

(707) 668-5655

Fax: (707) 668-5916

www.bluelake.ca.gov



**CITY OF BLUE LAKE**

**CALIFORNIA**

111 Greenwood Road

P.O. Box 458

# Blue Lake City Council Agenda

Tuesday, December 14, 2021 ~ 6:30 p.m. ~Special Council Meeting Via Zoom

***Unless Otherwise Noted, All Items on the Agenda are Subject to Action.***

LOCATION: In accordance with the Governor's Executive Orders N-25-20 and N-29-20, the City Council of the City of Blue Lake Shall Conduct the City Council Meeting by Teleconference via Zoom. Public Input can be given to the Council by emailing [citymanager@bluelake.ca.gov](mailto:citymanager@bluelake.ca.gov) until 4:30 p.m. on Tuesday December 14, 2021.

Public Input will be facilitated by Zoom at the following meeting link:

<https://us02web.zoom.us/j/81310461832?pwd=aFV1dEd0MEh1ZG5qQVFoaXhBRy90dz09>

Meeting ID: 813 1046 1832

Passcode: 642073

Dial by your location: +1 408 638 0968 US (San Jose)

1. **Pledge of Allegiance and Establish a Quorum of the Council**
2. **Approve Agenda**
3. **Public Comment** – *The Public is invited to present petitions, make announcements, or provide other information to the City Council that is relevant to the scope of authority of the City of Blue Lake that is not on the Agenda. The Council may provide up to 15 minutes for this public input session. To assure that each individual presentation is heard, the Council may uniformly impose time limitations of 3 minutes to each individual presentation. The public will be given the opportunity to address items that are on the agenda at the time the Council takes up each specific agenda item.*
4. **Resolution Number 1192** -A Resolution of the City Council of the City of Blue Lake Making Findings Pursuant to Government Code Section 54953, as Amended by Assembly Bill 361, and Authorizing the Continued Use of Virtual Meetings
5. **Resolution Number 1193**-A Resolution of the City Council of the City of Blue Lake Accepting a Utility Easement for Sanitary Sewer Infrastructure
6. **Go Slow, Watch the Road: Road Safety Initiative/Proclamation**-Discussion/Direction
7. **Zero Waste Humboldt Presentation:** Presentation Only
8. **Mad River Alliance Presentation and Update on the Powers Creek Restoration Project:** Presentation Only
9. **Sanitary Sewer Study Fund Allocation:** Authorize the City Manager to Expend Funds in the Amount of \$65,000 from the Sewer Capital Reserve Fund to Conduct a Sanitary Sewer Assessment; Funds May be Eligible for Reimbursement through a Pending Grant Application-Discussion/Action
10. **City of Blue Lake Small Business Grant Program:** Authorize the City Manager to finalize the City's Small Business Grant Program Policies and Proceed with a Funding Allocation Recommendation for Council's Approval at the Next Council Meeting-Discussion/Action

11. **RV Park Campground Contract Recommendation:** Authorize the City Manager to Negotiate and Execute a Contract with the Top Ranked Firm to Conduct the Campground, RV Park and Business Analysis work as identified in the EDA funding award-Discussion/Action
12. **State Park Per Capita Grant Category Submission and Authorization to Accept and Approve Proposals for Major Renovation Items:** Authorize the City Manager to Submit a Final Application to the State Per Capita Program for Renovations to Existing Park Facilities and Authorize the City Manager to Execute an Agreement with the Lowest Responsive Bidder for the Replacement of the Prasch Hall Roof and Floor Upon Approval of the Funding Request by the State Park Per Capita Program-Discussion/Action.
13. **Prasch Hall Commercial Kitchen Bid Release:** Authorize the City Manager to Release the Prasch Hall Commercial Kitchen Bid; Funding for the Project to be Identified by City Staff and Brought Back to Council for Further Recommendation-Discussion/Direction/Action
14. **Coal Train Opposition Position-Discussion/Direction/Action**
15. **5<sup>th</sup> and J Street Stop Sign-Discussion/Direction**
16. **Council Correspondence**
  - a. League of California Cities Legislative Update
17. **Consent Agenda:**
  - a. Warrants and Disbursements
18. **Reports of Council and Staff**
  - a. City Manager Report
  - b. Financial Report
19. **Future Agenda Items**
20. **Adjourn**

**A request for disability-related modification or accommodation, including auxiliary aid or services, may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, by contacting City Manager Amanda Mager, 668-5655, at least 24 hours prior to the commencement of the meeting.**



# CITY OF BLUE LAKE

Post Office Box 458, 111 Greenwood Road, Blue Lake, CA 95525  
Phone 707.668.5655 Fax 707.668.5916

## AGENDA REPORT

**Item #:** 4  
**Date:** December 14, 2021  
**Item Subject:** Resolution Number 1192-A Resolution of the City Council of the City of Blue Lake Making Findings Pursuant to Government Code Section 54953, as Amended by Assembly Bill 361, and Authorizing the Continued Use of Virtual Meetings  
**Prepared By:** Mandy Mager, City Manager

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### General Information:

In order for the City Council to continue to conduct Council meetings via Zoom the Council must pass a continuing resolution in accordance with Government Code Section 54953, as amended by Assembly Bill 361

**Background Material Provided:** Resolution

**Fiscal Impact:** N/A

**Recommended Action:** Adopt Resolution Number 1192

### Review Information:

City Manager Review:  Legal Review:  Planner Review:  Engineer:

Comments:

**RESOLUTION NO. 1192**

**A RESOLUTION OF THE CITY COUNCIL FOR THE CITY OF BLUE LAKE  
MAKING FINDINGS PURSUANT TO GOVERNMENT CODE SECTION 54953, AS  
AMENDED BY ASSEMBLY BILL 361, AND AUTHORIZING THE CONTINUED USE  
OF VIRTUAL MEETINGS**

WHEREAS, as a result of the COVID-19 pandemic, the Governor issued Executive Order Nos. N-08-21, N-25-20 and N-29-20, which suspended certain provisions of the Ralph M. Brown Act to allow legislative bodies to conduct public meetings without strict compliance with the teleconferencing provisions of the Brown Act;

WHEREAS, Assembly Bill 361, which was signed into law on September 17, 2021, amended Government Code section 54953, to provide relief from the teleconferencing provisions of the Brown Act under certain circumstances provided the legislative body makes certain findings;

WHEREAS, as a result of the COVID-19 pandemic, the Governor proclaimed a state of emergency on March 4, 2020, in accordance with the section 8625 of the California Emergency Services Act, and the state of emergency remains in effect;

WHEREAS, as a result of the COVID-19 pandemic, the Humboldt County Health Officer has imposed and has recommended measures to promote social distancing as more particularly set forth in his August 6, 2021, Order, among other prior orders and guidance;

NOW, THEREFORE, the City Council does hereby find and resolve as follows:

1. That the Council has reconsidered the circumstances of the previously declared and existing state of emergency arising from the COVID-19 pandemic;
2. That the state of emergency continues to directly impact the ability of the members of the Council to meet safely in person, and further that local officials continue to impose or recommend measures to promote social distancing;
3. That the Council and its subordinate Committees, Commissions, and Boards may continue to conduct public meetings in accordance with Government Code section 54953(e);
4. That the Council will reconsider the above findings within 30-days of this Resolution.

**PASSED AND ADOPTED** on the 14th day of December 2021 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAIN:

ATTEST:

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Adelene Jones, Mayor

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Attest



# CITY OF BLUE LAKE

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Phone 707.668.5655 Fax 707.668.5916

## AGENDA REPORT

**Item #:** 5  
**Date:** December 14, 2021  
**Item Subject:** Resolution Number 1193-A Resolution of the City Council of the City of Blue Lake Accepting a Utility Easement for Sanitary Sewer Infrastructure  
**Prepared By:** Mandy Mager, City Manager

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### General Information:

The utility easement identified in Resolution Number 1193 is for a sanitary sewer line that runs through the Barnard's property.

