

# BOARD OF DIRECTORS AGENDA PACKET

Monday, November 9, 2015  
2:30 p.m.

Sonoma County  
Permit & Resource Management Department  
2550 Ventura Avenue  
Santa Rosa, California



## BOARD OF DIRECTORS AGENDA

**November 9, 2015 – 2:30 p.m.**

Sonoma County Permit & Resource Management Department  
Planning Commission Hearing Room – 2550 Ventura Avenue, Santa Rosa, CA

1. **Call to order the meeting of the Sonoma County Transportation Authority (SCTA) and the Sonoma County Regional Climate Protection Authority (RCPA)**
2. **Public comment on items not on the regular agenda**
3. **Consent Calendar**
  - A. **SCTA/RCPA Concurrent Items**
    - 3.1. Admin – Minutes of the October 12, 2015 meeting (ACTION)\*
4. **Regular Calendar**
  - A. **SCTA Items**
    - 4.1. SCTA Planning
      - 4.1.1. Comprehensive Transportation Plan – (ACTION)\*
        - Performance Measures, part 3 – meeting the goals of the CTP
    - 4.2. SCTA Projects and Programming
      - 4.2.1. Highways – update on State Highway projects (REPORT)
  - B. **RCPA Items**
    - 4.3. RCPA Planning
      - 4.3.1. Conference of the Parties (COP) 21 Paris – update on role of local government in the December 2015 United Nations climate negotiations (REPORT)\*
      - 4.3.2. Applied Solutions – transition of international climate change educational oriented local government organization to RCPA (ACTION)\*
    - 4.4. RCPA Programs
      - 4.4.1. Activities Report (REPORT)
      - 4.4.2. Solid Waste – status report on Sonoma County Waste Management Agency matters (REPORT)\*
  - C. **SCTA/RCPA Joint Items**
    - 4.5. Admin – SCTA/RCPA meeting schedules for 2016 (ACTION)\*
5. **Reports and Announcements**
  - 5.1. Executive Committee report
  - 5.2. Regional agency reports\*
 

SMART	NCRA	MTC	Self Help Counties Coalition
ABAG	BAAQMD	CALCOG	GGBHTD Sonoma Clean Power
  - 5.3. Advisory Committee agendas\*
  - 5.4. SCTA/RCPA staff report
  - 5.5. Announcements



## 6. Adjourn

\*Materials attached.

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The next **SCTA/RCPA** meetings will be held **December 14, 2015**

Copies of the full Agenda Packet are available at [www.sctainfo.org](http://www.sctainfo.org)

**DISABLED ACCOMMODATION:** If you have a disability that requires the agenda materials to be in an alternate format or that requires an interpreter or other person to assist you while attending this meeting, please contact SCTA/RCPA at least 72 hours prior to the meeting to ensure arrangements for accommodation.

**SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS:** Materials related to an item on this agenda submitted to the SCTA/RCPA after distribution of the agenda packet are available for public inspection in the SCTA/RCPA office at 490 Mendocino Ave., Suite 206, during normal business hours.

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## BOARD OF DIRECTORS MEETING

### Meeting Minutes of October 12, 2015

**1. Call to order the meeting of the Sonoma County Transportation Authority (SCTA) and the Sonoma County Regional Climate Protection Authority (RCPA)**

Meeting called to order by Chair Sarah Gurney at 2:36 p.m.

Directors present: Director Gurney, City of Sebastopol, Chair; Director Rabbitt, Supervisor, Second District, Vice Chair; Director Gallian, City of Sonoma; Director Gorin, Supervisor, First District; Director Landman, City of Cotati; Director Mackenzie, City of Rohnert Park; Director Miller, City of Petaluma; Director Salmon, Town of Windsor; Director Zane, Supervisor, Third District.

Directors Absent: Director Carlstrom, City of Santa Rosa; Director Chambers, City of Healdsburg; Director Russell, City of Cloverdale.

**2. Public comment on items not on the regular agenda**

Dwayne DeWitt of Roseland thanked the Board for the accuracy of meeting minutes.

Mr. DeWitt next cited the example of the Oakland Priority Conservation Area Strategy that was developed and approved and encouraged the Board to implement this locally. He noted that Roseland Creek could run along the best PDA in Sonoma County.

**3. Consent Calendar**

**A. SCTA/RCPA Concurrent Items**

- 3.1. Admin – Minutes of the September 14, 2015 meeting (ACTION)\*

**B. SCTA Items**

- 3.2. Measure M – status report on annual reporting letters (REPORT)\*

- 3.3. Measure M – Measure M Cooperative Agreement Amendment for M71406 Access Across 101, City of Santa Rosa (ACTION)\*

Motion by Director Mackenzie, seconded by Director Gallian, passed unanimously (9-0-3-0).

At the request of Chair Gurney, the following item was addressed separately:

- 3.4. Admin – Resolution of Commendation for Susan Kelly (ACTION)\*

Chair Gurney read the resolution recognizing the service of Susan Kelly to the SCTA over the years in its entirety. Director Gorin expressed her thanks and acknowledged the many years she had enjoyed working with Ms. Kelly. Director Zane expressed her appreciation for Ms. Kelly's significant contribution to bicycle and pedestrian projects, noting the many improvements made in Sebastopol. Director Mackenzie concurred, adding that Ms. Kelly's work contributed not only to Sebastopol, but to Sonoma County.

Motion by Director Miller, seconded by Director Mackenzie, to adopt the resolution of commendation for Susan Kelly's years of service to the SCTA. Motion passed unanimously.

**4. Regular Calendar**

**A. RCPA Items**

4.1. RCPA Planning

- 4.1.1. Electric Vehicles – update of Fuel Shift plan and the State of Electric Vehicles in Sonoma County communities (REPORT)\*

Lauren Casey reported on activities promoting expansion of Electric Vehicles (EVs) in Sonoma County, noting that staff has conducted a needs



assessment for the County, along with identifying barriers to EV use.

Ms. Casey emphasized that Sonoma County is relatively ahead in the movement to EV use, and referred to the memo from ICF International, noting that some data is outdated and will be updated.

Ms. Casey announced that a goal has been set to reach a fivefold increase in EVs by 2020.

Among the activities and issues staff is involved in are: Identifying local opportunities to increase EV use and local readiness (permitting, local government infrastructure policies), and filling the need for work place EV chargers. Staff is also identifying opportunities for consumer education and public outreach.

Ms. Casey noted that the RCPA will continue to serve a role in the operation of municipal EV fleets and is currently working with General Services.

Ms. Casey next reported that the first of meeting of the Steering Committee was held.

Board comments included the “democratizing” of EVs – how to make them affordable for the low income population. Ms. Casey responded that Burbank Housing is an example of one of the stakeholders staff is working with on this issue.

The Strategic Plan is anticipated to be completed some time next summer.

Ms. Casey confirmed that staff is examining the infrastructure and keeping up with the need for EV chargers. Staff is also researching ADA-related issues. Additional partnerships were also mentioned among various local agencies – education, firefighters, and other public sector agencies, for possible financing of EVs.

In response to Board inquiries, Ms. Casey and Brant Arthur noted that range anxiety/financial issues are the biggest barriers identified in EV expansion.

Additional Board comments included suggestions that all jurisdictions be consistent in

working with the County. Ms. Casey confirmed that she has been working with County staff on this.

Suzanne Smith noted that staff has been in discussion with Rohnert Park staff, and that Rohnert Park is current in its progress with EV expansion.

Additional Board comments cited the need for City Managers to be kept informed and updated.

## 4.2. RCPA Programs

### 4.2.1. Activities Report (REPORT)\*

Ms. Casey referred to a summary of recent legislation related to climate change, noting that many of the bills refer to guidance around land use, cap and trade, GHG reduction, and building energy efficiency.

Ms. Casey announced that the RCPA was invited to attend the inaugural U.S. China Local Climate Leaders Summit, a workshop on climate protection, which will be a collaboration with a large delegation from China with corresponding jurisdictions in the U.S.

As a follow up to this event, Sonoma County was invited to participate in the California-China Urban Climate Collaborative. RCPA and ICLEI staff are coordinating a meeting to pursue this opportunity.

Staff has been working on the public draft of the Climate Action 2020 plan that will be released this fall. Staff has been working with County Counsel and jurisdiction staff. Release of the document in late October or November.

Ms. Casey responded to Board questions about the process for adoption of the Climate Action Plan, noting that staff will be presenting it to the SCTA Board first, in December or January, followed by presentations to City/Town Councils.

### 4.2.2. Solid Waste – status report on Sonoma County Waste Management Agency matters (REPORT)

Suzanne Smith cited legal hurdles identified by County Council in proceeding with the proposed delegating of SCWA administration to the RCPA. Another call has been scheduled with CalRecycle to determine what the RCPA can/cannot do.

**B. SCTA Items**

4.3. SCTA Planning

4.3.1. Comprehensive Transportation Plan – (ACTION)\*

- Update on public outreach

Brant Arthur presented a slideshow and reviewed the history of the 2008/09 CTP.

With a smaller budget for outreach in 2015, this was conducted in-house, including an online poll and two public hearings, plus additional meetings.

Mr. Arthur next summarized the CTP survey. Results showed three main recurring themes from the public: Improve access to transportation; improve road maintenance; and reduce environmental impact. Public response indicated that willingness to try to transit depends on better routes for transit.

The survey indicated that a top priority is improving road maintenance. There were also significant concerns regarding funding. Survey respondents cited traffic fees and gas taxes as potential funding sources.

43.7% of respondents reported they were likely to buy an EV. Interestingly, survey results indicated that higher-income respondents were the least interested in buying EVs.

Next steps were summarized as follows: The draft CTP is scheduled to be released this winter and plans are to engage the public through existing events.

More info on the CTP is available online at [j.mp/SonomaCTP](http://j.mp/SonomaCTP). More survey results are available at: [j.mp/ctp-survey-results](http://j.mp/ctp-survey-results).

Mr. Arthur responded to questions about survey results, and referred to the website as noted above for more information.

Additional Board comments included surprise at the level of support for increased vehicle license fees. It was acknowledged that this is not a scientific survey but represents a small group of the population.

Board comments included the common complaint that people would love to bike or take the bus but roads are too dangerous to bike, and that there is not sufficient convenient bus service to use transit.

4.4 SCTA Projects and Programming

4.4.1. Highways – memorandum of understanding related to advancing improvements in the Highway 37 corridor (ACTION)\*

Ms. Smith reported on the collaboration of four Counties in developing a Memorandum of Understanding (MOU) that provides a forum that would be helpful in guiding regional agencies. She deferred to Directors Mackenzie, Gorin, and Zane as attendees of recent meetings, to report on the status of this issue.

Director Gorin cited the recent rising sea level and increased congestion on Highway 37, noting that this must be ranked a first priority. Director Mackenzie noted the timeliness of having an MOU in place now in preparation for moving forward. Director Rabbitt noted the stretch of road on Highway 37 that is now at sea level. Director Landman noted that

Director Gorin suggested this be made a regular agenda item.

Steve Birdlebough of the Sonoma County Transportation and Land use Coalition noted the lack of a bus line along this route.

Motion by Director Gorin, seconded by Director Mackenzie, to authorize the Chair to sign the proposed MOU for the Highway 37 corridor. Passed unanimously (9-0-3-0).

4.4.2. Measure M – presentation on the status of Measure M Bicycle and Pedestrian Projects (REPORT)

Seana Gause presented a slideshow summarizing projects in progress, projects completed, funding, and expenditures. It included before and after photographs of various projects. Ms. Gause noted that this program is consistently oversubscribed.

The Board expressed commendation specifically for Street Smart Sebastopol projects and those in Sonoma Valley. The Board recognized the good job done and appreciation for the work of staff.

4.4.3. Highways – update on State Highway projects (REPORT)

James Cameron reported on Petaluma construction, noting that the last parcel on the Old Redwood Highway project to go through condemnation will be going to trial later this month. Depending on the outcome additional funds may be required. There will be activity on this project through July 2016.

Mr. Cameron next reported on two remaining right-of-way acquisitions in litigation on the MSN B-2 project. One of these has settled, and the remaining parcel in litigation is scheduled for trial in February. Staff is working with Caltrans on identifying funding for this project and anticipates returning with this item before the Board in early 2016.

Demolition of the bridge over Petaluma Boulevard South was successful, with a single, full day closure, vs. scheduling multiple night closures. The southbound offramp was reopened September 25. Multiple night time southbound full freeway closures are scheduled for later this month.

On the frontage road, southbound Highway 101 at the Kastania Road extension, Mr. Cameron reported on a 400 ft. landslide that is developing and will potentially impact capital funds for the project. Caltrans is considering next steps and alternatives.

In response to Board questions, Mr. Cameron confirmed that this work can continue through the rainy season, if necessary.

Mr. Cameron confirmed that the nine night full freeway closures are not scheduled to take place nine consecutive nights.

Bids are scheduled to open on October 20 for the new bridge over the County line.

Mr. Cameron next responded to Board comments regarding lane splits by motorcyclists at the ramp metering lights. A draft report, including input and comments to MTC, is being finalized. Staff has also been in discussion with the California Highway Patrol (CHP), who have also offered their feedback, and will be following up with the CHP and report back to the Board.

Seana Gause reported that construction is at a critical juncture for the Highway 12/Laguna de Santa Rosa Bridge, where vegetation must be removed.

Final striping of College Avenue will take place in early November.

**C. SCTA/RCPA Joint Items**

4.5. Admin – SCTA Final Budgets for FY15/16 (ACTION)\*

Suzanne Smith addressed all the budgets:

4.5.1. Measure M

Ms. Smith noted that this includes little or no changes from the preliminary budget previously approved.

Motion by Director Mackenzie, seconded by Director Gallian, to approve the Measure M Final Budget for Fiscal Year 2015/16. Motion passed unanimously (9-0-3-0).

