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Netra Khatri	License #: C75428

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization & Demobilization	1	LS	\$282,400.00	\$282,400	100%	\$282,400				
2	Construction Area Signs	1	LS	\$12,000.00	\$12,000	100%	\$12,000				
3	Temporary Traffic Control	1	LS	\$50,000.00	\$50,000	100%	\$50,000				
4	Stormwater Pollution Prevention Plan Implementation	1	LS	\$200,000.00	\$200,000	100%	\$200,000				
5	Construction Staking	1	LS	\$84,800.00	\$84,800	100%	\$84,800				
6	Demolition	1	LS	\$150,000.00	\$150,000	100%	\$150,000				
7	Clearing and Grubbing	1	LS	\$150,000.00	\$150,000	100%	\$150,000			100%	\$150,000
8	Art Feature	1	LS	\$10,000.00	\$10,000	100%	\$10,000			50%	\$5,000
9	Accessible Parking Lot Striping/Marking/Signage	1	LS	\$2,500.00	\$2,500	100%	\$2,500				
10	Bicycle Lane Striping (Buffer Lane and Green Paint)	1	LS	\$25,000.00	\$25,000	100%	\$25,000				
General Construction Items											
11	Earthwork Excavation	1,538	CY	\$65.00	\$99,970	100%	\$99,970				
12	Class II Aggregate Base	12,288	TON	\$50.00	\$614,400	100%	\$614,400				
13	Geogrid	55,835	SF	\$1.50	\$83,753	100%	\$83,753				
14	Asphalt Concrete (Trail)	2,614	TON	\$170.00	\$444,380	100%	\$444,380				
15	Asphalt Concrete (Other)	105	TON	\$170.00	\$17,850	100%	\$17,850				
16	Raised Asphalt Concrete Pedestrian Crossing	1	EA	\$5,000.00	\$5,000	100%	\$5,000				
17	Concrete (4" Thick Walkway)	5,480	SF	\$20.00	\$109,600	100%	\$109,600				
18	Concrete ADA Ramp and Stairs	4,576	SF	\$60.00	\$274,560	100%	\$274,560				
19	Concrete (Curb Ramps)	1,365	SF	\$30.00	\$40,950	100%	\$40,950				
20	Concrete Parking	340	SF	\$30.00	\$10,200	100%	\$10,200				
21	Modified Concrete A1-6 Curb	900	LF	\$40.00	\$36,000	100%	\$36,000				
22	Retaining Wall (MSE)	1,800	SF	\$80.00	\$144,000	100%	\$144,000				
23	Wooden Pedestrian Bridge & Abutments	2	EA	\$20,000.00	\$40,000	100%	\$40,000				
24	Aluminium Bridge with Abutments	1	EA	\$250,000.00	\$250,000	100%	\$250,000				
25	Handrail at ADA Ramp & Stairs	820	LF	\$160.00	\$131,200	100%	\$131,200				
26	Trail Fence	2,155	LF	\$60.00	\$129,300	100%	\$129,300				
27	Traffic Stripe-Trial Center Line	17,424	LF	\$2.00	\$34,848	100%	\$34,848				
28	Rapid Flashing Beacon	3	EA	\$10,000.00	\$30,000	100%	\$30,000				
29	Pavement Marking	1,050	SF	\$7.00	\$7,350	100%	\$7,350				
30	Stop Sign	10	EA	\$350.00	\$3,500	100%	\$3,500				
31	Vehicle Yield Sign	2	EA	\$350.00	\$700	100%	\$700				
32	Trail Crossing Sign	4	EA	\$500.00	\$2,000	100%	\$2,000				
33	Pedestrian Gate	1	EA	\$2,500.00	\$2,500	100%	\$2,500				
34	Landscaping	1,375	SY	\$36.00	\$49,500	100%	\$49,500				
35	Interpretive Sign	3	EA	\$1,000.00	\$3,000	100%	\$3,000				
36	Trail Sign	11	EA	\$500.00	\$5,500	100%	\$5,500			50%	\$2,750
37	Bench	5	EA	\$1,000.00	\$5,000	100%	\$5,000				
38	Bicycle Racks	3	EA	\$2,000.00	\$6,000	100%	\$6,000				
39	Replace/Extend (E) 12" Culvert	25	LF	\$120.00	\$3,000	100%	\$3,000				
40								100%			
Subtotal of Construction Items:					\$3,550,761		\$3,550,761				\$157,750
Construction Item Contingencies (% of Construction Items):				20.00%	\$710,152		\$710,152				
Total (Construction Items & Contingencies) cost:					\$4,260,913		\$4,260,913				

Project Delivery Costs:

Type of Project Cost	Cost \$	ATP Eligible Costs	Non-participating Costs
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$ 72,000	\$72,000	
Plans, Specifications and Estimates (PS&E):	\$ 200,000	\$200,000	
Total PE:	\$ 272,000	\$272,000	
Right of Way (RW)			
Right of Way Engineering:	\$ 20,000	\$20,000	
Acquisitions and Utilities:	\$ 240,000	\$240,000	
Total RW:	\$ 260,000	\$260,000	
Total Pre-Construction Costs (PE+RW):	\$532,000	\$532,000	
Construction Engineering (CE)			
Construction Engineering (CE):	\$ 200,000	\$200,000	
Total Construction Costs:	\$4,460,913	\$4,460,913	
Total Project Cost:			
	\$4,992,913	\$4,992,913	

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.4

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: City of Arcata	Date: 8/26/2020
Project Description: The Arcata Annie & Mary Trail Connectivity project proposes a 3.3 mile separated trail through north Arcata along a rail corridor	
Project Location: Arcata, California	
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Netra Khatri	License #: C75428

Documentation of Ineligible (Non-Participating) Costs:

The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.

Separate logic is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

Item #:	Description of Engineer's Logic: (See examples shown in the Instructions)

Part A2: General Project Information

- Project Name - Arcata Annie & Mary Trail Connectivity Project
- Summary of Project Scope (300 words) Summary of the Existing Condition, Project Scope, the Expected Benefits

The Arcata Annie & Mary Trail Connectivity Project will design and construct a Class I trail with highway overpass and trailhead improvements to provide a safe walking and biking route from downtown Arcata to the low-income neighborhood of Valley West and the Aldergrove business park, between affordable neighborhoods, including the new 30th Street housing project with the Yurok Indian Housing Authority, and Humboldt State University (HSU), and to a family-oriented destination along the Mad River.

The Project will complete the second phase of the Annie & Mary Trail - a 6.8 mile multiuse trail planned since 2000 between Arcata and Blue Lake, the first phase of which is being constructed this year by the City of Blue Lake with ATP Cycle 3 funding. The Annie & Mary Trail has been a regional transportation priority for two decades with numerous planning studies yielding tremendous community support.

There have been 19 bicyclist/pedestrian-involved collisions in this project area in 11 years (TIMS). The roadways on which these collisions have occurred are currently the only routes for people traveling between Valley West and downtown Arcata or HSU, which includes walking and biking along and across both Highway 101 and State Route 299. Residents pushing strollers and students biking to class have to cross dangerous highway on/off ramps and navigate confusing intersections. There are many commercial businesses in the project area, with freight moving in and out regularly. The lack of bicycle and pedestrian facilities and narrow roadways limit non-motorized travel through north Arcata due to safety concerns.

This project presents a great opportunity to enable a major mode shift through Arcata. By providing a safe, separated facility for walking and biking this project will significantly increase the number of non-motorized trips, improve safety, enhance public health, and promote community vitality.

- FTIP Project Description (180 characters)

PA&ED, PS&E, ROW and construction of 3.3 mile Class I trail along NCRA rail corridor and Caltrans' Giuntoli Lane and Sunset Avenue overpasses in north Arcata plus trailhead improvements at HBMWD Park 1.

- Project Location (180 characters)

The project is located in northern Arcata along the NCRA rail corridor between Sunset Avenue, the Caltrans Giuntoli Lane/Highway 299 overpass, and the HBMWD Park on the Mad River.

- Attach a location map to show the project boundaries in relation to the Implementing Agency's boundaries. - **CITY**
- Project Coordinates and Districts...
 - 40.896595, -124.075969
 - Congressional District = 2
 - State Senate District = 2
 - State Assembly District = 2
 - UZA = *Project is located outside one of the ten large MPOs in a UZA with Pop <=200,000 and > than 5,000*
- Past Projects
 - Yes - Arcata City Trail project...Project Number? - **CITY**

Part A7: Screening Criteria

1) Demonstrated fiscal needs of the applicant

- a. Is all or part of the project currently (or has it ever been) formally programmed in an RTPA or Caltrans funding program? - **NO**
- b. Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?
 - i. If Yes, explain why the other project cannot fund the proposed project. (200 words)

Two new housing projects in the City of Arcata, Isaacson's Affordable Housing Project led by Danco Communities and the 30th Street Project with the Yurok Indian Housing Authority both of which are not adjacent to this project, have committed to paying a proportion of the total project cost per their conditions of development. The contribution from these two projects is included as leveraging funds. These housing projects are only required by the City to pay a limited amount of the total project cost proportional to the projects' need to improve active transportation facilities.

- c. Are adjacent properties undeveloped where standard conditions of development could be placed on future adjacent redevelopment to construct the proposed project improvements? **NO**

2) Consistency with an adopted regional transportation plan **Attach VROOM pdf**

3) Is the Implementing Agency Caltrans? - **NO**

Question 1: DAC (10 points)

- **Provide a scaled map** showing the boundaries of the proposed project, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project is benefiting.
 - **For the map: Census Tracts 11.01,12 (each are DAC)**
- Median Household Income (Census Tract/Block Group/Place #, Population, MHI)
 - Must attach a copy of FactFinder ACS page for each census tract listed above. Attach all pages as one pdf.
 - **PDFs are compiled**
- Explain how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (500 words)

Northern Arcata neighborhoods, which include low-income Valley West and the soon to be constructed 30th Street affordable housing project with the Yurok Indian Housing Authority (YIHA), are disadvantaged communities that are physically separated from downtown Arcata and Humboldt State University (HSU), and its myriad of essential services and places of employment, by two state highways lacking pedestrian and bicycle facilities (Highway 101 & State Route 299). The roadway overpasses over Highway 101 and SR 299, Sunset Avenue and Giuntoli Lane respectively, are highly traveled by non-motorized users but do not provide safe accommodation for vulnerable road users. Daily, parents walking strollers and students biking to HSU traverse multiple highway on/off ramps to get to where they need to go. The other roadway through north Arcata, West End Road, has a high level of traffic stress as it traverses the Aldergrove Industrial Park with heavy truck traffic and is a narrow, winding road with no shoulders outside of the city limits towards the Mad River.

These current active transportation routes through north Arcata have a high level of traffic stress, elevated collision history and require travel along or across two state highways. These deficiencies adversely affect the region's most vulnerable residents. Median household income in the project area is \$40,347.61, less than 57% of the state average. Many students and families in Arcata cannot afford to own and operate a vehicle as gas prices in Humboldt are some of the highest in the country because fuel is transported by barge.

The Arcata Annie & Mary Trail Connectivity project will close these gaps in walking and biking connectivity in north Arcata - between downtown Arcata and Valley West and the Aldergrove Industrial Park employment center, and between affordable neighborhoods, including the YIHA 30th Street Project, and Humboldt State University. The project will also provide a safe family-friendly connection to the nearby Mad River which is directly adjacent to the City of Arcata but currently does not have an access point accessible by walking or biking. This project continues the momentum to complete the two decade long

vision of a connected Annie & Mary Trail between Arcata and Blue Lake, Phase 1 of which is currently under construction in Blue Lake with ATP Cycle 3 augmentation funding.

There is a high demand to travel through north Arcata by non-motorized means as 90% of surveyed residents in early 2019 indicated they would regularly use a separated trail through this area. Several years ago the City of Arcata completed the Humboldt Bay Trail North which connects to the proposed southern terminus of this project through downtown and the Arcata Marsh towards Eureka. This project will connect north Arcata to the expanding regional trail system in Humboldt County which is providing safe travel and connections for people walking and biking to school, work, and essential services. This project will both address transportation equity and safety concerns and enable economically disadvantaged residents to reduce their transportation costs by enabling travel through north Arcata without a vehicle.

- Explain how the disadvantaged community residents will have physical access to the project (500 words)

This project is located entirely within disadvantaged communities of north Arcata (census tracts 11.01 and 12) with trail access points and connections planned specifically to low income neighborhoods. Disadvantaged community residents will have physical access to the project via direct access to the trail, along existing bike/pedestrian facilities and via existing city transit routes. In addition to the 3.3 mile separated Class I trail facility, the project includes pedestrian and bicycle facilities on the Giuntoli Lane overpass to connect Valley West residents on the west of SR 299 to the Annie & Mary Trail on the east side of the highway. The project also includes the addition of buffered bike lanes on Sunset Avenue between the trail terminus and HSU to provide additional space and visibility for people commuting along the trail and over the busy highway overpass. The project is directly, physically accessible from Humboldt State University and thus will provide a safe commuting option for students, faculty and staff. A trail access point is also planned at Frank Martin Court in the Aldergrove area directly adjacent to Head Start so young families can utilize the trail to reach the facility and enjoy safe exercise for all ages directly from Head Start. Disadvantaged residents from south Arcata (census tract 10 a severely disadvantaged community per a median household income of \$24,250) will be able to access the project via the Class I Humboldt Bay Trail North which terminates at the Sunset Avenue overpass and the start of this project.

The recently funded YIHA 30th Street affordable housing project for tribal members will connect to the trail via existing pedestrian facilities through the Janes Creek Meadows neighborhood. This trail connectivity project will also help to improve the health disparities experienced by Humboldt County residents. According to the 2018 Humboldt County Community Health

Assessment (CHA), poor rural communities like those of Humboldt County experience a death rate that is 33% higher than the state of California. Native Americans in Humboldt County have the most pronounced health outcomes in the County and will die an average of 12 years sooner than white residents. The CHA states that the social determinants of health, or the conditions in which we are born, live, work, and age, are mostly responsible for health inequities. One of the health risk behaviors, the lack of physical activity, is partly caused by not having safe, comfortable places in which to walk, bike and exercise.

This project provides the disadvantaged community with direct access to safe, equitable transportation through north Arcata and to downtown and HSU while providing a facility that may encourage more active living and improve community health outcomes.

- Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. (500 words)

The neighborhoods of north Arcata (and City of Arcata as a whole) are economically disadvantaged communities based on median household income. Project proponents have conducted extensive outreach to understand residents' needs and priorities, and improving connectivity to downtown Arcata and access to places for families to be active continue to be top priorities.

Community residents here, including students and families, have advocated for the Annie & Mary Trail as a safe, separated walking and biking route since the late 1990s. The project area includes the former Arcata and Mad River Railroad line which carried passengers and primarily lumber starting in 1883 until 1995. Two years later, after the rails and ties were removed for salvage, Friends of the Annie & Mary Rail Trail (FoAMRT) formed. FoAMRT is a non-profit organization comprising local residents who have been advocating for a bicycle and pedestrian trail on the rail line between Blue Lake and Arcata since 1997. FoAMRT's 23-year history of public outreach and advocacy led to a Preliminary Assessment Report in 2000, completion of the 2003 Annie & Mary Trail Feasibility Study which engaged hundreds of residents, the listing of the Annie & Mary Trail as a regional priority by the Humboldt County Association of Governments (HCAOG), several technical studies by HCAOG and the County along the rail corridor examining the underlying deeds, and decades of community-level fundraising which has supported the successful implementation of Phase 1 of the trail through Blue Lake and this grant application.

Most recently with funding through the Caltrans Sustainable Communities Grant Program the City conducted the Arcata Annie & Mary Trail Connectivity planning study engaging nearly 600 residents to determine a preferred trail alignment and vital neighborhood connections to the trail. The City conducted in-person and online surveying about travel within the project area and

reached 370 residents in the disadvantaged community. 90% voiced they would regularly use a separated non-motorized trail through the project area. While a third of survey respondents do regularly walk/bike in the project area, 58% shared safety concerns around roadways being too narrow with little separation from fast traffic and a lack of lighting. Over 200 disadvantaged community residents actively participated in shaping this project through bilingual meetings at the local school Pacific Union, pop-up events along walking commute routes, a walkability assessment in Valley West, and community workshops.

City staff also engaged directly with the HSU Sustainability Office and the YIHA to understand student concerns and priorities of Yurok tribal members living in Arcata. The City worked with California Walks to host a walkability assessment in Valley West with Latino families, and the lack of walking and biking facilities on the Giuntoli overpass was the top concern voiced. For decades Valley West residents have voiced the desire to be more directly connected to the rest of Arcata and have safe places for families to get outside and be active. This project was developed to meet these concerns and top priorities from disadvantaged neighborhoods.

- Attach documentation and survey data under Additional Attachments-
- Is your project located within a disadvantaged community? YES
- Severity auto-calculated

Question #2 Potential for increased walking and biking (43 points)

- *A. Statement of project need (19 points) (750 words) (Describe the issue(s) that this project will address. How will the proposed project benefit the non-motorized users? What is the project's desired outcome and how will the project best deliver that outcome? Discuss:*
 - *Lack of connectivity*
 - *The lack of mobility- If applicable- Does the population have limited access to cars? bikes? And transit? Does the project have an unserved or underserved demand?*
 - *The local health concerns responses should focus on:*
 - *Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions of the health benefits of walking and biking (i.e. "walking and biking increase physical activity").*
 - *Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not*

sufficient). One potential source is the Healthy Places Index (HPI) (<http://healthyplacesindex.org/>).

- ~~For combined I/NI projects: Discuss need for an encouragement, education, and/or enforcement program.~~

The desired outcome of the project is a significant mode shift from motorized to non-motorized use within north Arcata and enhanced safety for those that currently rely on non-motorized modes. Current routes for walking and biking have a high level of traffic stress and require travel across or along two state highways. The Annie & Mary Trail, and associated Complete Streets improvements to neighborhood connections to the trail, will provide a safe, direct route for non-motorized users to connect to downtown Arcata, HSU and employment centers along a rail corridor parallel to but separated from currently inadequate routes.

North Arcata affordable neighborhoods - some of the most diverse and densely populated - remain isolated from the rest of the city and HSU by the Highway 101 and SR 299 freeways without safe walking and biking facilities. The Valley West neighborhood has a very high percentage of Hispanic and low-income community members, and has also been identified by the City as having the fewest recreational opportunities and parks.

Traveling on the shoulder of the 65+ mph Highway 101 freeway or along West End Road are the only current options to travel through north Arcata. While West End Road within city limits has bike lanes (but no sidewalks) the road traverses a busy commercial area with large truck traffic, Aldergrove Industrial Park, through which most families do not feel comfortable to walk or bike. Outside of city limits, West End Road is a very narrow, winding County road with no shoulder which is a safety barrier for non-motorized travel east to the Mad River and Blue Lake.

There is high demand for a safe walking and biking route through the project area. From January - March 2019, the City conducted an on-line and in-person survey of non-motorized travel in the project area, with 370 responses. 90% of survey respondents voiced they would use a completed trail regularly. A third of respondents currently walk or bike weekly within the project area whereas over 63% of respondents drive weekly through the area.

Arcata is a disadvantaged community, and 37.4% of Arcata families are living in poverty compared to the state average of 12.8% (US Census American Communities Survey 2018). Transportation costs can greatly impact low income families, many of which have children that need to get to and from school. Gas prices in Humboldt County are consistently among the highest in the state.

The project will directly benefit economically disadvantaged students attending HSU. According to 2019 HSU data, 56.1% of first time students are low income. Due to a housing shortage in downtown Arcata where HSU is located, many students are forced to live in outlying neighborhoods and communities where housing is more affordable and available. Carless students are forced to walk, bike, carpool, or use public transit as a means of getting to and from school. A survey in January 2020 led by Humboldt State University asked students to share information about their commute to campus. Of 1,170 students who replied, 66% stated that their one-way commute distance was 3 miles or less. Walking was students' most used mode of travel to/ from campus.

Transportation is identified as one of the social determinants of health in the Humboldt County 2018 Community Health Assessment (CHA). The lack of safe, accessible places to be active in our rural community and the lack of complete active transportation networks have a direct relation on our community's health outcomes. Humboldt County has some of the worst health outcomes across the state, ranking 49th out of 58 counties. Humboldt County ranked 54th in health behaviors including physical inactivity and alcohol impaired driving deaths and 53rd in length of life (Robert Wood Johnson Foundation County Health Rankings).

The City of Arcata and Humboldt County have some of the most severe traffic safety concerns in the state. From the most recent data available through the California Office of Traffic Safety (2017), the City of Arcata ranks third highest in pedestrian-involved collisions among cities its size while Humboldt County also ranks third highest among all California counties in pedestrian-involved collisions and eighth worst for bicycle collisions. The average annual mortality rate for Humboldt County residents due to vehicle collisions is 19 per 100,000 people, over twice as high as California at 8.3 per 100,000 people (CHA).

This project will achieve the desired outcome by transforming north Arcata walking and biking connectivity and fulfilling a decades-long vision of connecting neighborhoods with the Annie & Mary Trail.

B. Describe how the proposed project will address the active transportation need (22 points)

- *Close a gap? = construction of a missing segment of an existing facility in order to make that facility continuous*
 - *Number of gaps, total length of gap in feet*
 - _____ *(feet) gap*

- *Creation of new routes? = construction of a new facility that did not previously exist for non-motorized users that provides a course or way to get from one place to another*
- *Type of barrier - Freeway*

Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. Specific destination must be identified. And/or describe the existing negative effects of barrier to be removed and how the project addresses the existing barrier. (Max of 750 Words)

| *Must provide a map of each gap closure identifying the gap and connections, and/or of the new route location, and/or the barrier location and improvement.*

The Arcata Annie & Mary Trail Connectivity project proposes a 3.3 mile separated trail through north Arcata along a rail corridor, walking and biking facilities on the Giuntoli Lane/SR 299 overpass to connect Valley West to the trail, buffered bike lanes on Sunset Avenue/Highway 101 overpass to connect to HSU, enhanced access points along West End Road (e.g. junction with Arcata Ridge Trail and Frank Martin Court adjacent to Head Start), and trailhead improvements at the eastern trail terminus at Humboldt Bay Municipal Water District's (HBMWD) Park 1 on the Mad River. The City is partnering with HBMWD for the Park 1 trailhead and with the County on the trail segment outside city limits between West End Road and Park 1. The project will also continue the momentum to complete the two decade vision of the Annie & Mary Trail between Arcata and Blue Lake.

This project will dramatically enhance non-motorized travel connectivity through north Arcata by:

- 1) Creating a new safe, direct route for disadvantaged north Arcata residents to connect to downtown Arcata, HSU, K-12 schools, health clinics, employment centers such as the Aldergrove Industrial Park and the Creamery District, and recreational assets like the Mad River and Ridge Trail - all along a rail-trail corridor parallel to but separated from currently inadequate routes. The absence of a separated path for non-motorized users makes existing routes inadequate for most users due to the close proximity to high-speed vehicles without separation or protection. This new rail trail route will also directly connect north Arcata residents to the regionally significant Humboldt Bay Trail between Arcata and Eureka, the two largest population centers in Humboldt County. The Humboldt Bay Trail North connects from this project's southern terminus to destinations

throughout downtown Arcata before traversing the Arcata Marsh and connecting with the Humboldt Bay Trail South slated for construction of the final four miles of trail to Eureka in 2021 with ATP Cycle 4 funding. The benefit Class I paths have on the perception of safety is already being documented in Arcata as non-motorized user counts along the Humboldt Bay Trail North continue to climb, an average of 79 pedestrians and 82 bicyclists per day with high usage rates of 267 bicyclists per day.

- 2) Eliminating the barrier of two state freeways (Highway 101 and State Route 299) which are significant barriers to the mobility of disadvantaged residents in Valley West. These freeway barriers cut off Valley West from downtown Arcata and its myriad of services including health clinics, employment centers, K-12 schools, Humboldt State University, city parks and city hall, retail and grocery stores. The existing routes between affordable Valley West and the Aldergrove employment hub, downtown Arcata and HSU include the Giuntoli overpass with no walking or biking facilities past high speed highway on/off ramps or travel along the shoulder of Highway 101 with 65+ mph speeds. Improving walking and biking connectivity to the rest of Arcata was the highest priority voiced at a bilingual Community Visioning Meeting in Valley West in 2018. This project includes the additional of sidewalks, enhanced crossings, and bike lanes to the Giuntoli overpass to connect Valley West residents to the trail corridor and the Head Start on Frank Martin Court in the Aldergrove Industrial Park.
- 3) Eliminating the barrier of inadequate bicycle facilities along the Sunset Avenue/Highway 101 overpass which separate neighborhoods, including the Yurok Indian Housing Authority's 30th Street project and several apartment complexes on Sunset and Foster Avenues housing primarily HSU students. This project includes the enhancement of existing, deteriorating bike lanes into buffered bike lanes with enhanced crossings and pavement markings for increased visibility and space for non-motorized users. The largest cluster of bicycle collisions in the project area have occurred on the Sunset overpass, and during community outreach pop-up events in spring 2019 many people cited these safety concerns as a barrier to bicycling to HSU.
- 4) Closing a non-motorized transportation gap (1.1 miles) between Arcata city limits and the Mad River at Humboldt Bay Municipal Water District's Park 1. Currently the only access to Park 1 is along narrow, winding West End Road with no shoulders and very poor sight distance - effectively cutting off non-motorized users from the closest designated river access to the City. This project, the western most segment of the two-decade-long envisioned Annie & Mary Trail between Arcata and Blue

Lake, also works to incrementally close the gap between Phase 1 currently under construction in Blue Lake.

Question #3:

Potential for reducing bike/ped collisions (25 points)

Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (Respond to 1 and/or 2) – 700 words max

1) TIMS ATP Tool Data Attachment

TIMS ATP Tool attachments (already compiled into one PDF file)

Collision Heat-map of the area surrounding the project limits- demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history

Project Area Collision Map- identifying the past crash locations within the project limits

Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details

2) Additional data explanation (collision rates, Street Story) (200 words)

The City of Arcata and Humboldt County have some of the most severe traffic safety concerns in the state. From the most recent data available through California Office of Traffic Safety (2017), the City of Arcata ranks third highest in pedestrian-involved collisions among cities its size while Humboldt County also ranks third highest among all California counties in pedestrian-involved collisions and eighth worst for collisions involving bicyclists.

Street Story was utilized to crowdsource residents' experiences traveling the project area. 32 near-misses and 31 hazards were reported in the project area between October 21, 2018 and June 1, 2020. The highest number of near-miss incidences were reported in Sunset Avenue overpass area. Coalition for Responsible Transportation Priorities identified Sunset Avenue as a top hazard hotspot for non-motorized users in the County. A crash and many near-misses were reported at the West End/Giuntoli Lane area. The St. Louis/Spear/West End roundabout area was also identified as hazardous for non-motorized users. These crowdsource data emphasize that the existing active transportation network, particularly highway on/off ramps at Sunset and Giuntoli, are hazardous conflict points that a separated trail and Complete Streets facilities can alleviate.

Attach Street Story data report and CRTP report

3) From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

How many years of collision data were used in the Heat Maps and collision summaries:
11 (2008-2018)

4) Referencing project's heat-maps, collision map and collision summaries provided in above, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. (e.g. sidewalks, bike lanes, lighting, bulb-outs, signals/beacons, etc.) - (700 words max)

The TIMS ATP Tool (attached above) demonstrates that between the years of 2008-2018 there have been 20 reported injury collisions involving pedestrians (5) or bicyclists (15) in the project area - an average of 1.82 non-motorized collisions per year for a corridor that has an average of 39 non-motorized users per day. Collisions involving bikes and pedestrians occurred year-round, at both day (in cloudy and clear conditions) and night (in lighted conditions and non-lighted locations), with the fault being evenly split between drivers and non-motorized users. Three of the collisions were hit-and-run incidents involving felony or misdemeanor charges, and four involved alcohol.

