

## Contacts at Western Transportation Institute, Montana State University

('The Montana and California Departments of Transportation founded WTI in 1994 in cooperation with MSU.' — from [https://westerntransportationinstitute.org/about/.](https://westerntransportationinstitute.org/about/))

### **Tony Clevenger, Ph.D. (Anthony Paul Clevenger)** **Senior Research Scientist**



Anthony (Tony) Clevenger, Ph.D., Wildlife Ecology, is a Senior Wildlife Research Scientist specializing in identifying factors influencing wildlife crossing performance and analyzing factors contributing to wildlife-vehicle collisions. He is a member of the U.S. National Academy of Sciences Committee on Effects of Highways on Natural Communities and Ecosystems. He has published over 40 articles in peer-reviewed scientific journals and co-authored three books including, *Road Ecology: Science and Solutions*, published by Island Press in 2003.

Research Wildlife Biologist  
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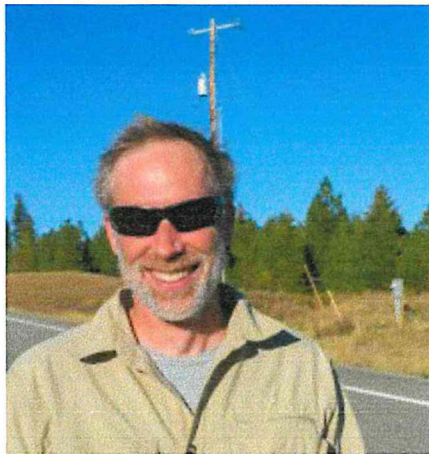
#### **Contact Information (WTI-MSU)**

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- > Office E-mail: [tclevenger@montana.edu](mailto:tclevenger@montana.edu)

## **Marcel Huijser, Ph.D.**

### **Research Ecologist**

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Marcel Huijser, Ph.D., Wildlife Ecology, is a Research Ecologist with 23 years of experience. Specializing in road ecology since 1995, he has conducted research in Europe, North America, South America and Asia. His focus is on the ecological impacts of transportation infrastructure as well as mitigation measures aimed at reducing these impacts. Most of his research relates to reducing large mammal-vehicle collisions, providing safe crossing opportunities for wildlife, and cost-benefit analyses regarding the implementation of mitigation measures. Huijser has taught a road ecology course for M.Sc. and Ph.D. students and has also provided several multiple day courses to various agencies and toll road companies.

Huijser has led several dozens of road ecology projects, including a report to U.S. Congress on reducing wildlife-vehicle collisions (2008), and several handbooks containing practical suggestions on implementing effective mitigation measures aimed at reducing wildlife-vehicle collisions (2008) and providing safe crossing opportunities for wildlife (2011). While mitigation measures may be required based on human safety and biological conservation parameters alone, Huijser also developed a cost-benefit model (2009) that serves as a decision support tool based on economics. While Huijser is an applied research ecologist he also values publishing in peer-reviewed journals.

#### **Contact Information (WTI-MSU)**

- > Primary Phone: [406-543-2377](tel:406-543-2377) > Office Phone: [406-994-7198](tel:406-994-7198)
- > Office E-mail: [mhuijser@montana.edu](mailto:mhuijser@montana.edu)

See *Wildlife-Vehicle Collision Reduction Study: Report to Congress (2008)*, at <https://www.fhwa.dot.gov/publications/research/safety/08034/08034.pdf>

**Rob Ament**  
**Program Lead: Road Ecology**

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Rob Ament, M.Sc., Biology, is the Road Ecology Program Manager. He has more than 25 years of experience in plant ecology, natural resource management, environmental policy, and organizational development. He manages over 20 active road ecology research projects throughout North America and currently serves on five national and international committees and boards.

**Contact Information (WTI-MSU)**

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See Road Ecology program at Western Transportation Institute (MSU), including overview, ongoing and completed projects, and staff, at

<https://westerntransportationinstitute.org/programs/road-ecology/>.

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Home, at <https://westerntransportationinstitute.org/>

Who We Are, at <https://westerntransportationinstitute.org/about/>

Research Centers, at <https://westerntransportationinstitute.org/>

**See U.S. Department of Transportation University Transportation Centers,**  
at <https://www.transportation.gov/content/university-transportation-centers>

