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FUNCTIONS

Administration & Business Services
Airports
Engineering
Land Improvement
Roads and Bridges
Solid Waste & Landfills
Water Agency

COUNTY OF MENDOCINO
DEPARTMENT OF TRANSPORTATION
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June 5, 2023

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

RE: DISCUSSION AND POSSIBLE ACTION INCLUDING DIRECTION TO STAFF REGARDING PRIORITIZATION OF THE GRANT APPLICATIONS FOR LOCAL TRANSPORTATION CLIMATE ADAPTION PROGRAM TO FUND THE REDEMEYER ROAD EXTENSION AND BROOKTRAILS SECOND ACCESS PROJECTS (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 Projects. 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 Local Transportation Climate Adaption Program (LTCAP) grant provides funding for the development and implementation of projects that are intended to adapt to the changing climate, increase climate resiliency, and protect at-risk transportation infrastructure as well as vulnerable and under-resourced communities. On June 6, 2023, BOS authorized MCDoT to submit LTCAP grant applications to fund the projects referenced above.

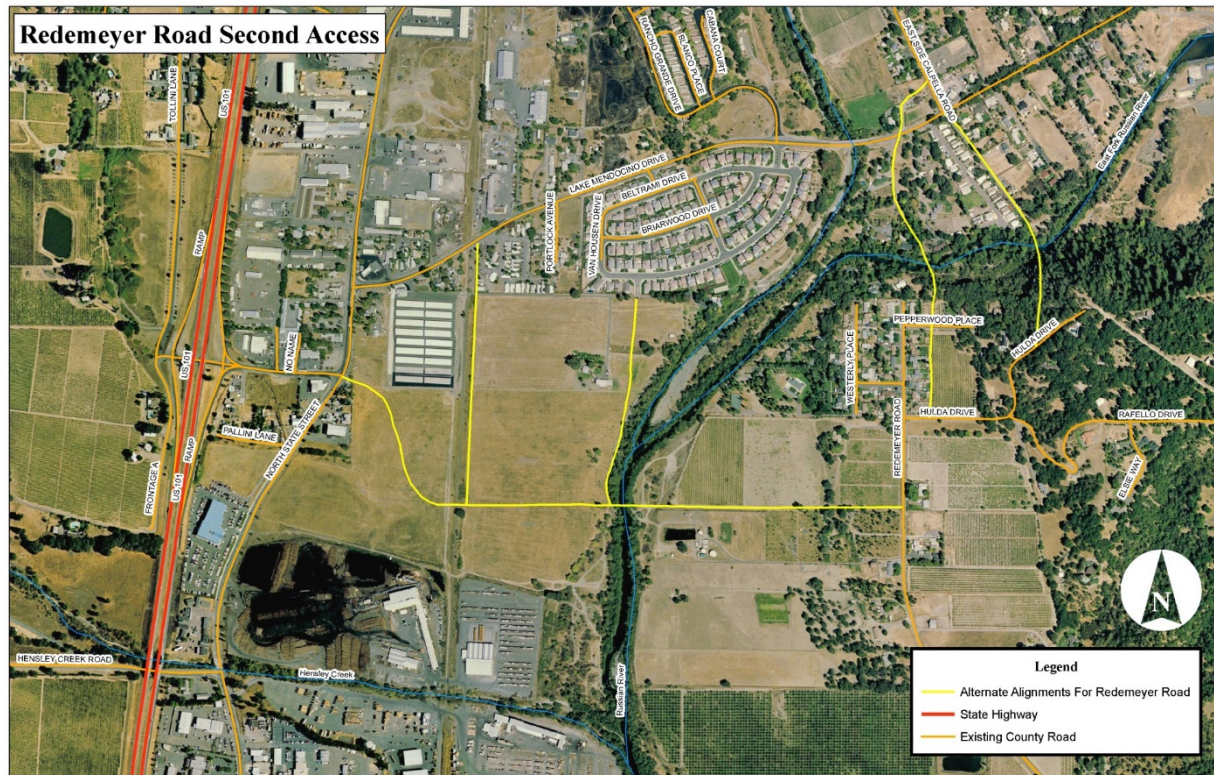
This initial LTCAP programming cycle will provide a total funding amount of \$296.5 million, with a maximum of \$50 million for a single project. The Brooktrails Second Access Project and the Redemeyer Road Extension Project are each estimated to cost approximately \$50 million.