While the TIMS heat map indicates more ped/bike collisions having occurred in downtown Arcata, the City completed the Humboldt Bay Trail North Class I trail in November 2017 to provide a separated, direct non-motorized travel option to travel through downtown. Additionally downtown Arcata experiences higher motor traffic volumes than within the more dispersed neighborhoods of north Arcata, though the safety of travel in those neighborhoods is no less important.

Now that the City has constructed a safe walking and biking route through downtown, the Arcata Annie & Mary Trail Connectivity Project is the City's top priority for addressing walking and biking safety between northern Arcata neighborhoods to the core downtown. Downtown Arcata has a myriad of services, including Open Door Health Clinics, schools, grocery stores, retail, city hall, and city parks, and residents must travel on existing roadways without a connected active transportation network to reach these key destinations. New affordable housing is being constructed within the City and is mostly being located in project area including the Yurok Indian Housing Authority's 30th Street project (with whom the City collaborated on a recent successful grant that is providing leveraging for this ATP project) and several apartment complexes recently constructed on Sunset Avenue and Foster Avenue directly adjacent to this project. Giuntoli Lane/SR 299 has been a top City priority and is listed as one of four specific Complete Streets projects in the RTP, two of which have since been programmed in the STIP. Additionally, the Coalition for Transportation Priorities, a local non-profit organization, conducted an analysis of

Street Story data crowdsourced from residents and found that Sunset Avenue at 101 was one of two locations throughout the entire County with most hazards reported.

Multiple neighborhoods and destinations in the project area lack adequate and direct routes to the rest of town for pedestrians and bicyclists - a problem this project seeks to fix by providing a safe, efficient, alternative route for people to travel. Because the north Arcata and downtown are not connected by many roads or trails, pedestrians and bicyclists use Highway 101 to travel - despite it being technically illegal for pedestrians to walk along the highway. Four collisions during 2008-2018, occurred on freeway-speed Highway 101 or its on/off-ramps. The project will significantly reduce dangerous conditions because it will construct a completely separate and protected facility for pedestrians, bicyclists, wheelchair users, and equestrian users.

This project area includes two highway overpasses under Caltrans jurisdiction, Sunset Avenue and Giuntoli Lane, on which pedestrian and bicyclist injuries are clustered where vehicles turn onto on/off ramps transitioning from the state highway to city streets. The largest cluster of bicycle collisions (8) have occurred at the Sunset Avenue/Highway 101/LK Wood overpass, therefore this project proposes buffered bike lanes to provide more space and visibility for bicyclists navigating the overpass. The Giuntoli Avenue highway on/off ramps lacks any walking and biking infrastructure, has had both a bicycle and pedestrian involved collision, while being integral to Valley West residents accessing downtown Arcata. The City proposes to construct sidewalks, crosswalks and bike lanes to provide a safe connection from Valley West to the Annie & Mary Trail and downtown.

This project will create a safe, separated Class 1 trail for pedestrians and bicyclists to travel north-south, and will add non-motorized facilities across two highway overpasses to ensure disadvantaged residents can safely traverse these conflict points and access the trail and downtown Arcata.

Safety Countermeasures (13 points max)

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions. - 1500 words max

a. Reduces speed or volume of motor vehicles in the proximity of non-motorized users?

Discuss current speed and volume and anticipated speed and volume.

b. Improves sight distance and visibility between motorized and non-motorized users?

Discuss current sight distance and/or visibility issue(s) and anticipated issue resolution.

c. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?

Discuss current conflict point description and anticipated issue resolution.

d. Improves compliance with local traffic laws for both motorized and non-motorized users?

Discuss which law(s) and how the project will improve compliance.

e. Addresses inadequate vehicular traffic control devices?

Discuss which devices are inadequate, how they are inadequate and how the project will address the issues.

f. Inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks?

Identify which facilities are inadequate, how they are inadequate and how the project will address the issues.

g. Eliminates or reduces behaviors that lead to collisions involving non-motorized users?

Identify the behaviors and how the project will address them.

The Arcata Annie & Mary Trail Connectivity project will create 3.3 miles of separated Class 1 trail for the safety of non-motorized users and improve community connections to the trail across two state highways to connect multiple neighborhoods, schools, business and employment centers, family-friendly river access, and other key destinations.

A) Currently, non-motorized users share existing facilities that offer little to no separation from motorized roadway users. Valley West in particular is cut off from the rest of Arcata by the intersection of two four-lane state highways, Highway 101 and State Route 299. Currently people walking and biking from this neighborhood to downtown either take the most direct route along Highway 101, the highest volume roadway in Humboldt County with 65+ mph speeds, or travel a longer distance on surface streets with speeds of 25-35mph and Class II bike lanes (St. Louis, LK Wood) but with no sidewalks and heavy truck traffic to the Aldergrove Industrial Park (West End Road). At least two bicycle or pedestrian involved collisions were recorded as being caused by unsafe speeds.

Additionally, West End Road in the unincorporated area is the only public road to reach the Humboldt Bay Municipal Water District's Park 1 on the Mad River (closest developed river access to Arcata) yet is very narrow (24 feet) and winding without a shoulder or any non-motorized facilities. While "strong and fearless" and "enthused and confident" bicyclists may feel comfortable navigating these existing routes with Level of Traffic Stress varying from LTS 2 to 4, "interested but concerned" riders require more comfortable facilities separated from motorized traffic.

The creation of a separated non-motorized trail on the Annie & Mary rail corridor will eliminate vehicle traffic in proximity to non-motorized users. The rail corridor also parallels existing roadways and will offer a direct route for most trips, providing an efficient alternative. During the planning process for this project many cycling commuters noted their support for the proposed rail-to-trail alternative due to it having significantly fewer locations where cyclists must stop, thus improving their travel efficiency and likelihood of cycling more often. The Annie & Mary Trail will connect trail users to key destinations in a direct and efficient manner so that they will actually want to use it over less safe routes adjacent to motor traffic.

B) Visibility of bicyclists is of specific concern on the Sunset Avenue overpass which has parked cars, highway on/off ramps, and a confusing intersection with LK Wood and a highway off-ramp. Bicyclists are often forced to ride up against parked cars and may not be immediately visible by motorists making turns. The addition of buffered bike lanes on Sunset Avenue will greatly enhance visibility of bicyclists to motorists by providing more open space for non-motorized travel away from parked cars and the travel lane.

Visibility of pedestrians and bicyclists on the Giuntoli Lane overpass is also a concern as it completely lacks any bike/ped infrastructure, therefore, drivers do not think to look for non-motorized users. This overpass and entrance/exit to SR 299 has a high traffic volume and a large number of freight trucks coming from the Aldergrove Industrial Park, further challenging the visibility of non-motorized users. This project prioritizes installation of sidewalks, crosswalks, and bike lanes on the Giuntoli overpass to provide a clear right-of-way for non-motorized users, including having pedestrians elevated from motorized traffic for enhanced visibility and safety.

Sight distance along the unincorporated segment of West End Road is extremely limited as the roadway enters a shady, forested environment and becomes very narrow and winding with no shoulders. During community outreach a resident summed up the stress of bicycling on West End Road to the river, "I feel taking West End Road, the only current option, is too unsafe and panic inducing. I would also appreciate and utilize a safer route to the Giuntoli Lane business area." The implementation of the Annie & Mary Trail will eliminate these sight distance concerns by providing a separated walking and biking route on the rail corridor separated from and a grade below West End Road leading to the Water District's highly utilized public river access point which will be improved as a trailhead.

C) Conflict points (highway on/off ramps, roadway intersections, driveways for industrial businesses and residential driveways) for people walking and biking on existing streets through the project area total over 50. These conflict points are most dangerous to vulnerable roadway users as motorists can turn without first ensuring a vulnerable road user is not in their path. 14 of the 20 bicycle or pedestrian involved collisions in the project area occurred either in an intersection or within 41 feet of an intersection where a driver can be more focused on the upcoming turn than watching for vulnerable road users. **The Annie & Mary Trail would utilize a separated, rail corridor to create a contiguous non-motorized trail that would only cross nine roadways or driveways between Sunset Avenue and Park 1 on the Mad River - drastically reducing potential conflict points between motorized and non-motorized users and therefore greatly enhancing safety.**

D) Walking along the shoulder of Highway 101 through north Arcata, an access-controlled freeway, is technically illegal as it is posted as pedestrians are prohibited (cite exact CA Vehicle Code). However many pedestrians choose to walk on 101 as it is the most direct route between Valley West and downtown. This noncompliance with

the local traffic law could be discouraged by providing a direct safe alternative for non-motorized users - the Annie & Mary Trail.

E) The absence of a positive barrier between non-motorized users on roadway shoulders and vehicle lanes creates elevated safety hazards that a roadway departure will result in severe injury to a cyclist or pedestrian. Highway 101, West End Road and other surface streets in the project area lack adequate vehicular traffic control devices because they do not have any type of physical barrier between vulnerable road users and motorized vehicles. West End Road in the unincorporated County even lacks a fog line to denote a shoulder where motorists may expect to encounter non-motorized users. In addition, warning signs and channelizing devices for work zones are often placed within the highway shoulder, the only available place for non-motorized users to travel along SR 299. When maintenance work occurs, warning signs often force non-motorized users to cross the rumble strip into the vehicle travel lane to get past the work zone or parked cars

F) Facilities for walking and biking between the Sunset Avenue area, Humboldt State University, local K-12 schools, local businesses, and northern Arcata neighborhoods currently do not adequately accommodate pedestrians and bicyclists of all ages and abilities. Interactions with large trucks and high volumes of traffic adjacent to the bike lanes on West End Road through the Aldergrove area were noted as significant community concerns throughout this project's outreach phase. The Arcata community also noted, time and time again, how scary it is to cross the overpasses as a pedestrian (especially with a stroller) or bicyclist, which this project will address through creation of designated facilities. Giuntoli lacks any walking and biking infrastructure making that overpass completely inadequate. Sunset Avenue across Highway 101 on/off ramps to LK Wood and Humboldt State University is a bustling overpass especially during morning and afternoon commute times. While there is technically a bike lane on the overpass (managed by Caltrans), the striping has greatly deteriorated and is not very visible. In addition, the bike lane on the overpass disappears when approaching the G Street/Highway 101 on/off ramp intersection, providing no clear path of travel or safety for a bicyclist traveling through the intersection. The buffered bike lanes on Sunset Avenue planned in this project will clearly delineate the path of travel for bicyclists and provide much more space for motorists to see bicyclists and avoid conflicts.

G) Drinking and driving is a common behavior in Humboldt County that puts vulnerable roadway users at risk. Driving under the influence is a documented significant factor in Humboldt County collisions, as Humboldt County ranks 54th of 58 counties for alcohol impaired driving deaths (Robert Wood Johnson Foundation County Health Rankings) and the second worst county in the state for crashes involving a drinking driver between 21-34 years (California Office of Traffic Safety). At least one collision in the project area recorded a violation of driving under the influence. A Class I trail facility and improved Complete Streets connections to the trail will address safety problems resulting from driving under the influence and distracted driving by physically separating bicyclists and pedestrians from motorized vehicles.

Question #4 Public Participation and Planning. Describe the community based public participation that culminated in the project. (10 points)

- What was the process of defining future policies, goals, investments and designs to address needs of anticipated users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (3 points max) (400 words)
 - If the project claims that it provides benefits to disadvantaged community, please indicate how the public participation process was accessible for those community residents.

The Annie & Mary Trail has been community-driven vision to transform transportation options between Arcata and Blue Lake ever since trains stopped running the corridor in 1995. In 1997, the Friends of the Annie & Mary Rail Trail (FoAMRT) was formed by residents of Blue Lake that recognized the need for safe non-motorized connectivity between the Blue Lake area and coastal communities. FoAMRT advocated for public agencies to prioritize creating a continuous Annie & Mary trail network along the defunct rail line.

A preliminary assessment of the trail was completed in 2000 by Redwood Community Action Agency (RCAA), a local non-profit. Then in 2003 RCAA led a feasibility study which engaged hundreds of residents in analyzing trail opportunities between Arcata and Blue Lake. In 2008, the North Coast Railroad Authority (NCRA) passed a resolution expressing their willingness to cooperate with local stakeholders in effectuating multi-modal transportation use of the Annie & Mary rail line. By the 2010s the Trail was incorporated into regional planning documents (HCAOG Regional Trails Master Plan) and public agencies began programming funds, initiating projects, and leading outreach. From 2014 - 2016, the Humboldt County Association of Governments (HCAOG) completed a Preliminary Surveying Analysis of the Railroad Right-of-Way. In 2017, the City of Blue Lake was awarded ATP Augmentation funds for Phase 1 of the Annie & Mary Trail.

For this specific project, the City of Arcata received a Caltrans' Sustainable Communities Planning Grant in 2018 for its portion of the Annie & Mary Trail to engage residents in determining a preferred alignment and community connections to the trail. The City conducted numerous engaging outreach events in the project area including a walkability study in Valley West, a temporary infrastructure demonstration at the planned junction of the trail with Sunset Avenue at the Arcata Skate Park, pop-up event in Aldergrove Industrial Park and two public workshops. The City completed the Arcata Annie & Mary Trail Connectivity Project Report with 30% engineered designs in early 2020 having engaged residents around walking and biking needs through north Arcata and possible alignment alternatives. The City engaged the community around potential trail alignments and design options through outdoor pop-up events along commute routes, a walkability assessment, community workshops

with mapping exercises, bilingual meetings at schools, and in-person and on-line surveying to ensure the public participation process was accessible to disadvantaged residents.

- Who: Describe who was engaged in the identification and development of this project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted to relevant stakeholders. (400 words)

The City of Arcata, County of Humboldt, FoAMRT, HCAOG, and RCAA have thoroughly engaged local stakeholders, disadvantaged community residents, students and school families, businesses, NCRA, Caltrans, adjacent land owners and active transportation advocacy organizations in Annie & Mary Trail project development over the past two decades. The 2003 Annie & Mary Trail Feasibility Study engaged community members through forums with small group discussions and map stations. FoAMRT has hosted dozens of outreach events focused on the Annie & Mary Trail between 2003-2020.

During the Arcata Annie & Mary Trail Connectivity planning study in 2018-20 the City led a cooperative planning process involving direct resident and stakeholder engagement through a variety of methods and throughout the project area to ensure the public participation process was accessible to disadvantaged residents.

Community engagements included a walkability assessment focused on the Giuntoli Lane highway overpass with low-income Valley West residents in (August 2018), in-person and online surveying (January and February 2019), bilingual community workshops (February 2019 and April 2019), a temporary infrastructure demonstration at the proposed start of the trail at the Arcata Skate Park (April 2020), a pop-up information booth in Aldergrove Industrial Park (May 2020), and bilingual meetings with families at Pacific Union Elementary (spring 2020). The City also convened a stakeholder project task force to inform the direction of the project and vet draft project materials which included the HBMWD director, Caltrans staff, HCAOG staff, FoAMRT and HTC volunteers, HSU sustainability office staff, a Cumbre Humboldt representative, Humboldt Bay Bicycle Commuters Association, and other mobility advocates (three meetings throughout 2019-2020). City of Arcata staff held personal discussions and site visits (and also solicited a business survey) with adjacent private landowners and businesses throughout 2019 and 2020. Over 600 residents actively participated in shaping the project.

City staff also worked with the Yurok Indian Housing Authority (YIHA) to plan multi-modal transportation options for residents of the new affordable housing development for Native American families in north Arcata. YIHA has provided leveraging funding for this project as the connection to the trail will be essential for families moving in.

NCRA passed a resolution in 2008 in support of utilizing the Annie & Mary rail corridor for a trail and reaffirmed support with a letter included in this application. Caltrans has also affirmed support for this project which includes improvements on two highway overpasses through a letter attached to this application.

- What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (400 words)

Feedback from residents and stakeholders over these two decades and most recently during the 2019 Arcata Annie & Mary Trail Connectivity planning study have informed a cost-effective project design that meets community mobility needs. The extensive outreach that FoAMRT, RCAA, the County, Caltrans and HCAOG have conducted for over two decades has yielded fruitful community input that has greatly improved the alignment and design of the trail.

During the Arcata Annie & Mary Connectivity planning study, the city surveyed 370 residents about travel within the project area. 90% voiced they would use this trail segment regularly. While a third of survey respondents do regularly walk/bike in the project area, 58% shared safety concerns around roadways being too narrow with little separation from fast traffic and a lack of lighting. During outreach events in spring 2019 residents showed a clear preference for a Rail-to-Trail facility separated from traffic versus walking and biking improvements along existing roadways where there would have been exponentially more driveway and roadway intersection conflict points for non-motorized users. Residents also voiced that safely connecting to the trail and HSU across Highway 101 (Sunset Ave overpass) and from Valley West across SR 299 (Giuntoli Lane) were major priorities, as well as improved walking and biking connectivity to the Arcata Ridge Trail at West End Road, and celebrating the corridor's rail history.

While the initial planning study boundaries ended at Arcata city limits on West End Road, during the first community workshop in February 2019 numerous residents voiced the desire for trail connectivity to the Mad River and a trail terminus that was a family-friendly destination. The City then partnered with the County and the Humboldt Bay Municipal Water District to plan an extension of the project along the rail corridor through the unincorporated County with trailhead improvements (e.g. access and parking improvements plus an interpretive kiosk and trail map) at the HBMWD's Park 1 on the river. Several landowners adjoining the project voiced the need for fencing to ensure privacy. These community needs were incorporated into the preliminary design and planning funds from FoAMRT and the County allowed the project to be extended outside city limits to the Mad River. The community input has greatly improved the effectiveness of the project in meeting the goals of the ATP to increase trips by walking and biking, enhance safety, and ensure disadvantaged residents fully benefit.

- Describe how stakeholders will continue to be engaged in the implementation of the project. (400 words)

The City of Arcata will continue to provide frequent updates on project milestones and input opportunities through press releases and updates on the city's website (<https://www.cityofarcata.org/831/Annie-Mary-Trail-Connectivity-Project>), at City Council meetings, and in collaboration with Friends of the Annie & Mary Trail. The City will host public engagement events in coordination with the Friends of the Annie & Mary Trail and other project partners to receive feedback during the design phase to refine the trail implementation, particularly with residents of Valley West for design improvements to the Giuntoli Lane overpass. The City will coordinate with the County to outreach specifically with several adjacent landowners to the trail in the West End Road area during the design phase to ensure trail compatibility with adjacent land uses. The City will also work with the Yurok Indian Housing Authority to ensure residents of the 30th Street affordable housing project, funded for upcoming construction, have direct access to the Annie & Mary Trail.

The Humboldt Trails Council (HTC) will continue to provide updates of project implementation through their quarterly e-newsletter and at the annual Humboldt Trail Summit (see additional attachments detailing public participation opportunities).

The City will work with community partners to sponsor celebration events for kick-off of construction and project completion. After the project is completed, the Volunteer Trail Stewards (VTS) program of the HTC will engage its network of dedicated and skilled volunteers to support the City with trail maintenance and kiosk maintenance at the HBMWD's Park 1 trailhead (see additional attachment with confirmation letter from HTC). Interest in this project is very high in the region since it is a longtime goal of the community, and is anticipated to grow significantly if this phase of the project is funded.

- Is this project specifically listed in an approved Transportation Plan? (100 words)

The Annie & Mary Trail is a project listed in HCAOG's 2017 Humboldt County Regional Transportation Plan, VROOM, as a priority trail project for the region and City of Arcata. The Giuntoli Lane/Highway 299 overpass improvement component of this project is also listed in the Regional Transportation Plan as another specific Complete Streets priority for the City of Arcata. The project is also listed in: 2018 Humboldt County Regional Bicycle Plan, 2010 Humboldt County Regional Trails Master Plan, 2008 Humboldt County Regional Pedestrian Plan, and 2011 Humboldt County Coastal Trail Implementation Strategy.

- o Attach applicable plan page with the project highlighted - **in the Part A7 folder**

Attach any applicable Public Participation & Planning Documents

Question #5 Context sensitive bikeways/walkways and innovative project elements (5 points)

Question 5A (500 words)

- How are the “recognized best” solutions employed in this project appropriate to maximize user comfort and for the local community context? As you address this question consider the following: (500 words)
 - o The posted speed limits and actual speed,
 - o The existing and future motorized and non-motorized traffic volume,
 - o The widths for each facility,
 - o The adjacent land use, and
 - o How the project is advancing a low(er) stress environment on each facility or a low stress network
 - What is the current stress level? (low, medium or high)
 - If the stress level is medium or high, is the project going beyond minimum design standards to maximize potential users of all ages and abilities?

Two decades of community outreach and planning in support of the Annie & Mary Trail have yielded design solutions that maximize trail user comfort, are compatible with adjacent land uses, fit the context of the Arcata community, integrate with the railroad rights-of-way, are compatible with state highway standards, while also being feasible to permit and deliver.

Level of Traffic Stress (LTS) on existing active transportation routes range between LTS 2 (e.g. LK Wood bike lanes), LTS 3 (e.g. West End Road no shoulders, narrow, winding) to LTS 4 (e.g. SR 299 on/off ramps experiencing highway speeds) (Mineta Transportation Institute methodology). While speed limits in Arcata are predominately 25 mph, actual speeds on West End Road and the highway on/off ramps separating Valley West from the rest of Arcata often far exceed posted speeds as the wide roadways encourage faster speeds. A separated trail facility with minimal road crossings at LTS 1 is widely recognized as the best solution to encourage “interested, but concerned” individuals to try bicycling.

The Arcata Annie & Mary Trail will travel through a wide range of land uses and be well-suited for commuting (i.e. adjacent to Highway 101, past residences, through an industrial park/employment center, through city parks, and above the Mad River towards Blue Lake). The final design width of the trail and any fencing or trail edge treatments will vary to accommodate these different contexts. City staff have outreached with local businesses in the Aldergrove Industrial Park to begin these design considerations. Also, Humboldt County prepared an innovative Basis of Design Report for Trail Width in 2016 (see Attachment K) which applied a context-based approach to identify the appropriate trail width based on specific needs of local trail users. This approach evaluates the specific context of the project and user profile and utilizes a Federal Highways Administration calculator to forecast trail level of service for various trail widths. The County relied on this report for its project design and permitting for the Humboldt Bay Trail South, and this guidance will be utilized in the design of this current project.

This project, which connects to the Humboldt Bay Trail North, will also link city parks in a necklace (e.g. Arcata Marsh and Wildlife Sanctuary, Shay Park, Arcata Skate Park, Larson Park, Arcata Community Forest, and HBMWD's Park 1) enhancing community connections to outdoor public space for recreation and active living. Interpretive elements along the trail will celebrate the historic Annie & Mary rail line in collaboration with the local Timber Heritage Association. The City also plans to utilize the area under the St. Louis Road overpass adjacent to the trail for a future pocket park and placemaking with the community.

The Arcata Annie & Mary Trail will offer a non-motorized facility separated from vehicle traffic. Building bicycle facilities separated from vehicles has been shown through national studies to lower stress and encourage more people to actively commute, even those with reduced mobility.

Question 5B

- Innovative project elements - Does this project propose any solutions that are new to their region? Were any innovative elements considered but not selected? Explain why they were not selected. (500 words)

This Annie & Mary Trail Connectivity Project proposes an innovative collaboration between the City of Arcata, County of Humboldt, Humboldt Bay Municipal Water District (HBMWD), and local non-profits to develop and manage a Class I trail and trailhead that provides direct connectivity to disadvantaged community residents. Regional trail projects crossing jurisdictional boundaries require a high level of coordination to develop and manage, and a trail through a rural area connecting neighborhoods and communities can be too large for one agency to delivery alone. The City of Arcata and County of Humboldt have successfully developed a collaborative relationship to complete the Humboldt Bay Trail North and Humboldt Bay Trail South, respectively, the later which will be constructed in 2021 to connect Arcata's trail to the City of Eureka, the county seat and largest population center. While the City will design (in close coordination with the County) and implement the trail segment outside city limits leading to the HBMWD's Park 1, the County has agreed to operate and maintain this segment. Similarly HBMWD has agreed to collaborate with the City on the trailhead improvements at this project's northern terminus, and the District will also partner with the Humboldt Trails Council's Volunteer Trail Stewards program to maintain trailhead amenities. (The VTS just celebrated 10 years of providing community volunteer opportunities to support local jurisdictions in maintaining trails and parks.)

The Arcata Annie & Mary Trail Connectivity Project will be the first rail-to-trail project implemented along NCRA's main rail line between Humboldt County and San Francisco Bay. (The section of this project through city limits.) While in 2008 NCRA passed a resolution supporting multi-modal use of the Annie & Mary rail corridor between West End Road and Blue Lake which has been unused since the late 1990s, the California legislature only recently in fall 2018 passed SB 1029 "The NCRA Closure and Transition to Trails Act" which codified a process to transition the nearly bankrupt rail authority, resolve its liabilities, railbank the right-of-way, and start planning for the Great Redwood Trail. Previously, trail projects along the NCRA main line like those led by the City and the County along Humboldt Bay were rail-with-trail projects to meet NCRA's Trail Guidelines but were much more expensive to design and build in order to avoid sensitive areas within a constrained right-of-way. The transition of the NCRA into a trail agency will allow for even more collaboration to design and implement cost-effective trail projects.

The City will also minimize environmental impacts during construction by keeping the rail ties in place while constructing the trail to minimize ground disturbance and also use recycled materials for construction. Arcata is committed to environmental

sustainability within city operations and the community demonstrated by receiving the first League of American Bicyclists' Bicycle Friendly Community designation (silver level) on the north coast, being the first local jurisdiction to ban single use plastic bags, and by operating the Arcata Marsh Wastewater Treatment Facility and Wildlife Sanctuary.

DRAFT

New Business



COUNTY OF HUMBOLDT
Office of Elections & Voter Registration

2426 6th Street
Eureka, CA 95501-0788
707-445-7481
Fax 707-445-7204

TO: Sherrie Sobol, Executive Asst/Board Secretary
Humboldt Bay Municipal Water District
828 7th St
Eureka, CA 95501

FROM: Lucinda Jackson, Administrative Analyst

DATE: August 14, 2020

SUBJECT: Presidential General Election on November 3, 2020
Candidacy Results

The Humboldt Bay Municipal Water District governing board available seats will not go to election on November 3, 2020, due to an insufficient number of qualified candidates.

Pursuant to Election Code, Section 10515, when the number of qualified candidates filing for a seat equals the number of available seats, those qualified candidates shall be appointed in lieu of election by the Humboldt County Board of Supervisors. The Office of Elections received declarations of candidacy from the following qualified candidates:

Division	Name	Term
1	Neal Garcia Latt	4 years
2	Sherri Lynn Woo	4 years
3	David Nils Lindberg	4 years

Notices of appointment in lieu of election will be mailed to the district after the Presidential General Election on November 3, 2020.

Please feel free to contact our office anytime if you have questions.

Humboldt Bay Municipal Water District

To: Board of Directors
 From: John Friedenbach/Dee Dee Simpson-Glenn
 Date: September 4, 2020
 Subject: Quagga Dogs

BACKGROUND:

The August Board Packet had an article in Consent about Quagga and how a boat passed State inspection but was stopped at Lake Sonoma when a Quagga dog alerted to the presence of Quagga mussels. The Board requested staff research the feasibility of Quagga Mussel Dogs at Ruth Lake as a component of the District's Quagga and Zebra Mussel Prevention Plan implementation.

Ruth Lake has three controlled access points under the Humboldt Bay Municipal Water District and Ruth Lake Community Services District Prevention Plan for Quagga and Zebra Mussels. They are: 1) Ruth Lake CSD Marina; 2) Ruth Rec Campground; and 3) Old Ruth Day-Use Area.