**Background Material Provided:** Easement documents are attached.

**Fiscal Impact:** N/A

**Recommended Action:** Adopt Resolution Number 1193

### Review Information:

City Manager Review:  Legal Review:  Planner Review:  Engineer:

Comments:

RESOLUTION NO. 1193

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BLUE LAKE  
ACCEPTING A UTILITY EASEMENT FOR SANITARY SEWER INFRASTRUCTURE  
AND AUTHORIZING THE CITY MANAGER TO EXECUTE A CERTIFICATE OF  
ACCEPTANCE AND RECORD THE INSTRUMENT**

**A. WHEREAS**, the City maintains certain sanitary sewer lines throughout the City as part of its sanitary sewer system;

**B. WHEREAS**, an existing sanitary sewer line is located across that real property commonly referred to as Humboldt Assessor Parcel Number 025-033-015, as more particularly described in *Exhibit A* hereto;

**C. WHEREAS**, the City desires to accept the Easement Deed attached hereto as *Exhibit A* for the purpose of maintenance, installation, and repair of the sanitary sewer line as part of the City's sanitary sewer system;

**D. WHEREAS**, Keith N. Barnard and Margo Barnard, as owners of the underlying real property, intend to execute the attached Easement Deed, and the City agrees to accept the Easement Deed from Owner once executed.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BLUE LAKE  
DOES HEREBY ADOPT THE RECITALS AND FINDINGS STATED ABOVE AND  
AUTHORIZES AND DIRECTS THE CITY MANAGER TO EXECUTE A CERTIFICATE  
OF ACCEPTANCE OF THE EASEMENT DEED APPENDED TO THIS RESOLUTION  
AND CAUSE IT TO BE RECORDED IN THE OFFICIAL RECORDS OF HUMBOLDT  
COUNTY, CALIFORNIA.**

**PASSED, APPROVED AND ADOPTED** this \_\_\_th day of December 2021, by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

\_\_\_\_\_  
Adelene Jones, Mayor

ATTEST: \_\_\_\_\_

Amanda Mager, City Clerk

**EXHIBIT A**  
**Legal Description of Sanitary Sewer Easement**  
**Over Assessor Parcel No. 025-033-015**  
**Lands of Barnard**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF HUMBOLDT, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

Being a portion of the Lands of Keith N. and Margo Barnard, husband and wife, as joint tenants, described in Volume 1731 of Official Records, page 87, Humboldt County, over, under, and across that portion thereof described as follows:

COMMENCING at a 1/8" brass pin in concrete at the intersection of First Avenue and I Street, being in a standard street monument well as shown on the Record of Survey recorded in Book 16 of Surveys, page 82, Humboldt County Records;

Thence South 70 degrees 01 minutes 01 seconds East 331.05 feet to a point of intersection of the of the centerline of J Street and the southwesterly sideline of a 20-foot wide alley;

Thence southeasterly along the southwesterly line of said alley South 45 degrees 00 minutes 00 seconds East 30.00 feet to its intersection with the southeasterly line of J Street, being the most westerly corner of the Lands of Barnard described in Volume 1731 of Official Records, page 87;

Thence along the Lands of Barnard and the southeasterly line of J Street North 45 degrees 00 minutes 00 seconds East 5.62 feet along to the POINT OF BEGINNING;

Thence continuing along the Lands of Barnard and the southeasterly line of J Street North 45 degrees 00 minutes 00 seconds East 14.01 feet;

Thence leaving the southeasterly line of J Street South 43 degrees 30 minutes 47 seconds East 127.94 feet, more or less, to the northerly line of Railroad Ave., 40 feet wide (also known as the County Road to Korbel);

Thence along the northerly line of Railroad Ave. North 82 degrees 38 minutes 00 seconds West 20.88 feet to an angle point therein;

Thence continuing along the northerly line of Railroad Ave. North 81 degrees 49 minutes 00 seconds West 1.60 feet;

Thence leaving said northerly line of Railroad Ave. North 43 degrees 30 minutes 47 seconds West 110.40 feet, more or less, to the POINT OF BEGINNING.

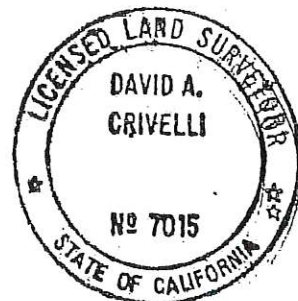
BASIS OF BEARINGS: Bearings are based on the First Street monument line between I and H Streets as shown on Book 16 of Surveys, page 82, bearing North 45 degrees 00 minutes 00 seconds West. Distances are in U.S. Survey feet and decimals thereof.



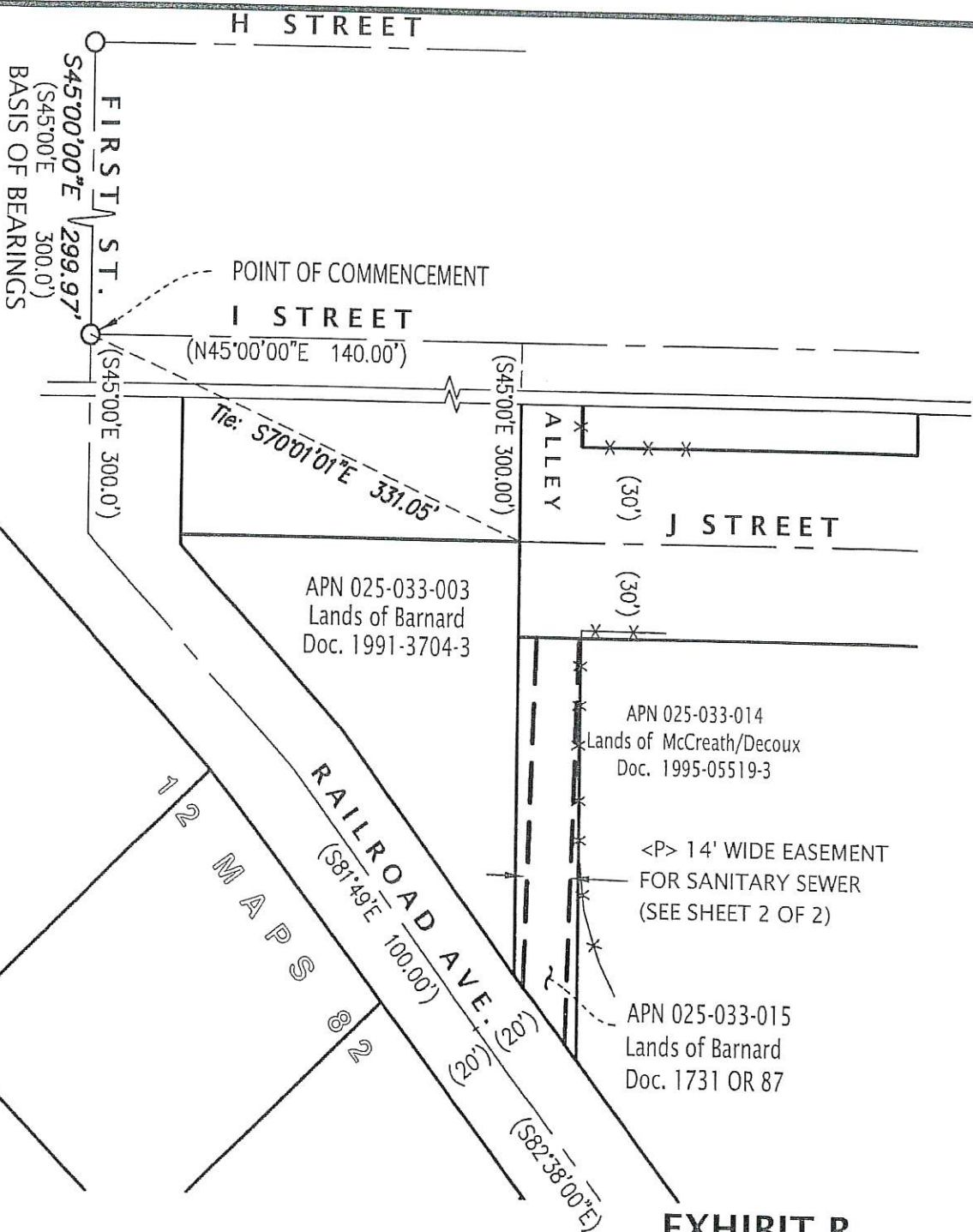
David A. Crivelli, LS 7015

7/22/20

END OF DESCRIPTION



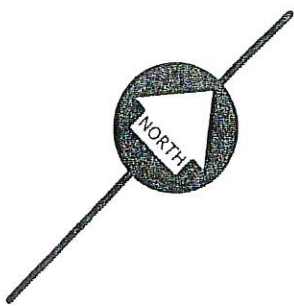




**EXHIBIT B**  
**SANITARY SEWER EASEMENT**

SECTION 29, T6N, R2E,  
 HUMBOLDT MERIDIAN  
 IN THE UNINCORPORATED AREA OF,  
 HUMBOLDT COUNTY, STATE OF CALIFORNIA

SCALE: 1" = 50'      Date: July 2020      SHEET 1 OF 2



**POINTS WEST SURVEYING CO.**  
 5201 Carlson Park Dr., Suite 3 - Arcata, CA 95521  
 707·840·9510 · Phone      707·840·9542 · Fax

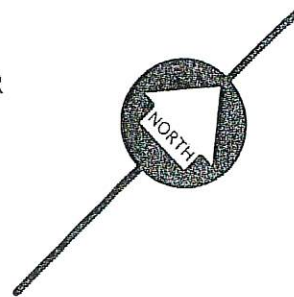
APN 025-033-004  
Lands of Jenks Trust  
Doc. 2016-7298