The Brooktrails Second Access Project consists of construction of a new roadway near the intersection of Primrose Drive with Sherwood Road to the east over Upp Creek to intersect with North Main Street in Willits, including the construction of a new bridge across Upp Creek. At

The Redemeyer Road Extension consists of construction of a roadway to extend Redemeyer Road to the west over the Russian River to intersect with North State Street, including the construction of a new bridge across the Russian River and an at-grade crossing over the existing Northwestern Pacific Railroad tracks or routing to Lake Mendocino Drive at the railroad crossing. At present there are an estimated 386 dwelling units and a population of 951. Redemeyer Road has an Average Daily Traffic (ADT) of 2,249. This project would complete a gap in a parallel route to US-101 through the Ukiah valley.

An aerial photograph of a wooded area with several yellow dashed lines indicating proposed evacuation routes. A white rectangular box highlights a specific section of the map, labeled "Possible Alternative 'Switchback' Configuration". Other labels include "Proposed Evacuation Route (Approximate Location)" at the top center, and various parcel numbers and names such as "038-029-07 PADUA RICHARD I.", "038-029-15 PADUA RICHARD I.", "038-029-12 PADUA RICHARD I.", "038-029-43 PADUA RICHARD I.", "038-029-31 BYRNS TOWNSHIP", "038-029-22 ROBERTVILLE TOWNSHIP", "038-029-20 WHITE MOUNTAIN", "038-029-06 PADUA RICHARD I.", "038-029-09 PADUA RICHARD I.", "038-029-10 PADUA RICHARD I.", "038-029-11 PADUA RICHARD I.", "038-029-12 PADUA RICHARD I.", "038-029-13 PADUA RICHARD I.", "038-029-14 PADUA RICHARD I.", "038-029-15 PADUA RICHARD I.", "038-029-16 PADUA RICHARD I.", "038-029-17 PADUA RICHARD I.", "038-029-18 PADUA RICHARD I.", "038-029-19 PADUA RICHARD I.", "038-029-20 PADUA RICHARD I.", "038-029-21 PADUA RICHARD I.", "038-029-22 PADUA RICHARD I.", "038-029-23 PADUA RICHARD I.", "038-029-24 PADUA RICHARD I.", "038-029-25 PADUA RICHARD I.", "038-029-26 PADUA RICHARD I.", "038-029-27 PADUA RICHARD I.", "038-029-28 PADUA RICHARD I.", "038-029-29 PADUA RICHARD I.", "038-029-30 PADUA RICHARD I.", "038-029-31 PADUA RICHARD I.", "038-029-32 PADUA RICHARD I.", "038-029-33 PADUA RICHARD I.", "038-029-34 PADUA RICHARD I.", "038-029-35 PADUA RICHARD I.", "038-029-36 PADUA RICHARD I.", "038-029-37 PADUA RICHARD I.", "038-029-38 PADUA RICHARD I.", "038-029-39 PADUA RICHARD I.", "038-029-40 PADUA RICHARD I.", "038-029-41 PADUA RICHARD I.", "038-029-42 PADUA RICHARD I.", "038-029-43 PADUA RICHARD I.", "038-029-44 PADUA RICHARD I.", "038-029-45 PADUA RICHARD I.", "038-029-46 PADUA RICHARD I.", "038-029-47 PADUA RICHARD I.", "038-029-48 PADUA RICHARD I.", "038-029-49 PADUA RICHARD I.", "038-029-50 PADUA RICHARD I.", "038-029-51 PADUA RICHARD I.", "038-029-52 PADUA RICHARD I.", "038-029-53 PADUA RICHARD I.", "038-029-54 PADUA RICHARD I.", "038-029-55 PADUA RICHARD I.", "038-029-56 PADUA RICHARD I.", "038-029-57 PADUA RICHARD I.", "038-029-58 PADUA RICHARD I.", "038-029-59 PADUA RICHARD I.", "038-029-60 PADUA RICHARD I.", "038-029-61 PADUA RICHARD I.", "038-029-62 PADUA RICHARD I.", "038-029-63 PADUA RICHARD I.", "038-029-64 PADUA RICHARD I.", "038-029-65 PADUA RICHARD I.", "038-029-66 PADUA RICHARD I.", "038-029-67 PADUA RICHARD I.", "038-029-68 PADUA RICHARD I.", "038-029-69 PADUA RICHARD I.", "038-029-70 PADUA RICHARD I.", "038-029-71 PADUA RICHARD I.", "038-029-72 PADUA RICHARD I.", "038-029-73 PADUA RICHARD I.", "038-029-74 PADUA RICHARD I.", "038-029-75 PADUA RICHARD I.", "038-029-76 PADUA RICHARD I.", "038-029-77 PADUA RICHARD I.", "038-029-78 PADUA RICHARD I.", "038-029-79 PADUA RICHARD I.", "038-029-80 PADUA RICHARD I.", "038-029-81 PADUA RICHARD I.", "038-029-82 PADUA RICHARD I.", "038-029-83 PADUA RICHARD I.", "038-029-84 PADUA RICHARD I.", "038-029-85 PADUA RICHARD I.", "038-029-86 PADUA RICHARD I.", "038-029-87 PADUA RICHARD I.", "038-029-88 PADUA RICHARD I.", "038-029-89 PADUA RICHARD I.", "038-029-90 PADUA RICHARD I.", "038-029-91 PADUA RICHARD I.", "038-029-92 PADUA RICHARD I.", "038-029-93 PADUA RICHARD I.", "038-029-94 PADUA RICHARD I.", "038-029-95 PADUA RICHARD I.", "038-029-96 PADUA RICHARD I.", "038-029-97 PADUA RICHARD I.", "038-029-98 PADUA RICHARD I.", "038-029-99 PADUA RICHARD I.", "038-030-00 PADUA RICHARD I.".