DISCUSSION:

A Google Search was performed for Mussel Dogs. This produced numerous related online articles (attached). After reviewing the articles, the majority of the "mussel dogs" come from a company named Mussel Dogs, <https://www.musseldogs.info/>, located in Denair, California (near Turlock). The company founder and owner is Debi DeShon. She also owns Dogs with Jobs in the Central Valley. Mussel Dogs provides trained dogs and handler teams under contract to lakes for invasive species inspections. Currently, she has teams working in Modesto, Woodward, and New Melones Reservoir. Additionally, she has teams at Lake Mendocino and Lake Sonoma. A team is one dog and handler but for very busy lakes, they can also provide a screener as well. The screener can interview the boat owner while the handler and dog perform inspections. If a screener isn't included, then the handler will ask the screening questions before the dog inspection. Per the Mussel Dogs website, they primarily obtain their dogs from shelters. They are always on the look-out for dogs that have high energy and high drive – ball or toy obsessive is a good indicator that a dog may be a good candidate.

While performing the online search for information, it was discovered that California Department of Fish and Wildlife (CDFW) has a K9 program that includes quagga detection. All the dogs in the CDFW program are trained to detect quagga as well as other areas of detection. There are at least two based in Northern California. An email was sent to Breck McAlexander, Invasive Mussel Prevention Coordinator, Northern Region, California Department of Fish and Wildlife. He was asked his opinion on the use of mussel dogs. He replied he would not advocate using an expensive method of enhanced mussel detection for waterbodies that are consistently below 12ppm in dissolved calcium such as Ruth Lake. The current science strongly indicates that invasive mussels would not be able to successfully establish in such waters – unlike Lake Mendocino and Lake Sonoma who have waters of 20ppm greater dissolved calcium. District staff acknowledges that the low dissolved calcium content at Ruth Lake puts it in a lower risk category for quagga infestation. However, risk does exist nonetheless.

Since the Mussel Dog website indicated they had dogs working at Lake Sonoma, Sonoma County Water Agency (SCWA) was contacted. An email was sent to SCWA asking for any information on their Mussel Dog program. Hailey Norman, Mussel Prevention, Community and Government Affairs replied to the inquiry "The program started in 2012 for only two weekends per year and now they are such an integral part of prevention that they use them daily from 7am – 3pm in both peak and off season." They have Mussel Dog inspections at both Lake Sonoma and Lake Mendocino.

An email was sent to Debi DeShon at Mussel Dogs, explaining who we are, where Ruth Lake is, and that we were researching the idea of quagga detecting dogs at Ruth. She replied "To give you a ballpark, if we were to come to you for a trial to see how a canine would work at your site we charge approximately \$1000 per day for limited service, 1-5 days. The price goes down if it is for a longer period of time. A ballpark for purchasing a dog is \$18,000-\$25,000 which includes the dog, a two week training at my facilities for the handler and a 2 year maintenance/support contract."

If the District wanted to consider the outright purchase of a trained dog and hiring a handler, in addition to the cost of purchasing the trained dog for \$25,000, the estimate of the costs to shelter and maintain a dog is:

Annual Costs:

- \$55 – Routine vet checkup
- \$60 – Vaccinations
- \$45 – Fecal Examination
- \$50 – Heartworm test
- \$70 - \$400 – Dog teeth cleaning
- \$1,000 – Flea & Tick Preventative (large dog)
- \$20 – Dog License Fee in Trinity County
- \$600 – Dog food
- \$50 – Toys and treats (used as rewards when working)

One-time costs:

- \$100 – Dog Crate (large dog)
- \$25 – Brush/Combs appropriate for the dog's coat
- \$20 – Collar
- \$20 – Leash
- \$25 – Vest (indicating dog is a working dog)
- \$50 – Bed
- \$25 – Food and water bowls
- \$50 – Professional Grooming – depending on the dog's coat the cost could be much higher if the dog has a longer or thicker coat.

A rough estimate of the cost of keeping and maintaining a dog annually is approximately \$2,000 and up. After purchase of the dog, the one-time costs (or infrequent costs) are approximately to \$315. One emergency vet visit, one injury or illness can cause costs to go up. This option would require quite a bit of work creating the job position and working through all the potential issues. This can be further researched if desired.

A follow-up question was sent to Debi of Mussel Dogs regarding where the dog and handler team would stay since Ruth Lake is fairly remote. She replied that they are used to driving long distances but normally try to stay in a nearby motel. They have also used an RV to stay in. The only motel in the vicinity is Journey's End. Campgrounds at Ruth Lake are Ruth Rec, Hobart Creek, Boy Scout Cove, and Barlow.

A second dog training group was found online – Working Dogs for Conservation (WD4C), website - <https://wd4c.org/>. They are based in Bozeman, Montana and work worldwide searching for invasive species of plants and animals, as well as poachers and a variety of other activities. This group also trains the dogs and handlers as teams. Other than reviewing their website, contact was not made with them.

NEXT STEPS:

1. If our Board decides this concept is worth pursuing, then staff suggests we discuss the topic with RLCSD and inquire if they are supportive and willing to contribute financially.
2. Determine if there are any grant programs available for funding.
3. Determine if there is interest in having a trial run with the dog inspectors.
4. If the trial is successful, refine cost estimates based on desired duration of time they would be onsite. – (I.E. Holiday weekends, all weekends, every day during the summer, etc.) Determine if one launch site (Ruth Lake CSD Marina) will be the primary dog inspection site or others will be included.
5. Other factors / variables may be discovered during a trial run. If so, compile and analyze them with a report back to the Board.

**MUSSLE DOG
COST ESTIMATE
9/3/2020**

Description	Cost
<u>ANNUAL RECURING COSTS</u>	
1 Routine Verinary Checkup	\$ 55
2 Vaccinations	\$ 60
3 Fecal Examination	\$ 45
4 Hearworm test	\$ 50
5 Dog Teet Cleaning	\$ 200
6 Flea & Tick Preventative	\$ 1,000
7 Dog License	\$ 20
8 Dog Food	\$ 600
9 Toys & Treats	\$ 50
	<hr/>
<u>Subtotal</u>	\$ 2,080
 <u>INITIAL START UP COST</u>	
10 Dog Crate	\$ 100
11 Brush/Combs	\$ 25
12 Collar	\$ 20
13 Leash	\$ 20
14 Vest	\$ 25
15 Bed	\$ 50
16 Food/Water bowls	\$ 25
17 Grooming	\$ 50
18 Dog Purchase	\$ 21,500
	<hr/>
<u>Subtotal</u>	\$ 21,815
 Total Cost first year	 <u><u>\$ 23,895</u></u>

1. WATERCRAFT INSPECTION

INSPECT WATERCRAFT TO PREVENT THE SPREAD OF QUAGGA AND ZEBRA MUSSELS

Once introduced into an ecosystem, quagga and zebra mussels are nearly impossible to eliminate. The cost of fighting these invasive species at water-consuming plants and facilities is staggering. Mussel Dogs is qualified in the detection of quagga and zebra mussels and offers utility, water agency and lake management professionals two alternative inspection protocols:

- Human inspectors
- Canine & handler inspection teams

YOUR CUSTOMERS' SATISFACTION IS OUR CONCERN TOO

Mussel Dogs will help you determine where and when inspections for these aquatic invasive species should take place, and whether it would be more practical to utilize human inspectors or canine/handler inspections. Mussel Dogs will take into consideration the number of watercraft that enter inspection stations, and how quickly and efficiently they can be inspected. Mussel Dogs will ALWAYS follow invasive species regulations established by the waterbody authority. Please contact us today by using the web form below:

2. ENVIRONMENTAL CONSULTING



QUAGGA AND ZEBRA MUSSELS HARM THE ENVIRONMENT AND INFRASTRUCTURE

Since their appearance in the United States in 1988, quagga and zebra mussels have caused irreparable damage to the environment, and millions of dollars of damage to US infrastructure. In addition to fouling systems on watercraft, these invasive species have damaged harbors, waterways, water treatment plants, and power plants by attaching themselves to water intake pipes and spawning free-swimming larvae that are delivered directly into these facilities. The spread of quagga and zebra mussels is accelerated by watercraft and other marine vessels.

THE THREATS POSED BY QUAGGA AND ZEBRA MUSSELS

By slowing the spread of invasive species, Mussel Dogs helps ensure that water is fit for drinking, farming, recreation, and for fish and wildlife. These invasive species will impact the economic security of California industrial and commercial businesses due to the potential restriction of water flow in heat exchangers, condensers, fire suppression systems, cooling water systems and more. Once quagga and zebra mussels have been introduced into a system they are basically impossible to eradicate.

DETECTION AND PREVENTION

Mussel Dogs Consulting Services evaluates lake management's current programs, facilities and infrastructure to develop comprehensive plans to inspect watercraft for the presence of quagga and zebra mussels. Our clients trust Mussel Dogs Consulting Services to modify and monitor environmental management plans to achieve efficient, boater-friendly inspections. Mussel Dogs implements the best practices of federal, state and municipal agencies to minimize the invasive species impact of quagga and zebra mussels. Contact Mussel Dogs today for Consulting Services!



3. EDUCATION AND OUTREACH

EDUCATION IS KEY TO STOPPING AQUATIC INVASIVE SPECIES

Inspections are ineffective without boater participation and education. Mussel Dogs believes strongly that boater education is THE foremost way to prevent the spread of aquatic invasive species. That is why Mussel Dogs concentrates on educating the public as well as the client.



BOATER EDUCATION

Mussel Dogs makes a point to educate boaters during inspections for quagga and zebra mussels. Engaging the boater during inspection activities is an opportune time to explain the importance of preventing the spread of quagga and zebra mussels and the steps they can take to stop the spread of these aquatic invasive species. Education campaigns include: "CLEAN DRAIN DRY", "Don't Move a Mussel", and "Stop Aquatic Hitchhikers". The boaters are also given instruction on what to do when exiting a waterway including:

- Removing all plants and animal material
- Pulling all drain plugs and draining water from all areas of the watercraft
- Emptying all buckets, live-wells, and other water-holding equipment and DRYING
- Checking all ropes, anchors, fishing equipment, water toys, etc. for the presence of mussels
- Disposing of all bait in trash receptacle not adjacent to a waterway
- Washing the hull of the watercraft thoroughly, preferably with high-pressured, warm water
- Inspecting all exposed surfaces visually and manually by running your hand to feel for the mussels, which feel like sandpaper or velcro
- Making sure there is NO water in the outboard unit, bilge area, live well, etc. (most watercraft are denied entrance due to any standing water)

We are also willing to offer public education classes to help further educate the public on the importance of preventing the spread of quagga and zebra mussels.

TRAINING AND EDUCATION ON QUAGGA AND ZEBRA MUSSELS

Mussel Dogs is also happy to provide onsite training classes to educate staff and inspectors for these aquatic invasive species. These classes follow the WID Level 1 trainings. Completion of the course qualifies graduates to perform onsite inspections. Classes cover many topics including:

- The importance of preventing the spread of quagga and zebra mussels
- The ecological and financial impact these mussels have caused
- The actual inspection process
- The importance of boater education during the inspection process
- Boat anatomy
- Mussel biology

As always, Mussel Dogs is proud to recognize all standard practices and guidelines set forth by the California Department of Fish and Wildlife, 100th Meridian Initiative, and Pacific States Marine Fisheries Commission. Please contact us for all your education and training purposes for these aquatic invasive species.

Contact us below to work with us!



CONTACT US

Debi DeShon, Owner
 P.O. Box 238
 Denair, CA 95316
 tel. 209-853-2812

Name *

Email *

Subject

Message



Mussel dogs not likely to sniff Oregon boats any time soon

by Staff report

Friday, July 20th 2018



My cousin in Washington says that state is looking into whether to use mussel-sniffing dogs at boat-inspection stations to check for zebra and quagga mussels. Sounds like the dogs can just sniff your boat for mussels much faster than an inspector can. Is this something Oregon has looked at and, if not, will they?

— Megan F., Medford

Mussel-sniffing dogs have become the new dandy among zebra and quagga mussel-inspection teams throughout the West, because they can cut a boat inspection down to a small fraction of what they do here in Oregon.

It's simple: The dogs are trained to smell the offending mussels, and they can give a boat a green light with just a little walk-around.

So, will we be getting our boats sniffed at Interstate 5's Port of Entry near Ashland? Don't bark on it.

"It'd be cool, but probably not," says Rick Boatner, who runs the invasive species inspection stations for the Oregon Department of Fish and Wildlife.

The stumbling blocks are the cost and main benefits of going dog, Boatner says.

Washington will be paying \$60,000 to find a dog, train it and train the handler, and that might make sense there, because Washington check stations can get back-ups of 20-plus cars, Boatner says.

Ashland is Oregon's busiest check station, and it rarely gets more than a two-boat wait, he says.

"I don't know how practical they'd be for how we're set up," Boatner says.

Mussel Dogs was founded in 2008 by Debi Deshon, who was already a successful dog-trainer for drug-detection dogs. She switched over to mussels because of the continued need to keep these dangerous invasives from getting transferred from infected waterways to uninfected ones by boat.

Quagga and zebra mussels are filter-feeders that syphon water to pluck out microscopic organisms, and they can throw food chains out of balance. Their sheer numbers when they attach to surfaces can clog pipes at reservoirs and damage boat motors.

Giant water bodies turning aquamarine blue is a sign that the base of the food chain is being depleted, risking starvation for other species, including sport fish.

Since their discovery in Nevada's Lake Mead in 2007, they have multiplied so fast that scientists estimate the entire volume of the lake is filtered by the mussels every five days.

One estimate put an annual cost of dealing with invasive mussels in the Columbia River alone at \$25 million should they populate that river.

The Ashland boat-inspection station is open year-round and it is mandatory for all boats to stop for an inspection. Its average of about 7,500 inspections annually leads Oregon.

Decontaminations are free.

The stations are funded through the \$5 annual invasive-species permit needed for all boats more than 10 feet long.

Send questions to "Since You Asked," Mail Tribune Newsroom, P.O. Box 1108, Medford, OR 97501; by fax to 541-776-4376; or by email to youasked@rosebudmedia.com. We're sorry, but the volume of questions received prevents us from answering all of them.

Puddles the mussel detection dog is Washington's new defense against invasive species

BY BROOKE WOLFORD

MAY 26, 2020 04:21 PM

Puddles, a dog trained in detecting invasive quagga and zebra mussels attached on boats gave a Tuesday demonstration at Black Lake while guided by her handler, Sgt. Pam Taylor of the Washington Dept. of Fish & Wildlife. BY STEVE BLOOM

As the weather heats up and boaters prepare to cast off, Washington Department of Fish and Wildlife professionals are on the lookout for invasive species of mussels that could overtake the state's waterways.

This year, the department has enlisted the help of a new expert - and [her name is Puddles](#), according to a news release from WDFW. Puddles is Washington's first mussel-detection dog, who got to work on sniffing out invasive species like quagga and zebra mussels, the release said.

While working at the Washington-Idaho border outside Spokane, Puddles found mussels on a boat from Arizona, according to WDFW. The boat had passed through three boat check stations in Montana and Idaho, where it had previously been decontaminated, the release said.

But Puddles' nose found what the human eye couldn't - tiny little mussels on the boat, according to the release. Mussel-detection dogs like Puddles can save states millions of dollars in cleanup, WDFW said.

Washington's Columbia River is the only basin in the country that is still mussel-free, according to WDFW. If quagga or zebra mussels found their way into the river, they could cost hydroelectric facilities up to \$300 million a year, WDFW said.

Puddles came from the Green Dog Project's "Rescued for a Reason" program in Fresno, California, according to WDFW's release. She was trained to detect mussels with her nose by Mussel Dogs in Oakdale, California, WDFW said.

Debra DeShon, founder of Mussel Dogs, says [quagga and zebra mussels can't be eradicated](#) once they make their way into a lake or river, the Modesto Bee reported.

"They're filter feeders, so they change the ecosystem," DeShon told the Bee. "They eat the Daphnia and plankton that other animals would eat ... that affects fish because that's what they eat."



Good Dogs Against Invasive Species

Is man's best friend also nature's best protector?

PHOTOS COURTESY OF WORKING DOGS FOR CONSERVATION

BY HEIDE BRANDES | DEC 8 2019

In summer 2019, visitors to Oklahoma's Chickasaw National Recreation Area's Lake of the Arbuckles met a new line of defense in the fight against aquatic invasive species: a nose (actually, three) for detecting them.

The dogs and their handlers waited eagerly as visitors lined up their boats to enter the Lake of the Arbuckles. Raine, a golden retriever, and border collies Wisp and Darby had a job to do. They circled each boat and sniffed for zebra mussels and quagga mussels—sinister little hitchhikers that attach themselves to boats only to spread like a plague through freshwater lakes.

“Invasive mussels can kill a lake,” Dan Winings, biological resource tech for the Chickasaw National Recreation Area, told *Sierra*. “They are masters at filtering water. On the surface, that looks OK because they can make a lake really clear. But they eat all the algae that little fish eat, and the little fish feed the bigger fish. Invasive mussels can absolutely kill a lake.”

In June, the three dogs were on the hunt for signs of the mussels, and they were working quickly. Their sensitive noses can inspect an average-size bass boat in under a minute, far faster than any person can. Plus, they can detect invasive species in hard-to-see parts of the boats.

Being cute doesn't hurt either; having friendly dogs on hand gives the National Park Service another way to educate the public about how to stop the spread of zebra and quagga mussels. (People are more open to inspections when the inspector is wagging its tail.)

The dogs were in Oklahoma for three weeks this summer, checking boats at the park boat launches before working at five other parks, as part of a summer-long collaboration between the National Park Service, detection-dog program Working Dogs 4 Conservation, and SP8 Ecological Services to help share the message about how to prevent the spread of aquatic invasive species.



SNIFFING OUT THE ENEMY

Invasive species cost the US economy over \$120 billion per year. Zebra and quagga mussels, in particular, are of grave concern—46 of America's 50 states have an infestation.

According to the Bureau of Reclamation, these mussels breed at lightning speed and can choke up water facility infrastructure: water intakes, gates, diversion screens, hydropower equipment,

pumps, pipelines, and boats. Mussels frequently infest and cripple water and hydropower dams, and they're lethal to areas' natural ecology.

More than 20 years ago, Working Dogs 4 Conservation founders Megan Parker, Deborah Woollett, Aimee Hurt, and Alice Whitelaw figured that because dogs were skilled in narcotics and cadaver detection and search and rescue, they could be used in wildlife conservation as well.

“In the 1990s, it became possible to get DNA from scat,” explains Hurt. “This led to the realization that we needed a better way to systematically find animal scat, as a means to then be able to noninvasively monitor wildlife populations.”

The four founders of WD4C, with their biology and dog backgrounds, researched training resources and adapted the methods of other detection disciplines—like search and rescue and narcotics—to start to build the foundation of the field that has become known as conservation detection.

Today, Working Dogs 4 Conservation dogs are used for preventing wildlife trafficking, ecological monitoring, invasive species detection, and wildlife monitoring. They have traveled to five different continents—helping to catch poachers in Africa and find big cat scat in Central America. Stateside, they've detected emerald ash borer eggs, larvae, and human adults. Using the dogs' sense of smell to protect wildlife and wild places, WD4C trained the animals to find some of the hardest-to-detect species, including microscopic larvae from zebra mussels, weeds before they break the surface, and animals that live below ground.

So where does one find this talent? Most often, from shelters.

IT TAKES A SPECIAL KIND OF DOG

Of the 35 dogs that work at WD4C, many come from pet shelters. All 35 have one thing in common: They are “ball crazy.”

“Most of them come from shelters and rescues because these dogs are really hyper,” says Fratt. “Someone gets this adorable puppy and they're like, ‘Oh boy, Labs are great family dogs.’ And then this dog grows up to be a ball fiend who's shredding your cabinets.”

“Most of them come from shelters and rescues because these dogs are really hyper—someone gets this adorable puppy and they're like, ‘Oh boy, Labs are great family dogs.’ And then this dog grows up to be a ball fiend who's shredding your cabinets.”

The organization maintains a network of people who watch shelters for good candidates—typically Labs, border collies, German shepherds, or Belgian Malinois breeds. “We’re not picky about breed per se, but there are certain breeds where it’s much more likely to see the behavioral characteristics we’re looking for,” says Fratt. “You don’t see a lot of breeds that are really interested in hiking for eight hours a day.”

The trainers use balls and toys as treats. To train a dog to detect bear scat, they’ll give him a toy once he finds it. The rigor ramps up as trainers hide scat in various locations, or with other scat. Every time the dog is successful, he gets to play with its toy.

This technique works for anything WD4C wants the dogs to detect. In fact, many of the canines have a variety of specialties. “We’ll do 10 days of looking for bear scat over the summer,” Fratt says, “and then we’ll do two weeks of zebra muscle work and then we’ll do two weeks of looking for this rare species of lizard, and then two weeks of this invasive species of plant out in Iowa.”

Some dogs get passed around through various projects quite a bit. “We also have just over 20 dogs that are scattered across the globe but that are more permanently stationed with an organization and helping on a daily level.”

Tigre was bred and raised to be a service dog but flunked out of the program. “He tried to steal tennis balls off of people’s walkers, which is not helpful if you’re an elderly person with a recovering broken hip,” says Fratt. “So he was not destined to be a service dog. Tigre now lives in Costa Rica, and he and his partner partnered with an organization down there called Panthera, which studies native big cats.”

WD4C also has about a dozen dogs stationed in Africa, primarily doing antipoaching work—they sniff out guns and ammo, skins, bushmeat, pangolin scales, ivory, rhino horn.

The organization is always on the lookout for shelter dogs that fit the bill and who want the ball.

“It’s always really helpful for us if people can keep an eye out for these really crazy dogs,” says Fratt. “If you work or volunteer in or near a shelter or if you’re on Craigslist and you see someone who’s like, ‘I’m getting rid of this dog; he’s torn through four cabinets trying to get his tennis ball’—like, good God, we want that dog.”

But the dogs aren’t just hired noses—they’re family too.

“WD4C dogs remain a part of our pack for life, and if they are ever hurt or are ready to retire, we have a soft couch waiting for them,” Fratt reports.



A SUMMER PARTNERSHIP

Preventing the spread of invasive species is a \$5 billion cure—that’s the annual cost of mitigating invasive mollusks. WD4C had been in talks with Glacier National Park for some time, and this year, the NPS finally put out a competitive bid to do the inspections. WD4C won. While zebra and quagga mussels are rampant throughout America, they haven’t yet clogged up the most popular parks in the northern US, like Yellowstone, Glacier, and Grand Teton, and they aren’t found at all in Montana and Alberta. WD4C is helping to keep it that way.

While zebra and quagga mussels have not been detected at Oklahoma’s Lake of the Arbuckles, many other lakes in the area are infested. “Most of our boaters are local,” says Winings. “Many of their boats have been in the lakes that do have the mussels. The dogs inspected about 325 to 350 boats, and not a single zebra mussel was found.”

The program this summer with WD4C was part prevention inspection and part public relations, to make sure the lake stays free of infestation. And the dogs were a welcome addition to the parks inspected.

Hurt reports that, in addition to the NPS contract, WD4C started a neighboring program, the Alberta Environment and Parks Conservation K9 Program, through which three dog-handler teams conduct inspections and outreach for invasive mussels on watercraft.

“We also have used dogs to detect mink and otter scat—top-level predators of river systems, thus bio-accumulators—as a vehicle to analyze for heavy metal, flame retardant, and pharmaceutical contamination in Montana waterways,” she says. “Also, we have performed proof-of-concept on detecting invasive fish like brook trout in flowing water.”

Dogs may be man’s best friend, and with the right training, they can also be nature’s best protector. With that in mind, WD4C started a program in 2015 called Rescues 2 the Rescue, designed to help pet shelters around the world identify dogs that could be used for detection.

“We're looking for a very specific type of dog. We're very, very picky, which is why it's so helpful for us to have a lot of people keeping their eyes open,” says Fratt. “We will say no to most dogs, but if enough people are helping us look, we will find the right ones eventually. And they are usually the dogs no one else wants.”

BIOSECURITY & INVASIVES

INVASIVE MUSSEL DETECTION
PROJECT

- LOCATIONS: *Montana, Wyoming, Washington, Texas, and Oklahoma*
- DOGS: *Barley, Diesel, Hilo, Jax, Lily, Orbee, Theo, Tia, Tobias, & Wicket*
- PURPOSE: *To prevent introductions of zebra and quagga mussels into uninfested water bodies*
- TARGET SCENTS: *Zebra and quagga mussels and their larvae*
- PARTNER/CLIENT: *US National Park Service, Lake County Montana, Montana Flathead Basin Commission, and Her Majesty the Queen in Right of Alberta*

When it comes to invasive species, an ounce of prevention can be worth five billion dollars of cure.

That's how much damage zebra and quagga mussels have caused by invading lakes, taking over ecosystems, and clogging the pipes that deliver water to communities, power plants, and sewage treatment facilities.

These mollusks have not yet colonized the waters of many of the US's flagship national parks, like Yellowstone, Glacier and Grand Teton, nor are they found anywhere else in Montana and Alberta, and WD4C is helping keep it that way.

In our initial detection test, dogs identified 100% of the watercraft containing mussels, while human inspectors found only 75%. The dogs did it faster while proving to be great ambassadors for the project, helping facilitate the education and outreach that is an integral part of

prevention. Our dogs were also able to detect mussels' microscopic larvae, which can invade a lake just as effectively as adults of the species.

Because dogs are effective, efficient, and have strong public appeal, agencies in 5 states and 1 Canadian province to make detection dog teams an integral part of their efforts to keep zebra and quagga mussels at bay.

Mussel Dogs muscle in to keep intruders out of lakes

By Deke Farrow

jfarrow@modbee.com

AUGUST 28, 2016 04:25 PM , UPDATED AUGUST 28, 2016 06:02 PM

Nemo, Noah and Popeye.

Their names may not carry quite the coolness of some of their current and former canine colleagues in local law enforcement – Cash, Volk, Samson, Zeus – but the decidedly marine monikers fit perfectly what this trio is trained to do.

They're the Mussel Dogs, and they guard reservoirs, lakes and other waterways against intruders that, while not criminals, are killers.

Quagga and zebra mussels are invasive species that cannot be eradicated once they infest a body of water, said Denair resident Debra DeShon, who founded Mussel Dogs in 2008 and has three canine-and-handler teams.

The work her teams do is preventive. "We're checking boats before launch, at the entrance station or ramp, because if a boat's been in infested water and mussels are attached, they can live up to 30 days," she said.

Locally, her teams work at Modesto, Woodward and New Melones reservoirs. **The Mussel Dogs also help keep Lake Sonoma, Lake Mendocino and other California waterways free of the invasive mussels.**

Keeping watch is important, DeShon said, because quagga mussels were found in January 2007 in Nevada's Lake Mead, then in Arizona's Lake Mohave and Lake Havasu and in the Colorado River Aqueduct System, which serves Southern California.

According to the California Department of Fish and Wildlife, surveys also found quagga in Lake Dixon and San Vicente Reservoir in San Diego County. All reservoirs, lakes and watersheds receiving raw Colorado River water have been exposed to quagga mussels, according to the department. And the first confirmed find of zebra mussels in California was at San Justo Reservoir in January 2008.

The mussels are natural in parts of Europe such as the Caspian Sea, DeShon said. In the late 1970s and early 1980s, they crossed the Atlantic in the ballast tanks of ships that arrived at the Great Lakes. It wasn't until 2007 that they crossed the 100th meridian to the West, where they were found in Lake Mead, she said.

"They're filter feeders, so they change the ecosystem," DeShon said. "They eat the Daphnia and plankton that other animals would eat." Those creatures die off, and "that affects fish because that's what they eat."

The mussels' filtering clears up water, but that's not a good thing. The clear water can let ultraviolet rays damage fish eggs. It also creates an environment that favors toxic algae, "so now you have another problem," she said.

DeShon became a handler with [Interquest Detection Canines](#) in 1996, and when it franchised three years later, she was offered this area. She's since operated four Interquest franchises and has been training and managing canine teams in the detection of illegal drugs and other contraband.