APN 025-033-003  
Lands of Barnard  
Doc. 1991-3704-3

APN 025-033-014  
Lands of McCreath/Decoux  
Doc. 1995-05519-3

APN 025-033-015  
Lands of Barnard  
Doc. 1731 OR 87

LINE TABLE		
Line #	Bearing	Distance
L1	N45°00'00"E	5.62'
L2	N45°00'00"E	14.01'
L3	N82°38'00"W	20.88'
L4	N81°49'00"W	1.60'



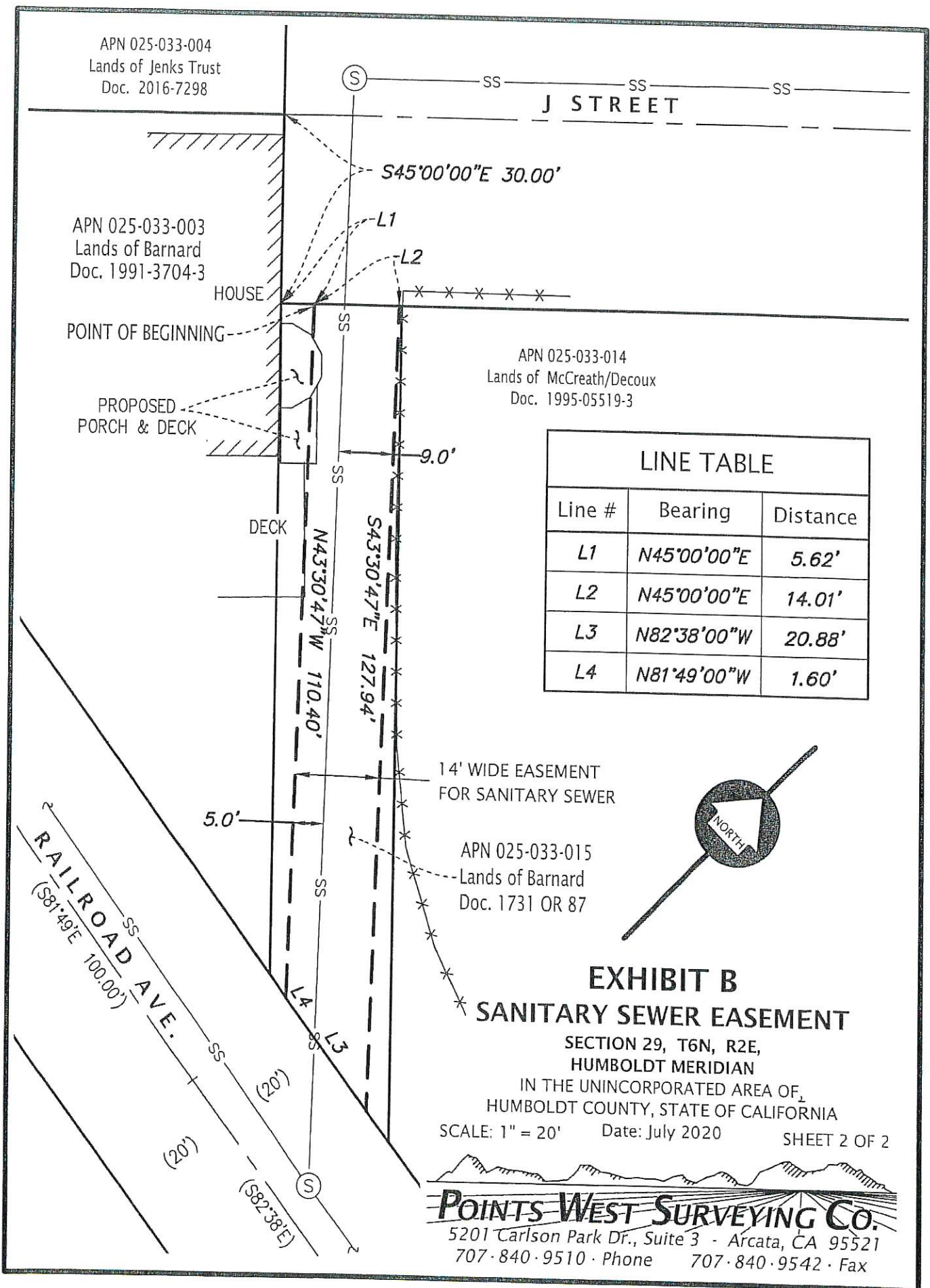
### EXHIBIT B SANITARY SEWER EASEMENT

SECTION 29, T6N, R2E,  
HUMBOLDT MERIDIAN  
IN THE UNINCORPORATED AREA OF,  
HUMBOLDT COUNTY, STATE OF CALIFORNIA

SCALE: 1" = 20'      Date: July 2020      SHEET 2 OF 2

**POINTS WEST SURVEYING CO.**

5201 Carlson Park Dr., Suite 3 - Arcata, CA 95521  
707-840-9510 · Phone      707-840-9542 · Fax



**Recording Requested By:**

City of Blue Lake

**When Recorded Mail  
Document  
and Tax Statement To:**

Keith N. Barnard  
P.O. Box 951  
Blue Lake, CA. 95525

APN: 025-033-015

SPACE ABOVE THIS LINE  
FOR RECORDER'S USE

**EASEMENT DEED**

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

**Keith N. Barnard and Margo Barnard, husband and wife, as joint tenants (Grantors)** hereby grant an Easement for Sanitary Sewer purposes and incidents thereto to:

**The City of Blue Lake, a municipal corporation of the State of California (Grantee), an easement over, under, and across** a portion of the lands described in Volume 1731 of Official Records, page 87, Humboldt County Records, for the purpose of maintenance, installation, and repair of a sanitary sewer line within a 14 foot wide strip of land described in Exhibit A and shown on Exhibit B.

SEE EXHIBITS "A" AND "B" ATTACHED HERETO AND MADE A PART HEREOF

**MAIL TAX STATEMENTS AS DIRECTED ABOVE**

### OWNERS ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF California \_\_\_\_\_  
COUNTY OF \_\_\_\_\_)

On \_\_\_\_\_ before me,

\_\_\_\_\_, a notary public, personally appeared \_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies) and that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

\_\_\_\_\_  
**Keith N. Barnard, husband, as joint tenant**

\_\_\_\_\_  
**Margo Barnard, wife, as joint tenant**

**MAIL TAX STATEMENTS AS DIRECTED ABOVE**



**CITY OF BLUE LAKE  
CERTIFICATE OF ACCEPTANCE**

This is to certify that the interest in real property conveyed by Easement deed dated \_\_\_\_\_, from Keith N. Barnard and Margo Barnard, husband and wife, is hereby accepted by the undersigned officer on behalf of the City of Blue Lake, a California municipality, pursuant to authority conferred by Resolution 2021-\_\_\_\_ of the City Council of City of Blue Lake, adopted on December \_\_, 2021, and grantee consents to the recordation thereof by its duly authorized officer.

Dated: December \_\_, 2021

By: \_\_\_\_\_  
Amanda Mager, City Manager  
City of Blue Lake

\*\*\*\*\*

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California     }  
County of Humboldt   }

On \_\_\_\_\_, before me, \_\_\_\_\_, a Notary Public personally Amanda Mager, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

(Seal)

\_\_\_\_\_  
Signature of Notary Public



# CITY OF BLUE LAKE

Post Office Box 458, 111 Greenwood Road, Blue Lake, CA 95525  
Phone 707.668.5655 Fax 707.668.5916

## AGENDA REPORT

**Item #:** 6  
**Date:** December 14, 2021  
**Item Subject:** Go Slow, Watch the Road-Transportation Initiative and Proclamation  
**Prepared By:** Mandy Mager, City Manager

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### **General Information:**

The City of Blue Lake is an active participant in the Humboldt County Traffic Safety Task Force. Represented by Mayor Adelene Jones, the task force is working to address the crisis of roadway fatalities locally. The region is working toward Vision Zero, a metric that calls for zero pedestrian, bicyclist, and driver fatalities per year.

As part of this safety initiative, the task force has developed a proclamation and is encouraging each jurisdiction to lend their support through its adoption. Jurisdictions can also show their support by installing “Go Slow, Watch the Road” banners, lawn signs and decals throughout their community.

As an active and supporting entity of the campaign, we are bringing forward the Proclamation for the Council’s consideration and adoption and will be actively utilizing the marketing materials provided to kick off a traffic safety/awareness campaign in Blue Lake.

Eureka Mayor, Susan Seaman, will be available at the Council meeting to introduce the initiative and the proclamation.