4.5.2. TFCA

Ms. Smith noted that this budget also has little or no change from the preliminary budget previously approved.

Motion by Director Miller, seconded by Director Gallian, to approve the TFCA Final Budget for Fiscal Year 2015/16. Motion passed unanimously (9-0-3-0).

4.5.3. SCTA operations

Ms. Smith reported that this budget is also the same as the preliminary budget approved in May, and that revenue sources are on target.

Motion by Director Gallian, seconded by Director Gorin, to approve the SCTA Operations Final Budget for Fiscal Year 2015/16. Motion passed unanimously (9-0-3-0).

4.6 Admin – RCPA Final Budget for FY15/16 (ACTION)\*

Ms. Smith pointed out an increase in funding for legal counsel services involving CEQA and other issues.

Motion by Director Miller, seconded by Director Gallian, to approve the RCPA Final Budget for Fiscal Year 2015/16. Motion passed unanimously (9-0-3-0).

4.7 Admin – updates to administrative documents (ACTION)\*

- Personnel Policies for FY15/16
- Job descriptions updated for 2015
- Salary schedule for FY15/16
- Executive Director contract

Ms. Smith reported on recent discussions among the Executive Committee, with the resulting document developed on Personnel Policies for Fiscal Year 2015/16, containing suggested language from the County Auditor/Treasurer Payroll Department.

Ms. Smith next pointed out updates to job descriptions for the entire SCTA/RCPA staff. Positions have been realigned to administrative; Planners; and Program Analysts.

In conjunction with the updated job descriptions, Ms. Smith referred to the salary schedule for Fiscal Year 2015/16.

Ms. Smith next noted that the current Executive Director contract was updated to extend to 2020 and to align with the salary schedule.

Director Gorin thanked the Executive Committee and Directors Gallian and Russell for acting as

the subcommittee to address the Executive Director contract.

Director Gallian concurred with the need to standardize and examine the leadership of the SCTA/RCPA, and the need for a renewed document that better reflected the actual activities and accomplishments of the Executive Director.

Board comments included commendation for the organizing of positions.

Motion by Director Gallian, seconded by Director Mackenzie, to approve the Personnel Policies for Fiscal year 2015/16, updated job descriptions, and the updated salary schedule for Fiscal Year 2015/16, as noted above. Motion carried unanimously (9-0-3-0).

5. Reports and Announcements

5.1. Executive Committee report: N/A

5.2. Regional agency reports\*  
*SMART*: Director Mackenzie reported on the operation of the new bridge, and riding the first train over it.

Director Zane announced the commendation from the White House on the activities of the RCPA. At a meeting with White House staff, she noted that they commented on the leadership role Sonoma County has taken in climate protection.

NCRA: N/A

*MTC*: Included in agenda packet.

Self Help Counties Coalition: N/A

ABAG: N/A

*BAAQMD*: Director Zane cited conflict with oil companies in controlling toxins and GHG emissions from refineries.

CALCOG: N/A

*GGBHTD*: Director Rabbitt reported on a recent use permit that passes all land around the

Golden Gate Bridge to be under the Parks Department. Bids are to be released October 13 for the suicide barrier construction on the Golden Gate Bridge.

Director Zane added that the American Society to Prevent Suicide held their annual Walk Out of the Darkness recently, featuring information regarding the suicide barrier.

*Sonoma Clean Power:* Director Landman reported on the start of a draft policy for expansion of the agency, and cited significant interest in this throughout the region.

5.3. Advisory Committee agendas\*  
Included in agenda packet.

5.4. SCTA/RCPA staff report  
N/A

5.5. Announcements  
The next Board meeting is scheduled for November 9.

Suzanne Smith thanked the Board for the renewal of her contract and announced her 18<sup>th</sup> anniversary with the SCTA on October 1.

Director Gallian noted the inclusion of Cloverdale in the Measure M map.

**6. Adjourn**  
4:55 p.m.

## Staff Report

**To: Sonoma County Transportation Authority**  
**From: Chris Barney, Senior Transportation Planner**  
**Item: 4.1.1 - 2015 CTP Performance Assessment – Achieving CTP Goals and Meeting Performance Targets.**  
**Date: 11/9/2015.**

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### Issue.

Staff has evaluated how transportation projects, policies, technologies, and strategies can help SCTA meet Comprehensive Transportation Plan (CTP) goals and associated performance targets. A project level performance assessment and policy/technology performance assessment identified approaches that have the potential to help make progress in CTP goal areas. High performing projects and policy approaches have been combined in an effort to illustrate what actions could be taken to meet CTP performance targets and achieve CTP goals.

### Evaluating Plan Performance

The Comprehensive Transportation Plan has become progressively more goals-oriented and focused on measuring performance. Plan performance can be measured by quantifying what it will take to meet the goals identified in the plan. The 2009 CTP identified four performance targets that were loosely related to plan goals. A broad scenario based assessment was included in the 2009 plan that demonstrated how implementation of CTP projects and high level transportation policies would impact transportation metrics such as vehicle miles traveled, congestion, and greenhouse gas emissions. None of the broad scenarios tested in the 2009 CTP met all of the identified performance targets.

As part of the 2015 plan update, individual performance measures have been identified for each of the plan goals. A deeper assessment of individual transportation projects, policies, technologies, and strategies was included in this plan, which has demonstrated how different approaches help Sonoma County move closer towards meeting performance targets and improving the countywide transportation system. Information gathered as part of this assessment has been used to assemble a future scenario, or vision, which meets most of the plan's performance targets. A few of the performance targets have been difficult to meet because of limitations in the tools used to assess performance, because of inelasticities in the metric, or because meeting the target may be infeasible given current and imagined travel conditions, technologies, and behavior.

The 2015 CTP Performance Assessment has included the following steps:

1. *Review and update plan goals and performance targets.* Are the performance targets still relevant and do they still represent SCTA priorities? Do we think the targets are achievable?  
**PRESENTED TO SCTA MAY 2014**
2. *Summarize current conditions.* Are close are we currently to meeting the performance targets?  
**PRESENTED TO SCTA OCTOBER 2014**

3. *Estimate future conditions and set a future baseline.* What do future conditions look like if we don't construct any projects or make improvements to the transportation system?.What impacts do population, housing, and employment growth have on future travel conditions?  
**PRESENTED TO SCTA JULY 2015**
  
4. *Develop a list of transportation projects, policies, strategies, and technologies that could help SCTA meet goals and targets.*  
**ONGOING PROCESS BY STAFF, LOCAL JURISDICTIONS, AND ADVISORY COMMITTEES COMPLETED SEPTEMBER 2015**
  
5. *Test transportation project performance.* Do projects help us achieve CTP goals and meet performance targets? If yes, which targets do they help us meet, and which projects are most effective?  
**PRESENTED TO SCTA JULY 2015**
  
6. *Test transportation policy, strategy, and technology impacts.* Do policies, strategies, and technology help us achieve CTP goals and targets?  
**PRESENTED TO SCTA SEPTEMBER 2015**
  
7. *Determine how CTP goals and targets can be achieved.* Estimate what it will take to meet CTP goals and performance targets by evaluating future scenarios in which promising transportation projects, policies, strategies, and technologies would be implemented.  
**CURRENT REPORT – PRESENTED TO SCTA NOVEMBER 2015**

Steps 1-6 have been described in previous reports. This report addresses step 7 of the performance assessment process.

### **Review of CTP Goals and Performance Targets**

SCTA has identified ambitious performance targets for each of the CTP goals. Performance targets are based on 2009 CTP targets or on a preliminary investigation of what progress may be possible in different subject areas. The SCTA approved these goals and targets with the understanding that they may need to be revised based on the final results of the performance assessment. The final performance assessment has indicated that most of the targets could be met by implementing projects, policies, and technologies identified in the project and policy performance assessments.

Goal 1: Maintain the System	Goal 2: Relieve Traffic Congestion.	Goal 3: Reduce Greenhouse Gas Emissions	Goal 4: Plan for Safety and Health	Goal 5: Promote Economic Vitality
<ul style="list-style-type: none"> <li>• <i>Performance Target: Roadway Condition</i> – Improve countywide Pavement Condition Index (PCI) for arterial and collector streets to 80 (very good condition) by 2040. Improve countywide PCI for residential streets to 65 (good condition) by 2040.</li> <li>• <i>Performance Target: Transit System Condition</i> – Reduce the average bus fleet age by 25% below 2010-2012 average fleet age by 2040 (7.5 years for 2010-2012).</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Performance Target: Congestion Reduction</i> - Reduce Person Hours of Delay (PHD) by 20% below 2005 levels by 2040.</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Performance Target: Reduce GHG emissions to 40% below 1990 levels by 2040.</i> Climate Action 2020 targets shall be incorporated into the CTP when they are finalized.</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Performance Target: Active Transportation</i> – Reduce drive alone mode share for all trips to 33.3% by 2040 (2010 - 45%). Increase active transportation mode share (bike, walk, and transit) to 15% by 2040 (2010 – 8.38%).</li> <li>• <i>Performance Target: Safety</i> – Reduce total daily accident rates by 20% by 2040.</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Performance Target: Reduce transportation costs for business and residents</i> - Reduce average peak period travel time per trip by 10% by 2040 (2010 – 11.31 minutes).</li> <li>• <i>Performance Target: Provide equitable access</i> - CTP projects should serve Communities of Concern. Average monthly household transportation costs have also been calculated and summarized for different projects and transportation policies/measures.</li> </ul>

2040 Baseline/No Action.– Impact of Future Growth on Transportation

2040 was used as the forecast year for the CTP performance assessment. This planning horizon is consistent with the planning horizon used for the Regional Transportation Plan and Sustainable Communities Strategy. Population, housing, and employment estimates are readily available for this year.

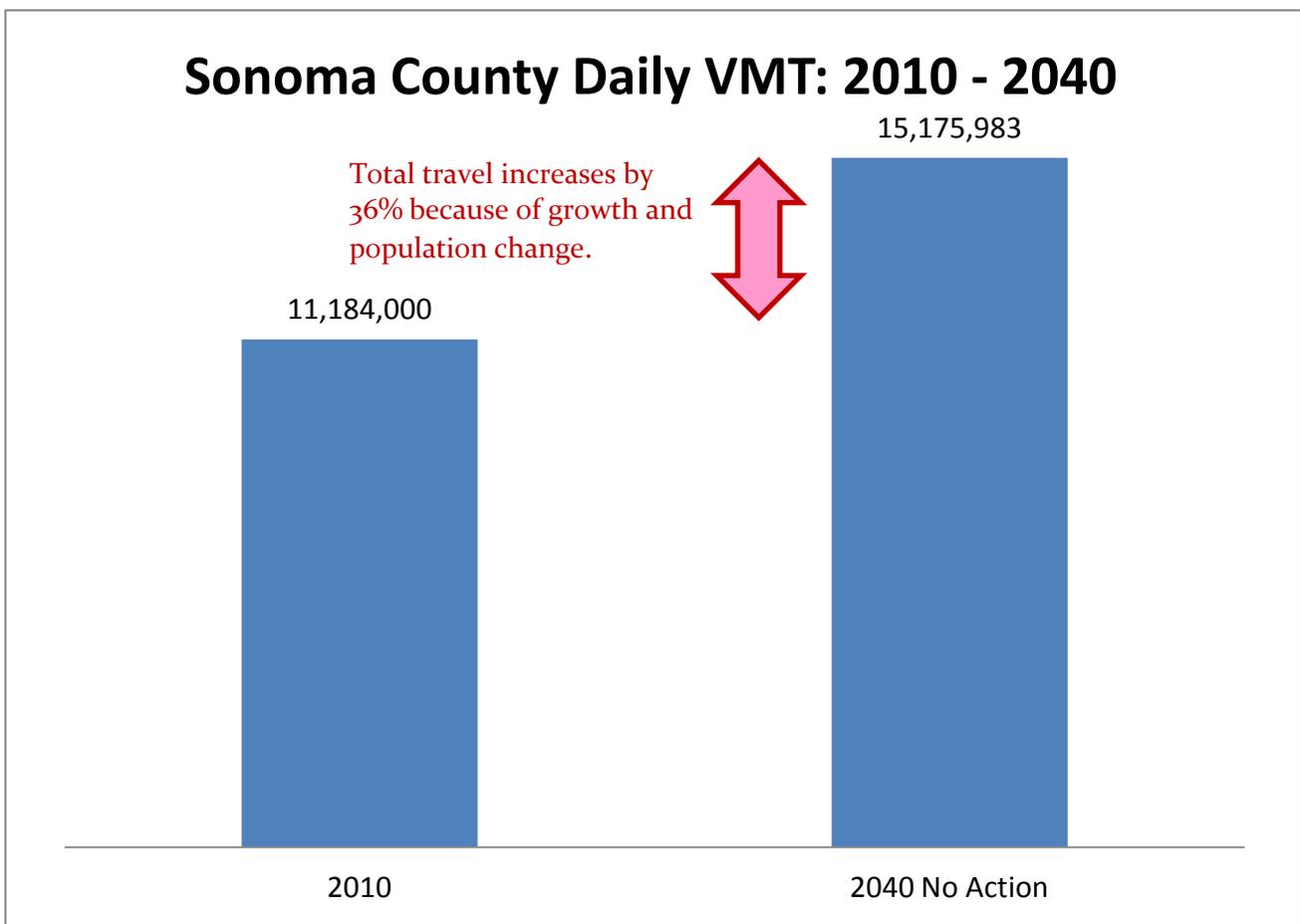
Some local transportation projects are fully funded and are considered committed projects. It is assumed that these projects will be completed in the near term. Committed projects were included in any analysis of 2040 baseline, or no action conditions. A list of committed projects is provided below.