In 2008, while living in La Grange, a friend who ran the water district invited DeShon to a Fish and Wildlife demonstration of its quagga-sniffing dogs. Other than state agencies, no one was training mussel-detection dogs – and to her knowledge, that's still the case – “so I was like, well, no one else is doing it, I'll do it.”

“It took 2 1/2 years just to get a permit to have the mussels for training, so I didn't even have my first dog until 2010,” she said. Nemo, Noah and Popeye all are Labs or Lab crosses, and males, but that has nothing to do with them being effective detection dogs. It's more temperament than breed – the dogs have to be “ball crazy,” doing the work for the reward of getting to play.

At Certified Auto and Marine in Denair, DeShon ran each dog through a test Thursday. She'd tuck a dead mussel into a nook or cranny on a boat and let a leashed dog sniff around until it sat down, indicating it had found something. There's no pawing against a hull, she said, as boat owners with \$30,000 paint jobs wouldn't appreciate that.

In real action, the dogs have detected no mussels yet, which is good, DeShon said. That means there have been none to find, not that the Mussel Dogs have missed them, she said. DeShon is permitted to work with only dead, frozen mussels, but that doesn't change the scent. “When they have the opportunity with Fish and Wildlife to train with lives ones, they find them every time,” she said.

Woodward, Modesto and New Melones pay for Mussel Dogs inspections through a grant program that began about a year ago, DeShon said. “When people register a boat, they buy a mussel sticker, an extra \$16 the DMV charges, and the money goes to grants specifically for the prevention of mussels,” she said. The local reservoirs applied for and received grant money, and use some of it for the canine detection.

“When I do Sonoma, the water agency there pays from its own budget,” she said. “They know how much it would cost to clean if the lake got infested and mussels plugged pipes and filters.”

DeShon said she's worked hard to get to the point where people recognize the value of the dogs. In June, she went to Washington, D.C., for the annual awards reception held by the [Reduce Risks From Invasive Species Coalition](#). There, she was honored for “outstanding achievement by a private-sector company in protecting America's environment and economy.”

In a news release, coalition President Scott Cameron said, “Mussel Dogs has given us a significant technological breakthrough in the difficult fight against invasive zebra and quagga mussels. They did it by tapping into one of the most sensitive detection instruments known to man, a dog's sense of smell.”

To learn more about Mussel Dogs, go to <http://musseldogs.info>.

Deke Farrow: [209-578-2327](tel:209-578-2327)



Debra DeShon, owner of Mussel Dogs, demonstrates how she has trained her dogs to find mussels on watercraft in Denair, Calif., on Thursday, Aug. 25, 2016. ANDY

ALFARO AALFARO@MODBEE.COM





Sgt. Cynthia Mann with B.C. Conservation Officer Service's (COS) K9 Major, a detection dog that's been on the job since early December, and Mann says he teaches her new things nearly every day. B.C. Conservation Officer Service photo:

Detection dog hired to search out zebra and quagga mussels dead or alive

B.C. Conservation Officer Service adds a second detection dog to their staff

JILL HAYWARD / Mar. 27, 2019 1:30 a.m. / LOCAL SPORTS / NEWS

North Thompson

Star/Journal

Sergeant Cynthia Mann can't stop gushing about her new partner.

He loves to work, has a goofball personality and a knack for detecting unusual smells like bear gall bladders, firearms, shell casings, zebra and quagga mussels dead or alive.

His name is K9 Major – the B.C. Conservation Officer Service's (COS) second detection dog that's been on the job since early December, teaching Mann new things nearly every day.

"They are just incredible animals and his drive blows me away. When I put on his harness and show him his toy, that dog switches everything off and he's zoned into work," said Mann, who's based in Nelson and has had the 15-month-old German shepherd since the end of October.

"I've had dogs my whole life so this was a great opportunity. I jumped at the chance to become a handler."

Like the other COS detection dog Kilo, based in Kelowna with Sgt. Josh Lockwood, Major will primarily be on the road from late March to October, searching for invasive mussels on boats traveling through and into B.C. But he can also assist officers with a variety of other investigations by finding shell casings, poached animals or illegal firearms hidden inside vehicles during hunting season.

To become a validated detection team, the pair spent five weeks going through intense daily training sessions. They continue to train a couple times a week, searching for hidden objects placed around the office, open spaces or the warehouse where boats, sleds and trailers are stored. Mann watches Major's every move, looking for an indication he's found an odour. When he does find what he's looking for, Major is rewarded with his toy, causing a frenzy of excitement.

"He just goes nuts when he makes a find," said Mann, who's with Major 24/7, but keeps him in a crate at night. "He's not my pet and that's something as a handler you have to really keep in mind. We have a great time together and he gets a lot of affection, but he is a working dog."

The B.C. COS leads enforcement operations for the Invasive Mussel Defence Program, which aims to prevent zebra and quagga mussels from entering the province. Beginning in early April, Major and Kilo will be at 12 watercraft inspection stations set up at key points throughout the province. In his first year, Kilo conducted more than 900 inspections and found invasive mussels on two vessels, proving a need for a second detection dog.

"There are numerous inspection stations spread throughout the province that officers are responsible for, so it's important to have a canine readily available. One dog would be well over capacity," said Doug Forsdick, chief conservation officer. "These dogs are a valuable tool for detecting invasive mussels and other illegal wildlife items that are being transported throughout B.C."

Suspected invasive mussels should be disclosed to the report all poachers and polluters (RAPP) line at 1 877 952-7277.

For more information about the B.C. Conservation Officer Service, visit:

<https://www2.gov.bc.ca/gov/content/environment/natural-resource-stewardship/natural-resource-law-enforcement/conservation-officer-service>

For more information about invasive mussel defence, visit:

<https://www2.gov.bc.ca/gov/content/invasive-mussels>

~ Ministry of Environment and Climate Change Strategy



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Resolution No. 2020-07

**Resolution of the Humboldt Bay Municipal Water District Board of Directors
Acknowledging and Supporting the
4th Annual California Water Professionals Appreciation Week**

WHEREAS, Water Professionals Appreciation Week was established in the State of California by Senate Concurrent Resolution (SCR) 80, approved by the Legislature on September 13, 2017 and chaptered on September 19, 2017; and

WHEREAS, Our District provides high quality, safe, reliable drinking water for 88,000 residents within our service area; and

WHEREAS, Our District operates 24 hours a day, seven days a week, 365 days per year; and

WHEREAS, now more than ever, during this time of COVID-19, the water industry is proud of the important role our essential workers play in making sure our communities have safe and reliable drinking water; and

WHEREAS, Our employees in addition to providing high quality water have performed exceptional service responding to and resolving the following situations: WISE Program SCADA; Ruth Headquarters roof replacement; spillway maintenance & repairs; installation of Collector 4 valve; ; Line Shed 5 upgrade; 2 Valve replacement at TRF DW Reservoir; Protective Relay replacement at Ruth Hydro; and assisting with the 12kV project; and

WHEREAS, Our Board of Directors wishes to communicate their appreciation and praise for all the employees who do an excellent job and ensure the safety and reliability of the facilities, infrastructure and administrative processes.

NOW THEREFORE BE IT RESOLVED that the Board of Directors of Humboldt Bay Municipal Water District expresses their appreciation and praise for our District employees during the second annual Water Professionals week: **October 3 to 11, 2020**; and,

BE IT FURTHER RESOLVED, the following employees are greatly appreciated for the excellent job they do **each and every day** to ensure the success of our District:

<i>Lui Ahmad</i>	Water Operations Specialist	<i>Jasson Klingonsmith</i>	Operations/Customer Service Specialist
<i>Corey Borghino</i>	Customer Service & Acctg. Asst	<i>Steve Marshall</i>	Operations & Maintenance Tech
<i>Bruce Brashear</i>	Maintenance Worker	<i>Chris Merz</i>	Asst. Maintenance & Electrical Supervisor
<i>Ryan Chairez</i>	Maintenance & Electrical Supervisor	<i>Becky Moyle</i>	Accounting & HR Specialist
<i>David Corral</i>	Electrician & Instrument Tech	<i>Ryan Murphy</i>	Operations & Maintenance Tech
<i>Keith Daggs</i>	Maintenance Mechanic	<i>Mario Palmero</i>	Water Operations Supervisor
<i>Dale Davidsen</i>	Superintendent	<i>David Perkins</i>	Relief Hydro Operator/Ruth Area Rep
<i>Ken Davis</i>	Operations & Maintenance Tech	<i>Janet Powell</i>	Relief Hydro Operator/Ruth Area Rep
<i>Matthew Davis</i>	Maintenance Worker	<i>Larry Raschein</i>	Hydro Plant Operator/Ruth Area Rep
<i>Tim Farrell</i>	Operations & Maintenance Tech	<i>Russell Roberts</i>	Maintenance Mechanic
<i>John Friedenbach</i>	General Manager	<i>Samantha Ryan</i>	Program & Regulatory Analyst
<i>Josiah Hargadon</i>	Electrician & Instrument Tech	<i>Dee Dee Simpson- Glenn</i>	Accounting/HR Assistant
<i>Chris Harris</i>	Business Manager	<i>Sherrie Sobol</i>	Executive Assistant/Board Secretary
<i>Ian Ivey</i>	Operations & Maintenance Tech	<i>Seth Stone</i>	Operations & Maintenance Tech
<i>Daniel Jones</i>	GIS Intern	<i>Bill Wardrip</i>	Operations & Maintenance Tech
<i>Paul Jorgensen</i>	Asst. Water Operations Supervisor		

Adopted and approved this 10th day of September 2020 by the following roll call vote:

AYES:

NOES:

ABSENT:

Attest:



Sheri Woo, President

J. Bruce Rupp, Secretary/Treasurer

Engineering

APPLICATION AND CERTIFICATION FOR PAYMENT

TO: **HBMWD** PROJECT: **HBMWD 12kV Switchgear Relocation** APPLICATION NO: **5**
 828 7th St
 Eureka, CA 95501

PERIOD FROM: **08/01/20**
 PERIOD TO: **08/31/20**

FROM: **Sequoia Construction Specialties** ENGINEER: **GHD**
 PO Box 6061
 Eureka, CA 95502-6061

FEMA NO.: **4240-DR-CA-PJ0017**

CONTRACT FOR: APPLICATION DATE: **08/31/20**

APPLICATION FOR PAYMENT

Application is made for Payment, as shown below, in connection with the Contract. Continuation Sheet is attached.

1. Original Contract Sum	2,448,063.00
2. Net Change by Change Orders	23,265.00
3. Contract Sum to Date (Line 1 and 2)	2,471,328.00
4. Total Completed & Stored to Date	296,850.00
5. Retainage:	
a. 5% of Completed & Stored Work	14,842.50
Total Retainage	14,842.50
6. Total Earned Less Retainage	282,007.50
7. Less Previous Certificates for Payment (Net amount)	253,127.50
8. Current Payment Due	28,880.00
9. Balance to Finish, Plus Retainage	2,174,478.00

CHANGE ORDER SUMMARY	ADDITIONS	DEDUCTIONS
Total changes approved in previous months.	23,265	0
Total approved this Month	0	0
TOTALS	\$23,265	\$0
NET CHANGES BY Change Order		\$23,265

APPROVED BY

North State 9/1/2020

ENGINEER: GHD

[Signature] 9/1/2020
 OWNER: HBMWD

The undersigned Contractor certifies that to the best of the contractor's knowledge, information and belief the Work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the Owner, and that current payment shown herein is not due.

Contractor:

By: Brian Pritchard

8/31/2020

FINANCIALS

HUMBOLDT BAY MUNICIPAL WATER DISTRICT
STATEMENT OF FUND BALANCES - PAGE 1 OF 2

SECTION 10.2, PAGE NO. 1



BANK ACCOUNT BALANCES AT MONTH-END

August 31, 2020

August 31, 2019

GENERAL ACCOUNTS

1. US Bank - General Account	2,381,325.84	1,819,957.45
2. US Bank - Xpress BillPay/Electronic Payments Account	6,749.62	288.73
<i>Subtotal</i>	2,388,075.46	1,820,246.18

INVESTMENT & INTEREST BEARING ACCOUNTS

3. US Bank - DWR/SRF Money Markey Acctnt	166,494.05	165,336.96
4. US Bank - DWR/SRF Reserve CD Account	547,336.94	547,336.94
5. US Bank - PARS Investment Account	846,758.62	750,701.31
6. L. A. I. F Account - General Account	1,687.78	1,677.45
7. L. A. I. F Account - MSRA Reserve Account	439,698.55	-
8. CalTRUST - Restricted Inv. Account (Medium Term)	1,320,606.21	-
9. CalTRUST - Unrestricted Inv. Account (Medium Term)	429,357.13	-
10. CalTRUST - DWFP Reserve Account (FedFund)	240,625.27	-
11. CalTRUST - ReMat Account (LEAF Fund)	647,484.69	-
12. CalTRUST - General Reserve Account (Short-Term)	1,236,212.54	-
13. Humboldt County - SRF Loan Payment Account	141,893.39	141,664.22
14. Humboldt County - 1% Tax Account	392,205.46	31,906.24
15. Principle Investment Account	22,486.74	28,419.48
<i>Subtotal</i>	6,432,847.37	1,667,042.60

OTHER ACCOUNTS

16. ReMat Deposit - Mellon Bank	27,000.00	27,000.00
17. Cash on Hand	650.00	650.00
18. Humboldt County - Investment Account (clsd)	-	1,398,705.78
19. Humboldt County - DWFP Reserve Account (clsd)	-	238,086.51
20. Humboldt County - MSRA Reserve Account (clsd)	-	435,757.74
21. Humboldt County - ReMat Account (clsd)	-	524,922.76
<i>Subtotal</i>	27,650.00	2,625,122.79

TOTAL CASH	8,848,572.83	6,112,411.57
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HUMBOLDT BAY MUNICIPAL WATER DISTRICT
STATEMENT OF FUND BALANCES - PAGE 2 OF 2

SECTION 10.2, PAGE NO. 2



FUND BALANCES AT MONTH-END

August 31, 2020

August 31, 2019

RESTRICTED FUNDS - ENCUMBERED

1. Prior-Year Price Factor 2 Rebate	(21,859.25)	(54,351.17)
2. Prior-Year Restricted AP Encumbrances	(175,116.00)	(89,825.00)
3. Advanced Charges - 12Kv Relocation	(173,427.00)	(437,804.00)
4. Advanced Charges - 18,000lb Excavator	(222,800.00)	(54,343.00)
5. Advanced Charges - 3x Tank Seismic Retrofit	(208,334.00)	(30,000.00)
6. Advanced Charges - Cathodic Protection Project	(16,666.00)	-
7. Advanced Charges - Collector 2 Rehabilitation	(658,101.00)	(385,000.00)
8. Advanced Charges - On-Site Generation of Chlorine	(429,527.00)	-
9. Advanced Charges - Redundant Pipeline	(108,334.00)	-
10. Advanced Charges - TRF Emergency Generator	(279,166.00)	(225,000.00)
11. Advanced Charges - Chlorine Scrubber	-	(350,000.00)
<i>Subtotal</i>	(2,293,330.25)	(1,626,323.17)

RESTRICTED FUNDS - OTHER

12. 1% Tax Credit to Muni's	(392,205.46)	(60,979.20)
13. DWR Reserve for SRF Payment	(166,494.05)	(165,558.79)
14. DWR Reserve for SRF Loan	(547,336.94)	(547,336.94)
15. Pension Trust Reserves	(846,758.62)	(750,701.31)
16. ReMat Deposit	(27,000.00)	(27,000.00)
17. HB Retail Capital Replacement Reserves	(59,315.66)	-
<i>Subtotal</i>	(2,039,110.73)	(1,551,576.24)

UNRESTRICTED FUNDS

BOARD RESTRICTED

18. MSRA Reserves	(441,386.33)	(435,757.74)
19. DWFP Reserves	(240,604.89)	(238,086.51)
20. ReMat Reserves	(647,484.69)	(524,922.76)
21. Paik-Nicely Development	(4,158.00)	(4,158.00)
22. Principle Investment Reserves	(22,486.74)	(28,419.48)
<i>Subtotal</i>	(1,356,120.65)	(1,231,344.49)

UNRESTRICTED RESERVES

23. Accumulation for SRF Payment	(96,052.85)	(50,441.36)
24. Accumulation for Ranney/Techite Payment	51,667.97	76.70
25. General Fund Reserves	(3,115,626.32)	(1,658,435.45)
<i>Subtotal</i>	(3,160,011.20)	(1,703,167.67)

TOTAL NET POSITION	(8,848,572.83)	(6,112,411.57)
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HUMBOLDT BAY MUNICIPAL WATER DISTRICT

REVENUE REPORT

August 31, 2020

SECTION 10.2, PAGE NO. 3

A. REVENUE RETURNED TO CUSTOMERS VIA PF2

	MTD RECEIPTS	YTD RECEIPTS	PRIOR YEAR	BUDGET	% OF BUDGET
1. Humboldt Bay Retail Water Revenue	30,780	53,096	55,584	318,394	17%
General Revenue					
Interest	0	0	232	30,000	0%
FCSD Contract (Maint. & Operations)	14,920	72,282	62,485	225,000	32%
Power Sales (Net ReMat)	2,503	35,308	16,316	220,000	16%
Tax Receipts (1% Taxes)	0	0	0	825,000	0%
2. Miscellaneous Revenue*	14,121	23,472	2,763	50,000	47%
<i>*Detail on following page</i>					
TOTAL PF2 REVENUE CREDITS	62,324	184,157	137,381	1,668,394	11%

B. DISTRICT REVENUE

	MTD RECEIPTS	YTD RECEIPTS	PRIOR YEAR	BUDGET	% OF BUDGET
3. Industrial Water Revenue					
Harbor District	68	68	85	0	0
<i>Subtotal Industrial Water Revenue</i>	68	68	85	0	0
4. Municipal Water Revenue					
City of Arcata	105,792	206,027	222,868	1,147,108	18%
City of Blue Lake	14,637	28,942	31,280	161,539	18%
City of Eureka	252,484	492,100	527,198	2,753,934	18%
Fieldbrook CSD	13,725	26,603	28,633	149,132	18%
Humboldt CSD	83,299	161,501	173,439	886,893	18%
Manila CSD	5,781	11,326	12,125	62,563	18%
McKinleyville CSD	86,417	166,871	177,935	916,164	18%
<i>Subtotal Municipal Water Revenue</i>	562,135	1,093,370	1,173,479	6,077,332	18%
TOTAL INDUSTRIAL & WHOLESALE REVENUE	562,203	1,093,437	1,173,564	6,077,332	18%
5. Power Sales					
Power Sales (ReMat Revenue)	5,434	72,842	29,317	300,000	24%
Interest (ReMat Revenue)	0	4,932	0	0	
TOTAL REMAT REVENUE	5,434	77,774	29,317	300,000	26%
6. Other Revenue and Grant Reimbursement					
HB Retail Capital Replacement Rev.	3,578	6,420	5,588		
FCSD Contract (Admin & Overhead)	8,395	15,979	8,618		
FEMA/CalOES Grant Revenue	0	0	0		
SWRCB In-Stream Flow Grant Revenue	0	0	0		
Ouagga Grant (Pass-Through)	0	0	0		
Interest - Muni PF2 Retained	4	12,793	0		
Net Increase/(Decrease) Investment Accounts	26,221	46,721	1,032		
TOTAL OTHER/GRANT REVENUE	38,198	81,912	15,238		
GRAND TOTAL ALL REVENUE	668,158	1,437,281	1,355,500	8,045,726	18%

HUMBOLDT BAY MUNICIPAL WATER DISTRICT
 MISCELLANEOUS REVENUE - DETAIL REPORT
 August 31, 2020

B. MISCELLANEOUS RECEIPTS (RETURNED TO CUSTOMERS VIA PF2)

	MTD RECEIPTS	YTD RECEIPTS
Miscellaneous Revenue		
ACWA/JPIA HR LaBounty Safety Award	-	250
ACWA/JPIA Wellness Grant	952	952
Dividend - Principal Life	-	299
Fees - Park Use	-	-
Rebate - CALCard	-	-
Rebate - WISE Incentive	12,809	12,809
Refund - Diesel Fuel Tax	-	-
Refunds - Miscellaneous	130	130
Reimb. - Copies & Postage	-	1
Reimb. - Gas	-	-
Reimb. - Telephone	-	-
Rent - Parking Lot	-	-
Rent & Deposit - Vivid Green	-	500
Retirees' Health Ins./COBRA Reimb.	-	7,991
Sale - Surplus Equipment	-	-
UB - Bad Debt Recovery	-	-
UB - Water Processing Fees	30	60
Ruth Area		
Lease - Don Bridge	-	-
Rent - Ruth Cabin	200	480
TOTAL MISCELLANEOUS REVENUE	14,121	23,472

HUMBOLDT BAY MUNICIPAL WATER DISTRICT
 ALL - MONTHLY EXPENDITURE REPORT - PAGE 1 OF 3
 August 31, 2020

SECTION 10.2, PAGE NO. 5

17% Of Budget Year

SALARY AND EMPLOYEE BENEFIT EXPENDITURES (S. E. B.)

	Month-to-Date	Year-to-Date	Prior Year	Budget	% of Budget
Compensation					
1. Wages - Regular	160,391.56	318,999.85	247,205.31	2,241,878	
2. Wages - Sick	4,830.11	10,079.30	5,775.90		
3. Wages - Vacation	16,878.70	32,907.00	36,299.46		
<i>Subtotal</i>	182,100.37	361,986.15	289,280.67	2,241,878	16%
4. Wages - Overtime	5,311.04	6,126.63	3,734.46	15,000	
5. Wages - Holiday (Worked)	-	588.49	1,434.73	15,000	
<i>Subtotal</i>	5,311.04	6,715.12	5,169.19	30,000	22%
6. Wages - Part-Time	7,072.32	12,464.82	10,634.17	78,551	16%
7. Wages - Shift Differential	867.20	1,682.40	1,648.76	11,000	15%
8. Wages - Standby	7,054.39	13,411.22	14,345.43	81,000	17%
9. Director Compensation	2,160.00	4,080.00	4,000.00	26,000	16%
10. Secretarial Fees	262.50	525.00	525.00	3,200	16%
11. Payroll Tax Expenses	15,714.49	30,778.47	23,170.47	192,173	16%
<i>Subtotal</i>	33,130.90	62,941.91	54,323.83	391,924	16%
Employee Benefits					
12. Health, Life, & LTD Ins.	54,390.72	111,819.82	55,946.89	704,507	16%
13. Air Medical Insurance	1,430.00	1,430.00	1,820.00	2,145	67%
14. Retiree Medical Insurance	12,822.90	25,645.80	22,810.60	103,530	25%
15. Employee Dental Insurance	2,759.54	5,572.14	3,188.96	39,399	14%
16. Employee Vision Insurance	603.20	1,215.68	1,224.96	7,350	17%
17. Employee EAP	83.80	168.89	89.30	1,116	15%
18. 457b District Contribution	2,550.00	5,150.00	5,250.00	30,600	17%
19. CalPERS Expenses	25,729.93	258,499.14	227,882.92	547,851	47%
20. Workers Comp Insurance	-	22,090.53	33,055.98	100,961	22%
<i>Subtotal</i>	100,370.09	431,592.00	351,269.61	1,537,459	28%
TOTAL S.E.B	320,912.40	863,235.18	700,043.30	4,201,261	21%

HUMBOLDT BAY MUNICIPAL WATER DISTRICT
 MONTHLY EXPENDITURE REPORT - PAGE 2 OF 3
 August 31, 2020

17% Of Budget Year

SERVICE & SUPPLY EXPENDITURES (S & S)

	Month-to-Date	Year-to-Date	Prior Year	Budget	% of Budget
Operations & Maintenance					
1. Auto Maintenance	4,303.47	5,935.44	5,842.61	39,700	15%
2. Engineering	2,750.90	4,709.17	7,118.75	75,000	6%
3. Lab Expenses	1,460.00	1,460.00	1,140.00	13,000	11%
4. Maintenance & Repairs					
General	1,042.66	1,987.94	9,157.17	48,000	4%
TRF	356.16	356.16	2,795.03	20,000	2%
Subtotal	1,398.82	2,344.10	11,952.20	68,000	3%
5. Materials & Supplies					
General	2,182.24	6,715.80	9,164.75	38,000	18%
TRF	163.40	163.40	1,140.71	35,000	0%
Subtotal	2,345.64	6,879.20	10,305.46	73,000	9%
6. Radio Maintenance	535.00	1,070.00	1,028.76	8,500	13%
7. Ruth Lake License	1,500.00	1,500.00	1,500.00	1,500	100%
8. Safety Equip./Training					
General	2,618.53	3,877.17	3,599.97	22,000	18%
TRF	299.19	299.19	438.00	2,000	15%
Subtotal	2,917.72	4,176.36	4,037.97	24,000	17%
9. Tools & Equipment	777.01	934.32	722.52	5,000	19%
10. USGS Meter Station	-	-	-	8,500	0%
Operations Subtotal	17,988.56	29,008.59	43,648.27	316,200	9%

General & Administration

11. Accounting Services	-	-	-	18,000	0%
12. Bad Debt Expense	-	-	-	-	0
13. Dues & Subscriptions	1,031.30	2,759.00	1,695.37	28,100	10%
14. General Manager Training	-	-	1,372.16	3,000	0%
15. IT & Software Maintenance	1,788.74	3,083.38	3,712.96	31,000	10%
16. Insurance	-	42,984.65	29,374.70	111,000	39%
17. Internet	811.69	1,614.45	1,305.75	10,000	16%
18. Legal Services	963.00	3,015.00	6,844.00	35,000	9%
19. Miscellaneous	259.00	309.00	748.19	11,500	3%
20. Office Building Maint.	901.45	2,676.52	2,079.01	16,000	17%
21. Office Expense	6,167.35	8,668.17	12,507.69	40,500	21%
22. Professional Services	-	184.47	2,572.30	20,000	1%
23. Property Tax	-	-	-	1,000	0%

HUMBOLDT BAY MUNICIPAL WATER DISTRICT
 MONTHLY EXPENDITURE REPORT - PAGE 3 OF 3
 August 31, 2020

17% Of Budget Year

SERVICE & SUPPLY EXPENDITURES (con't)

	Month-to-Date	Year-to-Date	Prior Year	Budget	% of Budget
24. Regulatory Agency Fees	-	-	1,946.83	141,000	0%
25. Ruth Lake Programs	-	-	-	5,000	0%
26. Safety Apparel	-	-	(369.00)	3,000	0%
27. Technical Training	25.00	275.00	781.81	14,500	2%
28. Telephone	4,418.57	8,254.40	9,578.28	49,000	17%
29. Travel & Conference	-	-	-	25,000	0%
<i>Gen. & Admin. Subtotal</i>	<i>16,366.10</i>	<i>73,824.04</i>	<i>74,150.05</i>	<i>562,600</i>	<i>13%</i>
Power					
30. Essex - PG & E	68,281.53	128,196.51	119,504.73		
31. 2Mw Generator Fuel	-	3,358.48	-		
<i>Subtotal Essex Pumping</i>	<i>68,281.53</i>	<i>131,554.99</i>	<i>119,504.73</i>		
32. All other PG & E	5,478.62	11,362.78	13,436.00		
<i>Subtotal All Power</i>	<i>73,760.15</i>	<i>142,917.77</i>	<i>132,940.73</i>	<i>764,500</i>	<i>19%</i>
Total Service and Supplies incl.					
Power	108,114.81	245,750.40	250,739.05	1,643,300	15%

PROJECTS, FIXED ASSETS & CONSULTING SERVICES

	Month-to-Date	Year-to-Date	Budget	% of Budget
	111,514.00	390,224.00	11,116,238	4%

GRAND TOTAL EXPENSES	540,541.21	1,499,209.58	950,782.35	16,960,799	9%
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33. Debt Service - SRF Loan	-	-	-	547,337	0%
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34. Debt Service - US Bank	81,094.05	-	-	162,200	0%
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TOTAL EXPENSES WITH DEBT SERVICE