<https://arc-solutions.org/what-is-arc/>



# ARC Solutions

*A Project of The Center for Large Landscape Conservation, Bozeman, Montana*

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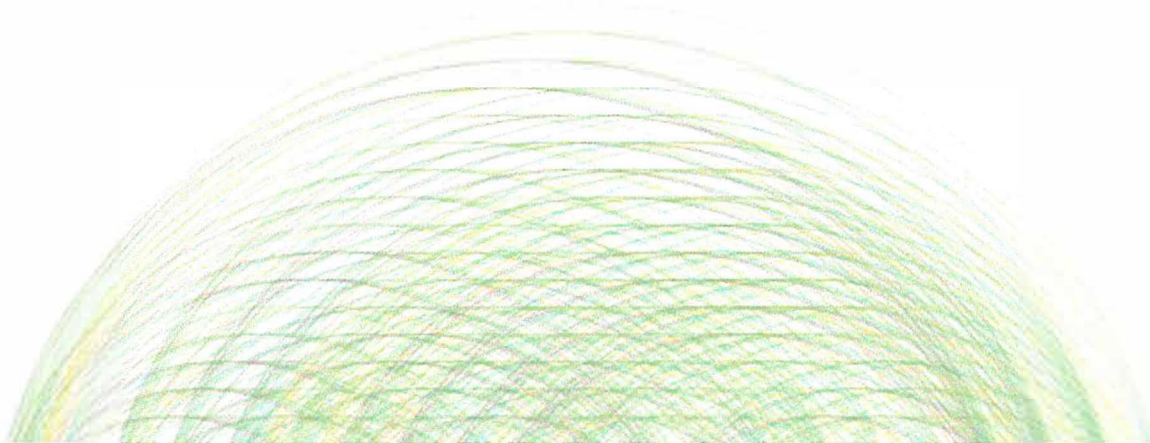
## WHAT IS ARC

HOW CAN DESIGN SAVE  
WILDLIFE AND WILD PLACES

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ARC

NEW THINKING | NEW METHODS | NEW MATERIALS | NEW SOLUTIONS



The name and visual identity of ARC has emerged directly from the science of road ecology and represents safe passage. This arc diagram is a visualization of actual wildlife crossing data collected over a year at the 24 wildlife crossing structures in Banff National Park in Alberta, Canada.



ARC — Animal Road Crossing — is an interdisciplinary partnership working to facilitate new thinking, new methods, new materials and new solutions for wildlife crossing structures.

Our primary goal is to ensure safe passage for both humans and animals on and across our roads. We do this through supporting the study, design and construction of wildlife crossing structures throughout North America.

ARC builds bridges in other important ways: We reconnect landscapes and wildlife habitats that have been split apart by our road systems; we reacquaint people and wildlife, helping drivers to be aware of the habitats our roads interrupt and the animals that use these places; and through these strategies, we reaffirm the need for humans and animals to coexist in the landscapes we call home.

Situated at the intersection of science and design, ARC is a forum for creative collaborations and innovative synergies.

We derive our mandate from the understanding that today's transportation challenges are exacerbated by three critical factors: 1) North America has an increasing population and expanding suburban and exurban development; 2) we have an aging, deficient and outmoded infrastructure; and 3) we are in a period of changing climate. Transportation and road ecology experts acknowledge that these issues must be addressed comprehensively.

We began in 2010 with the The ARC International Wildlife Crossing Infrastructure Design Competition. Our goal was to engage the most innovative international, interdisciplinary design teams to create the next generation of wildlife crossing infrastructure for North America's roadways. Through this design competition, ARC challenged interdisciplinary design teams comprising landscape architectural, engineering, transportation and ecological professionals to develop solutions for animal road-crossing structures that would be cost-efficient, ecologically sound, safe and flexible. We deliberately sought solutions that could be readily adapted for widespread use in other locations and conditions, including climate change.

The ARC competitors also faced the unique challenge of designing for two very different clients—humans and wildlife—each with different needs and priorities, yet sharing one problem: the need for safe passage for all.

## NOW ARC IS WORKING TO (RE)DESIGN OUR ROADS

Modern highway design must meet many different needs. ARC offers living proof that it is possible to design not only structures, but also a process that meets the diversity of today's transportation needs. ARC is working toward the (re)design of our highways so that these needs are met safely and efficiently, while maintaining the integrity and connectivity of our ecosystems, reducing our carbon footprint, minimizing the consumption of non-renewable materials, recycling resources and extending the life cycle of transportation infrastructure.

The design solutions that resulted from the [ARC competition](#) are progressive steps in addressing these complex design challenges in the context of road infrastructure for human and wildlife safety and mobility. In broadly sharing the results of the competition with municipal, state/provincial and federal agencies, ARC is working hard to implement safe passages for wildlife and motorists alike.