Committed Projects:

- Marin Sonoma Narrows: Phase 1 - SCTA
- Healdsburg Avenue Bridge Retrofit/Rehabilitation - Healdsburg
- River Road channelization and improvements – Sonoma County
- Bodega Highway improvements west of Sebastopol – Sonoma County
- Five-way Intersection/Roundabout – Healdsburg
- Dowdell Avenue Extension – Rohnert Park
- Bodway Parkway Extension – Rohnert Park
- Keiser Avenue Reconstruction – Rohnert Park
- SMART: San Rafael to Airport

The Association of Bay Area Governments (ABAG) forecasts future population, housing, and employment<sup>1</sup> growth for Bay Area cities and counties. These forecasts are largely consistent with local general plan build-out assumptions for Sonoma County jurisdictions. Current growth estimates were developed for the Regional Transportation Plan and Sustainable Communities Strategy (SCS) and have been incorporated into the Sonoma County Travel Model and were used in this modeling exercise. Sonoma County population is predicted to grow by 24% by 2040, increasing from 483,878 residents in 2010 to 598,460 in 2040. Employment is predicted to grow by 27% by 2040, increasing from 202,173 employed residents in 2010 to 256,363 in 2040. Countywide vehicle miles traveled (VMT), a common measure of travel activity, are expected to increase by 36% by 2040 because of this population and employment growth within the county and neighboring areas. .Population and employment growth are primary factors driving increased travel, worsening congestion, increased emissions, and degraded traffic safety in Sonoma County’s future.

A 2040 no action scenario was constructed as part of the performance assessment which represents a future in which population and employment growth as described above would occur and limited “committed” or in progress transportation projects would be constructed. This scenario was used as a future baseline that could be used to assess the impact that transportation projects, policies, strategies, or technology could have on future travel conditions and how effective they could help SCTA meet CTP performance targets.



<sup>1</sup> ABAG employment and job estimates include primarily estimates of full-time work but may include estimates of part-time work, and very limited instances of volunteer work.

### **Testing Project Impacts**

Staff tested project level impacts and presented the results of this analysis at the July 2015 SCTA meeting. This analysis indicated that projects would provide congestion reduction benefits and small greenhouse gas emission reductions, but would not appreciably reduce vehicle miles traveled, shift travel onto non-auto modes, or improve safety and travel affordability in Sonoma County. The most significant congestion reduction improvements would be provided by large transportation system improvement projects.

### **Testing Policy Impacts**

The results of the policy performance assessment indicated that a variety of different policy approaches, advancements in technology, and changes in travel behavior will be necessary to address the goals, objectives, and performance targets that have been identified in the CTP. High performing approaches were identified for each performance target.

### **Meeting CTP Goals and Performance Targets - Assembling a 2040 High Performing Scenario**

High performing projects and policies from the project level and policy level analyses were included in one future scenario which demonstrated how CTP performance targets could be met. Funding has not been currently identified for the projects, policies, strategies, or technologies that were identified as high performers and included in this scenario. Some high performing policy levers that were analyzed in the policy level performance assessment were omitted based on feedback from the SCTA. These approaches were identified as having negative impacts or undesirable social effects and were therefore not considered in the high performing scenario.

The following transportation projects were shown to help reduce congestion and help provide small benefits in other CTP performance areas and were included in the high performing scenario:

- Hearn Avenue/Highway 101 interchange improvements
- Highway 116 widening and rehabilitation between Sebastopol and Cotati
- Marin Sonoma Narrows: Phase 2
- SMART pathway
- Railroad Avenue/Highway 101 interchange improvements
- Airport Boulevard Widening including Brickway and Laughlin Rd improvements
- Petaluma Cross-town Connector and Rainier Interchange
- State Route 37 corridor protection and enhancement project

The following transportation policies or strategies were shown to provide the greatest performance benefits in the policy performance assessment and were included in the high performing scenario:

- *Focused population and employment growth:* Future population, housing and employment growth would be consistent with the regional Sustainable Communities Strategy. This growth distribution represents a city-centered future growth pattern focused on Sonoma County Priority Development Areas (PDAs) and is largely consistent with local general plans and development priorities. All future development in Sonoma County through 2040 would also be located within Urban Growth Boundaries (UGB).

- *Regional Jobs-Housing Balance*: Incoming and outgoing trips at the county gateways were balanced to represent future improvements to jobs-housing balance and the availability of affordable and appropriate housing within the county. Improved jobs-housing balance and housing affordability could reduce the need to travel into or out of the county for work or other purposes. For analysis purposes, inter-county travel was assumed to stay the same as it was in 2010.
- *Trip reduction strategies*: Tested a 2% reduction in household trip making. This equates to 1 less trip made per household per week. An average household makes approximately 40-50 trips per week. This trip making reduction was used to estimate the impact increased telecommuting, compressed work week schedules, travel demand management strategies, and increased online shopping and/or instant or digital delivery of goods and services could have on Sonoma County travel.
- *Vision transit improvements*: Implement all vision transit improvement projects as outlined in the CTP project list. Implementation of these unfunded or vision transit projects would almost double countywide transit capacity. These vision improvements would increase the capacity of the transit system by improving route headways and increasing hours of service. Vision transit improvements would include:
  - i. Santa Rosa CityBus service expansion including rapid bus corridors
  - ii. Sonoma County Transit service expansion
  - iii. Petaluma Transit service expansion including rapid bus corridor
  - iv. SMART: Airport to Cloverdale extension
- *Maximize transit ridership*: Maximize ridership of proposed “vision” transit service by 2040. Staff estimates that the countywide transit system would operate at about 26% capacity if vision transit enhancements were implemented by 2040. The unused capacity on the improved transit system would be significant, and filling vacant seats and filling transit vehicles to capacity could reduce countywide VMT by over 650,000 miles per day.
- *Shift to non-motorized travel*: Assume a shift of 4% of single occupant vehicle travel to walk and bike travel modes, representing approximately 120,000 trips per day (out of around 3.5 million daily trips in Sonoma County). Explicit reasons for this shift have not been identified but could include things such as build-out of the bicycle and pedestrian network as laid out in the SCTA Bicycle and Pedestrian Plan, continued implementation of complete streets projects, improvements to the built environment, increased cost of driving, and changes in attitudes and travel behaviors.
- *System Efficiency Improvements – Capacity*: Represented by a 25% increase in roadway system capacity that could be attributed to intelligent transportation systems (ITS), signal timing, corridor management, incident response programs, changeable

message signs, metering improvements, traffic information communication programs, smart cars and autonomous vehicles, freeway vehicle platooning, driverless vehicles, and other efficiency programs and transportation technologies.

- *System Efficiency Improvements - Vehicle Fuel Economy:* Estimated California vehicle fuel economy in 2015 is approximately 23 miles per gallon<sup>2</sup>. National and State fuel economy standards are expected to increase vehicle fleet fuel economy to about 32 miles per gallon by 2035<sup>3</sup>. Staff tested increasing the average vehicle fleet fuel economy to 40 miles per gallon in the policy performance assessment. Vehicle fleet fuel economy could be improved by increased rollout of electric/hybrid vehicles, improvements in vehicle fuel economy in the gasoline vehicle fleet, eco-driving training, speed limit and HOV enforcement, and other behavioral or technology improvements.

The high performing scenario was assembled iteratively by adding high performing projects or policy approaches until the combined scenario was able to reach most CTP performance targets.

### **CTP GOAL 1: Maintaining the System**

The Sonoma County Travel Model and available post-processing tools do not provide a way to estimate future transportation system condition so other tools and data were used to estimate what it will take to maintain the current transportation system. Project sponsors have identified projects that are expected to improve roadway condition (PCI), transit system condition, or non-motorized facility condition. Staff has worked with local public works, planning, and transit staff and regional pavement management staff from the Metropolitan Transportation Commission to provide estimates of what it will cost to maintain the existing Sonoma County roadway, transit, and non-pavement<sup>4</sup> transportation infrastructure.

The average condition of the Sonoma County roadway network was 53 in 2014. This pavement condition index (PCI) number, rated on a scale of 0 to 100, indicates that the countywide road network falls in the “at risk” category. MTC<sup>5</sup> has estimated that it will cost \$5 billion to improve and maintain the road system at a PCI of 75, or “good” condition, through 2040.<sup>6</sup> Approximately \$2.7 billion of this maintenance cost is currently unidentified. MTC has also estimated that it will cost \$278 million through 2040 to maintain Sonoma County bridges. \$162 million of this needed maintenance is currently unfunded.

Sonoma County Transit providers have estimated that it will cost approximately \$1 billion to maintain current transit service and facilities through 2040. This cost estimate includes maintenance and operations and is based on yearly and expected operating budgets. Vision transit improvements that were included in the high performing scenario would incur additional costs which are not currently identified.

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<sup>2</sup> Caltrans (MVSTAFF)

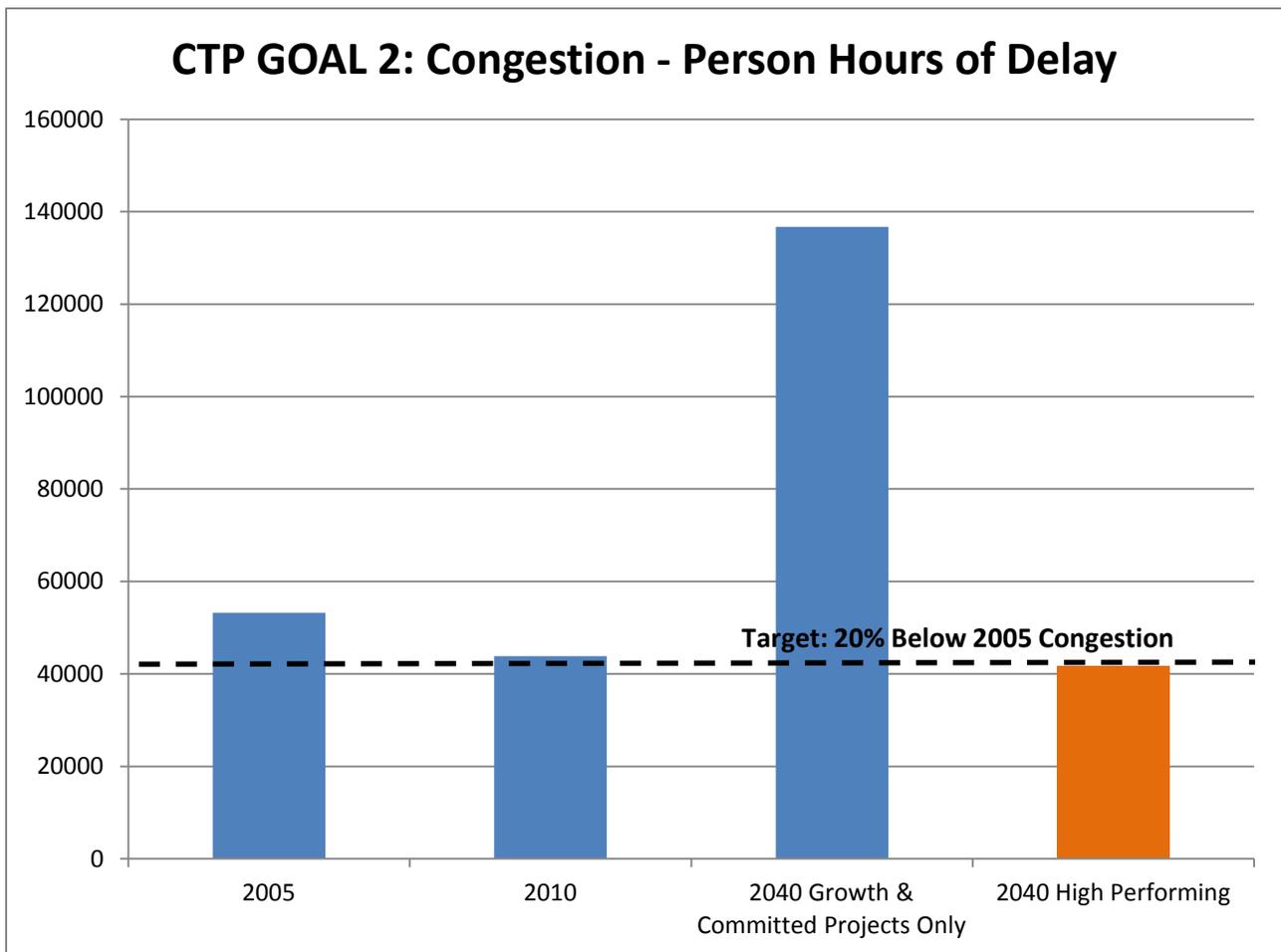
<sup>3</sup> EMFAC, California Air Resources Board

<sup>4</sup> Non-pavement transportation system improvements include curbs and gutters, sidewalks, bike lanes/paths, storm drains, traffic signs, signals and lights.

<sup>5</sup> MTC Plan Bay Area Local Street and Roads Needs and Revenue Assessment.