	623,276.18	1,508,434.80	950,782.35	17,670,336
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OTHER EXPENSES

35. ReMat Consultant Exp.	1,640.92	9,225.22	6,010.44
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HUMBOLDT BAY MUNICIPAL WATER DISTRICT
PROJECT PROGRESS REPORT
August 31, 2020

17% Of Budget Year

A. CAPITAL PROJECTS

	MTD	YTD		% OF
ACTIVE GRANT FUNDED CAPITAL PROJECTS	EXPENSES	TOTAL	BUDGET	BUDGET
1 Grant - 12kV Switchgear Relocation <i>(\$3M - FEMA Grant)</i>	0	157,953	2,517,062	6%
2 Grant - Collector 2 Rehabilitation <i>(\$1.6M - NCRP Prop1 Grant)</i>	0	233	1,600,000	0%
3 Grant - 3x Tank Seismic Retro <i>(\$3.5M - FEMA Grant, Phase 1 Approved)</i>	10,111	10,111	329,000	3%
NON-GRANT FUNDED CAPITAL PROJECTS				
4 Fiber Optic Link - Collector 2 (Phase 1)	0	2,970	65,000	5%
5 On-Site Generation of Chlorine <i>(\$850k - FY21-22, Treatment Facility Project)</i>	0	0	850,000	0%
6 Techite Intertie Location Abandonment	0	0	12,000	0%
7 FY21 Mainline Valve Replacement	0	0	31,750	0%
8 Main Office Emergency Generator	3,876	3,876	37,250	10%
9 Transformer at Hydro Plant	0	0	160,000	0%
10 Interruptor Switchgear Panel	0	0	28,000	0%
11 Headquarters Remodel	0	0	120,000	0%
12 Headquarters Fire System & Pump House	0	0	4,500	0%
13 Headquarters & Bunkhouse Generator	0	0	15,000	0%
14 Curbing on Mad River Road	0	0	5,800	0%
TOTAL CAPITAL PROJECTS	13,987	175,142	5,775,362	3%

B. EQUIPMENT AND FIXED ASSET PROJECTS

	MTD	YTD		% OF
	EXPENSES	TOTAL	BUDGET	BUDGET
15 FY21 Replace Admin Computers (Ops)	0	0	2,500	0%
16 Ruth Vehicle (Unit 6)	0	0	62,500	0%
17 High Pressure Washer	0	0	11,250	0%
18 Portable Sandblasting Unit	0	4,195	4,750	88%
19 Wheels/Tires on Ziemann Trailer	2,868	2,868	3,250	88%
20 Ergonomic Desks for AOS, WOS, Electrical Shop	0	0	4,750	0%
21 2 New Laptop Computers	3,934	3,934	3,000	131%
22 Tractor Mower	0	0	8,500	0%
23 Tools & Equipment Storage for Shop	0	0	2,750	0%

HUMBOLDT BAY MUNICIPAL WATER DISTRICT
PROJECT PROGRESS REPORT - PAGE 2 OF 5
 August 31, 2020

B. EQUIPMENT AND FIXED ASSET PROJECTS (con't)

	MTD EXPENSES	YTD TOTAL	BUDGET	% OF BUDGET
24 Trench Shoring Equipment	0	0	3,750	0%
25 Portable Electric Valve Operator	11,651	11,651	11,000	106%
26 Hazardous Spill Containment Equipment	0	0	2,500	0%
27 Tractor	0	0	70,750	0%
28 Tilt-Deck Equipment Trailer	0	0	12,750	0%
29 Hydraulic Bolt Torque Machine	0	0	12,000	0%
30 Sieve Shaker	0	0	2,500	0%
<i>(Treatment Facility Project)</i>				
31 Replace Admin Computers (Office)	0	0	5,500	0%
32 Ergonomic Desk for Customer Service Desk	0	0	3,000	0%
33 Front Office Doors	0	0	6,000	0%
34 Base Radio Units for HQ & Relief Operator	0	0	3,750	0%
35 Howell Bunger Valve Cylinders	0	0	8,750	0%
36 Ruth Property Maintenance Equipment	109	109	4,000	3%
37 Ruth HQ Shop Lighting Upgrade/Equipment	0	0	6,250	0%
38 Log Boom Inspection Equipment	1,217	1,217	2,500	49%
TOTAL EQUIPMENT & FIXED ASSET PROJECTS	19,778	23,973	258,250	9%

C. MAINTENANCE PROJECTS

	MTD EXPENSES	YTD TOTAL	BUDGET	% OF BUDGET
39 FY21 Pipeline Maintenance	0	0	12,750	0%
40 FY21 12kV System Maintenance	0	0	4,000	0%
41 FY21 Main Line Meter Flow Calculation	0	0	14,000	0%
42 FY21 Technical Support/Software Updates	4,589	4,589	17,250	27%
43 FY21 Generator Services	0	0	3,500	0%
44 FY21 TRF Generator Services	0	0	500	0%
<i>(Treatment Facility Project)</i>				
45 FY21 Hazard/Diseased Tree Removal	0	0	8,000	0%
46 FY21 Cathodic Protection	0	0	6,500	0%
47 FY21 Maintenance Emergency Repairs	2,104	2,104	50,000	4%
48 FY21 Fleet Paint Repairs	0	0	5,000	0%
49 Surge Tank Refurbishments	1,187	1,187	3,000	40%
50 Microsoft Office Package Upgrade	0	0	8,250	0%
51 FY21 Pipeline Repair Parts	0	0	12,250	0%
52 Collector Lube Oil Reservoir Replacement	0	0	16,000	0%
53 Oil Filter Crushing Station	0	0	2,500	0%
54 35kW Voltage Selector Switch	0	0	5,500	0%
55 Fence/Gate-DG Fairhaven Fire Service Meter	0	0	6,400	0%
56 FY21 TRF Limatorque Valve Retrofit Supplies	0	0	14,500	0%

(Treatment Facility Project)

C. MAINTENANCE PROJECTS (con't)

	MTD EXPENSES	YTD TOTAL	BUDGET	% OF BUDGET
57 FY21 Chemical Pump Spare Parts Inventory <i>(Treatment Facility Project)</i>	0	1,043	5,250	20%
58 Emergency Sample Sump Pump <i>(Treatment Facility Project)</i>	0	0	6,250	0%
59 TRF Process Pumps Rebuild Kit Inventory <i>(Treatment Facility Project)</i>	0	160	8,250	2%
60 Sludge Bed Lighting Project <i>(Treatment Facility Project)</i>	0	0	4,250	0%
61 Emergency Limitorque Gear Boxes <i>(Treatment Facility Project)</i>	0	0	14,750	0%
62 Brush Abatement - Ruth Hydro	0	0	6,500	0%
63 Howell Bunger Valve Inspection	0	0	1,110	0%
64 Ruth LTO Insurance	0	0	5,000	0%
65 Log Boom Inspection	0	0	1,000	0%
66 FY21 Abandoned Vehicle Abatement - Ruth	0	0	4,000	0%
67 Log Boom Hardware Replacement	0	4,127	7,000	59%
TOTAL MAINTENANCE PROJECTS	7,880	13,210	253,260	5%

D. PROFESSIONAL & CONSULTING SERVICES

	MTD EXPENSES	YTD TOTAL	BUDGET	% OF BUDGET
68 FY21 Crane Testing/Certification	0	0	10,000	0%
69 FY21 Chlorine System Maintenance	196	196	16,750	1%
70 FY21 Backflow Meter Training	0	0	3,000	0%
71 Hydro Plant Annual Elect. & Maintenance Inspection	0	0	2,050	0%
72 FY21 Essex Mad River Cross-Sectional Survey	0	0	10,000	0%
73 FY21 Technical Training	300	300	23,250	1%
74 FY21 O & M Training	0	0	20,000	0%
75 FY21 Essex Server Backup System (Monthly Fees)	0	8,580	8,750	98%
76 FY21 Public Education Funds	0	0	5,000	0%
77 Water Plan	0	187	30,000	1%
78 FY21 Electrical Technical Training	0	0	13,250	0%
79 FY21 Annual Section 115 Pension Trust Contribution	0	50,000	50,000	100%
80 FY21 Grant Application Assistance	0	0	20,000	0%
81 Comp. Domestic Pipeline Fitness Eval.	0	0	195,000	0%
82 Staff Gauge Survey	0	0	3,800	0%
83 Retail Rate Study Assistance	0	0	5,000	0%
84 FERC Part 12 - Plunge Pool Underwater Inspection	0	0	13,500	0%
85 FERC Part 12 - Geologist Inspection	0	0	6,800	0%
86 FERC Part 12 - Ind. Consultant Insp. (FY22)	0	0	20,000	0%

HUMBOLDT BAY MUNICIPAL WATER DISTRICT
PROJECT PROGRESS REPORT - PAGE 4 OF 5
 August 31, 2020

D. PROFESSIONAL & CONSULTING SERVICES (CONT)

	MTD EXPENSES	YTD TOTAL	BUDGET	% OF BUDGET
87 FERC - Dam Safety Surveillance & Monitoring Report	0	0	8,000	0%
88 FERC - Dam Safety Engineer	0	0	12,000	0%
89 Dam Spillway Wall Monument Survey	0	0	7,600	0%
90 Spillway Repair, Inspection & Reporting Assistance	0	0	10,000	0%
TOTAL PROF/CONSULTING SERVICES	496	59,263	493,750	12%

E. INDUSTRIAL SYSTEM PROJECTS

91 Maintain Water Supply to PS6 during Low-Flow	0	0	13,250	0.0%
TOTAL INDUSTRIAL SYSTEM PROJECTS	0	0	13,250	0%

F. CARRY-OVER PROJECTS FROM PRIOR YEAR

92 Collector 5 Security & Anti-Vandalism Measures	0	0	7,500	0%
TOTAL CARRYOVER PROJECTS	0	0	7,500	0%

G. PROJECTS NOT CURRENTLY CHARGED TO MUNICIPAL CUSTOMERS

	MTD EXPENSES	YTD TOTAL	BUDGET	% OF BUDGET
93 18,000 Lb. Excavator <i>(Advanced Charges)</i>	0	0	222,800	0%
94 HB Retail Radio-Read Meter Project <i>(HB Retail Capital Replacement Funds)</i>	0	0	7,500	0%
95 Streambed Flow Enhancement Grant <i>(DWR Grant)</i>	6,025	8,041	467,969	2%
96 Refurbish PS-6 (Phase 1) <i>(EDA Grant & Reserves)</i>	0	2,217	3,500,000	0%
97 I/W Reservoir Fencing Repairs/Replacement <i>(Reserves)</i>	0	0	11,250	0%
98 I/W System Evaluation Memo <i>(Reserves)</i>	0	0	26,000	0%
99 PS6 Gravel Bar Work <i>(Reserves)</i>	0	0	76,100	0%
100 Industrial System Assistance <i>(Reserves)</i>	0	0	10,000	0%
101 Industrial/Domestic System Intertie <i>(Reserves)</i>	0	0	11,000	0%
TOTAL NOT CHARGED TO CUSTOMERS	6,025	10,257	4,332,619	0%

H. ADVANCED CHARGES & DEBIT SERVICE FUNDS COLLECTED - FY21

	MTD	YTD	BUDGET	% BUDGET
102 Grant - Collector Mainline Redundancy Pipeline <i>(\$3.1M - PENDING FEMA Grant)</i>	4,167	8,333	50,000	17%
103 Grant - Collector 2 Rehabilitation <i>(\$1.2M - NCRP Prop1 Grant)</i>	16,667	33,333	200,000	17%
104 Grant - 3x Tank Seismic Retro <i>(\$3.5M - FEMA Grant, Phase 1 Approved)</i>	16,667	33,333	200,000	17%
105 Grant - TRF Generator <i>(\$1.9M - PENDING FEMA Grant)</i>	2,083	4,167	25,000	17%
106 Cathodic Protection Project <i>(\$405k, FY22)</i>	8,333	16,667	100,000	17%
107 On-Site Generation of Chlorine <i>(\$850k, FY21-22)</i>	6,667	13,333	80,000	17%
108 Ranney Collector 3/Techite Debit Service Funds	14,745	29,491	162,200	18%
TOTAL ADVANCED CHARGES COLLECTED - FY21	69,329	138,658	817,200	17%

PROJECT PROGRESS REPORT SUMMARY OF ALL ACTIVITY

CUSTOMER CHARGES	MTD	YTD	BUDGET	% BUDGET
TOTAL NON-GRANT FUNDED CAPITAL PROJECTS*	3,876	6,846	479,300	1%
TOTAL EQUIPMENT & FIXED ASSET PROJECTS	19,778	23,973	258,250	9%
TOTAL MAINTENANCE PROJECTS	7,880	13,210	253,260	5%
TOTAL PROF/CONSULTING SERVICES	496	59,263	493,750	12%
TOTAL INDUSTRIAL SYSTEM PROJECTS	0	0	13,250	0%
TOTAL CARRYOVER PROJECTS	0	0	7,500	0%
TOTAL ADVANCED CHARGES/DEBIT SERVICE - FY21	69,329	138,658	817,200	17%
TOTAL CUSTOMER CHARGES	\$101,359	\$241,950	\$2,322,510	10%

*EXCLUDES ON-SITE GENERATION OF CHLORINE

NON-CUSTOMER CHARGES (CURRENT FY)	MTD	YTD	BUDGET	% BUDGET
TOTAL GRANT FUNDED CAPITAL PROJECTS	10,111	168,297	4,446,062	4%
TOTAL NON-CUSTOMER CHARGES	6,025	10,257	4,332,619	0%
TOTAL USE OF ENCUMBERED FUNDS	31,674	54,189	229,305	24%
TOTAL NON-CUSTOMER CHARGES	\$47,810	\$232,743	\$9,007,986	3%
GRAND TOTAL PROJECT BUDGET ACTIVITY	\$149,169	\$474,692	\$11,330,496	4%

HUMBOLDT BAY MUNICIPAL WATER DISTRICT
ENCUMBERED FUNDS RECONCILIATION REPORT
August 31, 2020

SECTION 10.2 PAGE NO. 13

	MTD EXPENSES	YTD TOTAL	AMOUNT ENCUMBERED	REMAINING
A. CAPITAL PROJECTS				
1 TRF Line Shed 5	1,093	5,834	14,950	9,116
B. EQUIPMENT & FIXED ASSET PROJECTS				
2 Chlorine System Maintenance	0	393	3,050	2,657
3 Col. 2 Underground 12Kv Power/Fiber Optic	900	900	21,460	20,560
4 Eureka Office Carpeting	0	0	14,500	14,500
5 Eureka Office ADA Upgrades	3,275	3,275	3,275	0
6 Fleet Maintenance Equipment	0	0	300	300
7 Meter Reader Handheld Unit	0	3,100	4,500	1,400
8 Replacement of UPS's (Phase 2)	15,128	27,434	27,950	516
C. MAINTENANCE PROJECTS				
9 Collector 1 Electrical Upgrade 2018/19	0	0	31,000	31,000
10 Gates at I/W Reservoir and SBPS	166	257	800	543
11 Ruth HQ Dock Decking	584	1,114	2,200	1,086
12 Ruth Slide Gate Hydraulic Oil	244	477	1,950	1,473
D. PROFESSIONAL & CONSULTING SERVICES				
13 Hydro Plant Electrical and Maintenance Insp.	0	0	2,000	2,000
14 Ruth Hydro Relay Replacement-Phase 2	10,284	10,390	87,000	76,610
15 FY20 Abandoned Vehicle Abatement - Ruth	0	0	10,000	10,000
E. FY20 SERVICE & SUPPLY BUDGET				
16 MAINTENANCE & REPAIRS	0	465	2,465	2,000
17 MATERIALS & SUPPLIES	0	50	50	0
18 SAFETY EQUIP & TRAINING	0	500	550	50
19 ACCOUNTING	0	0	1,305	1,305
ENCUMBERED FUNDS TOTAL	31,674	54,189	229,305	175,116

Humboldt Bay Municipal Water District

--Monthly Expenses by Vendor Detail Report--
Report dates: 8/1/2020-8/31/2020Page: 1
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Vendor Name	Date Paid	Description	Amount Paid
101 NETLINK			
101 NETLINK	08/07/2020	<i>Ruth Data Link/Internet</i>	168.00
Total 101 NETLINK:			168.00
ACWA/JPIA			
ACWA/JPIA	08/20/2020	<i>RETIREE MEDICAL</i>	12,519.34
ACWA/JPIA	08/20/2020	<i>COBRA Dental</i>	229.32
ACWA/JPIA	08/20/2020	<i>COBRA Vision</i>	74.24
Total ACWA/JPIA:			12,822.90
Advanced Display & Signs			
Advanced Display & Signs	08/31/2020	<i>Signage for Ruth Hydro Protective Relay Replacement</i>	84.98
Advanced Display & Signs	08/31/2020	<i>Signage for Ruth HQ dock decking</i>	81.63
Total Advanced Display & Signs:			166.61
Advanced Security Systems			
Advanced Security Systems	08/07/2020	<i>Ruth Hydro Quarterly Alarm System Monitoring</i>	76.50
Total Advanced Security Systems:			76.50
AirGas NCN			
AirGas NCN	08/07/2020	<i>safety equipment maintenance</i>	64.06
AirGas NCN	08/31/2020	<i>Paint TRF PreTreatment Filter</i>	63.67
Total AirGas NCN:			127.73
Amy Christian			
Amy Christian	08/25/2020	<i>safety masks - COVID</i>	336.00
Total Amy Christian:			336.00
Asbury Environmental Services			
Asbury Environmental Services	08/28/2020	<i>dispose of waste oil - Ruth Slide Gate hydraulic oil</i>	183.18
Total Asbury Environmental Services:			183.18
AT & T			
AT & T	08/17/2020	<i>Eureka/Essex Land Line</i>	35.05
AT & T	08/17/2020	<i>Arcata/Essex Land Line</i>	35.05
AT & T	08/17/2020	<i>Eureka Office Modem Line</i>	327.33
AT & T	08/17/2020	<i>Eureka Office</i>	589.87
AT & T	08/17/2020	<i>Samoa/Essex Landline</i>	235.02
AT & T	08/17/2020	<i>Eureka Office Alarm Line</i>	143.14
AT & T	08/17/2020	<i>Samoa Booster Pump Station</i>	145.65
AT & T	08/17/2020	<i>TRF</i>	374.84
AT & T	08/17/2020	<i>Ruth Hydro Data Line</i>	319.94
AT & T	08/17/2020	<i>Essex office/Modem/Alarm System</i>	319.94
AT & T	08/17/2020	<i>Valve Building - Samoa</i>	327.32
Total AT & T:			2,853.15
AT&T Advertising Solutions			
AT&T Advertising Solutions	08/26/2020	<i>white page listing</i>	21.00

Humboldt Bay Municipal Water District

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Vendor Name	Date Paid	Description	Amount Paid
Total AT&T Advertising Solutions:			21.00
AT&T Long Distance			
AT&T Long Distance	08/07/2020	<i>Eureka Office Long Distance</i>	79.54
AT&T Long Distance	08/11/2020	<i>Ruth HQ Long Distance</i>	92.04
AT&T Long Distance	08/11/2020	<i>Valve Building-Samoa Long Distance</i>	119.18
AT&T Long Distance	08/11/2020	<i>Essex Control Long Distance</i>	14.14
AT&T Long Distance	08/11/2020	<i>Eureka Office Long Distance</i>	7.08
AT&T Long Distance	08/11/2020	<i>TRF Long Distance</i>	32.30
AT&T Long Distance	08/11/2020	<i>Ruth Hydro/Dataline Long Distance</i>	328.91
Total AT&T Long Distance:			673.19
BDI - M&S Arcata			
BDI - M&S Arcata	08/31/2020	<i>safety supplies</i>	59.60
Total BDI - M&S Arcata:			59.60
Borges & Mahoney			
Borges & Mahoney	08/31/2020	<i>TRF chlorine titrator supplies</i>	169.88
Total Borges & Mahoney:			169.88
Citi Cards			
Citi Cards	08/27/2020	<i>Essex Safety Supplies</i>	16.26
Citi Cards	08/27/2020	<i>Eureka office supplies</i>	15.18
Total Citi Cards:			31.44
City of Eureka			
City of Eureka	08/07/2020	<i>Eureka office water/sewer</i>	81.76
City of Eureka	08/21/2020	<i>Eureka office Generator - Permit</i>	348.99
Total City of Eureka:			430.75
Coastal Business Systems Inc.			
Coastal Business Systems Inc.	08/12/2020	<i>Eureka office copy and fax machine</i>	974.56
Total Coastal Business Systems Inc.:			974.56
Dale H. Davidsen			
Dale H. Davidsen	08/26/2020	<i>expense reimbursement for Class A Hazmat Endorsement Renew</i>	49.11
Total Dale H. Davidsen:			49.11
Dave Perkins			
Dave Perkins	08/31/2020	<i>auto mileage reimbursement</i>	83.67
Total Dave Perkins:			83.67
Denco Controls, Inc			
Denco Controls, Inc	08/07/2020	<i>Collector oiler and repair kits</i>	608.97
Total Denco Controls, Inc:			608.97

Humboldt Bay Municipal Water District

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Vendor Name	Date Paid	Description	Amount Paid
Downey Brand Attorneys LLP			
Downey Brand Attorneys LLP	08/26/2020	Legal Fees July 2020	88.00
Total Downey Brand Attorneys LLP:			88.00
E.H. Wachs			
E.H. Wachs	08/27/2020	Portable Electric Valve Operator	11,651.03
Total E.H. Wachs:			11,651.03
Electrical Reliability Services, Inc			
Electrical Reliability Services, Inc	08/07/2020	Ruth Hydro Protective Relay Replacement -Progress Pmt 2	10,003.50
Total Electrical Reliability Services, Inc:			10,003.50
ESRI, Inc			
ESRI, Inc	08/07/2020	Annual GIS Software Maintenance Support for Essex Office	3,900.00
ESRI, Inc	08/07/2020	Annual GIS Software Maintenance Support for Eureka Office	300.00
Total ESRI, Inc:			4,200.00
Eureka Chamber of Commerce			
Eureka Chamber of Commerce	08/17/2020	Annual Membership - (8/14/2020 thru December 2021)	285.00
Total Eureka Chamber of Commerce:			285.00
Eureka Oxygen			
Eureka Oxygen	08/12/2020	cylinder rental	119.08
Total Eureka Oxygen:			119.08
Eureka-Humboldt Fire Ext.,Co, Inc			
Eureka-Humboldt Fire Ext.,Co, Inc	08/31/2020	TRF Fire Extinguisher Cabinet	75.90
Eureka-Humboldt Fire Ext.,Co, Inc	08/12/2020	Essex Fire Extinguisher maintenance	985.33
Eureka-Humboldt Fire Ext.,Co, Inc	08/12/2020	Fieldbrook-Glendale CSD Fire Extinguisher Service	73.55
Eureka-Humboldt Fire Ext.,Co, Inc	08/12/2020	TRF Fire Extinguisher Service	202.72
Total Eureka-Humboldt Fire Ext.,Co, Inc:			1,337.50
Fastenal Company			
Fastenal Company	08/31/2020	Replenish safety supplies	93.27
Total Fastenal Company:			93.27
FEDEX			
FEDEX	08/26/2020	Return ACWA/JPIA safety training tape	10.04
Total FEDEX:			10.04
Frontier Communications			
Frontier Communications	08/26/2020	Ruth HQ Phone	55.13
Frontier Communications	08/26/2020	Ruth Hydro/Ruth Dataline	178.40
Total Frontier Communications:			233.53
Genesis Computer Systems, Inc			
Genesis Computer Systems, Inc	08/31/2020	Replace TRF video surveillance controller	2,104.17

Humboldt Bay Municipal Water District

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Vendor Name	Date Paid	Description	Amount Paid
Genesis Computer Systems, Inc	08/14/2020	Replace Essex Laptops (2x)	2,598.85
Total Genesis Computer Systems, Inc:			4,703.02
GHD			
GHD	08/31/2020	3X Reservoirs Seismic Retrofit	9,971.02
GHD	08/31/2020	General Engineering - Ruth	186.50
GHD	08/31/2020	General Engineering - Essex	885.89
GHD	08/31/2020	General Engineering - Eureka	326.38
GHD	08/31/2020	General Engineering - FERC ODSP	1,352.13
GHD	08/31/2020	General Engineering - 3X Reservoirs Seismic Retrofit	139.88
GHD	08/31/2020	Collector 2 12KV Underground Power and Fiber Optic Line	900.00
Total GHD:			13,761.80
Harbor Freight Tools			
Harbor Freight Tools	08/31/2020	safety equipment	21.64
Total Harbor Freight Tools:			21.64
Harper Motors			
Harper Motors	08/31/2020	Unit 16 tail light	61.27
Total Harper Motors:			61.27
Health Equity Inc			
Health Equity Inc	08/11/2020	HSA Admin Fee - 2 employees	5.90
Health Equity Inc	08/11/2020	HSA Admin Fee 8 employees	23.60
Total Health Equity Inc:			29.50
Hensel Hardware			
Hensel Hardware	08/31/2020	maintenance supplies	38.66
Hensel Hardware	08/31/2020	Collector 2 card shed maintenance	12.54
Hensel Hardware	08/31/2020	Paint TRF Pre-Treat Pressure Filter	107.85
Hensel Hardware	08/31/2020	maintenance supplies	72.40
Hensel Hardware	08/31/2020	Surge Tank Refurbishment Project	71.60
Hensel Hardware	08/31/2020	Surge Tank Refurbishment Project	40.08
Total Hensel Hardware:			343.13
Henwood Associates, Inc			
Henwood Associates, Inc	08/07/2020	Consultant Services Agreement - June 2020	820.46
Total Henwood Associates, Inc:			820.46
Humboldt County Treasurer			
Humboldt County Treasurer	08/31/2020	Fund No 3876 Account 800870	45,611.43
Total Humboldt County Treasurer:			45,611.43
Humboldt Fasteners			
Humboldt Fasteners	08/31/2020	TRF Line Shed 5	71.61
Humboldt Fasteners	08/31/2020	maintenance shop tools	509.95
Total Humboldt Fasteners:			581.56

Humboldt Bay Municipal Water District

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Vendor Name	Date Paid	Description	Amount Paid
Humboldt Redwood Company, LLC			
Humboldt Redwood Company, LLC	08/11/2020	<i>Mt Pierce Lease site</i>	285.00
Total Humboldt Redwood Company, LLC:			285.00
Humboldt Waste Management Authority			
Humboldt Waste Management Authority	08/31/2020	<i>Ruth non burnable debris</i>	86.48
Humboldt Waste Management Authority	08/31/2020	<i>Ruth Hydro nonburnable debris</i>	86.48
Total Humboldt Waste Management Authority:			172.96
Janet Powell			
Janet Powell	08/31/2020	<i>auto mileage reimbursement</i>	156.29
Total Janet Powell:			156.29
Johnson's Mobile Rentals LLC			
Johnson's Mobile Rentals LLC	08/12/2020	<i>Samoa Booster Pump Station Gate Replacement</i>	60.03
Johnson's Mobile Rentals LLC	08/12/2020	<i>Industrial Water Reservoir Gate Replacement</i>	60.04
Total Johnson's Mobile Rentals LLC:			120.07
Journey's End			
Journey's End	08/31/2020	<i>meals for Ruth Hq dock decking work crew</i>	109.84
Total Journey's End:			109.84
JTN Energy, LLC			
JTN Energy, LLC	08/07/2020	<i>Consultant Services Agreement - June 2020</i>	820.46
Total JTN Energy, LLC:			820.46
Lubrication Engineers			
Lubrication Engineers	08/31/2020	<i>vehicle engine oil - bulk</i>	2,083.78
Total Lubrication Engineers:			2,083.78
Mario Palmero			
Mario Palmero	08/07/2020	<i>expense reimbursement -Essex office supplies</i>	185.11
Total Mario Palmero:			185.11
Matthew Davis			
Matthew Davis	08/27/2020	<i>expense reimbursement - dispose of construction waste -TRF Lin</i>	120.00
Total Matthew Davis:			120.00
McKinleyville Ace Hardware			
McKinleyville Ace Hardware	08/31/2020	<i>construct plexiglass COVID-19 barrier</i>	290.89
Total McKinleyville Ace Hardware:			290.89
Mission Linen			
Mission Linen	08/07/2020	<i>Uniform Rental</i>	128.41
Mission Linen	08/07/2020	<i>maintenance supplies</i>	40.55
Mission Linen	08/07/2020	<i>maintenance supplies</i>	50.60
Mission Linen	08/07/2020	<i>Uniform Rental</i>	93.45