**Background Material Provided:** Proclamation and Task Force FAQ

**Fiscal Impact:** N/A

**Recommended Action:** Adopt the Go Slow, Watch the Road Proclamation

#### **Review Information:**

City Manager Review:  Legal Review:  Planner Review:  Engineer:

# CITY OF BLUE LAKE-DRAFT PROCLAMATION

WHEREAS, Humboldt County ranked #1 out of 58 counties for traffic collisions involving a pedestrian according to data in 2018, has fatal collision rates double the national average and nearly triple those of California; and

WHEREAS, effective transportation safety policies include a multi-faceted approach including infrastructure development and improvements, enforcement of the laws and education, and the personal responsibility and behavior of those who use streets; and

WHEREAS, drivers have an inherent responsibility to maintain a culture of respect and courtesy, avoid causing harm and protect the community's most vulnerable residents; and

WHEREAS, Humboldt County residents pride themselves on being values driven, innovative and proactive problem-solvers who are responsive and responsible protectors of the community's residents and visitors; and

WHEREAS, national statistics and local experience indicate that low-income people, people of color, older people, and people with disabilities are more likely to be killed by traffic collisions while walking or biking, and the county-wide Traffic Safety Task Force is committed to addressing these tragic inequities.

NOW, THEREFORE, BE IT PROCLAIMED that the City of Blue Lake, in partnership with our fellow jurisdictions and organizations in Humboldt County recognize that safely navigating our streets and sidewalks is a cooperative activity and traffic collisions are not inevitable. The "Go Slow, Watch the Road" campaign, created by the traffic safety task force, brings local communities together to adopt the goal to eliminate all traffic fatalities and severe injuries while increasing safe, health, and equitable mobility for all



# Traffic Safety Task Force Information

## What does the Traffic Safety Task Force hope to accomplish?

The Traffic Safety Task Force is a collaborative effort to address the crisis of roadway fatalities locally. We want streets that are safe, comfortable, and convenient for everyone who uses them regardless of income or social status. Roadways should be safe especially for the most vulnerable users: the elderly, youth, pedestrians, bicyclists, and people with disabilities. Improving traffic safety also means preserving quality of life by making storefronts easy to access, keeping neighborhoods safe to play in, and fostering healthy activity. The region is working toward Vision Zero, a metric that calls for zero pedestrian, bicyclist and driver fatalities per year. We should aim to reduce the number of pedestrian and bicyclist fatalities and serious injuries by 50% each year until achieved.

Participants in the task force included: Susan Seaman, Mayor of Eureka; Virginia Bass, Humboldt County Board of Supervisors; Beth Burkes, Humboldt County Association of Governments; Colin Fiske, Coalition for Responsible Transportation Priorities; Caroline Griffith, City of Eureka Transportation Safety Commission; Lisa Fryrear, State Farm Agent; Debra Garnes, Mayor of Rio Dell; Brian Gerving, Public Works, City of Eureka; Debbie Hart, Slow the F Down neighborhood group; Emily Hogan, Department of Public Health; Adelene Jones, Mayor of Blue Lake; Brad Mettam, Caltrans; Tom Matteson, Public Works, County of Humboldt; Captain Shawn Morris, California Highway Patrol; Cori Reed, Caltrans; Brittany Powell, Eureka Police Department; Captain Brian Stephens, Eureka Police Department; Bob Walters, Eureka Driving School; and Jenny Weiss, RCAA.

The City of Eureka spearheaded this regional effort by funding initial meetings to pull together a shared vision of the group and develop a strategy to share the outcome. Funding for promotional materials, including lawn signs, decals and banners that will be distributed throughout the region has been provided by the Humboldt County Department of Public Health Healthy Communities Division. The Humboldt County Association of Governments will continue to convene the task force quarterly to gather updates and information that will be shared with the public as a reminder of our regional commitment to transportation safety.

## What's the problem? I follow all the rules of the road and haven't been in a crash for years.

Humboldt County consistently ranks at the top of California counties for number of roadway fatalities per capita. According to the Office of Traffic Safety, Humboldt County Ranks #1 for pedestrians killed and injured with 71 fatalities/injuries in 2018. A total of 2,211 people were injured in car collisions over the last four years.

These local numbers are part of a larger nationwide trend that has seen an increase in pedestrian deaths over the last decade. The culprit? Researchers have found the increase is a result of people driving faster and driving bigger vehicles. Tragically, the data shows that people of color, low-income people, seniors and people with disabilities are more likely to be hit and killed by drivers while walking or biking.

Even if you haven't personally been involved in a collision, each community has a shared fiscal burden for the driving habits of everyone. Insurance rates for some companies are determined by zip code and the more collisions recorded for the zip code will result in higher rates for everyone. If someone is at fault for a collision, California does not allow accident forgiveness so rates will increase an average of nearly 70% with the first collision.

### **Ok, so what are we doing about it?**

Traffic safety solutions fall into two categories that reinforce one another: engineering/infrastructure and education/behavior change. Street elements like rectangular rapid flashing beacons, speed feedback signs, and freshly painted bike lanes can be added to make streets safer for all users. The road design impacts how fast people drive, and how comfortable it is for people to get around without a car.

Education and behavior change focuses on reducing aggressive, distracted and impaired driving. This strategy uses both enforcement and education. It encourages people to slow down and share the road through public information campaigns. It uses enforcement, when needed, to provide further incentive. Safe Routes to School programs help increase bicycle skills and increase walkability for children, while adult education aims to improve understanding of best practices to share roads.

This campaign is not meant to replace existing transportation safety campaigns. Neighbors have created the impactful "Slow the F Down" Campaign on F Street in Eureka. Arcata has an "I Drive 25 Campaign" EPD, the County of Humboldt and others have active driving safety campaigns. The materials and messages we have created are meant to re-emphasize all transportation safety messages you may see or hear around the community.

### **What are some recent examples of traffic safety projects?**

All of our local jurisdictions are engaged in traffic safety improvements. The City of Eureka recently installed a number of pedestrian bulb-outs, which improves safety in three ways: It provides a shorter crossing distance for pedestrians, it allows more visibility for drivers to see pedestrians and it requires drivers to slow down substantially to make a turn. In Blue Lake, the Annie and Mary Trail is an example of a paved path that separates pedestrians and bicyclists from the street. Blue Lake is also re-designing the truck route through town to include safety improvements for pedestrians and cyclists. Arcata, Trinidad and Fortuna are in the process of developing a Local Road Safety program (LRSP). On the highway system, Caltrans has completed guardrail replacement. On Broadway, Caltrans is working closely with the City of Eureka and the community to design safety improvements.

### **What can I do?**

The safest thing for a driver to do in almost every situation is slow down and stay focused on the road when you get in the car.

You can help collect valuable data by reporting accidents or near-misses on Street Story at <https://streetstory.berkeley.edu/county/humboldt>

The campaign, "Go Slow, Watch the Road" has lawn signs and banners available to residents, businesses and jurisdictions throughout Humboldt. If you are interested in receiving any free materials, email [sseaman@ci.eureka.ca.gov](mailto:sseaman@ci.eureka.ca.gov) to pick some up or to find out where to get them in your community.

Jurisdictions and organizations can make their own commitment to safer roads by adopting the Proclamation created by the Task Force. The City of Eureka, County of Humboldt and City of Rio Dell adopted the proclamation on Nov. 16. The Arcata City Council will have it on their agenda on Dec. 1. Blue Lake will have it on their agenda on Dec. 14<sup>th</sup>.

And, finally, when you are driving, recognize that you are operating a potentially deadly weapon. An injurious or fatal accident is traumatic no matter who is at fault. The best defense is to drive slow and keep your eyes on the road.



# CITY OF BLUE LAKE

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## AGENDA REPORT

**Item #:** 7  
**Date:** December 14, 2021  
**Item Subject:** Zero Waste Humboldt Presentation  
**Prepared By:** Mandy Mager, City Manager

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### **General Information:**

Zero Waste Humboldt will make a presentation to the City Council regarding their program and upcoming initiatives.

**Background Material Provided:** N/A

**Fiscal Impact:** N/A

**Recommended Action:** Presentation Only

### **Review Information:**

City Manager Review:       Legal Review:       Planner Review:       Engineer:

Comments:



# CITY OF BLUE LAKE

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## AGENDA REPORT

**Item #:** 8  
**Date:** December 14, 2021  
**Item Subject:** Mad River Alliance Presentation on the status of the Powers Creek Restoration Project  
**Prepared By:** Mandy Mager, City Manager

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### General Information:

Representatives from Mad River Alliance will provide an update on the Powers Creek Restoration Project. The update will include project timelines, activity status, design updates and funding strategies.

**Background Material Provided:** N/A

**Fiscal Impact:** N/A

**Recommended Action:** Presentation Only

### Review Information:

City Manager Review:  Legal Review:  Planner Review:  Engineer:

Comments:



# CITY OF BLUE LAKE

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## AGENDA REPORT

**Item #:** 9  
**Date:** December 14, 2021  
**Item Subject:** Sanitary Sewer Study and Expenditure Authorization  
**Prepared By:** Mandy Mager, City Manager

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**General Information:**

The City's wastewater collection system has a significant infiltration problem, which results in increased winter flows to the wastewater treatment plant. These increased flows impact our treatment capacity and limit our ability to increase development connections in our service area.

The City has requested funding from the State Water Resources Control Board to study the problem and make improvements. A significant component of the study is assessing our winter flow rates; this work can only be done at the peak of the winter season.

