

DAN GJERDE  
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**COUNTY OF MENDOCINO**  
BOARD OF SUPERVISORS  
501 Low Gap Road • Room 1010  
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Date: April 13, 2022

To: Mendocino County Board of Supervisors

From: Supervisor Dan Gjerde

Re: Supervisor Gjerde Report for April 19, 2022

The following are recent highlights from some of my board assignments.

**Mendocino Council of Governments**, our county-wide transportation planning agency (Gjerde and Haschak)

- MCOG, working with figures provided by the County Auditor's Office, has a new annual estimate of the 1/4-cent transit and planning sales tax collected in the County and in the four cities, per State law. Funds available for MTA's transit claim, effective March 1, showed an increase of 14.4% from the previous collection. MTA has submitted a claim for the full amount of funding, which was considered by the Transit Productivity Committee on April 13.
- Pavement Management Program updates have just been completed for the County and Cities, which have a combined paved network of 796 centerline miles. The unincorporated area had an average Pavement Condition Index of 46 out of 100 (no change since last update). Fort Bragg, which has had a voter-approved 1/2 cent street repair sales tax since 2004, had an average PCI of 68 for city streets.
- MCOG will be selecting a consultant for the Mobility Solutions for Rural Communities of Inland Mendocino County project. The project will analyze needs and recommend transit alternative solutions for the communities of Hopland, Potter Valley, Brooktrails, Laytonville and Covelo. Outreach to communities will likely start in July.
- MCOG is working with MTA and the Cities of Fort Bragg and Ukiah to submit a Clean Mobility grant application to conduct a micro mobility (i.e., bike/scooter share) study and/or implement a pilot project in those areas.

- Local Road Safety Plans, a new requirement for funding through the Highway Safety Improvement Program, are currently being drafted. These plans look at accident history on the local system and make systematic improvement recommendations. Plans will be presented to and accepted by the local agencies. The item has tentatively been scheduled for the May 17 BOS meeting (likely on the Consent Calendar).
- MCOG staff expects to advertise the construction contract for the Covelo SR 162 Multi-Purpose Trail Project in early June.
- MCOG is working with Caltrans to develop an Active Transportation Program grant to fund construction of the Gualala Downtown Streetscape project. Applications are due June 15.
- Caltrans is planning to construct improvements on Highway 101 in downtown Hopland to ensure accessibility as required by the Americans with Disabilities Act. Comments on the environmental evaluation document, describing the project, will be received through May 4. MCOG staff is working with Caltrans to try to incorporate some additional components of the previous Hopland Engineered Feasibility Study into the Hopland ADA project. For more information, go here: <https://dot.ca.gov/caltrans-near-me/district-1/d1-projects/d1-hopland-ada>
- Finally, a proposal to bring expanded energy conservation programs into Mendocino County moves forward. If funding by the State is approved, MCOG staff would coordinate those services in Mendocino County. A business plan for Mendocino and several other rural counties was submitted by Redwood Coast Energy Authority to the California Public Utilities Commission. The CPUC is currently receiving comments. Among others, Sonoma Clean Power submitted formal comment urging the CPUC to approve the RuralREN that would serve Mendocino County. A pre-hearing conference is scheduled for May 17 to discuss the scope and schedule of the application.

### **Sonoma Clean Power**

Sonoma Clean Power rates now the same as PG&E, with half the carbon emissions. Effective April 1, SCP customers are paying no premium over customers who still purchase their electricity from PG&E. SCP's default power service is called Clean Start, and electricity from Clean Start is produced from sources that are 93% free of carbon emissions. PG&E's power sources have more than twice the carbon emissions. Just as notable, half of PG&E's carbon-free electricity comes from nuclear power plants, and none of SCP's carbon-free power comes from nuclear power plants.