## **CTP GOAL 2: Relieve Traffic Congestion**

Traffic volumes continue to rise in Sonoma County as the population and economy grow. Growing traffic congestion could impact economic productivity due to increased transportation delay, increased fuel consumption and pollution, reduced accessibility, increased emergency response times, increased traffic accident rates, and degraded quality of life for Sonoma County residents. An estimated 44,000 hours were lost each day in 2013 because of traffic congestion in Sonoma County. Congestion is predicted to more than triple by 2040. Most of this increase can be attributed to increased travel due to population and employment growth. Implementing the high performing scenario would reduce daily person hours of delay (PHD) to 41,625 and meet the performance target of reducing daily PHD by 20% below 2005 levels by 2040.<sup>7</sup>



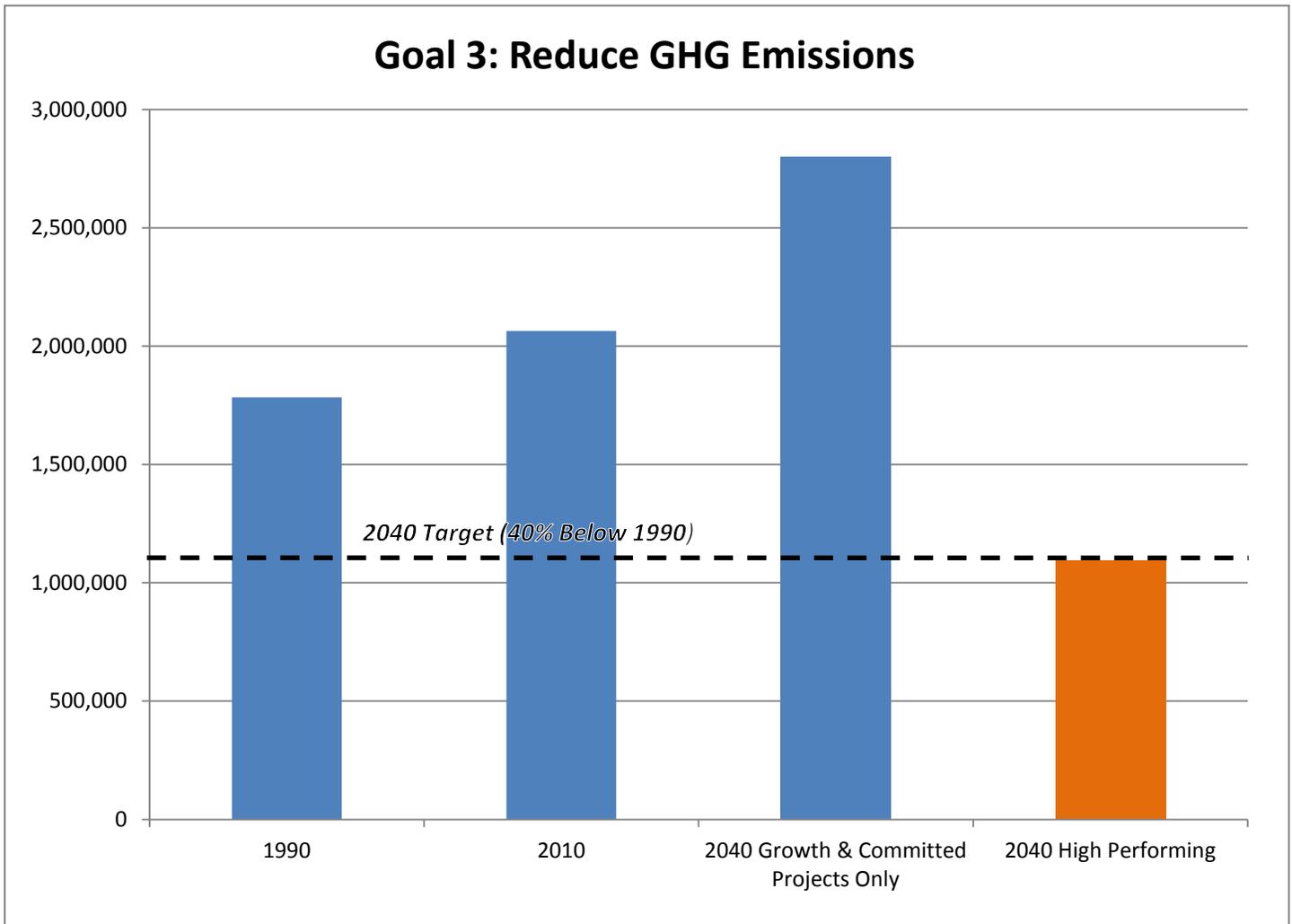
<sup>7</sup> Congestion in 2005 was higher than in 2010 (around 51,000 PHD/day). A significant portion of reduced congestion in 2010 could be attributed to the economic recession that was underway at that time.

### **CTP GOAL 3: Reduce Greenhouse Gas Emissions**

Transportation contributes over 50% of all greenhouse gas emissions in Sonoma County. Sonoma County jurisdictions have committed to reducing GHG emissions to 25% below 1990 levels by 2015, and 40% below 1990 levels by 2035. This commitment was included in the 2009 CTP as a performance target and plan objective. This target is being reevaluated as part of the Climate Action 2020 process.

Transportation greenhouse gas emissions are a function of total travel by vehicles, speed of travel, and vehicle fleet characteristics. Greenhouse gas emissions were calculated using EMFAC, a California Air Resource Board sponsored tool which is used to estimate vehicle emissions.

Greenhouse gas emissions are expected to increase by roughly 36% during the period from 2010-2040 under no build conditions. This is largely a factor of increased travel due to population and employment growth. State mandated fuel economy improvements (Pavley, AB 1493, Low Carbon Fuel Standards) could provide significant emissions reductions by 2040. Implementing the high performing scenario would reduce annual GHG emissions below the 2040 target of 40% below 1990 emissions. This reduction can be attributed to improved vehicle fleet fuel economy and VMT reductions.

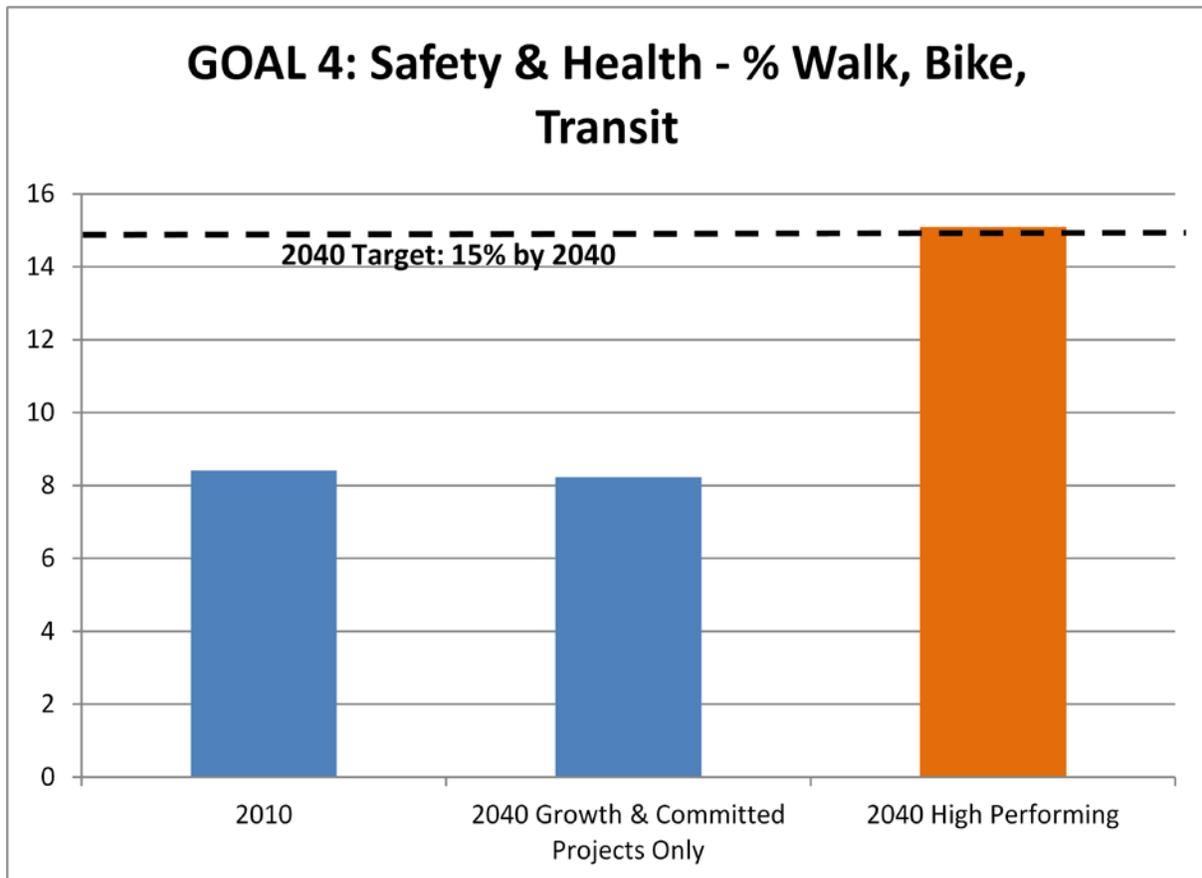


## **CTP GOAL 4: Plan for Safety and Health**

Transportation choices can have major impacts on safety and health at the local and regional level. Two performance measures and targets have been identified as part of the CTP which highlight progress in these areas. One measure is focused on active transportation and a second focuses on traffic safety and accidents.

### **Active Transportation:**

Land use planning, urban design, and transportation choices can improve public health. Active transportation modes such as walking, bicycling, or taking transit provide health benefits by lowering chronic disease rates, reducing obesity, and improving air quality. In 2010 approximately 8% of trips were made using active transportation modes in Sonoma County. The Sonoma County Travel Model estimates that this rate should stay in the 8% range through 2040, and that project construction would have a very small impact on active transportation travel rates. Projects focused on improving pedestrian or bicycle infrastructure or which improve transit service could increase transit ridership or walking and biking rates at the local or neighborhood level, but increases make up a very small percentage of overall countywide or regional travel, and are small when compared to existing and forecasted automobile travel. Implementation of the high performing scenario, including vision transit improvements, and shifts from automobile travel to walking and biking could increase 2040 active mode share to 15.1% in Sonoma County, which is slightly higher than the CTP performance target in this area (15% active mode share by 2040).

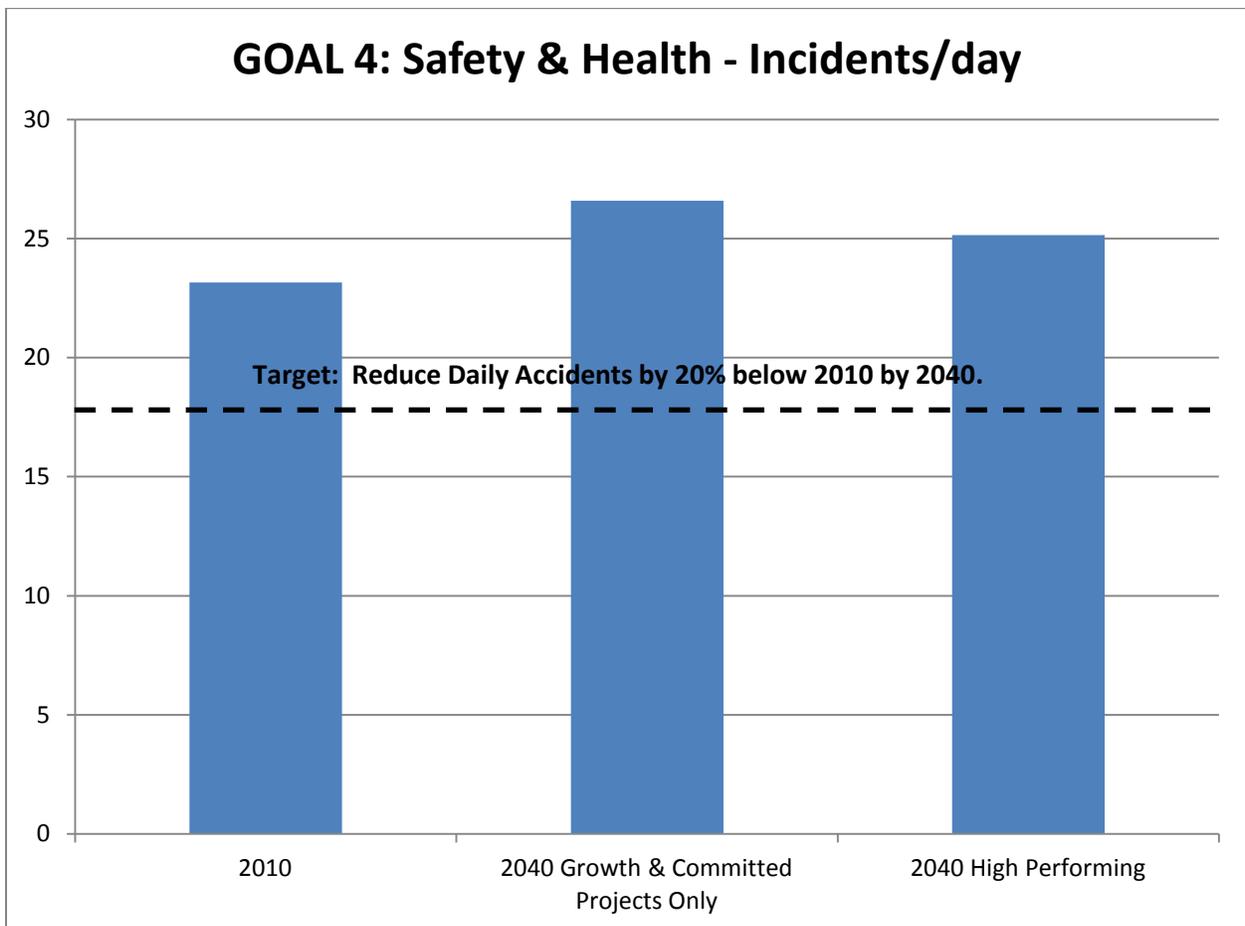


Traffic Safety

Traffic incidents and crashes impose a significant economic and societal burden on Sonoma County residents. Costs include lost productivity, property damage, medical and rehabilitation costs, congestion costs, legal and court costs, emergency services, insurance administration costs, along with tremendous emotional and societal costs. SCTA approved adding a safety performance target to the CTP which sets a goal of reducing countywide daily traffic incidents by 20% below 2010 levels by 2040.

Safety impacts were calculated using the SmartGAP post-processing tool by factoring VMT, road lane miles, transit service (transit revenue service hours), and travel mode shares. Fatality, injury, and property damage incident rates are included in the estimates. Crash estimates are based purely on total travel activity and size of the transportation system and do not consider targeted safety improvements or localized improvements that could provide significant safety enhancements.