As funding for the project will not be available until spring/summer of 2022, the City is requesting authorization to expend funds from the Sewer Capital Reserve Fund to conduct the winter flow study this year. It is anticipated that the study will cost approximately \$65,000.00 and, if funded, the City can ask for the costs to be reimbursed by the granting agency (see attached letter from SWRCB regarding the status of our application.) The City is requesting authorization to add this project to SHN's current contract for services.

**Background Material Provided:** Grant application correspondence

**Fiscal Impact:** \$65,000 expenditure from the Sewer Capital Reserve Fund

**Recommended Action:** Authorize the City Manager to expend up to \$65,000 from the Sewer Capital Reserve Fund to conduct the study and add the project to SHN's existing contract for services.

**Review Information:**

City Manager Review:  Legal Review:  Planner Review:  Engineer:

Comments:

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**FW: CWSRF Application Status: Blue Lake SSES (planning phase)**

1 message

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**Chuck Swanson** <cswanson@shn-engr.com>

Mon, Nov 1, 2021 at 9:36 AM

To: Mike Foget <mfoget@shn-engr.com>, Amanda Mager <citymanager@bluelake.ca.gov>, "Glen Bernald <gbernard@bluelake.ca.gov>" <gbernard@bluelake.ca.gov>

FYI

---

**From:** Garcia, James@Waterboards <James.Garcia@waterboards.ca.gov>  
**Sent:** Friday, October 29, 2021 3:16 PM  
**To:** Chuck Swanson <cswanson@shn-engr.com>  
**Cc:** Bhatia, Gurleen@Waterboards <Gurleen.Bhatia@Waterboards.ca.gov>  
**Subject:** Re: CWSRF Application Status: Blue Lake SSES (planning phase)

Hi Chuck,

Thank you for the update. Currently, we anticipate having an executed agreement for this project late spring/ early summer of next year. I've cc'd the new Project Manager, Gurleen Bhatia. Please continue to work with Gurleen to complete the application review.

Hope you have a good weekend!



**James Garcia, P.E.**

Senior Water Resources Control Engineer

Division of Financial Assistance, Small Community Wastewater Unit

State Water Resources Control Board

1001 "I" Street, 16<sup>th</sup> Floor, Sacramento, CA 95814

[james.garcia@waterboards.ca.gov](mailto:james.garcia@waterboards.ca.gov)

**From:** Chuck Swanson <cswanson@shn-engr.com>  
**Sent:** Thursday, October 28, 2021 10:08 AM  
**To:** Garcia, James@Waterboards <James.Garcia@waterboards.ca.gov>  
**Subject:** CWSRF Application Status: Blue Lake SSES (planning phase)

EXTERNAL:

Hi James,

I'm just checking in on the status of this funding application I submitted recently for the City of Blue Lake Sanitary Sewer Evaluation Study (SSES) through the FFAST portal. I understand that you may be undergoing staffing changes, but if you could give me an anticipated timeline for review/approval it would be appreciated.

Thank you,

**Chuck Swanson**

Project Manager



Civil Engineering, Environmental Services,

Geosciences, Planning and Surveying

shn-engr.com (707) 441-8855



# CITY OF BLUE LAKE

Post Office Box 458, 111 Greenwood Road, Blue Lake, CA 95525  
Phone 707.668.5655 Fax 707.668.5916

## AGENDA REPORT

**Item #:** 10  
**Date:** December 14, 2021  
**Item Subject:** City of Blue Lake Small Business Grant Program-American Rescue Plan Funding: Policy Development and Grant Award Authorization  
**Prepared By:** Mandy Mager, City Manager

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### **General Information:**

The City has allocated \$50,000 from the American Rescue Fund allocation for the administration of a small business grant program. The intent of the program is to assist our community businesses and programs as they seek ways and opportunities to transition their businesses to better meet the needs of shifting regulations and customer and supply chain constraints.

As part of the program, the City conducted various outreach campaigns to gain insight into the needs of the business community. The City conducted a survey/application process which allowed businesses to identify what they would use the funding for and how much they would like to request.

City staff have worked with the applicants to better identify needs and their funding requests, and we are prepared to finalize the funding guidelines and bring back a final funding request at the next Council meeting in January. Program guidelines are based upon the guidelines established by the funding source and all of the businesses and entities requesting funding meet the eligibility guidelines. The intention of the funding is to provide direct relief/support to the business community and to allow the City to diversify resources to better meet the needs of a changing business and recreation climate.

**Background Material Provided:** Overview of funding guidelines and funding request descriptions.

**Fiscal Impact:** This program was identified in the FY 21-22 Budget

**Recommended Action:** Authorize the City Manager to finalize the program guidelines, develop the allocation agreement and bring back for Council's authorization the final grant disbursement recommendation.

### **Review Information:**

City Manager Review:  Legal Review:  Planner Review:  Engineer:



City of Blue Lake  
COVID-19 American Rescue Plan Recovery Fund  
*Blue Lake Small Business Grant Program Guidelines,*  
*Derived from the Interim Final Rule, written by the Department of the Treasury*

In providing assistance to small businesses, The City of Blue Lake has designed a Small Business Grant Program that responds to the negative economic impacts of the COVID-19 public health emergency in accordance with the Interim Final Rule from the Department of the Treasury. The Small Business Grant Program was created to provide assistance to businesses within Blue Lake that have experienced hardship and financial insecurity resulting from the COVID-19 Pandemic.

Assistance to small business and non-profits includes, but is not limited to:

- loans or grants to mitigate financial hardship such as declines in revenues or impacts of periods of business closure. (supporting payroll and benefits costs, costs to retain employees, operating costs, etc.)
- In-kind assistance to implement COVID-19 prevention or mitigation tactics, such as physical renovations to enable social distancing, enhanced cleaning efforts, barriers or partitions, etc.
- Technical assistance, counseling, or other services to assist with business planning needs (2.5)
- Funding used to directly address a negative economic impact of the COVID-19 public health emergency, including funds used for economic or workforce development. (2.8)
- Funds to aid businesses with less capacity to weather financial hardship, such as the smallest businesses, those with less access to credit, or those serving disadvantaged communities (2.17)
- Assistance to adopt safer operating procedures, weather periods of closure, or mitigate financial hardship resulting from the COVID-19 public health emergency. (2.17)

**Travel, Tourism, and Hospitality Industries (2.9)**

- Aid provided to tourism, travel, and hospitality industries should respond to the negative economic impacts of the pandemic.
- Tribal development districts are considered the commercial centers for tribal hospitality, gaming, tourism and entertainment industries. (2.9)

**Other Industries (2.10)**

- Aid may be provided to businesses within another industry, provided that the impact to the relevant industry is comparable to the declines within the leisure and hospitality industry (17% decrease in employment, 24% decrease in net revenue)
- If recipients consider the impacts were due to the COVID-19 pandemic, as opposed to longer-term economic or industrial trends unrelated to the pandemic.

- Recipients should maintain records to support their assessment of how businesses or business districts receiving assistance were affected by the negative economic impacts of the pandemic and how the aid provided responds to these impacts.

### **Improving Outdoor Spaces (2.18)**

The Interim Final Rule identifies certain types of services that are eligible uses when provided in a Qualified Census Tract (QCT), to families and individuals living in QCTs, or when these services are provided by Tribal governments. Recipients may also provide these services to other populations, households, or geographic areas disproportionately impacted by the pandemic.

- These programs and services include services designed to build stronger neighborhoods and communities and to address health disparities and the social determinants of health.
- Assistance to small businesses could include support to enhance outdoor spaces for COVID-19 mitigation (e.g., restaurant patios) or to improve the built environment of the neighborhood (e.g., façade improvements).
- Many governments saw significantly increased use of parks during the pandemic that resulted in damage or increased maintenance needs. The Interim Final Rule recognizes that “decrease[s] to] a state or local government’s ability to effectively administer services” can constitute a negative economic impact of the pandemic.

### **Government Services (3.8)**

Under Interim Final Rule, Government services, affected by the extent of reduction in revenue, are eligible for assistance. Government services can include, but are not limited to, maintenance of infrastructure or pay-go spending for building new infrastructure, including roads; modernization of cybersecurity, including hardware, software, and protection of critical infrastructure; health services; environmental remediation; school or educational services; and the provision of police, fire, and other public safety services.

The Interim Final Rule permits funds to be used to cover costs incurred beginning on March 3, 2021. (2.7)

### **Record Keeping Requirements**

Recipients are permitted to calculate the extent of reduction in revenue as of four points in time: December 31, 2020; December 31, 2021; December 31, 2022; and December 31, 2023.

This approach recognizes that some recipients may experience lagged effects of the pandemic on revenues.

Upon receiving Fiscal Recovery Fund payments, recipients may immediately calculate revenue loss for the period ending December 31, 2020.