Humboldt Bay Municipal Water District

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Vendor Name	Date Paid	Description	Amount Paid
Mission Linen	08/07/2020	Uniform Rental	117.90
Mission Linen	08/07/2020	maintenance supplies	56.42
Mission Linen	08/07/2020	Uniform Rental	103.96
Mission Linen	08/07/2020	Uniform Rental	117.90
Mission Linen	08/31/2020	maintenance supplies	142.07
Mission Linen	08/31/2020	Uniform Rental	114.46
Mission Linen	08/31/2020	Uniform Rental	128.41
Mission Linen	08/31/2020	maintenance supplies	151.61
Mission Linen	08/31/2020	Uniform Rental	93.45
Mission Linen	08/31/2020	maintenance supplies	20.94
Mission Linen	08/31/2020	Uniform Rental	138.92
Total Mission Linen:			1,499.05
Mitchell, Brisso, Delaney & Vrieze			
Mitchell, Brisso, Delaney & Vrieze	08/07/2020	Legal Services- July 2020	875.00
Total Mitchell, Brisso, Delaney & Vrieze:			875.00
NI Critical Technologies			
NI Critical Technologies	08/26/2020	Replace Essex UPSs	15,127.96
Total NI Critical Technologies:			15,127.96
Napa Auto Parts			
Napa Auto Parts	08/31/2020	maintenance shop supplies	185.70
Napa Auto Parts	08/31/2020	Unit 7 maintenance	28.29
Napa Auto Parts	08/31/2020	Unit 7 maintenance	14.71-
Total Napa Auto Parts:			199.28
Network Management Services			
Network Management Services	08/26/2020	Essential Care Computer Service for Eureka office	1,086.19
Network Management Services	08/26/2020	Eureka office computer assistance	44.10
Total Network Management Services:			1,130.29
North Coast Laboratories			
North Coast Laboratories	08/07/2020	lab tests - Humboldt Bay Retail	95.00
North Coast Laboratories	08/07/2020	lab tests - Fieldbrook-Glendale CSD	95.00
North Coast Laboratories	08/07/2020	lab tests - Humboldt Bay Retail	285.00
North Coast Laboratories	08/07/2020	lab tests - Fieldbrook-Glendale CSD	95.00
North Coast Laboratories	08/07/2020	lab tests - Humboldt Bay Retail	95.00
North Coast Laboratories	08/07/2020	lab tests - Humboldt Bay Retail	95.00
North Coast Laboratories	08/07/2020	lab tests - Fieldbrook-Glendale CSD	95.00
North Coast Laboratories	08/31/2020	lab tests - Humboldt Bay Retail	375.00
North Coast Laboratories	08/31/2020	lab tests - Fieldbrook-Glendale CSD	95.00
North Coast Laboratories	08/31/2020	lab tests - Humboldt Bay Retail	95.00
North Coast Laboratories	08/31/2020	lab tests	40.00
Total North Coast Laboratories:			1,460.00
Northern California Safety Consortium			
Northern California Safety Consortium	08/07/2020	membership fee	75.00
Total Northern California Safety Consortium:			75.00

Humboldt Bay Municipal Water District

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Vendor Name	Date Paid	Description	Amount Paid
O&M Industries			
O&M Industries	08/31/2020	Ruth HQ Dock maintenance	37.50
O&M Industries	08/31/2020	Ruth HQ Dock maintenance	284.38
Total O&M Industries:			321.88
Occu-Med, Ltd			
Occu-Med, Ltd	08/17/2020	Pre-Employment Exam	309.00
Total Occu-Med, Ltd:			309.00
Pacific Gas & Electric Co.			
Pacific Gas & Electric Co.	08/14/2020	Eureka Office	364.81
Pacific Gas & Electric Co.	08/14/2020	Jackson Ranch Rectifier	16.04
Pacific Gas & Electric Co.	08/14/2020	299 Rectifier	132.18
Pacific Gas & Electric Co.	08/14/2020	West End Road Rectifier	134.22
Pacific Gas & Electric Co.	08/14/2020	TRF	3,648.07
Pacific Gas & Electric Co.	08/14/2020	Ruth Hydro Valve Control	29.76
Pacific Gas & Electric Co.	08/14/2020	Ruth Hydro	64.31
Pacific Gas & Electric Co.	08/14/2020	Samoa Booster Pump Station	840.97
Pacific Gas & Electric Co.	08/14/2020	Samoa Dial Station	44.31
Pacific Gas & Electric Co.	08/14/2020	Essex Pumping 7/1 - 7/31/2020	68,281.53
Pacific Gas & Electric Co.	08/28/2020	Ruth HQ	82.28
Pacific Gas & Electric Co.	08/28/2020	Ruth Bunkhouse	121.67
Total Pacific Gas & Electric Co.:			73,760.15
Pacific Paper Co.			
Pacific Paper Co.	08/31/2020	Eureka office supplies	373.68
Total Pacific Paper Co.:			373.68
PERS			
PERS	07/08/2020	Unfunded Accrued Liability Classic	204,603.00
PERS	07/08/2020	Unfunded Accrued Liability PEPRRA	3,913.00
PERS	08/26/2020	GASB-68 Reports and Schedules	700.00
Total PERS:			209,216.00
Pitney Bowes			
Pitney Bowes	08/17/2020	refill postage meter	500.00
Total Pitney Bowes:			500.00
PitStop Cleaning`			
PitStop Cleaning`	08/31/2020	Eureka office cleaning	160.00
Total PitStop Cleaning`:			160.00
Platt Electric Supply			
Platt Electric Supply	08/17/2020	Chlorine System Maintenance	130.79
Platt Electric Supply	08/17/2020	Chlorine System Maintenance	29.43
Platt Electric Supply	08/17/2020	Ruth Hydro Protective Relay Replacement	119.61
Platt Electric Supply	08/17/2020	Ruth Hydro Protective Relay Replacement	19.91
Platt Electric Supply	08/31/2020	Eureka Office Emergency Generator	2,193.76
Platt Electric Supply	08/31/2020	Eureka Office Emergency Generator	29.80
Platt Electric Supply	08/31/2020	Eureka Office Emergency Generator	287.29

Humboldt Bay Municipal Water District

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Vendor Name	Date Paid	Description	Amount Paid
Platt Electric Supply	08/31/2020	<i>Eureka Office Emergency Generator</i>	13.13
Platt Electric Supply	08/31/2020	<i>Eureka Office Emergency Generator</i>	101.57
Platt Electric Supply	08/31/2020	<i>smoke detector - Ruth Bunkhouse</i>	15.78
Platt Electric Supply	08/31/2020	<i>smoke detector - Ruth Bunkhouse</i>	15.78
Platt Electric Supply	08/31/2020	<i>smoke detector - Ruth Bunkhouse</i>	11.63
Platt Electric Supply	08/17/2020	<i>Chlorine System Maintenance</i>	35.99
Platt Electric Supply	08/31/2020	<i>Eureka Office Emergency Generator</i>	901.37
Platt Electric Supply	08/31/2020	<i>smoke detector - Ruth Bunkhouse</i>	97.34
Total Platt Electric Supply:			3,971.62
PPG Architectural Coatings			
PPG Architectural Coatings	08/12/2020	<i>Surge Tank Refurbishments</i>	1,010.35
PPG Architectural Coatings	08/12/2020	<i>TRF paint supplies</i>	101.90
Total PPG Architectural Coatings:			1,112.25
Recology Arcata			
Recology Arcata	08/14/2020	<i>Essex Garbage Service</i>	616.03
Total Recology Arcata:			616.03
Recology Humboldt County			
Recology Humboldt County	08/11/2020	<i>Eureka office garbage/recycling service</i>	91.71
Total Recology Humboldt County:			91.71
Rental Guys, Inc			
Rental Guys, Inc	08/31/2020	<i>Samoa Booster Pump Station Gate</i>	22.78
Rental Guys, Inc	08/31/2020	<i>Industrial Reservoir Gate</i>	22.79
Total Rental Guys, Inc:			45.57
Rogers Machinery Company, Inc			
Rogers Machinery Company, Inc	08/31/2020	<i>Line Shed 4 surge tank repair</i>	51.73
Total Rogers Machinery Company, Inc:			51.73
Ruth Lake C.S.D.			
Ruth Lake C.S.D.	08/14/2020	<i>Ruth Lake License Fee</i>	1,500.00
Total Ruth Lake C.S.D.:			1,500.00
Sequoia Construction Specialties			
Sequoia Construction Specialties	08/07/2020	<i>Eureka Office ADA Upgrades</i>	3,275.00
Total Sequoia Construction Specialties:			3,275.00
Seth Stone			
Seth Stone	08/14/2020	<i>expense reimbursement for safety boots</i>	166.96
Total Seth Stone:			166.96
Sitestar Nationwide Internet			
Sitestar Nationwide Internet	08/07/2020	<i>Essex Internet</i>	52.90

Humboldt Bay Municipal Water District

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Vendor Name	Date Paid	Description	Amount Paid
Total Sitestar Nationwide Internet:			52.90
Staples			
Staples	08/28/2020	Essex office supplies	65.38
Total Staples:			65.38
Streamline			
Streamline	08/31/2020	Website maintenance membership fee	450.00
Total Streamline:			450.00
Sudden Link			
Sudden Link	08/07/2020	Fieldbrook-Glendale CSD Internet	309.69
Sudden Link	08/07/2020	Essex internet	162.87
Sudden Link	08/07/2020	Essex Phones	136.26
Sudden Link	08/07/2020	TRF Internet	23.65
Sudden Link	08/07/2020	TRF Internet - Blue Lake SCADA Monitoring	47.29
Sudden Link	08/07/2020	TRF Internet - Fieldbrook-Glendale CSD	47.29
Sudden Link	08/11/2020	Eureka Internet	208.45
Total Sudden Link:			935.50
SWRCB-DWOCP			
SWRCB-DWOCP	08/07/2020	T2 Certification Renewal - Russell L. Roberts	60.00
SWRCB-DWOCP	08/07/2020	T2 Certification Renewal - Keith M Daggs	60.00
Total SWRCB-DWOCP:			120.00
T.P. Tire Service, Inc			
T.P. Tire Service, Inc	08/31/2020	wheels and tires for Ziemann Equipment Trailer	2,867.77
Total T.P. Tire Service, Inc:			2,867.77
Temple Associates			
Temple Associates	08/31/2020	sandblast hood and lenses	267.06
Total Temple Associates:			267.06
The Mill Yard			
The Mill Yard	08/12/2020	Ruth HQ dock maintenance	107.63
The Mill Yard	08/31/2020	TRF Line Shed 5 Upgrade	6.51
The Mill Yard	08/31/2020	TRF Line Shed 5 Upgrade	1,430.13
The Mill Yard	08/31/2020	Surge Tank Refurbishments	65.09
The Mill Yard	08/31/2020	Ruth HQ dock maintenance - Return	97.60-
The Mill Yard	08/31/2020	TRF Line Shed 5 Upgrade	535.73-
The Mill Yard	08/31/2020	Covid partions Essex	20.57
The Mill Yard	08/31/2020	Covid partion Eureka office	20.57
The Mill Yard	08/31/2020	Covid partions TRF	20.57
Total The Mill Yard:			1,037.74
Thomas Law Group			
Thomas Law Group	08/07/2020	Legal Fees - July - Streambed Flow Enhancement Grant	6,025.00

Humboldt Bay Municipal Water District

--Monthly Expenses by Vendor Detail Report--
Report dates: 8/1/2020-8/31/2020Page: 10
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Vendor Name	Date Paid	Description	Amount Paid
Total Thomas Law Group:			6,025.00
Thrifty Supply			
Thrifty Supply	08/31/2020	Collector 3 turbidity meter maintenance	46.41
Total Thrifty Supply:			46.41
Transene Company			
Transene Company	08/28/2020	lab supplies	155.11
Total Transene Company:			155.11
Trinity County General Services			
Trinity County General Services	08/26/2020	Pickett Peak site lease	250.00
Total Trinity County General Services:			250.00
Trinity County Solid Waste			
Trinity County Solid Waste	08/26/2020	Ruth HQ dump fees	37.23
Trinity County Solid Waste	08/26/2020	Ruth Hydro dump fees	37.23
Total Trinity County Solid Waste:			74.46
U.S. Bank Corporate Payment System			
U.S. Bank Corporate Payment System	08/07/2020	Conference Call - Attorney	17.68
U.S. Bank Corporate Payment System	08/07/2020	California Public Records Act webinar	25.00
U.S. Bank Corporate Payment System	08/07/2020	Ruth Log Boom Inspection Equipment	699.98
U.S. Bank Corporate Payment System	08/07/2020	Ruth Log Boom inspection equipment	517.14
U.S. Bank Corporate Payment System	08/07/2020	Unit 4 repair	314.99
U.S. Bank Corporate Payment System	08/07/2020	Ruth Slide Gate work crew supplies	41.85
U.S. Bank Corporate Payment System	08/07/2020	Ruth HQ dock work crew supplies	40.62
U.S. Bank Corporate Payment System	08/07/2020	Hydro Ruth Relay upgrade work crew supplies	40.62
U.S. Bank Corporate Payment System	08/07/2020	Ruth Slide Gate - work crew supplies	16.27
U.S. Bank Corporate Payment System	08/07/2020	Ruth HQ dock repair - Work Crew supplies	15.80
U.S. Bank Corporate Payment System	08/07/2020	Ruth Hydro Relay Upgrade work crew supplies	15.79
U.S. Bank Corporate Payment System	08/07/2020	Ruth Slide Gate work crew supplies	2.33
U.S. Bank Corporate Payment System	08/07/2020	Ruth HQ dock repair - Work Crew supplies	2.33
U.S. Bank Corporate Payment System	08/07/2020	Ruth Hydro Relay Upgrade Work Crew supplies	2.33
U.S. Bank Corporate Payment System	08/07/2020	Advanced SCADA training	300.00
U.S. Bank Corporate Payment System	08/07/2020	Ruth maintenance supplies	112.24
U.S. Bank Corporate Payment System	08/07/2020	Essex office supplies	105.84
U.S. Bank Corporate Payment System	08/07/2020	Essex office supplies	16.25
U.S. Bank Corporate Payment System	08/07/2020	TRF lab supplies	14.76
U.S. Bank Corporate Payment System	08/07/2020	Spendwise purchase order program monthly maintenance	95.60
U.S. Bank Corporate Payment System	08/07/2020	Eureka office restroom maintenance	35.78
U.S. Bank Corporate Payment System	08/07/2020	AirMed Insurance renewal	1,430.00
U.S. Bank Corporate Payment System	08/07/2020	AirMed Insurance - Employee will Reimburse	134.00
U.S. Bank Corporate Payment System	08/07/2020	Essex office supplies	39.15
U.S. Bank Corporate Payment System	08/07/2020	TRF lab supply	61.50
U.S. Bank Corporate Payment System	08/07/2020	Hazwoper Refresher training 2 employees	125.40
U.S. Bank Corporate Payment System	08/07/2020	Essex Administrative Computer Firewall	388.70
U.S. Bank Corporate Payment System	08/07/2020	Essex Laptop Computers	1,334.68
U.S. Bank Corporate Payment System	08/07/2020	Essex office supplies	62.63
U.S. Bank Corporate Payment System	08/07/2020	safety equipment	163.83
U.S. Bank Corporate Payment System	08/26/2020	Ranney/Techite Project Loan Interest	3,124.49
U.S. Bank Corporate Payment System	08/26/2020	Ranney/Techite Project Loan Payment	77,969.56

Humboldt Bay Municipal Water District

--Monthly Expenses by Vendor Detail Report--
Report dates: 8/1/2020-8/31/2020Page: 11
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Vendor Name	Date Paid	Description	Amount Paid
Total U.S. Bank Corporate Payment System:			87,267.14
U.S. Bank Corporate Trust Services			
U.S. Bank Corporate Trust Services	08/07/2020	SRF Quarterly Account Maint Fee (July - Sept 2020)	225.00
Total U.S. Bank Corporate Trust Services:			225.00
Underground Service Alert of Northern CA			
Underground Service Alert of Northern CA	08/26/2020	California State Regulatory Fee Costs	194.03
Underground Service Alert of Northern CA	08/26/2020	California State Fee Regulatory Costs	552.27
Total Underground Service Alert of Northern CA:			746.30
Valley Pacific Petroleum Servi, Inc			
Valley Pacific Petroleum Servi, Inc	08/12/2020	cardlock fuel - Pumping & Control	397.47
Valley Pacific Petroleum Servi, Inc	08/12/2020	cardlock fuel - Water Quality	397.47
Valley Pacific Petroleum Servi, Inc	08/12/2020	cardlock fuel - Maintenance	397.47
Valley Pacific Petroleum Servi, Inc	08/12/2020	cardlock fuel Customer Service - Humboldt Bay Retail	103.34
Valley Pacific Petroleum Servi, Inc	08/12/2020	cardlock fuel Customer Service - Fieldbrook Glendale CSD	294.14
Total Valley Pacific Petroleum Servi, Inc:			1,589.89
Verizon Wireless			
Verizon Wireless	08/11/2020	General Manager	42.46
Verizon Wireless	08/11/2020	Customer Service - Humboldt Bay	15.59
Verizon Wireless	08/11/2020	Customer Service - Fieldbrook-Glendale CSD	44.40
Verizon Wireless	08/11/2020	Operations 1	.23
Verizon Wireless	08/11/2020	Customer Service iPad-Humboldt Bay	9.88
Verizon Wireless	08/11/2020	Customer Service iPad - Fieldbrook-Glendale CSD	28.13
Verizon Wireless	08/11/2020	Ruth Area	15.77
Verizon Wireless	08/11/2020	Ruth Hydro	15.77
Total Verizon Wireless:			172.23
Grand Totals:			536,321.45

Humboldt Bay Municipal Water District

--Monthly Overtime Report--
Pay period dates: 8/1/2020 - 8/31/2020Page: 1
Sep 01, 2020 04:14PM

Position Title	2-01 Overtime Emp Hrs	2-01 Overtime Emp Amt	2-02 Doubletime Emp Hrs	2-02 Doubletime Emp Amt
Actg/HR Assit	.50	\$23	.00	\$0
Total ADMIN:	.50	\$23	.00	\$0
Elec & Ins Tech	6.75	\$392	.50	\$39
Elec & Ins Tech	14.00	\$738	.75	\$53
Oper & Mnt Tech	4.00	\$253	.00	\$0
PT Maintenance	3.50	\$72	.00	\$0
Maintenance Mec	6.50	\$311	.00	\$0
Total ESSEX:	34.75	\$1,767	1.25	\$91
Grand Totals:	35.25	\$1,790	1.25	\$91

OPERATIONS

Memo to: HBMWD Board of Directors
From: Dale Davidsen, Superintendent
Date: September 3, 2020
Subject: Essex/Ruth August 2020 Operational Report

Upper Mad River, Ruth Lake, and Hydro Plant

1. There was no flow at Mad River above Ruth Reservoir (Zenita Bridge) this month.
2. The conditions at Ruth Lake for August were as follows:

The lake level on August 31st was 2646.71 feet which is:

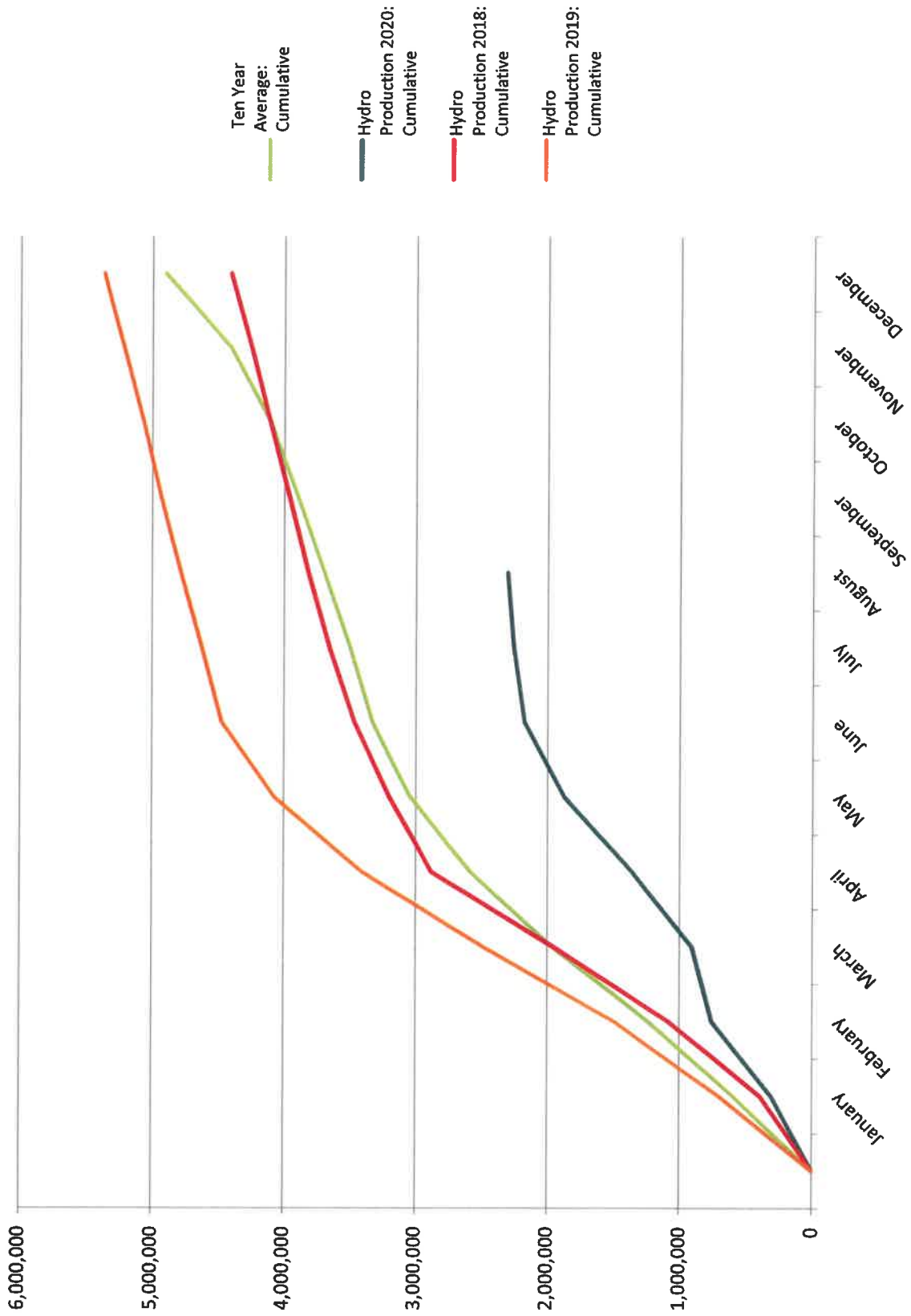
- 2.42 feet lower than July 31st, 2020
 - 2.14 feet higher than August 31st, 2019
 - 2.34 feet higher than the ten year average
 - 7.29 feet below the spillway
3. There were 0 inches of recorded rainfall for August at Ruth Headquarters.
 4. Ruth Hydro produced 45,600 KWh in August. Hydro plant was offline for 20 days in August.
 5. The discharge from the lake averaged 30 cfs with a high of 44 cfs on August 25th.