Redemeyer Road Extension:



LTCAP grant guidelines state that any applicant submitting multiple project nominations must clearly prioritize its project nominations, and that the California Transportation Commission (CTC) may elect to only evaluate the highest priority project nomination submitted by each applicant. This letter and corresponding attachment provide information about each project. Project nominations will receive an initial screening by the CTC for completeness and eligibility before proceeding to the evaluation process. Incomplete or ineligible applications will not be evaluated. The attached table shows the initial screening criteria and each project's anticipated evaluation results.

MCDOT is seeking direction from the Board on the prioritization of the projects for the grant applications.

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

Respectfully submitted,

HOWARD N. DASHIELL
Director of Transportation

Enclosure: LTCAP Project Screening Criteria
Cc: File CR 215A & CR 311

2023 Local Transportation Climate Adpatation Program Project Screening Criteria

	Brooktrails	Redemeyer
LTCAP Screening Criteria		
A. Identification of at least one projected climate threat that will pose a risk to transportation infrastructure		
<u>Cal-Adapt</u> (A Climate Data Tool with the most current selection of Global Climate Models and emissions scenrios that displays climate impacts)	Wildfires & Precipitation (Snow & Ice)	Wildfires & Precipitation (Flooding)
<u>Our Coast, Our Future</u> (A Coastal Storm Modeling System that projects coastal flooding and shoreline change due to climate change)	No Impact	No Impact
B. Identification of climate vulnerable, under-resourced, or underserved communities who will be directly impacted by the climate threat's effects on the at-risk transportation infrastructure, identified above, and directly benefit from the project nomination.		
Federal (must meet one of the following criteria)		
<u>Climate & Economic Justice Screening Tool</u> (A mapping tool used to identify disadvantaged communities that are marginalized, underserved, and overburdened by pollution and will benefit from the federal Justice40 Initiative)	Yes	Partially
<u>USDOT Equitable Transportation Community Explorer</u> (A web application that identifies disadvantaged communities resulting from underinvestment in transportation)	Yes	Yes
State (must meet one of the following criteria)		
<u>CalEnviroScreen 4.0 (> 40?)</u> (A mapping tool used to identify areas among the most disadvantaged 25% in the state according to the CalEPA)	Yes (51)	Yes (48)
<u>California Healthy Places Index 3.0 (< 25?)</u> (A web program developed to identify disadvantaged communities based on the health of communities using 25 community characteristics)	No (35.8)	No (49)
<u>CA Healthy Places Extreme Heat Ed. (>79.9?)</u> (A website providing datasets on projected heat exposure for CA)	Yes (84.8)	Yes (104.5)
<u>Climate Change & Health Vulnerability - Wildfire Risk (County: 5.6%, State: 11.2%)</u> (A website showing indicators and data for places susceptible to adverse health impacts associated with climate change)	14.7%	3.6%
<u>Median Household Income (MHI) (< \$78,672?)</u> (Is the community's MHI less than 80% of the statewide MHI based on most current Census Tract level data?)	Yes (\$59,705)	No (\$78,977)
<u>Native American Tribal Lands</u> Is the project located within Tribal lands, benefit Tribal lands, &/or submitted by Tribal government?)	Yes	No
<u>Regional Definition</u> (Is the community defined as an "environmental justice community," equity priority community," or "community of concern" through an adopted regional plan?)	No	No
Other Project Information		
Approximate Population of Area	4,528	951
Average Daily Traffic (ADT)	4,304	2,249