## Formula for Calculating the Reduction in Revenue

A reduction in a recipient's General Revenue equals:

$$\text{Max} \{ [\text{Base Year Revenue} * (1 + \text{Growth Adjustment}) (n/12) - \text{Actual General Revenue}_t ; 0 \}$$

Where:

- Base Year Revenue is General Revenue collected in the most recent full fiscal year prior to the COVID-19 public health emergency.
- Growth Adjustment is equal to the greater of 4.1 percent (or 0.041) and the recipient's average annual revenue growth over the three full fiscal years prior to the COVID-19 public health emergency.
- n equals the number of months elapsed from the end of the base year to the calculation date.
- Actual General Revenue is a recipient's actual general revenue collected during 12-month period ending on each calculation date.
- Subscript t denotes the calculation date.

## 9.2. Required Reporting & Report Dates

Recipients will be required to submit an interim report, project and expenditure reports, and annual Recovery Plan Performance Reports as specified below, regarding their utilization of Coronavirus State and Local Fiscal Recovery Funds.

### INTERIM REPORT

The interim report will include a recipient's expenditures by category at the summary level. The interim report covered activity from the date of award to July 31, 2021 and were due to Treasury by August 31, 2021 or 60 days after receiving funding if funding was received by October 15, 2021.

-Non-entitlement units of local government were not required to submit an interim report.

### PROJECT AND EXPENDITURE REPORTS:

State, territorial, metropolitan city, county, and Tribal governments will be required to submit project and expenditure reports.

This report will include financial data, information on contracts and subawards over \$50,000, types of projects funded, and other information regarding a recipient's utilization of award funds.

Reports will be required quarterly for the following recipients:

- States and territories
- Metropolitan cities and counties with population over 250,000
- Metropolitan cities and counties with population less than 250,000 that received an award of more than \$10 million
- Tribal governments that received an award of more than \$30 million

The initial project and expenditure report for quarterly recipients will be due January 31, 2022 and will cover the period of March 3, 2021 to December 31, 2021. The subsequent quarterly reports will cover one calendar quarter and must be submitted to Treasury within 30 days after the end of each calendar quarter.

Reports will be required annually for the following recipients:

- Metropolitan cities and counties with population less than 250,000 that received an award less than \$10 million,
- Tribal governments that received an award less than \$30 million
- Non-entitlement units of government

The initial project and expenditure report for annual filers will be due April 30, 2022 and will cover the period of March 3, 2021 to March 31, 2022. The subsequent annual reports must be submitted to Treasury by April 30 each year. The reports will include the same general data as those submitted by recipients of the Coronavirus Relief Fund, with some modifications to expenditure categories and the addition of data elements related to specific eligible uses.

#### RECOVERY PLAN PERFORMANCE REPORTS:

Local governments with fewer than 250,000 residents, Tribal governments, and non-entitlement units of local government are not required to develop a Recovery Plan Performance Report

For more information on the Interim Final Rule released by the Department of the Treasury, visit:

<https://www.govinfo.gov/content/pkg/FR-2021-05-17/pdf/2021-10283.pdf>



# CITY OF BLUE LAKE

Post Office Box 458, 111 Greenwood Road, Blue Lake, CA 95525  
Phone 707.668.5655 Fax 707.668.5916

## AGENDA REPORT

**Item #:** 11  
**Date:** December 14, 2021  
**Item Subject:** **RV Park, Campground and Support Business Analysis and Business Plan Development Contract**  
**Prepared By:** Mandy Mager, City Manager

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### **General Information:**

The City has received funding from the Economic Development Administration to conduct an analysis and business feasibility study for the development of an RV park, campground and support businesses in the City of Blue Lake.

As part of the grant award, the City prepared and released a Request for Qualifications for the services identified in the grant. The City received two qualified proposals, along with two proposals identifying specific skill sets.

City staff, including the Parks and Recreation Director, the City Manager, and the City Economic Development Planner, along with two representatives from the City's Economic Development Commission, reviewed the proposals. Based upon the review the City Manager is prepared to make a recommendation to the City Council and will provide additional information regarding qualifications, scope of work and methodology.

**Background Material Provided:** Copies of the qualified proposals

**Fiscal Impact:** Grant Funded

**Recommended Action:** Authorize the City Manager to negotiate and execute a contract agreement based upon the EDA grant scope and budget.

### **Review Information:**

City Manager Review:       Legal Review:       Planner Review:       Engineer:

Comments:





# CITY OF BLUE LAKE

Post Office Box 458, 111 Greenwood Road, Blue Lake, CA 95525  
Phone 707.668.5655 Fax 707.668.5916

## AGENDA REPORT

**Item #:** 12  
**Date:** December 14, 2021  
**Item Subject:** **State Park Per Capita Grant Program Project Submission and Authorization to Accept Cost Proposals for Major Renovation Projects Upon State Funding Approval**  
**Prepared By:** Mandy Mager, City Manager

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### **General Information:**

The City has been allocated \$177,000 from the State Park Per Capita Grant Program to conduct renovations to our park facilities. City staff have evaluated our facilities and have solicited bids for major renovation activities.

As part of the grant program, the City will submit project proposals to the State based upon the funding requirements and guidelines. Funding must be used to renovate existing facilities or to build new facilities. Based upon these parameters staff have identified the following projects for consideration:

1. Replace the roof on Prasch Hall
2. Renovate the floor in Prasch Hall
3. Renovate the Softball field
4. Renovate the serving booth
5. Renovate the party room
6. Renovate the kitchen in Prasch Hall
7. Renovate the tennis courts and basketball courts

Staff is also requesting authorization to accept the lowest responsive bids for major renovation work, contingent upon the State's authorization of the funding categories. We have gone out to bid for the roof and floor in Prasch Hall and need to commit to these projects quickly in order to get on the schedules for the contractors. The roofing contractor is several months out, as is the flooring contractors.

**Background Material Provided:** N/A

**Fiscal Impact:** Grant Funded

**Recommended Action:** Authorize the submission of the funding categories and authorize the City Manager to execute the bid acceptance documents for the roof and flooring renovation upon approval by the funding agency.

**Review Information:**

City Manager Review:       Legal Review:       Planner Review:       Engineer:

Comments:





# CITY OF BLUE LAKE

Post Office Box 458, 111 Greenwood Road, Blue Lake, CA 95525  
Phone 707.668.5655 Fax 707.668.5916

## AGENDA REPORT

**Item #:** 13  
**Date:** December 14, 2021  
**Item Subject:** **Prasch Hall Commercial Kitchen Bid Release and Project Discussion**  
**Prepared By:** Mandy Mager, City Manager

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### **General Information:**

Prior to the COVID-19 shut down, the City had released a bid for the renovation and upgrade of the Prasch Hall Kitchen. The City was in the process of negotiating the contract with the lowest responsive bidder when we were forced to abandon the project due to facility shut-down requirements and financial instability within the park program.

City staff believe that a commercial kitchen in Prasch Hall is an investment that will provide opportunities for the park, as well as our local small businesses. The intention of the kitchen upgrade is to facilitate food production in the community, along with increased sales for the skating concession program.

The investment in the kitchen will allow the City to expend funding received by USDA for the purchase of commercial appliances and will be complimentary to the upgrades and renovations planned for Prasch Hall.

As the City has received grant funding to pay off the loan for the town square, the City will have the financial resources that were originally earmarked for the kitchen, along with additional funds from the State Park Per Capita Grant Program.

Staff is requesting authorization to release the project for bid and to bring back a funding proposal in January for Council's consideration.

**Background Material Provided:** Commercial Kitchen Proposal Submitted to USDA

**Fiscal Impact:** To be determined.

**Recommended Action:** Authorize the City Manager to release the Prasch Hall Commercial Kitchen Project for bidding purposes and to bring back a funding proposal at the January Council Meeting for Council's review and consideration.

### **Review Information:**

City Manager Review:  Legal Review:  Planner Review:  Engineer:



## City of Blue Lake

# Prasch Hall Commercial Kitchen Project Proposal

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The Blue Lake Economic Development Commission (“EDC”) has identified a commercial kitchen at Prasch Hall as an economic opportunity for the City and the community. In researching development opportunities and other means of stimulating business growth and entrepreneurship in Blue Lake, commercial space to cook, prep, prepare and sell food is seen as a project that will create a diverse source of revenue and community investment, while at the same time generating a revenue stream that will provide for repayment of the initial capital outlay.

City staff have identified the USDA Community Facilities Program as a partial funding resource for this project. The City is eligible to apply for a grant equal to 35% of the cost of the kitchen; USDA has reviewed the proposed project and confirmed it meets the grant requirements and funding objectives. City staff have prepared a draft application and if approved by the City Council will be prepared to submit the grant to USDA almost immediately. The program has very few applications at this time and it is our intention to submit our funding request in order to maximize our position in the funding cycle. It is anticipated that the USDA will receive their funding allocation in the Spring/Summer of 2019.