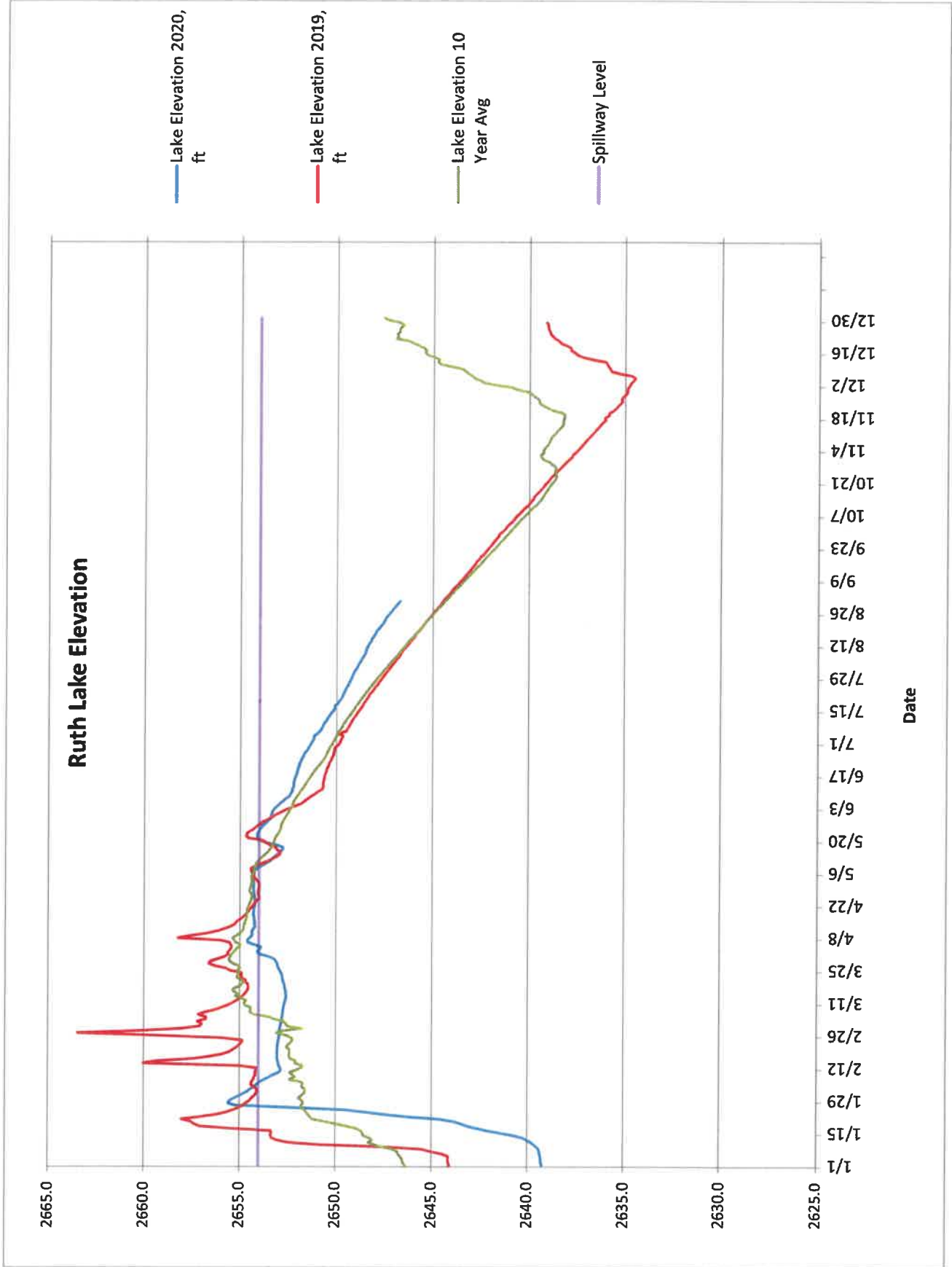
Lower Mad River, Winzler Control, and TRF

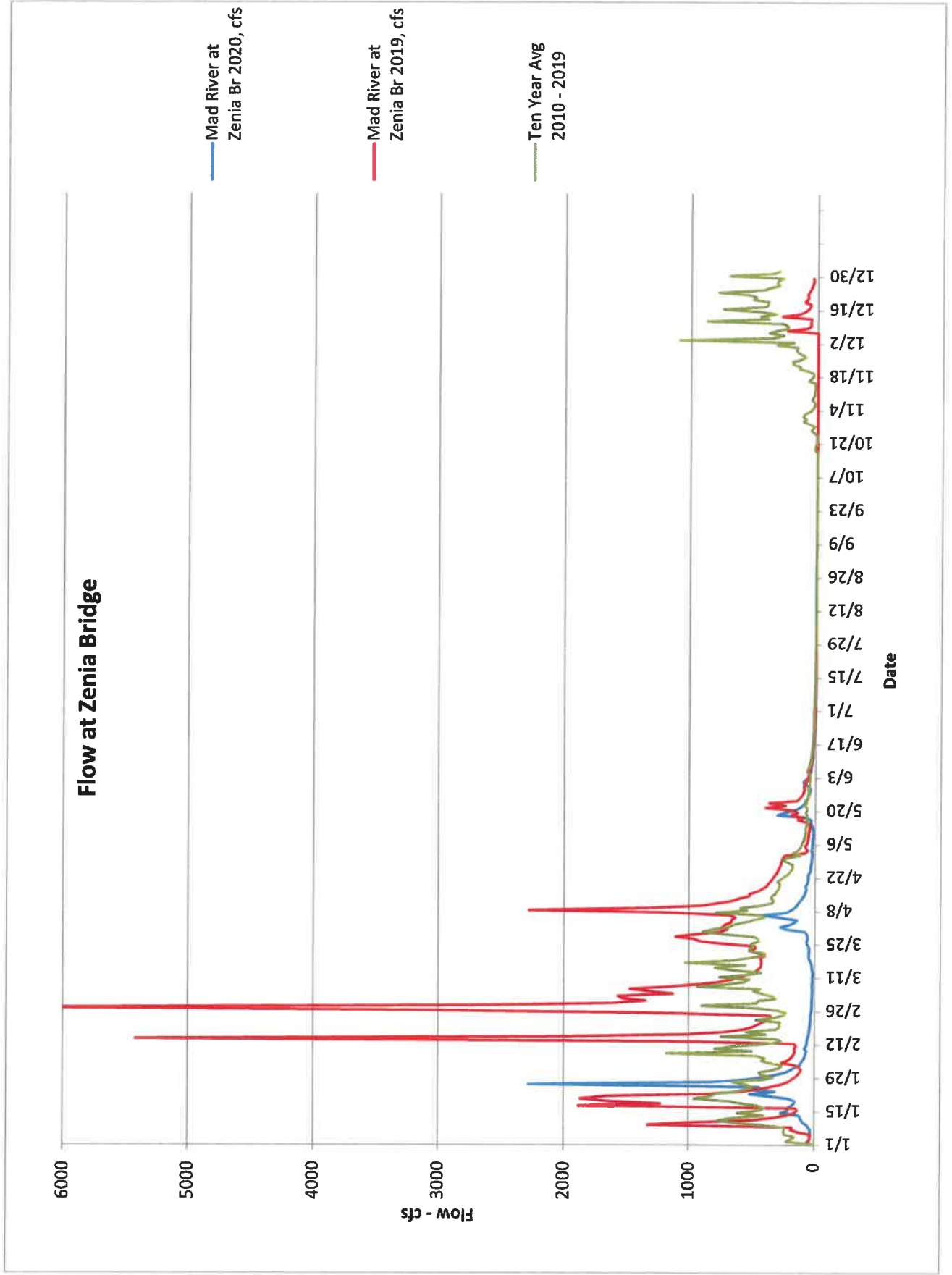
6. The river at Winzler Control Center for August had an average flow of 42 cfs. The river flow reached a high flow of 52 cfs on August 1st.
7. The domestic water conditions were as follows:
 - The monthly turbidity average was 0.12 NTU, which meets Public Health Secondary Standards.
 - For August, we pumped 298.207 million gallons at an average of 9.726 MGD.
 - The maximum metered daily municipal use was 11.236 MGD on August 15th.
 - The Turbidity Reduction Facility is shut down for the summer since May 27th.
8. August 3rd – 5th - Electrical staff went to Ruth to work on Hydro Plant relay replacement project.
9. August 5th – Becky and I attended a Designated Employer Representative (DER) webinar. This was through Wienhoff drug testing which does our required Class A driver testing.

10. August 7th – Tesla on site for Topo survey of Essex and TRF project locations
11. August 12th
 - Nate and I went to Ruth to inspect spillway.
 - Safety meetings
 - i. Rigging
 - ii. Forklift safety training and practical test.
12. August 14th – PG&E inspected and tested the hydro plant relay project.
13. August 17th - 3 of Essex staff went to CPR/First Aid training at NCSC in Eureka.
14. August 18th – PG&E gave us permission to re-parallel (Generate power). Larry and Ryan started the plant and went on-line at 1200. Project is complete.
15. August 19th
 - We had a Zoom meeting with Thor Benzing of JPIA regarding loss prevention. John, I and the Supervisors attended.
 - SB198 Safety meeting.
16. August 20th – Ryan and Josiah went to Ruth to do the last remaining electrical inspection for our regular annual maintenance. This was also a scheduled event with PG&E.
17. Current and Ongoing Projects
 - COVID 19 – Still dealing with modified staffing arrangements as best we can. It appears that this is never going to end. We are now considering adding Plexiglas barriers between shared operations desk stations at Essex and for staff at the TRF.
 - 12kV project. – Electrical conduit installation is mostly complete on the lower end. Waiting for IPA approval to complete conduits into breaker bays.
 - Samoa Peninsula RoW gates, Budget project – Maintenance department built and installed 2 very robust low maintenance gates.
 - TRF line shed construction.
 - TRF annual maintenance
 - Routine annual equipment maintenance and services.

Ruth Hydro Production: kW per Month

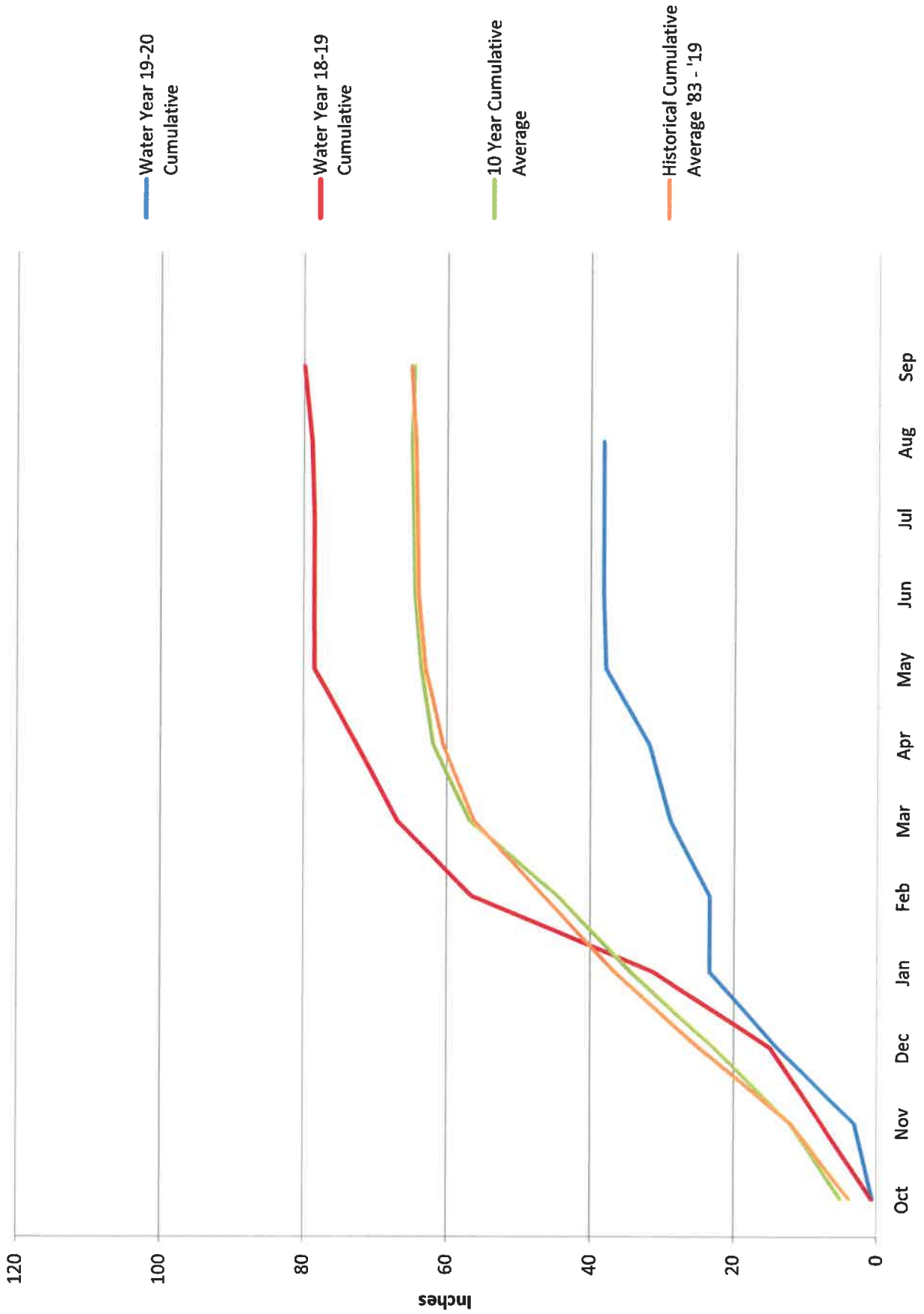


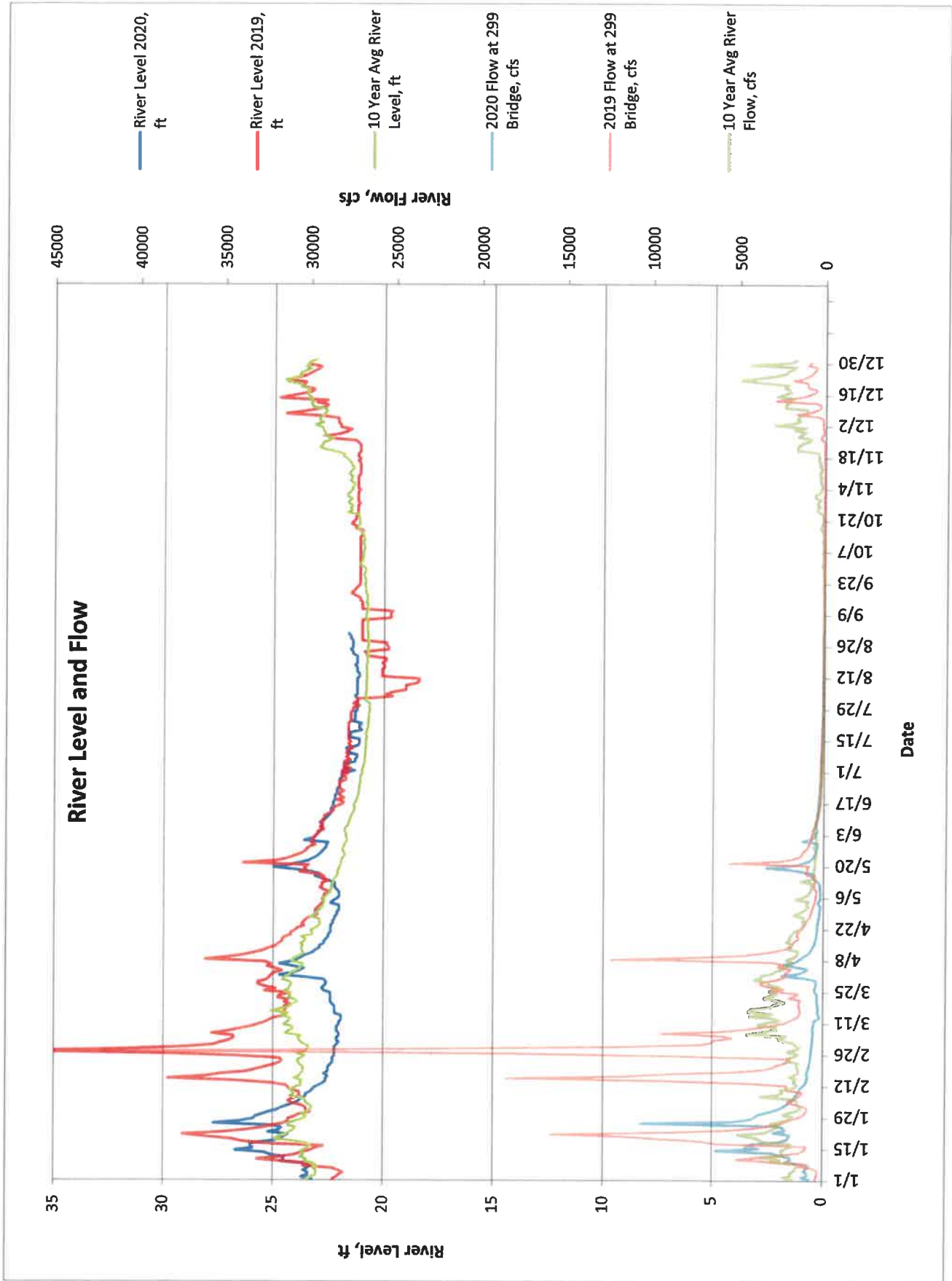




H R M W D

Ruth Rainfall - Water Year 2019-2020





ACWA



Energy Committee Meeting	
August 25, 2020 • 1:00 pm – 3:00 pm	Virtual Meeting
Chair: Charley Wilson	Vice-chair: Michael Minkler
Committee Contact: Chelsea Haines, Senior Regulatory Advocate, Chelseah@acwa.com , Nick Blair, Regulatory Advocate, Nickb@acwa.com	
Webinar Registration: https://attendee.gotowebinar.com/register/1452602603128060684	

I. Chair’s Welcome & Introductions (10 min)	Charley Wilson
II. Highlight Legislative Priorities on Energy Issues (10 min)	Adam Quinonez
III. Update on ACWA Preferred Provider Agreements (10 min) <ul style="list-style-type: none"> a. CalCom b. Procure America 	Charley Wilson and Nick Blair
IV. Discussion on Southern California Edison Rate Increases: Impact to ACWA Members (30 min) <ul style="list-style-type: none"> a. SCE Presentation b. Q&A 	Bryan Falconer, SCE Robert Thomas, SCE
V. ReMAT Program (10 min)	Michael Minkler
VI. Presentation on CPUC IRP (25 min) <ul style="list-style-type: none"> a. CPUC Presentation b. Q&A 	James McGarry, CPUC
a. Presentation of ACWA 2020-21 Work Plan Proposal (20 min) <ul style="list-style-type: none"> a. Review b. Approval 	Charley Wilson and Nick Blair
b. Adjourn	

Next Meeting: November 2020

ACWA ENERGY COMMITTEE 2020-2021 WORK PLAN

“There shall be an Energy Committee whose duty it shall be to recommend policies and programs to the Board of Directors and to the State Legislative Committee and/or Federal Affairs Committee as appropriate. The committee shall consist of at least one member from each region.”

- ACWA Bylaws, Article VII, Section 8

ACWA’s Five-Year Strategic Plan was adopted by the ACWA Board of Directors in early 2020. The Five-Year Strategic Plan identifies several policy priorities, including the Energy-Water Nexus, for ACWA to continue advocacy for members’ interests.

Energy-Water Nexus: Recognize the important nexus between energy and water and advocate for statewide resilience in energy infrastructure and energy related policies that maximize the beneficial use of water.

The Energy Committee is committed to continuing the advancement of the ACWA Board of Directors’ Five-Year Strategic Plan while nimbly prioritizing pressing topic areas that will continue to arise. This Work Plan builds upon lessons learned in advancing local water agencies’ decision-making and coordination efforts, while identifying opportunities to inform and position water agencies in the greenhouse gas reduction and renewable energy conversations moving forward. The COVID-19 pandemic has not slowed California state agencies from continuing to move energy programs to fulfill the policy goals of SB 350 (Chapter 547, Statutes of 2015), and now SB 100 (Chapter 312, Statutes of 2018). The Energy Committee will continue to advocate for actions in the areas of greenhouse gas emissions reductions and renewable energy investments that are reasonable and effective for ACWA members, while taking into account that some ACWA members generate energy from large and small hydroelectric facilities, solar power and other sources of energy.

ACTIONS OF THE COMMITTEE

The purpose of the Energy Committee is to:

- Recommend policies to the Board of Directors, State Legislative Committee, and Federal Affairs Committee, as appropriate.
- Maintain and grow ACWA’s reputation as a credible source on policy development and implementation of the water-energy nexus.
- Provide policy direction for ACWA staff advocacy on state and federal regulations and legislation.
- Coordinate ACWA committees on relevant, cross-cutting issues.

ENERGY COMMITTEE PRIORITIES

For many water and wastewater agencies, energy remains one of the most expensive and controllable costs in their operation. ACWA members have an established track record of energy conservation stewardship in energy efficiency, demand-side management, and peak-use reduction programs, which continues to be key for maintaining California’s power grid. ACWA members are also continuing to invest in renewables projects that are feasible for offsetting the costs of delivering reliable and safe water.

The Energy Committee coordinates regulators and stakeholders, including: grid managers, publicly owned utilities (POUs) and electric Investor Owned Utilities (IOUs), to support policies and programs that address renewable energy generation, energy efficiency and water conservation in an integrated fashion that is

cost-effective and reliable. Additionally, ACWA recognizes that climate change policies create opportunities to finance the development and expansion of renewable energy resources and the integrated management of water and energy resources. The Energy Committee will proactively work with policy makers to target incentives in support of member agencies that could pay significant dividends for ACWA members and, in the process, make the state's water system more resilient while minimizing costs.

The Energy Committee will serve as a resource for communicating opportunities, obstacles, problems, and solutions in California energy policy related to water agencies to ensure that ACWA members are apprised on regulatory efforts in order to optimize coordinated responses to agencies as a voice of water agencies and as a resource for sound energy policy. This goal may apply to the items identified on this list, and to other pressing issues that may arise during the 20-21 timeframe.

The Energy Committee will engage in regulatory advocacy, and advise other ACWA committees and the ACWA Board on the following priority issues:

1. Public Safety Power Shutoff (PSPS)- The Energy Committee will evaluate and make recommendations regarding policies, as necessary in a lead or support role, that will ensure the reliable delivery and treatment of water during PSPS events, while clearly defining IOU requirements for communication with water agencies before and during PSPS events, and ensure that backup power is made available for critical water infrastructure. [Relevant Proceedings- IOU WMPs, PSPS, Microgrids]
2. SB 100 Implementation- The Energy Committee will monitor and advocate on members' behalf the development of the SB 100 Joint Report, and inform ACWA members on the implications that report findings have for members. This SB 100 Joint Report is being developed by California Public Utilities Commission (CPUC), California Air Resources Board (CARB), and California Energy Commission (CEC); it will detail California's path to adoption, as well as the priorities of the participating agencies, for renewable energy and zero-carbon resources (including hydroelectric generation) to supply 100 percent of electric retail sales to end-use customers by 2046. This report may be used by the Legislature to inform future energy legislation.
3. CPUC IRPs- The Energy Committee will review the IOUs' Integrated Resource Plans (IRPs) to evaluate the inclusion of water resources as part of the clean energy portfolio. This proceeding will dictate the pace of change and the implementation of SB 100 Joint Agency Report recommendations. Water agencies that want to become electricity generators will want a quicker transition away from gas plant generation. Additionally, the outcome of this proceeding will have rate implications for fuel transition strategies and new transmission infrastructure to help make the grid more flexible to accommodate renewable generation. [Relevant Proceedings- CPUC IRP, California Independent System Operator (CAISO) Transmission Planning Process, CEC IRP]
4. Water Agency Wildfire Liability- The Energy Committee will evaluate and make recommendations regarding policies, as necessary in a lead or support role, that minimize and remove water agencies from liability associated with wildfires [e.g., Fault Based Negligence Standard], as well as maximize opportunities for water agencies to recoup costs accrued from wildfires caused by other parties. [Relevant Proceedings- IOU WMPs, Wildfire Safety Advisory Board, Wildfire Mitigation Fund]

The Energy Committee will advise ACWA members on new business development opportunities within the energy space, especially, but not limited to:

1. Small Renewables Projects- The Energy Committee will identify, evaluate, and recommend solutions to barriers surrounding the development of small renewables projects for ACWA members. The purpose of this effort will be to enable ACWA member agencies to serve their own energy needs and support California's carbon-free energy goals. The Energy Committee will crowdsource information for members on funding opportunities, connect ACWA members to established programs, and support grants and tax incentives that advance this goal. The Energy Committee will, in collaboration with the Business Development Committee, also review and re-evaluate the existing Preferred Provider Agreement (PPA) for Solar, Energy Storage and Integrated Services to consider how to best meet members' needs; and will participate in developing additional PPAs that help ACWA members with energy needs. [Relevant Proceedings include- Self-Generation Incentive Program (SGIP), Renewable Market Adjusting Tariff (ReMAT) , Microgrids, California Alternative Energy and Advanced Transportation Financing Authority (CAEATFA) Clean Energy Bond Financing, , Greenhouse Gas Reduction Fund Program]
2. Prioritize Energy Efficiency and Demand Response Programs- The Energy Committee will identify opportunities for ACWA members to implement successful energy efficiency and demand response programs and will connect members to established programs and support grants and tax incentives that advance this goal. [Relevant Proceedings include: California Department of Food & Agriculture State Water Efficiency & Enhancement Program (SWEEP), California Energy Commission Energy Efficiency Financing Programs, CPUC Energy Efficiency and Demand Response Proceedings]

ABOUT THE COMMITTEE

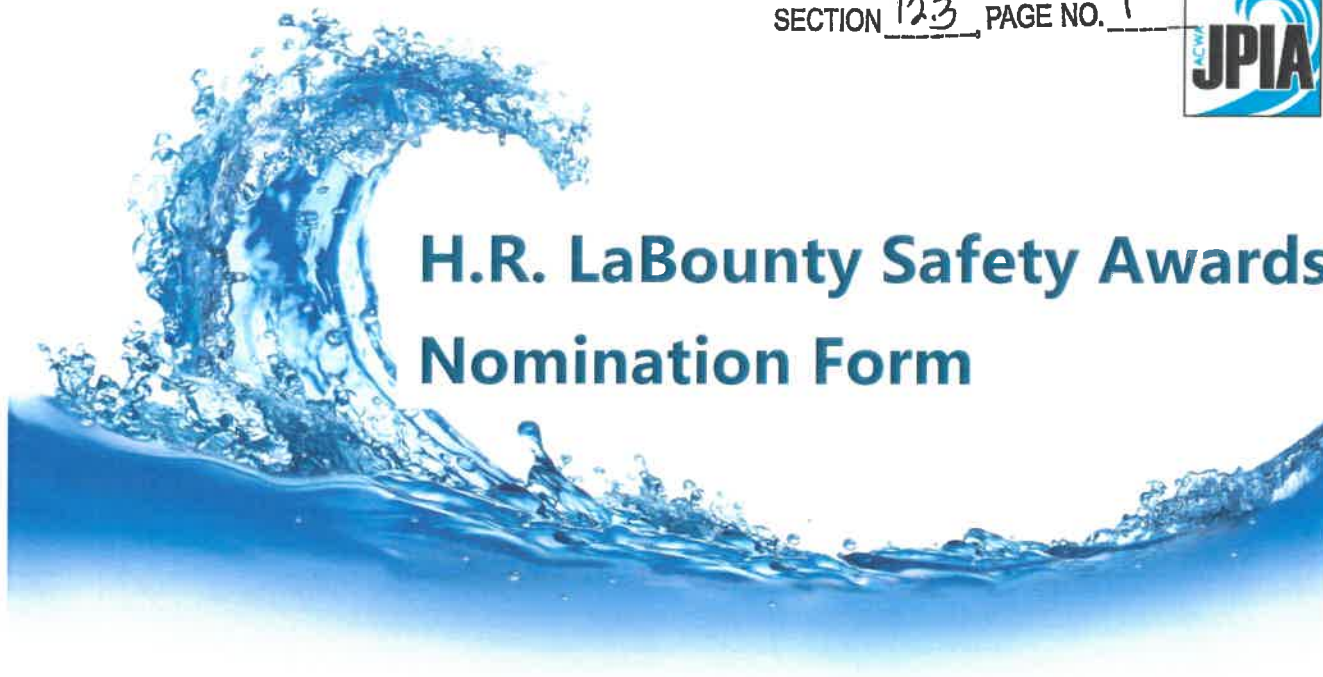
Energy Committee meetings are held 4 times a year, with one meeting at both the spring and fall conference. Committee members are expected to attend committee meetings and to contribute to the work of the committee. ACWA State Government Relations Department regulatory staff work for the Energy Committee. The COVID-19 pandemic has forced ACWA to facilitate meetings virtually for at least the near term future, and ACWA will continue to prioritize its staff and members' safety.

2020 FALL CONFERENCE & EXHIBITION

December 01 - December 04
Indian Wells, CA

ACWA conferences are the premier destination for water industry professionals to learn and connect. Program offerings include Statewide Issue Forums, Town Hall discussions, Region Programs and sessions covering a wide range of topics including groundwater management, water rates issues, crisis communications, affordable drinking water issues, municipal finance, and more.

Specific details about this conference will be made available in the future. Please check back for updates.



H.R. LaBounty Safety Awards Nomination Form

Nomination Deadlines:

Spring Awards: February 1, 2020

Fall Awards: September 1, 2020

Agency: Humboldt Bay Municipal Water District

Project/Initiative Title: Personnel Accountability Locator Board Establishment

Implementation Date: 4/12/2019

Cost to Implement: \$30.00 for materials

Staff Time Required: 8hrs

Number of Employees/Facilities Impacted: 22 Employees/Multiple facilities

Employee/Department/Committee Nominated:

Name(s): HBMWD Staff

Job Title/Department: Operations & Maintenance Staff

Nomination Summary

SECTION 12.3, PAGE NO. 2

Write a brief summary of your project/initiative. Clearly state the problem/hazard recognized by the nominee and the specific reasons that they initiated corrective action.

While conducting a District SB-198 Safety Committee meeting, a suggestion was made to establish a more visible way of knowing where staff members are when they are performing more "high risk" jobs in the field at remote locations. Members agreed that an employee location tracking system would improve worker safety as many work areas within the District have limited cell phone service and/or radio communication. In the past, staff work locations and assigned tasks were communicated by word of mouth or recorded in a log book. The PAL (Personnel Accountability Locator) board is a simple dry erase board that shares who is working remotely, their start work time, estimated return time, and location. It is mounted in a highly traveled area to ensure maximum visibility for everyone to see throughout their work day or shift. A standard operating procedure of how the board shall be used and what applications are relevant for its use were created by the Safety Committee and supervisors.

Describe the specific actions taken to resolve the problem(s) or challenge(s). Share the best practices that made this initiative successful for the agency and its impact.

The action taken was to create a more effective and efficient method of tracking staff member's locations that would be highly visible to everyone working onsite. This was done by open discussion through various safety meetings and staff sharing ideas of current and past remote work location experiences. Since inception, I believe the PAL Board has been a huge success in eliminating confusion of staff work locations. Staff members use it constantly to keep others apprised of what they are doing and where they are working. Consequently, it has also made us more efficient. If there is any doubt or question of the location of an employee during the work day, the PAL Board is consulted and the relevant information on it. This is a dramatic safety improvement to safeguard employees.

State whether the hazard was reduced with engineering controls, introduced a new administrative or work procedure, or relied on personal protective equipment to solve the problem.