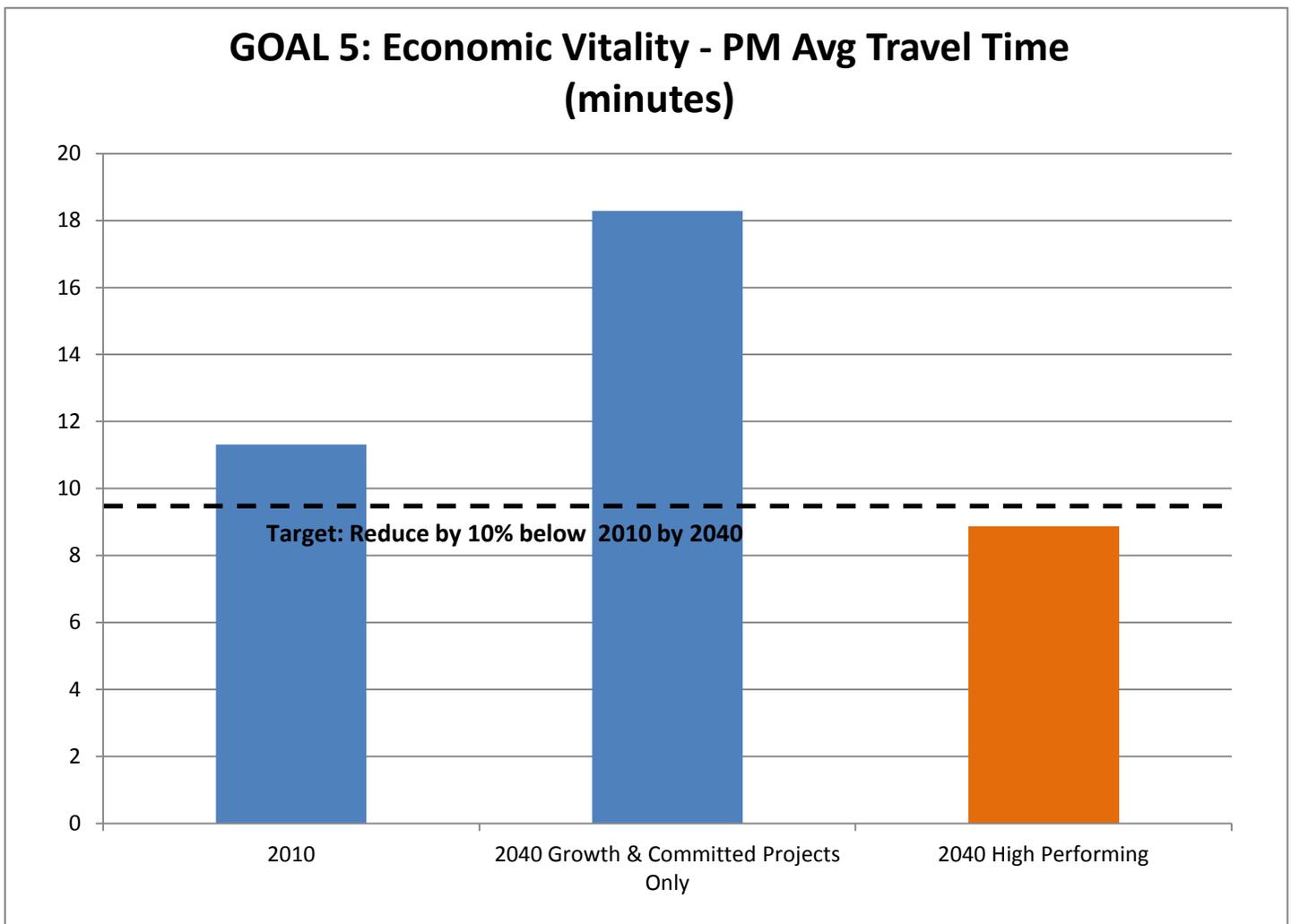
Performance assessment results indicate that projects, policies, and the composite scenario are estimated to provide only minor accident rate reductions through 2040, and highlighted the fact that the tools used to perform this analysis are not sensitive to improvements that could provide large safety improvements at the countywide and local level. Staff will continue to investigate other tools or methods for assessing traffic incident rates and ways that smaller scale enhancements could increase traffic and roadway safety.



### **CTP GOAL 5: Promote Economic Vitality**

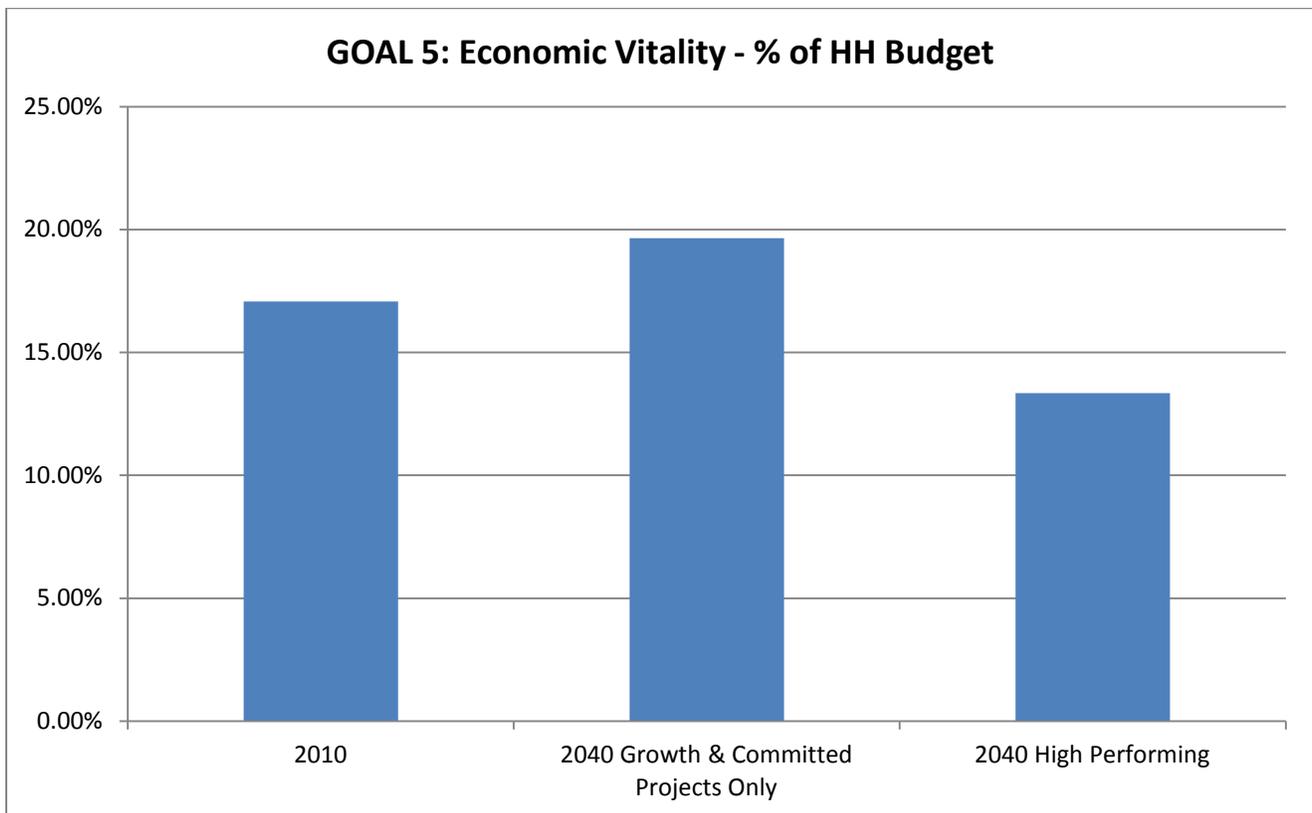
The countywide transportation system plays an important role in the local economy. A new goal has been added to the 2015 CTP focused on promoting economic vitality. Two performance measures have been identified which can help assess transportation's role in improving countywide economic conditions. The first performance measure, PM peak period average travel time, provides an estimate of transportation system efficiency and can indicate how easy, or difficult, it is to conduct business, move goods, and attract employees to Sonoma County. Increases in peak period congestion make doing business in the county more difficult, increase delivery and shipping costs, and make it difficult for workers to reach work sites and employment locations.

PM peak period average travel time is predicted to increase from around 11 minutes per trip in 2010 to over 18 minutes per trip in 2040. Population, housing, and employment growth are the primary causes of this increase in congestion and travel time. CTP projects are expected to provide some congestion relief and peak period travel time benefit in the future. Implementing the high performing scenario would reduce average evening peak period travel time to less than 9 minutes, which is shorter than the 2040 performance target of just over 10 minutes of peak period travel.



### Average Household Travel Costs

SCTA has indicated that transportation should be affordable and available for all households and county residents. Transportation affordability is an important part of promoting economic vitality. The transportation system allows people to access employment, goods and services, recreational opportunities, education, and other destinations. As transportation costs rise, accessibility and quality of life suffer as larger and larger portions of household budgets must be spent on transportation. Low and moderate income households are hit the hardest by rising transportation costs. Future monthly household travel costs are estimated to increase from roughly \$900 per month (2010) to over \$1000<sup>8</sup> per month in 2040 because of increased congestion, increased regional commuting, and longer average travel times. An average household spends roughly 17% of the household budget on transportation costs currently (Bay Area average 16%), with this percentage estimated to increase to 20% by 2040 under no build conditions<sup>9</sup>. Implementing the high performing scenario would reduce average household travel expenses to around \$700/month or 13.3% of an average household budget.



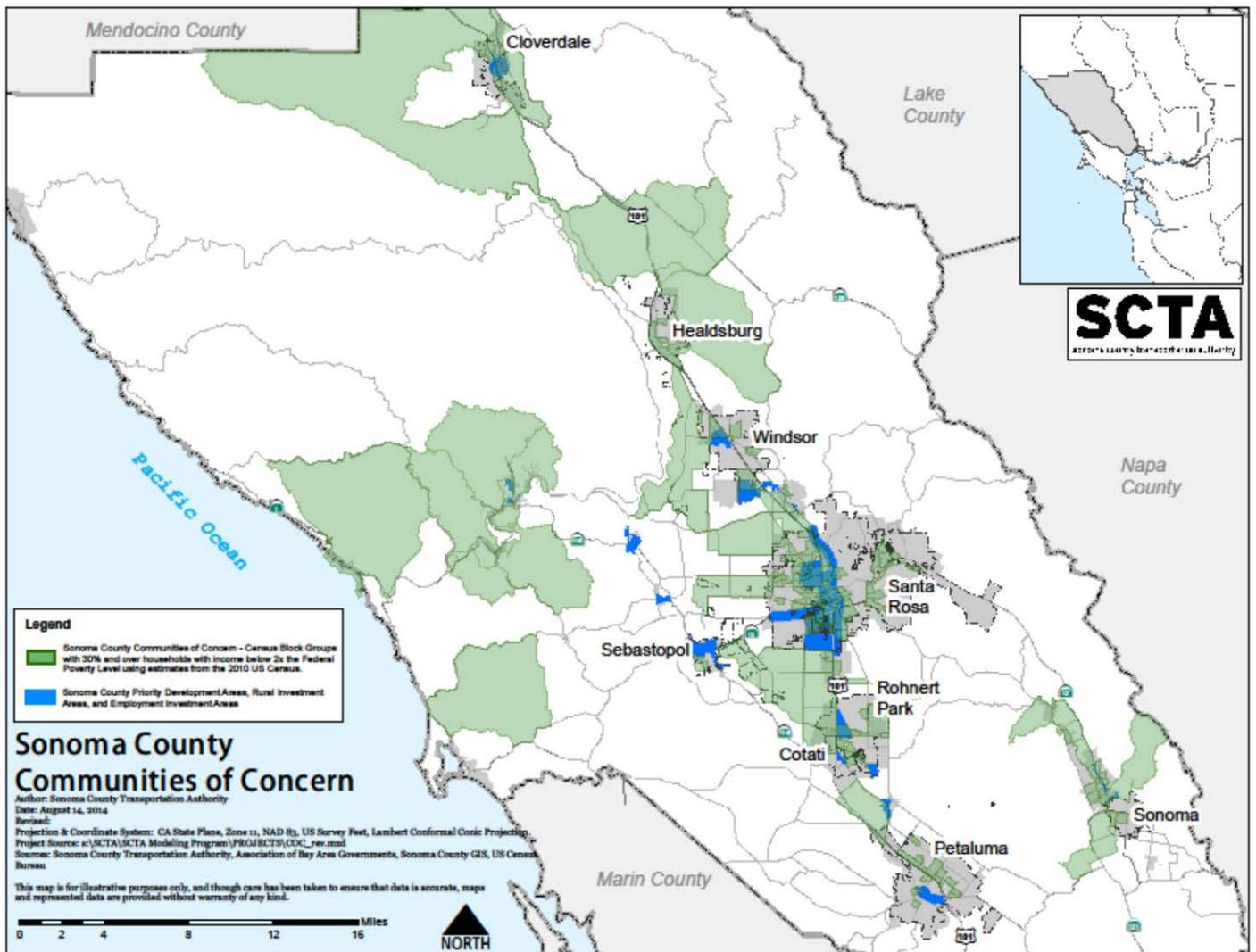
<sup>8</sup> Monthly household travel costs include estimates travel costs including fuel, fees (parking/tolls), insurance, maintenance, and vehicle depreciation. Sources: SmartGAP data post processing (Strategic Highway Research Program), and AAA driving cost estimates. AAA estimates national average household driving costs at \$750/month in 2015.

<sup>9</sup> Monthly household transportation costs were compared to 2010 Sonoma County Median Household income (\$63,356) to estimate percentage of household budget that would be spent on transportation.

## Equitable Access

The SCTA has indicated that countywide transportation projects should provide equitable access to all Sonoma County residents and CTP projects should serve Communities of Concern if possible. Communities of Concern (CoCs) have been identified as areas with low-income or otherwise disadvantaged communities. In Sonoma County these areas are currently defined as census tracts in which 30% or more of families have incomes between 0 – 200% of the federal poverty level (\$21,660 - \$74,020 total household income depending on family size) .