## THE ARC DIAGRAM

ARC is more than a competition; it is an ideology that spans disciplines, species, geography and aspirations. Its name and visual identity have emerged directly from the science of road ecology. We worked with [Studio:Blackwell](#), [Chris Harrison](#), a Ph.D. candidate at the Human-Computer Interaction Institute at Carnegie Mellon University; and Dr. Tony Clevenger of the [Western Transportation Institute](#) in Bozeman, Montana, to produce the graphic arc diagram, which is a visualization of actual wildlife crossing data. These data—and the information on which the arc diagram is based—were collected over the past decade at the 24 wildlife crossing structures in Banff National Park in Alberta, Canada. They track the daily use of the crossing structures by large mammals, whose adaptation to this infrastructure successfully reconnects the surrounding landscape and creates safer highways every day.

"ARC is about building bridges; it's about reconciling conflict between roads and wildlife, people and animals, and getting us all where we need to go safely, at a lower cost. ARC is also about building bridges between science and design, and in the process, reconnecting our landscapes."

Nina-Marie Lister [Ecologist and Planner, Ryerson University, and ARC Advisor](#)

THE CENTER FOR  
LARGE LANDSCAPE  

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CONSERVATION

ARC Solutions is a fiscally sponsored project of

The Center for Large Landscape Conservation P.O. 1587 Bozeman, Montana 59771

M. Lane

Lori Parlin

Open Forum BOS 9/11/17/2018

During Item #22 Shiva Frentzen stated to a constituent, "As you know under the Brown Act we can't talk to one another." That is a blatant lie. The Brown Act clearly provides for **discussion and dialog with the public**. I read into the public record portions from the **Brown Act Rights of the Public** which states: "Care must be given to avoid violating the speech rights of speakers by suppressing opinions relevant to the business of the body... These decisions found that prohibiting critical comments was a form of viewpoint discrimination and that such a prohibition promoted discussion artificially geared toward praising (and maintaining) the status quo, thereby foreclosing meaningful public dialog."

Item #23 was relevant to the meeting held in Cool on Monday night concerning the fire dangers and State Parks campgrounds planned for the Auburn State Recreational Area. Lori Parlin was present at the meeting where I confronted her at the door about her lack of response to phone calls and emails. Her response to me, "I did respond Melody; you just didn't like my answer." **That is another one of her lies**. Accordingly this CPRA requests proof of mandatory ethics training for Lori Parlin, John Hidahl and Sue Novasel.

Don Ashton and County Counsel are unlawfully filtering and censoring my correspondence and refusing to comply with CPRAs in direct contradiction to the Core Values before you. Mr. Ashton, pursuant to your oath of office and the EDC core values, please explain for the public record: Who exactly is the recipient of "THE BOSFour" emails – you or county counsel?

Madam Clerk: Please enter these documents into the public record:

- 1) This transcript
- 2) 9/16/19 CPRA – Ethics Training for Parlin, Novasel, Hidahl
- 3) Brown Act Rights of the Public
- 4) EDC Core Values



It is said that there is no honor amongst thieves, yet government has proven to be a collection of thieves and liars. They have robbed every vestige of Truth from “we the people” and have smiled while doing it.

In Ephesians 5:11 Paul says, "And have no fellowship with the unfruitful works of darkness, but rather REPROVE them." He goes on to write that having done all, we must stand, and speak **boldly** as we ought to speak.

Last week the entire BOS, Don Ashton, and County Counsel proved their contempt for biblical precepts, the Constitution, and EDC citizens. Whether cognitively or ignorantly, it was evident the outcome of several of the agenda items were predetermined before the meeting even commenced, topics that we discussed during the last two Taxpayers Association meetings. Larry Weitzman called them “ultra vires” – the legal terminology for **acting outside of the law**.

It is a fact that CAO Don Ashton, Sheriff D’Agostini, and County Counsel are censoring/restricting my emails as well as failing to respond to CPRAs. Not only is that a violation of my First Amendment rights, it **represents an assault on the freedom of every citizen**. Such Bureaucratic Shenanigans are exactly what earned El Dorado County the reputation as one of the most corrupt in the entire state. The following are not conspiracy THEORIES--they are EVIDENCE of the conspiracy:

For example Sue Novasel sadistically took the agenda items out of order to prevent me from addressing Item #21. Items 22 through 26 were heard first which meant I had to wait SIX HOURS IN PAIN from a recent accident before I could address Item #21 which wasn’t heard until 4 PM. What you won’t see in the video is when I approached Kim Dawson to inquire why this item was further delayed. Kim responded, “*Sue Novasel said it was at her discretion to re-order the agenda items.*” That is another government lie because she had no lawful authority to do so. In actuality it was done in retaliation for publicly challenging her discrimination and un-Constitutional actions!