The development of this board and work procedure has created a safety awareness among staff of people working in potential dangerous situations and/or locations. Knowing these details, I believe possible hazards have and will be avoided through the utilization of this board.

Describe any extraordinary circumstances that made this nominee's safety accomplishments significant. Describe whether the nominee influenced safety in the workplace, encouraged employee participation in safety efforts, obtained organizational "buy in" to implement the solution.

There is not a specific nominee to be recognized with this submittal. I recommend the SB-198 Safety Committee and the HBMWD staff deserve credit for their efforts in establishing the PAL Board and implementing it on a daily basis.

Describe whether the project/initiative addressed a hazard or exposure included in the JPIA Commitment to Excellence Program.

This initiative does address hazard communications under construction safety in the JPIA Commitment to Excellence Program.

- Office/Field Ergonomics
- Vehicle Operations
- Slip/trip/falls – falls from heights
- Other: Communications

List and attach any supporting materials that you feel are important for the reviewers to gain a complete picture of the nomination. Digital photos, supporting documentation, sample forms, etc.

See attached photos and standard operating procedure

Nominated by: Chris Merz

Date: 8/31/20

General Manager: John Friedenbach

Date: 8/31/20

Please email this form with supporting documents and digital photos (jpg) to tlofing@acwaipia.com.

Humboldt Bay Municipal Water District		Revision Number	1	Revision Date	4/12/2019
Standard Operating Procedure	Location	Revised by	WW	Revision Approval	MP
Subject: PAL Board		Revision Description	Procedure		Page 1 of 1

Personnel Accountability Locator PAL Board

A magnetic white board located in the Essex Control Room is used to track workers who need to be accounted for while working in certain higher risk situations.

Examples include

- Accessing Ranney Collectors
- Accessing reservoir tops and other fall protection required sites
- Driving to Ruth Hydro or other remote assignments
- Attending confined space operations
- Solo bucket truck operations
- Other tasks where personnel safety monitoring is advisable

In advance of beginning any of these activities personnel should check in at the Essex control room noting name, time, location of work and estimated return time on the PAL Board.

When accessing a pump station a district radio or a cell phone should be carried at all times.

If a worker receives an assignment while in a remote location or discovers the need to perform work under conditions that may require reporting, they can call the on duty operator to put them on the PAL Board.

If a person forgets to sign out they may likewise notify the operator to remove them from the board.

If someone's name remains on the board after the estimated return time the operator will attempt to contact them, failing to do so the duty operator will then contact supervision.

RREDC/RCEA

LOCO STAFF / 09/03/2020 @ 1:58 P.M. / ENERGY

RCEA Encourages Locals to Snatch Up Statewide Rebates for Installing Energy Storage Batteries

Press release from the Redwood Coast Energy Authority:

Eureka, CA – Sept. 3, 2020. Redwood Coast Energy Authority encourages our customers to take advantage of rebates available for a limited time for installing energy storage technology such as batteries at homes, businesses, and public facilities. Energy storage can reduce utility bills and keep the lights on during a power outage.

The California Public Utilities Commission's (CPUC) Self-Generation Incentive Program (SGIP) is providing these incentives. RCEA encourages our customers to reach out to an approved developer to reserve any potential incentives and rebates from SGIP as they are going fast. RCEA is negotiating a contract with one of these approved developers, Swell Energy, to implement a program specifically for our Community Choice Energy customers, which would add value to the SGIP. Swell Energy has said that residential incentive sign-ups may be filled up in less than three weeks, and we encourage you to contact them to see if you would qualify. Swell Energy is just one of the developers under SGIP, and they will be working with local companies for installation. A complete list of developers is available on RCEA's website.

As of September 1, over \$26 million of incentives has been reserved in Humboldt County, which includes Residential, Commercial, Tribal, and Public Facilities.

“The Humboldt Bay Municipal Water District requested \$2.9 million in SGIP funds, and PG&E is reviewing our request,” said HBMWD Board member Sheri Woo. “The funds would allow energy storage at the Essex station and the Turbidity Reduction Facility, allowing us to avoid or greatly reduce energy use during expensive peak times.”

In response to California's wildfires and Public Safety Power Shutoffs (PSPS) the CPUC has authorized funding of more than \$1 billion through 2024 for SGIP. This funding includes prioritization of communities living in high fire-threat areas, communities that have experienced two or more utility PSPS events, as well as low income and medically vulnerable customers. Residential customers who meet one of the following may be eligible for a no- or low-cost energy storage system:

1. Are eligible for medical baseline.
2. Have a serious illness that is life-threatening if disconnected from electricity.
3. Rely on an electric well pump.
4. Live in income-qualified housing.

The funds are also available for critical facilities that support community resilience in the event of a PSPS event or wildfire, such as police stations; fire stations; emergency operations centers; 911 call centers; medical facilities; hospitals; skilled nursing facilities; nursing homes; public and private gas, electric, water, wastewater and flood control facilities; dialysis centers; jails and prisons; cooling centers; homeless shelters; grocery stores; corner stores; and markets and supermarkets with less than \$15 million in annual receipts.

An added benefit to the installation of distributed storage systems throughout the state is that they can be connected into a virtual power plant system to lessen peak demands and reduce the need for statewide Flex Alerts and rolling blackouts. RCEA is working with partners to establish such a system.

To check if you qualify and begin the application process, contact one of the developers listed on RCEA's website, or Swell Energy at **(310) 340- 0493** or email ***support@swellenergy.com*** For more information, please visit RCEA's website, <https://redwoodenergy.org/>, email info@redwoodenergy.org, or call (707) 269-1700.

ABOUT RCEA:

The Redwood Coast Energy Authority is a local government joint powers agency whose members include the County of Humboldt, all local cities, and the Humboldt Bay Municipal Water District. The Energy Authority's purpose is to develop and implement sustainable energy initiatives that reduce energy demand, increase energy efficiency, and advance the use of clean, efficient and renewable resources available in the region.



Th Redwood Coast Energy Authority
633 3rd Street, Eureka, CA 95501
Phone: (707) 269-1700 Toll-Free (800) 931-7232 Fax: (707) 269-1777
E-mail: info@redwoodenergy.org Web: www.redwoodenergy.org

BOARD OF DIRECTORS MEETING AGENDA

Humboldt Bay Municipal Water District Office
828 7th Street, Eureka, CA 95501

August 27, 2020
Thursday, 3:30 p.m.

COVID-19 NOTICE

RCEA AND HUMBOLDT BAY MUNICIPAL WATER DISTRICT OFFICES WILL NOT BE OPEN TO THE PUBLIC FOR THIS MEETING

Pursuant to the Governor's Executive Order [N-29-20](#) of March 17, 2020, and the Humboldt County Health Officer's March 30, 2020, [Shelter-in-Place Order](#), the RCEA Board of Directors meeting will not be convened in a physical location. Board members will participate in the meeting via an online Zoom video conference.

Listen to the meeting on your phone by calling (669) 900-6833 or (253) 215-8782. Enter webinar ID: 819 7236 8051. **Or watch the meeting online** by clicking the following link: <https://us02web.zoom.us/j/81972368051>.

Submit written public comment before and during the meeting by emailing PublicComment@redwoodenergy.org. Please identify the agenda item number in the subject line. Comments received before the agenda item is heard will be read into the record for up to 3 minutes (approximately 500 words) per comment. Comments received after the agenda item is heard and before the meeting's end will be included in the meeting record but not read aloud during the meeting.

Or make a comment during the public comment periods by raising your hand in the online Zoom webinar, or by pressing press star (*) 9 on your phone to raise your hand. When it is your turn to speak, a staff member will unmute your phone or computer. You will have 3 minutes to speak.

In compliance with the Americans with Disabilities Act, any member of the public needing special accommodation to participate in this meeting should call (707) 269-1700 or email Ltaketa@redwoodenergy.org at least 3 business days before the meeting. Advance notice enables RCEA staff to make their best effort to reasonably accommodate access to this meeting while maintaining public safety.

Pursuant to Government Code section 54957.5, all writings or documents relating to any item on this agenda which have been provided to a majority of the Board of Directors, including those received less than 72 hours prior to the RCEA Board meeting, will be made available to the public at www.redwoodenergy.org.

OPEN SESSION Call to Order

1. REPORTS FROM MEMBER ENTITIES

2. ORAL COMMUNICATIONS

This time is provided for people to address the Board or submit written communications on matters not on the agenda. At the conclusion of all oral communications, the Board may respond to statements. Any request that requires Board action will be set by the Board for a future agenda or referred to staff.

3. CONSENT CALENDAR

All matters on the Consent Calendar are considered to be routine by the Board and are enacted in one motion. There is no separate discussion of any of these items. If discussion is required, that item is removed from the Consent Calendar and considered separately. At the end of the reading of the Consent Calendar, Board members or members of the public can request that an item be removed for separate discussion.

3.1 Approve Minutes of July 23, 2020, Board Meeting.

3.2 Approve Disbursements Report.

3.3 Accept Financial Reports.

3.4 Approve Ten-Year Resource Adequacy Sales Contract for 0.6 MW of Capacity from the Sandrini Sol 1 Solar Project with the Regents of the University of California, and Authorize the Executive Director to Execute All Applicable Documents.

3.5 Approve a 20-year Power Purchase Agreement with the Marshall Ranch, LLC for the 430 kW Marshall Ranch Solar Array Project, and Authorize RCEA's Executive Director to Execute All Applicable Documents.

3.6 Approve Ground Lease Agreement with the County of Humboldt for an Area Located at the California Redwood Coast-Humboldt County Airport for the Airport Microgrid Project, Contingent on FAA Approval; Authorize the Executive Director and General Counsel to Approve Any FAA Recommendations that are Consistent with the MOU Entered into March 19, 2019, Between the County of Humboldt, Redwood Coast Energy Authority, and the Humboldt State University Sponsored Programs Foundation / Schatz Energy Research Center; and, Authorize the Executive Director to Execute All Applicable Documents.

3.7 Accept Quarterly Budget Report.

4. REMOVED FROM CONSENT CALENDAR ITEMS

Items removed from the Consent Calendar will be heard under this section.

COMMUNITY CHOICE ENERGY (CCE) BUSINESS (Confirm CCE Quorum)

Items under this section of the agenda relate to CCE-specific business matters that fall under RCEA's CCE voting provisions, with only CCE-participating jurisdictions voting on these matters with weighted voting as established in the RCEA joint powers agreement.

5. OLD CCE BUSINESS

5.1. 2020 Integrated Resource Plan Approval

Adopt Resolution No. 2020-5 Approving the 2020 Integrated Resource Plan Portfolios.

6. NEW CCE BUSINESS – None.

END OF COMMUNITY CHOICE ENERGY (CCE) BUSINESS

7. OLD BUSINESS

7.1 Long-Term Resource Adequacy Contracts with Ormat/Viridity Energy Solutions and Leapfrog Power

Approve Ten-Year Purchase Agreement for 5.5 MW of Resource Adequacy with Leapfrog Power, Inc., and Authorize the Executive Director to Execute All Applicable Documents.

Approve Ten-Year Purchase Agreement for 2.5 MW of Resource Adequacy with VESI 10 LLC, and Authorize the Executive Director to Execute All Applicable Documents.

8. NEW BUSINESS – None.

9. STAFF REPORTS

9.1. Staff Report by Executive Director Matthew Marshall on the heatwave, the challenge of meeting California's energy demands during heat events, and ways to conserve power.

10. FUTURE AGENDA ITEMS

Any request that requires Board action will be set by the Board for a future agenda or referred to staff.

11. ADJOURNMENT

NEXT REGULAR MEETING

Thursday, September 24, 2020, 3:30 p.m.

In accordance with Executive Order N-29-20
the RCEA Board of Directors meetings will be held virtually until further notice.



DRAFT BOARD OF DIRECTORS MEETING MINUTES

July 23, 2020 -Thursday, 3:30 p.m.

Notice of this meeting was posted on July 17, 2020. Chair Austin Allison called a regular meeting of the Board of Directors of the Redwood Coast Energy Authority to order on the above date at 3:35 p.m., stating that the teleconference meeting was being conducted pursuant to Brown Act waivers included in Governor Newsom's COVID-19 State of Emergency Executive Order [N-29-20](#) of March 17, 2020, and the Humboldt County Health Officer's March 30, 2020, [Shelter-in-Place Order](#). Chair Allison stated that the posted agenda contained public teleconference meeting participation instructions.

PRESENT: Chair Austin Allison, Stephen Avis, Chris Curran, Vice Chair Estelle Fennell, David Grover, Michael Winkler, Sheri Woo. ABSENT: Dean Glaser, Frank Wilson. STAFF AND CONSULTANTS PRESENT: General Counsel Nancy Diamond, Power Resources Director Richard Engel, Power Resources Manager Jocelyn Gwynn, The Energy Authority Client Services Specialist Jaclyn Harr, Demand-Side Management Director Stephen Kullmann, Executive Director Matthew Marshall, Community Strategies Manager Nancy Stephenson, Board Clerk Lori Taketa.

REPORTS FROM MEMBER ENTITIES

Director Grover reported that the City of Trinidad is working with RCEA to determine the viability of a local microgrid and that he is continuing Director Miller's work on this.

Director Winkler reported that the Eureka veterans and homeless housing zero net energy project that he worked on is now occupied. The City of Arcata Energy Committee is meeting again and its all-electric initiative subcommittee is moving forward.

ORAL COMMUNICATIONS

No member of the public offered any comments.

CONSENT CALENDAR

- 3.1 Approve Minutes of June 25, 2020, Board Meeting.**
- 3.2 Approve Disbursements Report.**
- 3.3 Accept Financial Reports.**
- 3.4 Adopt Resolution 2020-4 Adopting an Amended Conflict of Interest Code and Authorize the Board Clerk to Submit the Amended Conflict of Interest Code to the Humboldt County Board of Supervisors as the Code Reviewing Body.**
- 3.5 Approve Selection of M.J. Furniss & Associates to Provide Consulting Services to RCEA on Implementation of RePower Humboldt Strategic Plan Measures for an Amount Not to Exceed \$199,674, and Authorize the Executive Director to Prepare**

and Execute a Professional Services Agreement with M.J. Furniss & Associates for these Services, and All Applicable Documents.

There was no public comment or director discussion of the consent calendar.

M/S: Fennell, Grover: Approve consent calendar items.

The motion passed with a unanimous roll call vote. Ayes: Allison, Avis, Curran, Fennell, Grover, Winkler, Woo. Noes: None. Absent: Glaser, Wilson.

COMMUNITY CHOICE ENERGY (CCE) BUSINESS

Chair Allison confirmed that a CCE quorum was present.

OLD CCE BUSINESS

5.1 Energy Risk Management Quarterly Report

The Energy Authority Client Services Specialist Jaclyn Harr presented a quarterly report on factors affecting the CCE program.

The lowered weekday loads seen in March and April due to people not going to work have increased in the last three months. COVID's financial market disruptions to renewable power plant financing and impacts to supply chains are decreasing. Delayed business reopening may lead to continued lower wholesale power prices and lower RCEA loads in July.

RCEA's net revenue went up after biomass renewable energy certificates were sold in April. Customer non-payments are increasing due to COVID but are not as bad as anticipated. Non-payment will be tracked and reported to the Board in October. RCEA contracted with local economists to forecast local business sector COVID impacts.

Ms. Harr explained that every two years, load-serving entities are required by the CPUC to present integrated resource plans showing how they will meet their local load needs for the next ten years. The goals of this statewide exercise are to reduce emissions, maintain reliability and keep costs low. The ten-year planning horizon accommodates California's lengthy power plant design, permitting and construction process. Three contracts to meet plan requirements will be presented to the Board for approval in August, along with the next integrated resource plan. TEA has begun research for the 2022 integrated resource plan in preparation for meeting RCEA's internal goal of 100% renewable energy by 2025, and changes in how the CPUC will require resource adequacy (RA) to be procured. The CPUC's RA system was designed when just three investor-owned utilities did most of the procurement. The energy landscape has changed with the success of CCAs and direct access reopening. The CPUC will require that a central procurement entity procure local RA for all California load-serving entities, and the state has been divided into procurement areas based on transmission constraints. PG&E will procure RA for the northern California procurement area to which RCEA belongs. Ms. Harr described CCA concerns that their control over the cost of RA, and the incentive to build local resources, may be reduced. Executive Director Marshall explained that RCEA's incentive to build local resources will not be reduced due to the agency's energy development goals outlined in the RePower

Humboldt strategic plan. RCEA currently has excess resource adequacy, or available resources to turn on when needed, that can be used for local needs or sold to other entities. Future changes to the RA program are anticipated, and the directors requested a report on centralized procurement implementation, future changes and a suggested strategy for RCEA's portfolio resources.

It was explained that reliability should be considered in two ways: 1) statewide grid balancing, which mandated RA procurement; and 2) local reliability and resilience. The airport microgrid project provides both types of reliability because the project will operate on the utility side of the meter and also allow critical facilities to be islanded during an emergency. The behind-the-meter storage program that RCEA is developing is an innovative way to provide both grid-level reliability and local emergency response reliability.

The directors discussed flexible RA, or new resources that can go online quickly and shift the amount of power generated in response to California's daily solar power production fluctuation and evening peak demand periods. Currently natural gas power plants and storage facilities are the main source of flexible RA. As California continues to reduce emissions and retires natural gas plants, there will be an increased need for storage and battery flexible RA. TEA is tracking battery prices, which are still high, to see when battery flexible RA can be added to RCEA's portfolio as a primary RA strategy.

Chair Allison invited public comment. No one came forward to speak. Chair Allison closed the public comment period.

M/S: Winkler, Fennell: Accept Energy Risk Management quarterly report.

The motion passed with a unanimous roll call vote. Ayes: Allison, Avis, Curran, Fennell, Grover, Winkler. Noes: None. Absent: Glaser, Wilson. Non-voting: Woo.

NEW CCE BUSINESS

6.1 Resource Adequacy (RA) and Long-Duration Storage Solicitations (Information only)

Power Resources Manager Jocelyn Gwynn updated the directors on two current solicitations: a request for proposals (RFP) for incremental resource adequacy capacity and a request for information (RFI) for long-duration energy storage.

Manager Gwynn explained RCEA's CPUC requirement to procure a total of 10.7 MW of new-build energy capacity RA between 2021 and 2023, the challenges of building new power plants by the 2021 deadline, and how RCEA is currently in negotiation for RA from two developers in partnership with Valley Clean Energy to meet the deadlines. The first, most challenging deadline will be met through an unconventional purchase of demand response aggregation, or pooled customer energy use reduction in response to reaching a certain electricity price or a shortage of electricity to meet demand. Leapfrog's demand response product is sourced from customers scattered across California. Another similar RCEA program will allow RCEA access to local behind-the-meter customer battery energy and will contribute to Humboldt County's grid reliability. This local program was originally developed to meet the resource adequacy requirement and develop local energy resiliency, but it became evident that it will not be possible to install enough storage in time to meet the 2021

requirements. Local battery storage will provide RA for RCEA's usual procurement requirement in addition to helping meet the CPUC's incremental RA requirement. Manager Gwynn explained RCEA's participation in a 13 CCA effort to gather information on long-duration storage technology which can discharge electricity at full capacity for eight hours or more. Typical current technology involves pumped hydroelectric facilities that are difficult to deploy due to environmental permitting and location constraints. The CCAs will evaluate and discuss submitted technology and RCEA may join in a multi-CCA request for offers based on the RFI results, with the goal of reducing reliance on natural gas energy during peak evening hours. Long-duration storage will become more valuable as the state requires load-serving entities to demonstrate reliability without natural gas plants.

The directors requested that RCEA educate local developers to build local capacity for long-term energy storage as well as development of heat pump use.

Chair Allison invited public comment. No one came forward to speak. Chair Allison closed the public comment period.

END OF COMMUNITY CHOICE ENERGY (CCE) BUSINESS

OLD BUSINESS

7.1 CAPE/RePower Humboldt status update Q2 (Information only)

Executive Director Matthew Marshall presented a progress report on measures identified in the 2019 update of the RePower Humboldt strategic plan, an update which will take place twice each year to ensure active plan implementation.

Mr. Marshall reported on work on transportation goals, including upgrades to RCEA's network of electric vehicle charging stations, Board-approved funding increases for the popular e-bike program and the possibility of providing an incentive to customers who install EV chargers in exchange for helping to balance the grid.

Mr. Marshall described the current status of the agency's major power resources projects, the airport microgrid and offshore wind development. The agency has an opportunity to develop additional community-scale microgrids in Hoopa and Willow Creek to replace PG&E's temporary, diesel-fueled microgrids. Staff is assisting the Humboldt Fishermen's Marketing Association in applying for a small grant to fund mitigation program development in anticipation of the potential fishing industry impacts of offshore wind and other harbor development. The Board recently increased capacity of the feed-in tariff program which, at full capacity, will create enough electricity to satisfy a sizable portion of the county's demand. The Cove small-hydro project has begun delivering energy and the Sandrini Sol project is on schedule to begin construction. The CCE program has state-mandated long-term power-procurement contracts with both companies. A recently-approved behind-the-meter storage program will add roughly 850 local customer energy storage systems that will allow continued use of solar energy during emergencies. The Board also approved a contract with a consultant who, among other RePower Humboldt implementation tasks, will investigate the feasibility of local small-hydro projects, a strategic plan goal.

Demand-Side Management Director Stephen Kullmann described past, current and future department initiatives. The Public Agency Solar Program provides solar site assessments, assistance with energy efficiency projects and battery storage for public agencies. The program has been instrumental in getting solar systems installed in schools. Other partners include the City of Trinidad, Kneeland Fire District and the Wiyot Tribe. A CCE-funded residential services program provides over-the-phone energy consultation, energy efficiency kits and referral to income-based programs. The CCE-funded LED buy-down program reduced the cost of Energy Watch incentives, making energy upgrades free for some agencies. This program ended this year along with the PG&E Energy Watch program. In the last year alone, the long-running Energy Watch partnership made direct installation of energy efficiency improvements possible for 223 local customers and created an estimated annual customer savings of \$340,900. The Proposition 39 program is also nearing completion. Since its inception, the program paid out over \$5 million locally to 22 education districts, funded lighting, refrigeration, and solar for schools, and provided RCEA's technical assistance, project management and assistance with securing funding. The Prop 39 program created annual savings in Humboldt County of over 3 million kWh of electricity and almost 6,000 gallons of diesel fuel through fuel-switching. Staff is developing the Citizen Sourced CCE-funded mobile home solar program's turnkey, pre-engineered and permitted "Solar-on-a-Stick" program, which may be expanded to include storage. Other CCE-funded programs under development are: the space and hot water heat pump rebate, which may also provide resource adequacy; the grocery refrigerant leak reduction program; and the Green Your Grow program. The department is now a program administrator, directly administering CPUC funds for residential and non-residential direct install programs. The program will focus on hard-to-reach customers and offer a greater variety of energy-saving measures than did the Energy Watch program. The PG&E local government partnership also began on July 1 and will provide public project management, Energy Star certification, capacity building and benchmarking assistance for government agencies. In the future, Director Kullmann envisions working more closely with the power resources team on resource adequacy and microgrid projects, providing more direct services to customers, building a comprehensive customer database to provide information to determine services that would best serve RCEA customers, and the possible formation of a CPUC-funded, statewide Rural Regional Energy Network that could extend services beyond Humboldt County to more rural customers.

Director Woo thanked the directors and staff for doing work that the Board envisioned when launching the Community Choice Energy program. Executive Director Marshall stated that a survey of Sonoma Clean Power customers showed they were most concerned with programs and tangible CCE benefits, rather than low rates and a green power portfolio. In applying those findings locally, staff is focusing on customer programs, local resilience and community microgrids in order to satisfy RCEA customer demands.

Chair Allison invited public comment. No one came forward to speak. Chair Allison closed the public comment period.

NEW BUSINESS

8.1 Award Contract for CPUC Program Administrator (PA) Reporting Services

Director Kullmann reported on the qualifications of two respondents to the request for proposals to provide required reporting and budget filing assistance as the agency takes on

CPUC program administrator duties. Frontier Energy has experience performing similar duties for other CCEs and RENs. The other respondent, Aqueous, has no direct CPUC PA reporting experience.

Chair Allison invited public comment. No one came forward to speak. Chair Allison closed the public comment period.

M/S: Grover, Fennell: Award professional services agreement for CPUC Program Administrator reporting and budget filing to Frontier Energy in an amount not to exceed \$60,000 for one year with two potential one-year extensions, and authorize the Executive Director to execute all applicable documents.

The motion passed with a unanimous roll call vote. Ayes: Allison, Avis, Curran, Fennell, Grover, Winkler, Woo. Noes: None. Absent: Glaser, Wilson.

8.2 RCEA Racial Justice Action Plan Creation

Executive Director Marshall reported that Director Woo requested formation of an ad hoc Board racial justice action plan subcommittee last month. The subcommittee would work with staff and engage with outside entities when creating an agency racial justice action plan. The subcommittee would sunset when the action plan is brought back to the Board for approval.

Chair Allison invited public comment. City of Arcata resident Oona Smith described a best practice she learned at a recent California Transportation Commission presentation. When creating a racial justice action plan, it is important to recruit assistance from members of communities for which the agency wishes to create outcomes. Chair Allison closed the public comment period.

M/S: Fennell, Avis: Create an ad hoc Board subcommittee to assist staff in creating a racial justice action plan and appoint Stephen Avis, Chris Curran, David Grover and Sheri Woo to serve on this advisory body.

The motion passed with a unanimous roll call vote. Ayes: Allison, Avis, Curran, Fennell, Grover, Winkler, Woo. Noes: None. Absent: Glaser, Wilson.

Chair Allison adjourned the meeting at 5:31 p.m.

Lori Taketa
Clerk of the Board



Redwood Region Economic Development Commission
Prosperity Center 520 E Street, Eureka, California 95501
Phone 707.445.9651 Fax 707.445.9652 www.rredc.com

REDWOOD REGION ECONOMIC DEVELOPMENT COMMISSION

Special meeting of the Board of Directors

Via Zoom <https://us02web.zoom.us/j/82895232298>

or by phone call in +1 669 900 6833

Meeting ID: 828 9523 2298

August 24, 2020 at 6:30 pm

Revised AGENDA

- I. Call to Order**
- II. Approval of Agenda**
 - A. Approval of Agenda for August 24, 2020
- III. Public Input for non-agenda items**
- IV. Consent Calendar**
 - A. Approval of Minutes of the Board of Directors Special Meeting: June 29, 2020
 - B. Acceptance of Agency-wide Financial Reports: End of FY 2019/20
- V. Program – Project Equity co-founder Alison Lingane, and North Coast Small Business Development Center Director Leila Roberts – Succession Planning and Employee Ownership**
- VI. New Business**
 - A. Approval of EDA RLF Recapitalization Grant Agreement #07-79-07594
 - B. Discussion of Lease Renewal with Ron Pileggi for 520/530 E Street Facility
- VII. Old Business**
 - None
- VIII. Reports – No Action Required**
 - A. Loan Portfolio Report: June 30, 2020
 - B. Executive Director’s Report
- IX. Member Reports**
- X. Agenda/Program Requests for future Board of Directors Meetings**
- XI. Adjourn**

The Redwood Region Economic Development Commission will, on request, make agendas available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals who need this agenda in an alternative format or who need a disability-related modification or accommodation in order to participate in the meeting should contact the Board Secretary at (707) 445-9651. Notification 48 hours prior to the meeting will enable the Commission to make reasonable arrangements for accommodations.



Cities Arcata · Blue Lake · Eureka · Ferndale · Fortuna · Rio Dell · Trinidad
Community Services Districts Humboldt · Manila · McKinleyville · Orick · Orleans · Redway · Willow Creek
Humboldt Bay Harbor, Recreation and Conservation District · Humboldt Bay Municipal Water District
County of Humboldt · Hoopa Valley Tribe · Redwoods Community College District