The projects, policies, and strategies, and approaches contained in the high performing scenario should serve Sonoma County Communities of Concern and improve travel options and conditions within these areas.



**What do we need to do to reach the CTP goals?**

SCTA would meet 6 of 7 CTP performance targets by implementing the projects, approaches, and strategies that were considered as part of the 2040 High Performing scenario. These projects, policies, strategies, and technology improvements are not currently funded.

Year 2040 Goal	Growth and Committed Projects Only - Meets Target?	High Performing 2040 – Meets Target?
<b>Goal 1: Maintenance</b>	No	<input checked="" type="checkbox"/>
<b>Goal 2: Congestion Reduction</b>	No	<input checked="" type="checkbox"/>
<b>Goal 3: Reduce GHG Emissions</b>	No	<input checked="" type="checkbox"/>
<b>Goal 4: Health and Safety</b>		
<i>Active Mode Share</i>	No	<input checked="" type="checkbox"/>
<i>Incident Rates</i>	No	No
<b>Goal 5: Economy</b>		
<i>Cost of Business – Peak Travel Times</i>	No	<input checked="" type="checkbox"/>
<i>Equity - Serve Low Income Communities</i>	No	<input checked="" type="checkbox"/>

The CTP performance assessment has suggested that the following approaches could help SCTA achieve CTP goals and meet CTP performance targets:

- Road, highway, and transit maintenance funding shortfalls will need to be filled in order to repair and maintain the existing road and pavement system and maintain transit service. Additional transit funding will need to be identified to pay for the transit expansion identified in the plan and that was included in the high performing/composite scenario.
- Selected transportation projects could be constructed that demonstrate the ability to reduce congestion, emissions, improve health and safety, and improve the economy.
- Implement transit vision improvements
- Continue current emphasis on PDA focused and city-centered growth and limit development outside of Urban Growth Boundaries.
- Implement trip reduction strategies.
- Fill vacant capacity on the transit system by making transit more convenient, less expensive, faster, and more attractive.
- Shift 120,000 daily trips (about 4% of total daily trips) from single occupant vehicles to pedestrian or bike travel. This represents 4 out of every 100 trips shifted from single occupant vehicles to walking and biking. This could be achieved by making walking and biking more attractive, by improving pedestrian and biking infrastructure, making non-motorized travel more safe and convenient, increasing population and employment densities, and by increasing opportunities for shorter trips which are easier to make on foot or by bike.
- Implement system efficiency improvements – Make better use of the transportation system we have (with limited expansion/improvements).
- Implement vehicle fuel economy improvements beyond those currently mandated by the State. Improve the average vehicle fleet fuel economy up to 40 MPG by 2040. This could be achieved by increased electrification of the fleet, increased use of hybrid technology, higher fuel economies in the conventional vehicle fleet, and by encouraging more efficient driving.

**Policy Impacts:**

This analysis explores what actions may be necessary to meet CTP goals and performance targets. Approaches and projects that are shown to help SCTA achieve CTP goals and reach performance targets could be highlighted or prioritized in the CTP. This exercise has focused on countywide and regional performance and benefits. Staff recognizes that many CTP projects and policies could improve neighborhood, intersection, and local mobility.

**Fiscal Impacts:** No direct impacts at this time.

**Staff Recommendation:**

Consider providing feedback on the performance assessment approach. Consider providing feedback on what it may take to implement the projects, policies, and technologies considered in the high performing scenario.

# Moving Forward 2040:

Comprehensive Transportation Plan 2015  
Update

2040 Policy and Strategies  
Assessment – Achieving CTP Goals  
and Meeting Performance Targets

# CTP Performance Assessment Process

Review Goals, Targets, and  
Current Conditions



Project Assessment - Analyze  
CTP Projects



Policy Assessment - Analyze  
Policies and Technology



How can we meet the CTP goals  
and targets?

# CTP Goals

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Maintain the  
System

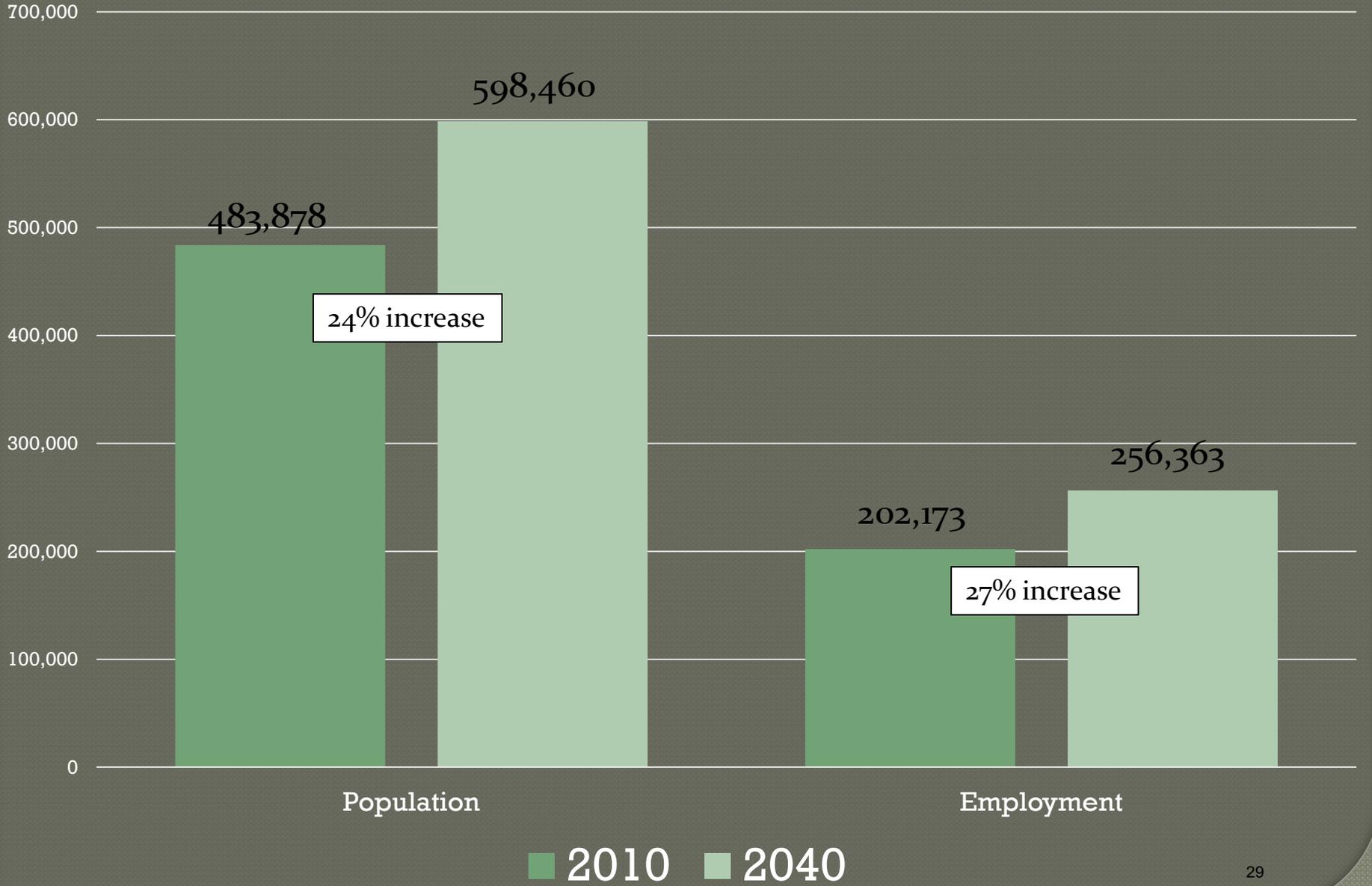
Relieve  
Traffic  
Congestion

Reduce  
GHG  
Emissions

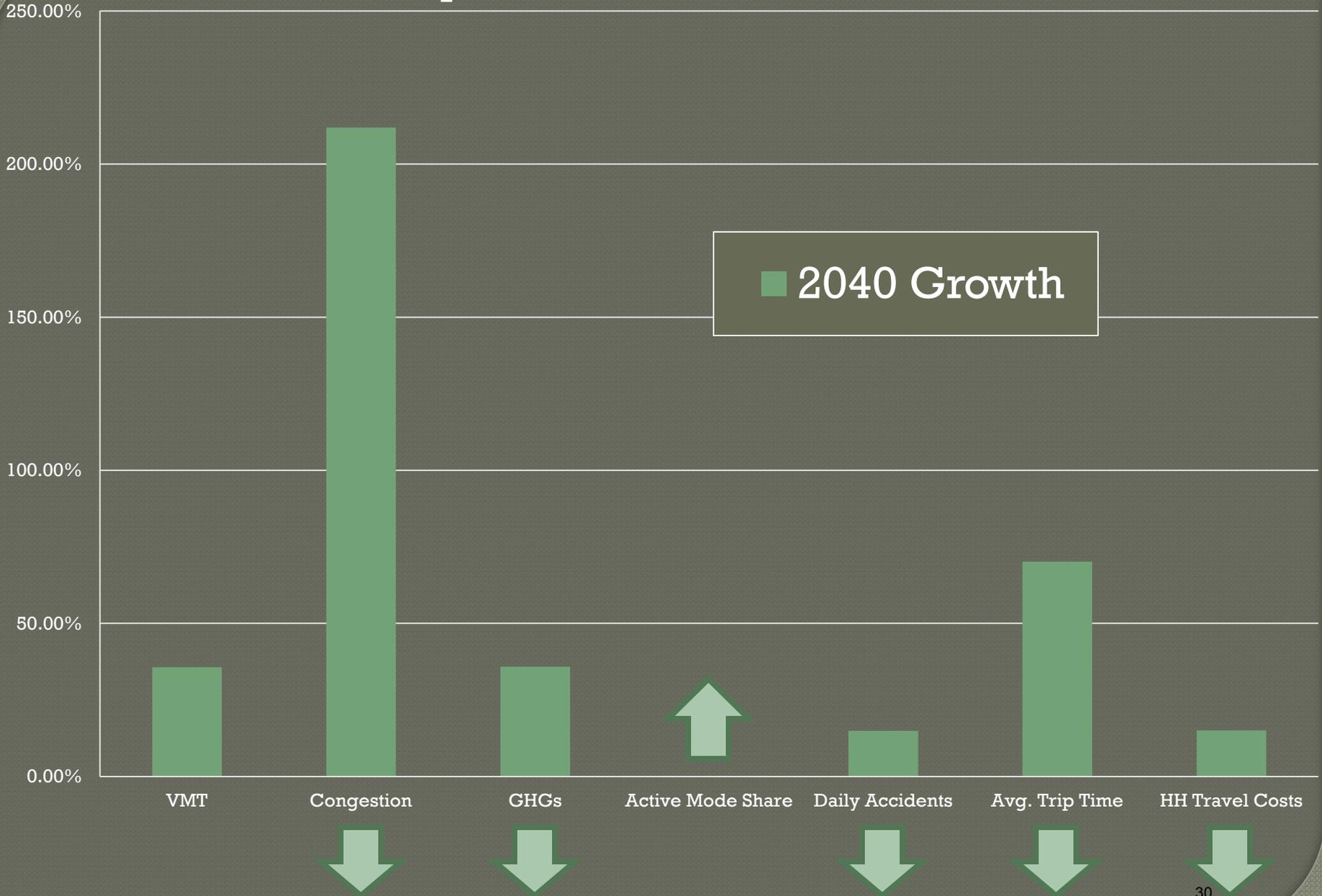
Plan for  
Safety and  
Health

Promote  
Economic  
Vitality

# Sonoma County Population and Employment Growth



# Growth Impact on CTP Performance Measures



# Projects and Strategies



**Population and Employment Growth** through 2040 in UGBs and centered on PDAs, maintain current jobs-housing balance with neighboring counties.



**Construct Selected CTP Vision\* Large Road and Highway Projects.** Examples include HWY 101 completion, SMART Pathway, and other highway and large local road project



Implement all CTP **Vision\* Transit Improvements** including headway improvements, rapid bus service, and extended service.



**Maintain the road and highway system in good condition. Maintain current and vision transit service levels.**

# Projects and Strategies cont.



***Trip Reduction*** – Travel Demand Management, compressed workweek, work from home, online shopping, entertainment, etc.



***System Efficiency Improvements*** – Intelligent Transportation Systems, signal timing, metering, smart car technology, etc.



***Vehicle Fleet Fuel Economy***  
Increased to 40 MPG



# Additional Shift to Walking, Biking, and Transit

- **Maximized Transit Ridership** (4x more ridership than vision ridership forecast in 2040)
- **4% shift** from single occupant vehicle trips to **bicycle and pedestrian trips**

Driving forces behind these shifts have not been identified but could include:

- Changing attitudes towards transit use and walking/biking
- Improved biking and pedestrian safety
- Improved transit service and facilities
- Improved bicycle and pedestrian facilities
- Land use changes that support transit use and walking/biking
- Increased driving and parking costs

# 2040 CTP Performance Measures



Year 2040	Growth and Committed Projects Only	High Performing 2040
Goal 1: Maintenance	No	<input checked="" type="checkbox"/>
Goal 2: Congestion Reduction	No	<input checked="" type="checkbox"/>
Goal 3: Reduce GHG Emissions	No	<input checked="" type="checkbox"/>
Goal 4: Health and Safety		
Active Mode Share	No	<input checked="" type="checkbox"/>
Incident/Crash Rates	No	No
Goal 5: Economy		
Cost of Business – Peak Travel Times	No	<input checked="" type="checkbox"/>
Equity - Serve Low Income Communities	No	<input checked="" type="checkbox"/>

# What will it take to meet 2040 targets?

Funding

Selected  
transportation  
improvements

City-  
centered/PDA  
focused growth,  
with UGBs

Trip  
Reduction

Increased  
Transit  
Ridership

Shift to  
walking and  
biking

Efficiency  
Improvements

40 MPG or better  
vehicle fuel  
economy



Questions/Comments?