Item #21 was relevant to taxpayers footing the cost for business cards for all boards, commissions and committees. What few people realize is these individuals are NOT volunteers. They are bound by their Principle Agent Oaths of Office. That means they are bound by the same laws and oaths as any government employee, however they are personally liable once they step outside of the law. In other words County Counsel cannot represent them. For example Kris Payne sits on several committees and commissions and is notorious for stepping outside of the law, including heckling and harassing me, and participating in RMAC serial meetings which the Brown Act strictly prohibits. John Hidahl made it evident that the BOS would sanction Kris’ ultra vires actions and give him preferential treatment.



# Compass2Truth

*Citizens for Constitutional Liberty*

P.O. Box 598  
Coloma, CA 95613

September 16, 2019

To: El Dorado County Board of Supervisors Districts #1, 2, 3, 4 & 5  
EDC Clerk to the Board  
CAO Don Ashton

## CA PUBLIC RECORDS ACT REQUEST *POO 2537-091619*

Pursuant to my rights under the California Public Records Act (Government Code Section 6250 et seq.), I ask to obtain the following documents via email:

1. A copy of Lori Parlin's initial certificate of completion for mandatory Ethics training required under AB1234. If Lori's certification does not yet exist, please so state.
2. A copy of John Hidahl's initial certificate of completion for mandatory Ethics training in addition to proof of subsequent semi-annual Ethics training required under AB1234. If no such documents exist, please so state.
3. A copy of Sue Hidahl's initial certificate of completion for mandatory Ethics in addition to proof of subsequent semi-annual Ethics training required under AB1234. If no such documents exist, please so state.

**The agency must justify the withholding of any record** by demonstrating that the record is exempt or that the public interest in confidentiality outweighs the public interest in disclosure. (§6255) **If you determine that some but not all of the information is exempt from disclosure and that you intend to withhold it, I ask that you provide a signed notification citing the specific legal authorities on whom you rely.**

To avoid unnecessary delays or costs of duplication, electronic copies are acceptable and may be emailed to [melody.lane@reagan.com](mailto:melody.lane@reagan.com) in pdf format. **Access is always free.** Fees for "inspection" or "processing" are prohibited. (§ 6253)

It is further requested that your determination be made within **10 days, or sooner**, as stipulated within the California Public Records Act, **Government Code 6253(c)**. These time periods may not be used solely to delay access to the records. (§ 6253(d))

Sincerely,

*Melody Lane*

**Founder – Compass2Truth**

# CALIFORNIA BROWN ACT

## PREAMBLE:

"The people, in delegating authority, do not give their public servants the right to decide what is good for the people to know and what is not good for them to know. The people do not yield their sovereignty to the bodies that serve them. The people insist on remaining informed to retain control over the legislative bodies they have created."

## CHAPTER V.

### RIGHTS OF THE PUBLIC

§54954.3 Public's right to testify at meetings. (c) The legislative body of a local agency shall not prohibit public criticism of the policies, procedures, programs, or services of the agency, or of the acts or omissions of the legislative body. Nothing in this subdivision shall confer any privilege or protection for expression beyond that otherwise provided by law. Care must be given to avoid violating the speech rights of speakers by suppressing opinions relevant to the business of the body.

As such, members of the public have broad constitutional rights to comment on any subject relating to the business of the governmental body. Any attempt to restrict the content of such speech must be narrowly tailored to effectuate a compelling state interest. Specifically, the courts found that policies that prohibited members of the public from criticizing school district employees were unconstitutional. (*Leventhal v. Vista Unified School Dist.* (1997) 973 F. Supp. 951; *Baca v. Moreno Valley Unified School Dist.* (1996) 936 F. Supp. 719.) These decisions found that prohibiting critical comments was a form of viewpoint discrimination and that such a prohibition promoted discussion artificially geared toward praising (and maintaining) the status quo, thereby foreclosing meaningful public dialog.

Where a member of the public raises an issue which has not yet come before the legislative body, the item may be briefly discussed but no action may be taken at that meeting. The purpose of the discussion is to permit a member of the public to raise an issue or problem with the legislative body or to permit the legislative body to provide information to the public, provide direction to its staff, or schedule the matter for a future meeting. (§ 54954.2(a).)

## **EDC Core Values:**

### **Accountability**

Responsible for our decisions and behavior. Creating a safe environment where we are answerable to our citizens, co-workers, superiors, direct reports, and other stakeholders.

### **Collaboration**

Cross-functional teamwork, communication, and cooperation countywide, while creating a silo-free organization.

### **Integrity**

Doing what is right legally and morally at all times regardless of whether or not someone is watching.

### **Service Excellence**

(Citizen-Oriented Service) – Provide comprehensive service to all citizens of El Dorado County while loyally doing our job without expectation of recognition or personal gain.