Currently, Prasch Hall has a large kitchen that serves the limited needs of the summer camp program and hosts the skating program’s concession stand. The kitchen will require new equipment, stainless steel work tables and a new hood and fire suppression system in order to bring it up to commercial standards. The space is large and is located adjacent to what is commonly referred to as the “party room,” which includes seating space for patrons, etc... The construction of a commercial kitchen will diversify the use of the party room and will allow park staff to increase revenue from a space that is currently underutilized.

The intention of the project is to create a small business incubator, similar to Arcata’s Foodworks facility and the various commercial kitchen projects at Redwood Acres. The kitchen will have a block of time each day that is available for rent by food producers and other community entities. We currently have several interested parties that have identified their desire to rent time at the facility, including caterers, bakers, food truck operators and those wishing to conduct community cooking classes as well as a possible lunch counter.

As the City continues to work toward the designation of Prasch Hall as an emergency evacuation center, the ability to prepare and serve meals to the community and the greater region in the event of a disaster will increase the resiliency of our area. Without a commercial kitchen, the City will be limited in how many people can be served and the duration. As we experience more frequent natural and manmade disasters it is imperative that our communities are prepared to shelter in place and provide basic support services.

There are hundreds of kitchens across the nation that serve in the same capacity as what we are proposing for Prasch Hall. There already exists best management practices, fee schedules and use agreements that the City can adapt its own policies

and operating procedures from. Commercial kitchen space is highly sought after in Humboldt County and staff does not foresee a lack of rental potential.

It is important to note that the purpose of a facility as we are proposing is to provide a community asset that can help incubate small business opportunities in our community, while at the same time increasing our capacity to provide basic resources in the event of a disaster. In order to meet these goals, it is critical that the facility operate at a price point that is fair to the end user, while at the same time covering its operational costs and providing for a long-term payback of the initial investment by the City.

## Revenue Projections/Assumptions

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Based upon conservative estimates, staff are projecting a low-end gross revenue generation of \$21,560.00 per year. Gross revenues will be off set by staff hours, utility costs, insurance and maintenance. This is a conservative estimate and does not account for additional opportunities to capture and increase revenue. Additional opportunities include:

- Community Cooking and Canning Classes
- Private Dinners
- Additional Rentals for Large Events and Private Parties
- Lunch Counter
- Summer Food Program
- Increased Food Sales at Skating Concession Stand

Kitchen Rental Days	Hours Per Day	Hourly Rate	Gross Revenue Year
4	5	\$20	\$20,000

Skating Parties Per Week	Increased Fee	Revenue Generation
3	\$10/Party	\$1,560

The City anticipates a 10% increased cost in salary and benefits for the recreation team to manage the kitchen plus an additional \$100/month for utilities and \$50/month for cleaning services. The extra yearly expenses add up to \$13,277. The net profit for the kitchen is therefore estimated at \$8,283.00

The Kitchen is estimated to cost \$82,000 to construct and equip; this includes the cost of equipment, installation and facility upgrades. The City will be applying for a 35% cost share from USDA; if funded at the full 35% the City's share of the project will be \$53,000 with USDA providing \$28,000.

Based upon these cost projections and the conservative net earnings, the estimated payback for the City's investment will be as follows:

- If the City invests \$53,000 it will take approx. **6.3** years to pay back.
- If the City invests the full \$82,000, it will take **9.8** years to pay back.

The potential earnings do not include increased sales tax estimates.



# CITY OF BLUE LAKE

Post Office Box 458, 111 Greenwood Road, Blue Lake, CA 95525  
Phone 707.668.5655 Fax 707.668.5916

## AGENDA REPORT

**Item #:** 14  
**Date:** December 14, 2021  
**Item Subject:** Coal Train Opposition Discussion/Direction  
**Prepared By:** Mandy Mager, City Manager

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### **General Information:**

The Mendocino Railway has submitted a loan application to the Department of Transportation for funding from the Railroad Rehabilitation and Improvement Financing program. As part of the application, Mendocino Railway has indicated their interest in acquiring all or a portion of the Northwest Pacific Railroad.

There are concerns that if rebuilt, the track would be used to transport coal through the Eel River Canyon to Humboldt Bay, virtually destroying the opportunity to complete the Great Redwood Trail.

As a City with a high stakes interest in the completion and success of the Great Redwood Trail, as well as a City that supports environmentally and culturally responsible development, this issue is being presented to the Council for discussion and direction.

**Background Material Provided:** Various publications regarding Coal transport and potential impacts to the region.

**Fiscal Impact:** N/A

**Recommended Action:** As discussion directs

### **Review Information:**

City Manager Review:  Legal Review:  Planner Review:  Engineer:

Comments:

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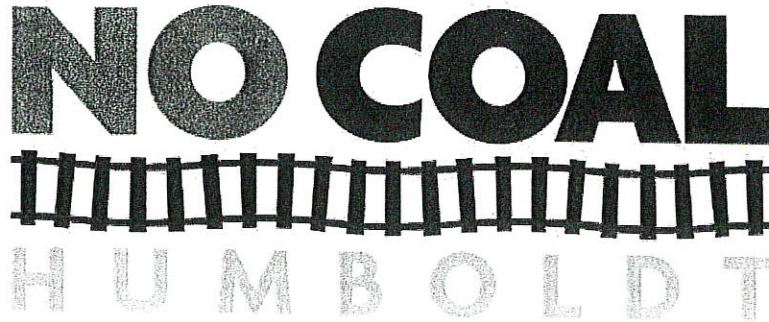
**Call to Action For Great Redwood Trail Supporters**

1 message

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Humboldt Trails Council <info@humtrails.org>  
To: Great Redwood Trail Supporters <info@humtrails.org>  
Bcc: citymanager@bluelake.ca.gov

Thu, Dec 9, 2021 at 6:49 PM



## Oppose Federal Funding for Coal Trains

Please join us in writing to the Department of Transportation urging them to deny a loan application from Mendocino Railway (aka the Skunk Train) for funding from the Railroad Rehabilitation and Improvement Financing (RRIF) program.

Mendocino Railway has indicated they are interested in acquiring all or a portion of the Northwest Pacific Railroad, which if rebuilt would be used to transport coal through the Eel River Canyon to Humboldt Bay. If successful, Mendocino Railway's acquisition of the line would also destroy existing and future segments of trail along the rail right of way.

Several members of our coalition have already written their own letters:

- Humboldt Trails Council
- Friends of the Eel River
- Coalition for Responsible Transportation Priorities
- Humboldt Baykeeper
- Northcoast Environmental Center

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## Take Action

Click here to send the below letter by email through our website,  
or click here to download and print the letter.

December 3, 2021

Undersecretary Carlos Monje  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

via email: carlos.monje@dot.gov; amit.bose@dot.gov; buildamerica@dot.gov; morteza.farajian@dot.gov; rogerbohnert@dot.gov; william.resch@dot.gov; sam.beydoun@dot.gov; alex.clegg@dot.gov

Re: Mendocino Railway application for Railroad Rehabilitation & Improvement Financing (RRIF) funding

Dear Undersecretary Monje,

I was recently dismayed to learn that Mendocino Railway may have applied for a federal loan under the Railroad Rehabilitation & Improvement Financing (RRIF) program.

Providing funding to this company would involve gross misdirection of resources intended to improve and repair railroads that are integral to the functioning of the national transportation system. Despite its name, Mendocino Railway is not engaged in the movement of either goods or passengers; this company's only activity is the operation of an excursion train on an isolated segment of tracks with no connection to the national rail network.

Furthermore, since the loan application is not open to the public, it is impossible to know whether it would support the Offer of Financial Assistance that Mendocino Railway is preparing for "all or a portion" of the defunct North Coast Railroad Authority (NCRA) line from Willits to Humboldt Bay.

Reactivation of the NCRA line is likely to have disastrous impacts including:

- increased greenhouse gas emissions;
- harm to the health and safety of residents of rural lands and small towns along its route;
- disastrous impairments to the Eel River, a drinking water source for many people and crucial habitat for imperiled salmonid species;
- termination of the railbanking necessary for construction of both the landmark Great Redwood Trail and a safe bicycle connection between Eureka and Arcata.

I request that you take the steps needed to ensure immediate rejection of any RRIF loan to the Mendocino Railway.

Sincerely,

Fact sheets and more info available at [nocoalhumboldt.org](http://nocoalhumboldt.org)

*This message was forwarded to you from the Humboldt Trails Council. If you don't wish to receive future messages of this type, please reply with "Unsubscribe" in the Subject field.*



Humboldt Trails Council  
Post Office Box 7164  
Eureka, CA 95502  
humtrails.org

November 15, 2021

The Honorable Carlos Monje  
Under Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Re: Mendocino Railway RRIF Loan Application

Dear Under Secretary Monje,

The Humboldt Trails Council (HTC) is writing to urge the Department of Transportation to decline to issue a RRIF loan to Mendocino Railway (MR). HTC has worked hard to support the development of the Great Redwood Trail (GRT) the last four years, along with Senator McGuire's office and many more ecologically oriented non-profits. We believe that a RRIF loan to MR will derail the GRT in exchange for a financially and ecologically disastrous rail plan that cannot succeed.