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## Staff Report

**To:** Regional Climate Protection Authority

**From:** Lauren Casey, Deputy Director, Climate Programs

**Item:** 4.3.1 – Conference of the Parties (COP) 21 Paris – update on the role of local government in the December 2015 United Nations climate negotiations

**Date:** November 9, 2015

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**Issue:**

Several invitations have been extended to the RCPA to participate in international collaborations of local government ahead of the December climate negotiations in Paris, at the 21<sup>st</sup> Conference of the Parties (COP 21). Shall the RCPA participate in the Compact of Mayors? Shall the RCPA participate in the California China Urban Climate Collaborative?

**Background:**

The 21<sup>st</sup> Conference of the Parties (COP 21) to the United Nations Framework Convention on Climate Change (UNFCCC) will take place in December 2015, in Paris France. This COP is anticipated to be a critical milestone in global climate action, as it needs to yield a new international agreement that will aim to keep warming under 2 degrees Celsius. Moreover, negotiations leading up to COP 21 are building toward what could be the first universal, legally binding agreement between both developed and developing nations.

More details about the history and purpose of COP 21 can be found here: <http://www.cop21.gouv.fr/en>

In order to support national commitments that have been difficult to make, especially in the United States, local governments from around the world are banding together to showcase the viability and value of climate solutions already underway.

Several of these opportunities were presented to RCPA staff at the U.S. China Local Climate Leaders Summit in September, specifically the invitation to join the Compact of Mayors and to participate in the California China Urban Climate Collaborative.

**Compact of Mayors (COM)**

The Compact of Mayors is the world's largest coalition of city leaders addressing climate change by pledging to reduce their greenhouse gas emissions, track their progress, and prepare for the impacts of climate change. The COM was launched at the 2014 United Nations Climate Summit held in New York in September, 2014. It was established by several global city networks including the C40 Cities Climate Leadership Group (C40), Local Governments for Sustainability (ICLEI), and the United Cities and Local Governments (UCLG) in order to provide a common platform to capture the impact of cities' collective actions on climate change.

An express goal of COM is to inform the negotiations at COP 21 and bring attention to the climate leadership occurring at a city level. Participating in the COM requires commitment to actions that the RCPA and its ten members have already taken or initiated, specifically:

- Inventory community wide emissions
- Identify climate hazards and vulnerabilities
- Adopt a target to reduce greenhouse gas emissions
- Establish a plan to reduce emissions and respond to vulnerabilities

Climate Action 2020 will complete each of these commitments on behalf of all ten jurisdictions. Joining the COM would be an opportunity for the RCPA to highlight local leadership on climate change within the platform for celebrating community action on an international scale at COP 21. The measurements, targets, and commitments being made under Climate Action 2020 would be registered to the COM and reported on in discussions of sub-national actions at COP 21.

More details on the purpose of the COM and the process for participating are attached. Staff of the COM expressed a willingness to welcome the communities of Sonoma County via the RCPA.

**California China Urban Climate Collaborative (CCUCC)**

Another opportunity for the RCPA to join an international collaboration of local government actions on climate change was also presented to Sonoma County via Local Governments for Sustainability (ICLEI) and the Lawrence Berkeley National Laboratory (LBNL). The California China Urban Climate Collaborative is intended to strengthen exchange between climate leaders in California and China. The program will provide tools, expert advisors, workshops, and connections within the clean tech industry.

The Deputy Director of ICLEI came to Santa Rosa to present the opportunity to RCPA staff on October 30, and better clarify expectations of and benefits to Sonoma County of RCPA participation. Some details about the program were contained in the attached program briefing.

**Policy Impacts:**

Participation in local government collaborations is aligned with the RCPA mission.

**Fiscal Impacts:**

There is no cost to participating in either initiative; similarly no funding opportunities for participants have been identified at this time.

**Staff Recommendation:**

That the Board provide direction on whether the RCPA should participate in the Compact of Mayors on behalf of member jurisdictions and that the Board provide direction on whether the RCPA participate in the California China Urban Climate Collaborative.



# COMPACT *of* MAYORS

C4O  
CITIES

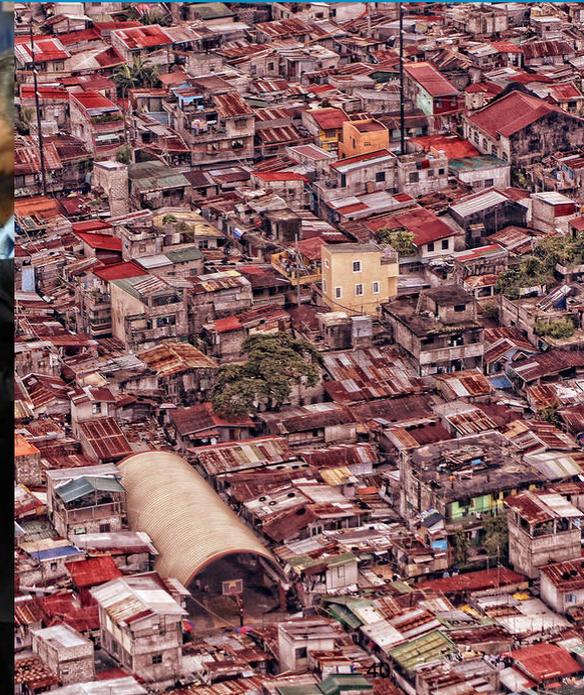
I.C.L.E.I.  
Local  
Governments  
for Sustainability

UCLG  
United Cities  
and Local Governments

MICHAEL R.  
BLOOMBERG

UN Secretary-General's Special Envoy  
for Cities and Climate Change

UN HABITAT  
FOR A BETTER URBAN FUTURE





# SITUATION ANALYSIS

**Cities around the world are already acting**—many in very significant ways—to reduce emissions and adapt to climate change, but their progress too often goes unrecognized and is not measured or reported consistently. Sharing the impact of these current efforts and catalyzing new action is imperative, in part because a new climate change agreement will soon be negotiated in Paris.

In Paris in December 2015, the United Nations will hold its 21st annual Conference of the Parties (COP 21), with the aim of achieving a universal agreement on climate among nation states.

**Real momentum can occur only when nations and cities collaborate.**

**Cities have an enormous opportunity** to make even more of an impact. The potential impact of cities taking climate action in three sectors alone—buildings, transportation and waste—would make an impact greater than the total emissions of the United States and the 28 member states of the European Union combined.



# WHAT IS THE COMPACT OF MAYORS?

The Compact of Mayors is a global coalition of mayors and city officials committing to reduce local greenhouse gas emissions, enhance resilience to climate change and track their progress publicly. It is an agreement by city networks – and then by their members – to fight climate change in a consistent and complimentary manner to national efforts.

- The Compact collects the significant climate action data that cities are already reporting in a consistent, transparent manner and makes that data available in a single place.
- The Compact builds on existing cooperative efforts, partnering with other initiatives to better measure and communicate the impact of city action.
- The Compact represents the greatest opportunity to bring attention to, and quantify, city action, both in the lead-up to Paris and beyond.



# THE HISTORY OF THE COMPACT OF MAYORS

The Compact of Mayors was launched at the 2014 United Nations Climate Summit. It was formed by:

- UN Secretary-General Ban Ki-moon
- Michael R. Bloomberg, U.N. Secretary-General's Special Envoy for Cities and Climate Change
- ICLEI-Local Governments for Sustainability (ICLEI)
- C40 Cities Climate Leadership Group (C40)
- United Cities and Local Governments (UCLG)
- United Nations Human Settlements Programme (UN-Habitat)

The Compact of Mayors was formally signed into action in September 2014 with a statement that read in part:

“The Compact of Mayors is an agreement by city networks—and then by their members—to undertake a transparent and supportive approach to reduce city-level emissions, to reduce vulnerability and to enhance resilience to climate change, in a consistent and complimentary manner to national level climate protection efforts. The Compact of Mayors builds on the ongoing efforts of Mayors that increasingly set ambitious, voluntary city climate commitments or targets for greenhouse gas (GHG) emissions reduction and to address climate risk; report on progress towards achieving those targets by meeting robust, rigorous and consistent reporting standards (as established through City Networks); and make that information publically available by reporting through a recognized city platform.”



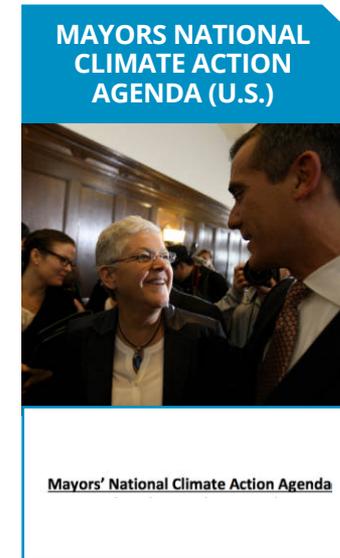
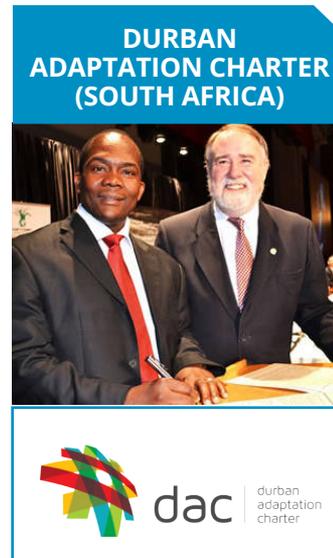
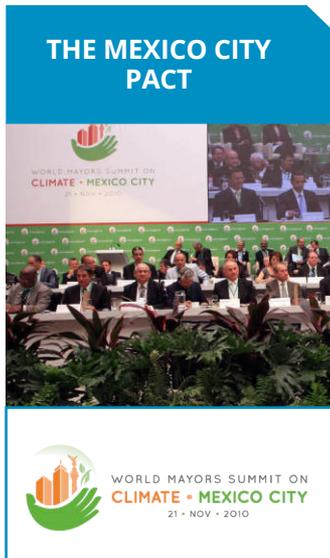
# WHY COMMIT TO THE COMPACT OF MAYORS?

Compact of Mayors benefits:

- New and widespread recognition of innovative and impactful city action already underway for years
- Platform to demonstrate commitment to be part of the global solution
- Consistent, standardized and reliable assessment of city impact and progress toward meeting commitments
- Evidence of the greenhouse gas impact of city action
- Increased investor confidence and capital flows into cities
- Mechanism for national governments to recognize and resource local commitments

# EXISTING CLIMATE GOALS SUPPORTED BY COMPACT OF MAYORS

The Compact of Mayors recognizes many existing initiatives to gather the impact of efforts already underway. The following are just a few of the major climate initiatives that complement and are in alignment with the Compact of Mayors' requirements:





## WHAT MAKES THE COMPACT OF MAYORS UNIQUE?

**BUILDS ON INITIATIVES FOR GREATER IMPACT AND RECOGNITION:** The Compact is the broadest coalition to unite cities, networks and other global partners with a common aim—to support more climate action in cities, and share the impact of city action with the international community.

**STANDARDIZES MEASUREMENT AND REPORTING:** For the first time, the Compact will standardize the way city climate data is reported, establishing a universal approach to data collection. The data can be aggregated to highlight the collective impact of city actions, which will increase global and investor confidence.

**MAKES DATA AVAILABLE TO THE PUBLIC:** Cities primarily report their climate data/actions through two major platforms—CDP ([www.cdp.net](http://www.cdp.net)) and carbonn Climate Registry ([carbonn.org](http://carbonn.org))—both of which are partners to the Compact. The Compact will make this data centrally and publicly available through the carbonn Climate Registry to highlight commitments and allow for easy searchability.





## MEASUREMENT

**“If you can’t  
measure it, you  
can’t manage it.”**

**—MICHAEL R. BLOOMBERG**

Measurement, planning and reporting are critical to achieving climate goals, and Bloomberg’s guiding maxim underscores the mission of the Compact of Mayors.

With the use of consistent, transparent measurements, the Compact aims to get cities around the world on a common platform so that the impact of their collective actions on greenhouse gas emissions can be accurately captured.

# HOW TO PARTICIPATE IN THE COMPACT OF MAYORS

Any city or town in the world may commit to the Compact of Mayors—regardless of size or location. A city has up to three years to meet a series of requirements and fully comply, culminating in the creation of a full climate action and adaptation plan, and it will be recognized as each step is met. Many cities have already completed some of the activities and can be compliant in fewer than three years.

To commit to the Compact, a city must:



## REGISTER COMMITMENT.

A mayor may register on either of the Compact's standard reporting platforms—carbonn Climate Registry or CDP—or email a letter of intent to [info@compactofmayors.org](mailto:info@compactofmayors.org). Following its submission, a city will be contacted by the Compact support team.



## TAKE INVENTORY.

Within one year, a mayor must assess the current impacts of climate change in his/her city. To do so, the city must 1) Build and complete a community-wide GHG inventory with a breakdown of emissions for buildings and transport sectors, using the GPC standard; (2) Identify climate hazards; and (3) Report on both via the CDP or carbonn Climate Registry questionnaires.



## CREATE REDUCTION TARGETS AND ESTABLISH A SYSTEM OF MEASUREMENT.

Within two years, the registered city must update its GHG inventory to also include a breakdown of emissions from waste sector.; set a target to reduce its GHG emissions; conduct a climate change vulnerability assessment consistent with Compact guidance; and report in its chosen platform.



## ESTABLISH AN ACTION PLAN.

Within three years, a city's strategic action plan must show how it will deliver on its commitment to reduce greenhouse gas emissions and adapt to climate change.

