Howard N. Dashiell DIRECTOR OF TRANSPORTATION

Road Commissioner County Engineer, RCE 42001 County Surveyor, PLS 7148



FUNCTIONS

COUNTY OF MENDOCINO DEPARTMENT OF TRANSPORTATION

340 LAKE MENDOCINO DRIVE UKIAH, CALIFORNIA 95482-9432 VOICE (707) 463-4363 FAX (707) 463-5474

May 19, 2023

Mendocino County Board of Supervisors 501 Low Gap Road, Room 1090 Ukiah, CA 95482

RE: ADOPTION OF RESOLUTION AUTHORIZING THE GRANT APPLICATIONS FOR LOCAL TRANSPORTATION CLIMATE ADAPTION PROGRAM TO FUND THE REDEMEYER ROAD EXTENSION AND BROOKTRAILS SECOND ACCESS PROJECTS AND AUTHORIZING THE DIRECTOR OF TRANSPORTATION TO ACCEPT THE GRANT(S), IF AWARDED, AND EXECUTE THE GRANT AGREEMENT(S) AND SIGN ANY OTHER NECESSARY RELATED DOCUMENTS ON BEHALF OF MENDOCINO COUNTY (UKIAH AND WILLITS AREAS)

Honorable Board Members:

The Mendocino County Department of Transportation (MCDoT) with the support of the Mendocino Council of Governments (MCOG) invested considerable time from 2005 to 2012 allocating various local and state funds to study and define both the Redemeyer Road Extension and Brooktrails Second Access Project(s). During the September 10, 2013 Board of Supervisors (BOS) meeting, direction was given for MCDoT to not return with future expenditures related to these projects unless a funding source sufficient to complete these projects could be identified. These projects have largely been dormant due to any viable funding source to complete environmental, design, and construction.

The September 10, 2013 BOS direction is summed up in the soon after completed 2017 Regional Transportation Plan (also included in the 2022 RTP – page 53) - County Maintained Roads & City Streets Element on pages 45 & 46

(https://www.mendocinocog.org/files/742330750/2017+RTP+As+Adopted%28web+format%29.pdf) which reads as follows:

Unfunded Needs:

A second access to the Brooktrails Township has long been identified as a need. This project will provide an alternate access route to Brooktrails, a Planned Residential Development (PRD) of approximately 4,500-5,000 single-family dwelling units. At present there are an estimated 1,500 dwelling units constructed. A second access would relieve traffic along Sherwood Road, currently the only access to the community, and provide an

alternative during times of emergency. The County of Mendocino conducted initial analysis of a potential project. Funding needs of over \$22 million were identified for the project, which exceed any realistic expectation of available funding in the foreseeable future. Although a need exists, this project is unlikely to be pursued within the timeframe of this plan.

Redemeyer Road extension across the Russian River is a project identified to complete a gap in a parallel route to US-101. The route will connect to Lake Mendocino Drive or North State Street on the north and to Old River Road on the south at the intersection with Talmage Road. This project will require a bridge across the Russian River and construction of a two-lane arterial with paved shoulders. Although this project has previously been identified as a need, and remains important for emergency ingress and egress purposes, there is no clear path for funding this project. It is unlikely to be pursued in the timeframe of this plan.

There is an opportunity to prepare grant applications for the *Local Transportation Climate Adaption Program* (LTCAP) Grant. Each project could be eligible for \$50 million. Applying inflation cost escalators to both projects that were scoped in 2009 to 2011 dollars, we believe that \$50 million would be enough to reasonably complete all phases, thus meeting the BOS direction in 2013. I ask the Board to support two applications that attempt to complete design, environmental, right-of-way and construction for the following:

Redemeyer Road Extension:



Brooktrails Second Access:



The LTCAP grant programs a maximum of \$50 million per project and requires a 20% non-federal match. Non-federal match funding may be requested from the available LTCAP state-only funds, for which priority is given to rural, underserved areas. DOT is seeking authorization to apply for the grants and accept and execute the grants if awarded with no required local match. Should a local match be required, DOT will come back to the Board to seek direction and match funding.

A draft Resolution for adoption authorizing the grant applications and acceptance of the grant(s), if awarded, is enclosed.

I will, of course, respond to any questions that the Board may have.

Respectfully submitted,

HOWARD N. DASHIELL Director of Transportation

oward M. Dashiel

Enclosure

cc File CR 215A & CR 311