The GRT is planned to use the North Coast Railroad Authority (NCRA) corridor that has been dormant for 20 years due to its completely unstable topography. This plan has tremendous support from the counties, cities and towns it will link together. It will bring important economic and personal health development to the North Coast, as well as help reduce carbon emissions.

HTC is well aware that supporting trail development and active transportation is not the top priority for US DOT. However, we believe that there are other compelling reasons for the Department to not grant a RRIF loan to MR. The first and foremost is that MR's freight plan is not financially feasible. In their STB filing on 8/16/21 in response to the NCRA's first move to railbank its corridor from Willits to Humboldt Bay (STB docket AB 1305 X) for the GRT, MR listed their potential shippers and tonnage on the NCRA corridor and their intention to file an OFA. It is clear there is insufficient volume to come close to repaying the costs of repairing and maintaining the destroyed tracks to Dos Rios along the river.

## Why Any Train Means Coal Trains

- To justify an investment in North Coast rail and make it financially feasible, “the rail line will need to generate large volumes of cargo.”<sup>1</sup>
- Coal is by far the most common commodity shipped by rail to US coastal areas - over 3 times more (by weight) than the next leading product.<sup>2</sup>
- Coal is by far the most common bulk commodity shipped by rail in the US - almost twice as many carloads as the next leading commodity.
- Coal accounts for 25% of US originated freight rail tonnage, “more than any other commodity.”
- Local and state governments have no power to regulate what materials are carried by freight trains.

### *Bottom Line*

*The only possible way to make the North Coast rail line financially viable is through very high-volume freight shipments. Coal is the only commodity that meets that requirement. The rail line could carry other commodities as well, but it would definitely carry coal.*

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<sup>1</sup> BST Associates. 2013. Humboldt Bay Rail Concept Level Construction Cost and Revenue Analysis

<sup>2</sup> BST Associates. 2013. Humboldt Bay Rail Concept Level Construction Cost and Revenue Analysis

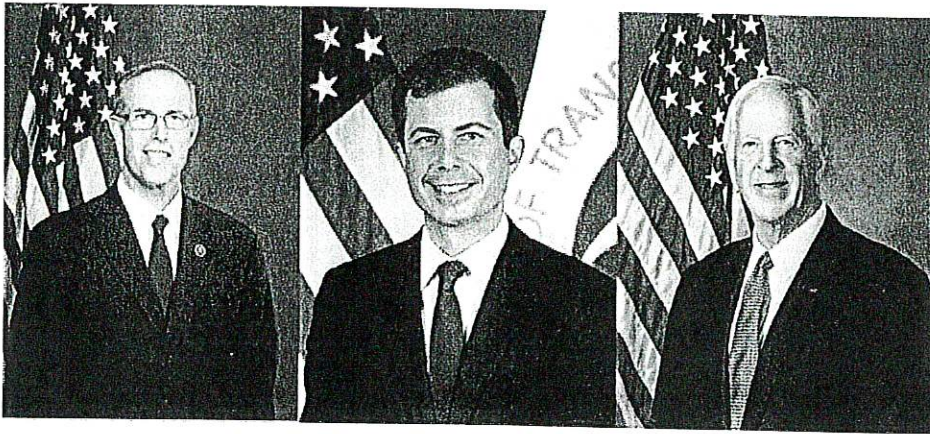


« Two Arrested on Suspicion of Dealing Fentanyl in Hoopa; One Suspect Still Outstanding (/2021/sep/29/two-arrested-suspicion-dealing-fentanyl-hoopa/)

OBITUARY: Seeley Spott Sr., 1971-2021 » (/2021/sep/30/obituary-seeley-spott-sr-1971-2021/)

RYAN BURNS (/AUTHOR/RYAN-BURNS) / WEDNESDAY, SEPT. 29 (/2021/SEP/29/) @ 3:11 P.M. / GOVERNMENT (/CATEGORIES/GOVERNMENT/), RAILROAD (/CATEGORIES/RAILROAD/)

# Huffman, Thompson Pen Letter to Buttigieg Opposing Federal Loans for 'Disastrous' Coal Train Project



Rep. Jared Huffman (left), U.S. Secretary of Transportation Pete Buttigieg (middle) and Rep. Mike Thompson. | Official photos.

### PREVIOUSLY:

- Consultant in NCRA Rail Takeover Bid Says Project Has Been Misrepresented, But Document Reveals Coal Connections and Wiyot Tribe Involvement (<https://lostcoastoutpost.com/2021/sep/28/consultant-shadowy-rail-takeover-effort-says-proje/>)
- Aiming to Ship Coal Out of Humboldt Bay, Shadowy Corporation Makes Bid to Take Over NCRA Line (<https://lostcoastoutpost.com/2021/sep/2/aiming-ship-coal-out-humboldt-bay-shadowy-corporat/>)
- 'Coal Does Not Align With Our Values': Wiyot Tribe Executives Say Proposals Did Not Specify Cargo, Council Would Not Support Project (<https://lostcoastoutpost.com/2021/sep/29/coal-does-not-align-our-values-wiyot-tribe-executi/>)

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Even before the *Outpost* broke the story that a secretive corporation is trying to take over the North Coast Railroad Authority's right-of-way in an apparent scheme to export coal to Asian markets via Humboldt Bay, state and federal lawmakers have been pulling out all the stops in hopes of thwarting the plan.

As the latest line of defense, U.S. Rep. Jared Huffman, our current representative in Congress, and U.S. Rep. Mike Thompson, who formerly repped the North Coast but now represents California's 5th District (which includes all of Napa County and parts of Contra Costa, Lake,

Solano and Sonoma counties) have sent a letter to former South Bend mayor and presidential candidate/current U.S. Secretary of Transportation Pete Buttigieg urging his department to withhold any and all financial assistance for this apparent coal export project.

Here's the letter:

Dear Secretary Buttigieg:

We write to express our concern that a consortium of coal interests are, according to public reporting, pursuing a federal loan from your agency to finance their controversial scheme to restore freight rail service on a dilapidated and functionally abandoned North Coast rail right of way in order to export their Powder River basin coal to Asia. The North Coast Railroad gave up on restoring freight service to this line many years ago because of cost and environmental factors. The line has fallen into extreme disrepair. Geologic instability and slides have destroyed long stretches of track. Indeed, because of landslides the ground that used to support many track segments through the canyon is simply gone, leaving the tracks hanging in the air high above the Eel River.

The right of way is in the process of being converted into something that can sustainably traverse the fragile Eel River canyon: the Great Redwood Trail. Once completed, it will be the longest continuous rail-banked trail in America. But just as the Surface Transportation Board was considering the North Coast Railroad Authority's application for abandonment and motion for exemption from the Offer of Financial Assistance process, a shadowy LLC registered as "North Coast Railroad Co." emerged to oppose the request. This entity, which did not disclose its identity or its source of financing, represented to the STB that it planned to provide an Offer of Financial Assistance to take over the line and that it had sufficient funding to restore the line and resume freight rail service.

Thanks to investigative reporting by the *Salt Lake Tribune*, we now have a much clearer picture of this scheme. Moreover, internal memos discuss a plan to pursue a \$1 billion loan from the U.S. Department of the Transportation's Railroad Rehabilitation and Improvement Financing program to finance their proposal.

We cannot imagine that your Department of Transportation, with your strong commitment to climate protection and a bold transition to clean energy, would provide financial support for a coal export project that directly undermines the Biden administration's climate and clean energy agenda. Nevertheless, we want to make it very clear: we strongly oppose federal funding for this project and urge you to personally ensure that it receives no federal support, including any loans from the department's Railroad Rehabilitation and Improvement Financing program.

Finally, to the extent that the department is even considering any loan or grant funding request for this disastrous project, we respectfully request that you notify us immediately so that we can discuss the matter more fully.

Thank you for your leadership.

Sincerely,

[Signed]

Jared Huffman  
Member of Congress

Mike Thompson  
Member of Congress



# CITY OF BLUE LAKE

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## AGENDA REPORT

**Item #:** 15  
**Date:** December 14, 2021  
**Item Subject:** Stop Sign Installation at the intersection of 5<sup>th</sup> and J Streets  
**Prepared By:** Mandy Mager, City Manager

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### General Information:

City staff, including the City Engineer, have determined that additional stop signs need to be installed at the intersection of 5<sup>th</sup> and J Streets. The current stop sign configuration is not adequate to provide the necessary sight distance to safely enter the intersection.

**Background Material Provided:** Photos of intersection

**Fiscal Impact:** N/A

### Recommended Action:

Authorize the City Manager to install additional stop signs at the intersection of 5<sup>th</sup> and J Streets.

### Review Information:

City Manager Review:  Legal Review:  Planner Review:  Engineer:

Comments:

Intersection at 5<sup>th</sup> and J Street-Proposed to Add Two Stop Signs to Improve Safety