# COMMITTED AND COMPLIANT BADGES

To join the Compact, a city leader must engage in the following four phases over a 3 year period. Each phase has a 2 step process: Mitigation and Adaptation.



Phase 1



Phase 2



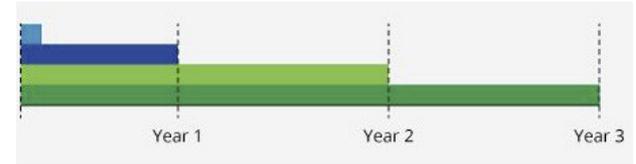
Phase 3



Phase 4



Compliant



## Establish An Action Plan

Within three years, a city's strategic action plan must show how it will deliver on its commitment to reduce greenhouse gas emissions and adapt to climate change.

Upon registering its commitment to the Compact of Mayors, a city will receive an official "Committed" badge.



Upon completing all requirements, a city will receive a "Compliant" badge. A new "Compliant" badge will be issued each year that compliance is maintained through annual reporting.



These badges may be publicly displayed online and in print materials.

# STEP 1 — COMMITMENT



## REGISTER COMMITMENT.

### MITIGATION

- Cities commit to:
  - > Reduce local GHG emissions.
  - > Measure community emissions inventory using the GPC – a consistent and robust standard.
  - > Set data-based targets for the future.
  - > Develop climate action plans to deliver on city targets.

### ADAPTATION

- Cities commit to:
  - > Address the impacts of climate change.
  - > Identify climate hazards.
  - > Assess vulnerabilities.
  - > Develop climate adaptation plans.

**A city may register at carbonn Climate Registry or CDP or email a letter of intent to join to [info@compactofmayors.org](mailto:info@compactofmayors.org). (A template letter is available for download on [www.compactofmayors.org](http://www.compactofmayors.org).)**

# STEP 2 — INVENTORY



## TAKE INVENTORY.

### MITIGATION

- Build and complete a community-wide GHG inventory using the GPC Standard.
- Report via CDP or carbonn Climate Registry.

In year one, cities only need to report on emissions in two sectors: stationary energy and inboundary travel. In year two, they must report on all sectors.

### ADAPTATION

- Identify climate hazards
- Report hazards via the CDP or carbonn Climate Registry questionnaires.

# STEP 3 — TARGET



## SET REDUCTION TARGETS.

- Update GHG inventory to also include a breakdown of emissions from waste sector.
- Set GHG reduction target.
- Report in chosen platform.

### ADAPTATION

- Assess climate change vulnerability utilizing Compact guidance.
- Report in chosen platform.

# STEP 4 — PLAN



## CREATE EITHER A JOINT OR INDIVIDUAL ACTION PLAN TO ADDRESS CLIMATE MITIGATION AND ADAPTATION.

### MITIGATION

- Develop climate action plan demonstrating how city will deliver on its commitment to reduce greenhouse gas emissions.
- Report in chosen platform.

### ADAPTATION

- Develop a climate change adaptation plan demonstrating how the city will adjust to actual or expected climate change impacts.
- Report in chosen platform.

**Once Step 4 has been completed, a city will have met all of the Compact of Mayors requirements and will be fully compliant. To maintain compliance, a city will report its progress on mitigation and adaptation annually.**

# HOW TO REPORT: REPORTING VIA CDP

1. Register your commitment.
2. Report your inventory and climate risk.
3. Report your target.
4. Upload your climate action plan.



CDP  
DRIVING SUSTAINABLE ECONOMIES

## CDP Cities 2015 Information Request

INTRODUCTION GOVERNANCE RISKS & ADAPTATION OPPORTUNITIES COMMUNITY STRATEGY C40 **COMPACT OF MAYORS**

COM Overview

M0.1 If registering intent of compliance with the Compact of Mayors, please attach your letter. Please complete this [template](#) and attach to confirm your intent of compliance.

No file chosen

M0.2 Please provide details of your city's current population. Clicking the "copy from last year" button at the bottom of the page will copy your answer from question 0.5 Columns 1 and 2.

Current population	Current population year
<input type="text" value="120000000"/>	<input type="text" value="2014"/>

**COM Risks**

Please note that the answers provided on this page will be used to submit to the Compact of Mayors initiative. Compact compliant cities must report annually on their progress towards identifying risks. Please be sure to complete all of the questions on this page to be compliant. The majority of the questions asked on the COM Risks page are also asked in the CDP questionnaire. Click the "Copy from last year" button at the end of this page to copy the responses you have already answered from the relevant CDP section. More detail is included in the help text of each question.

M2.0 Has a climate change risk or vulnerability assessment been undertaken for your local government area?

M2.0a Please attach your climate change risk or vulnerability assessment.

No file chosen

# HOW TO REPORT: REPORTING VIA CARBONN CLIMATE REGISTRY

1. Register your commitment.
2. Report your inventory and climate risk.
3. Report your target.
4. Upload your climate action plan.



**Step 1:** Go to [www.carbonn.org](http://www.carbonn.org)

**Step 2:** Login or Register

**Step 3:** Tick box - intent to comply with Compact of Mayors, add date and upload commitment letter.

The screenshot shows a form titled "Compacts". It contains the following fields and controls:

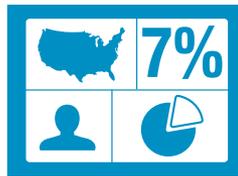
- A checkbox for "We hereby indicate our intent to comply with the Compact of Mayors".
- A text input field for "Date of decision to become Compact of Mayors compliant".
- A text input field for "Supporting document indicating intent to comply with the Compact of Mayors (max. 1 file(s))" with an "Upload" button.
- A checkbox for "We hereby indicate our intent to comply with the Compact of States and Regions".
- "Cancel" and "Save" buttons at the bottom right.

# HOW DOES THE COMPACT OF MAYORS SHOWCASE CITY ACTION?



Once cities input their data into carbonn Climate Registry or CDP, data is:

- Consolidated in the Compact's central database, the carbonn Climate Registry, accessible through...



## A city profile:

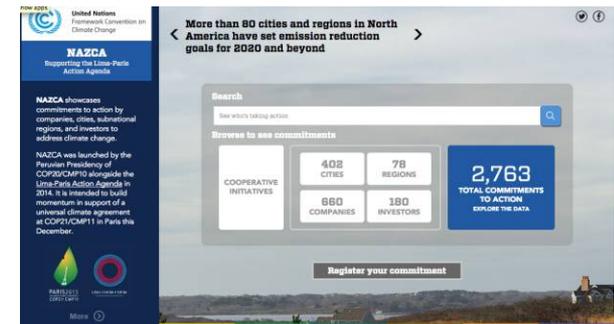
Including highlights around commitment status, key actions taken and a mayoral profile.



## A searchable database:

All city Compact data will be made available publicly through a consolidated database; every city will input the same data.

- Aggregated to show the collective impact of all Compact commitments:
  - > A summary number of GHG impact of all city commitments, globally
  - > A summary number of population covered by city commitments, globally
- Shared with the UNFCCC NAZCA (The Non-state Actor Zone for Climate Action) website via the carbonn Climate Registry database as an input into the official UN climate negotiation process





# RESOURCES FOR CITIES

Tools for compliance

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Measurement and planning tools for cities at each step of process: GHG inventory, climate action planning, risk assessment framework and more

Technical support  
and training

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Materials and guidance documents covering GPC inventories, climate action planning, risk assessment, etc.

Direct support

[info@compactofmayors.org](mailto:info@compactofmayors.org)



# TELL YOUR STORY

Once a city commits to the Compact of Mayors, we will work with you to tell your story, including:

 A press release announcing participation

 A letter to share with mayors in your network

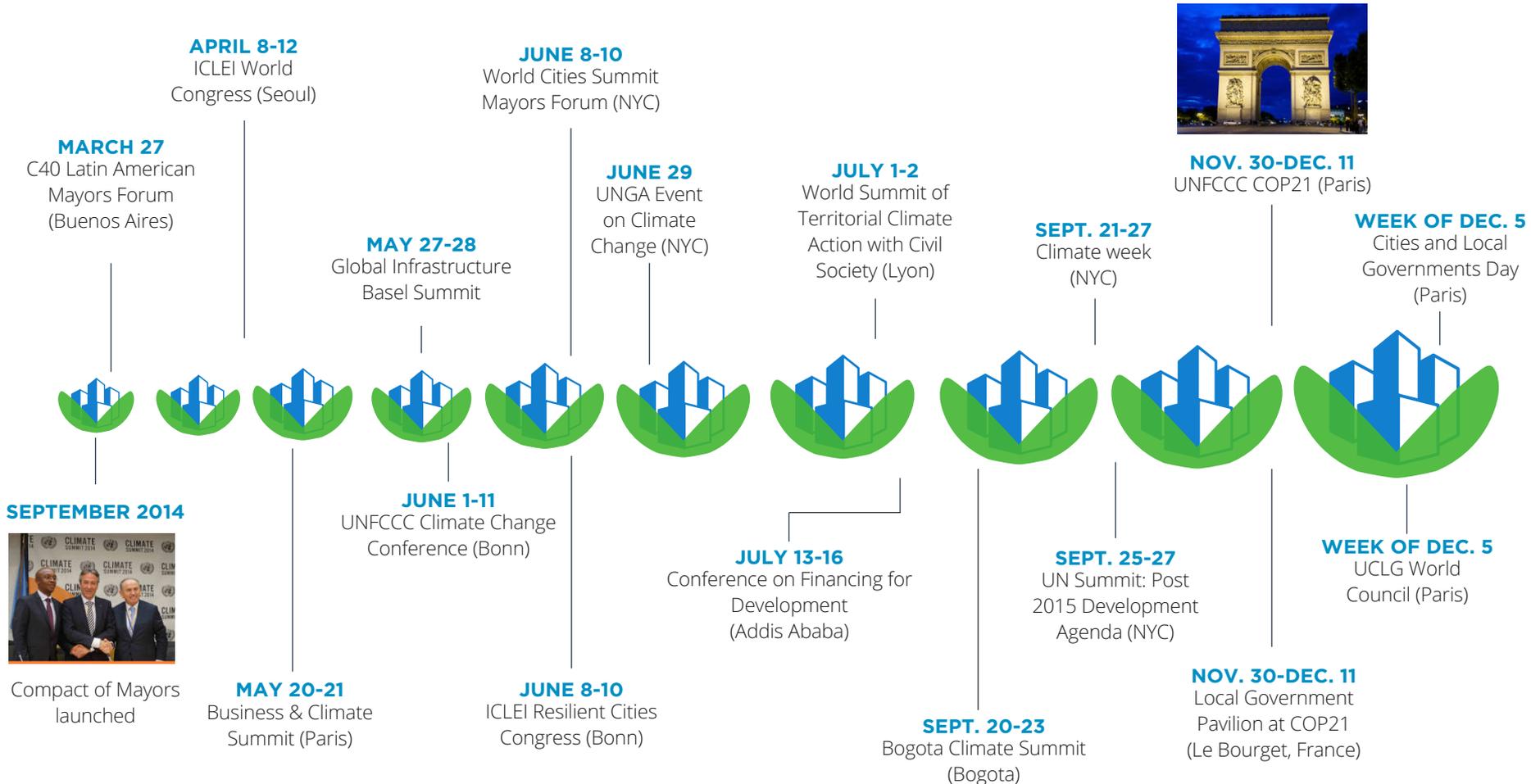
 Media relations

 Social media templates

- > Statements
- > Commentary
- > Media interviews
- > Op-eds

 A city profile on the Compact of Mayors website: [www.compactofmayors.org](http://www.compactofmayors.org)

# THE ROAD TO COP 21



# COMPACT OF MAYORS PARTNERS

## Founding Partners

**MICHAEL R. BLOOMBERG** | UN Secretary-General's Special Envoy for Cities and Climate Change

Michael R. Bloomberg is an entrepreneur and philanthropist who served three terms as mayor of New York City, from 2002 through 2013. In 2014, U.N. Secretary-General Ban Ki-moon appointed Bloomberg to be Special Envoy for Cities and Climate Change, for which he is focusing on helping cities and countries set and achieve more ambitious goals for mitigating and adapting to climate change.

**The C40 Cities Climate Leadership Group**, now in its 10th year, connects more than 75 of the world's greatest cities, representing 500+ million people and one quarter of the global economy. Created and led by cities, C40 is focused on tackling climate change and driving urban action that reduces greenhouse gas emissions and climate risks, while increasing the health, wellbeing and economic opportunities of urban citizens. The current chair of the C40 is Rio de Janeiro Mayor Eduardo Paes; three-term Mayor of New York City Michael R. Bloomberg serves as president of the board.

Created in 2004, **United Cities and Local Governments (UCLG)** is the united voice and world advocate of local and regional self-government. Members of UCLG are present in 140 countries, and are organized into seven regional sections, a Forum of Regions, and a metropolitan section. UCLG's membership includes over 1,000 cities and regions, as well as 155 local government associations.

**ICLEI-Local Governments for Sustainability** is a global association of over 1,000 cities, towns and metropolises committed to building a sustainable future. ICLEI has around 300 urban development professionals working in 17 secretariats and offices, supporting cities and regions to become sustainable, low-carbon, resilient, biodiverse, resource-efficient and productive, ecomobile, smart, and healthy and happy. More than 20% of the world's urban population benefit from ICLEI's work which is global in scope and impact, and yet very local in implementation.

**The United Nations Human Settlements Programme, UN-Habitat**, is the United Nations agency for sustainable urban development. It is mandated to promote socially and environmentally sustainable towns and cities while advocating adequate shelter for all.

## Other Partners

### Reporting Partners



### Funding Partners



### City, Local and Regional Government Networks



### Endorsing partners





# COMPACT *of* MAYORS

[www.compactofmayors.org](http://www.compactofmayors.org)

[info@compactofmayors.org](mailto:info@compactofmayors.org)

Compact of Mayors

November 9, 2015

Dear Compact of Mayors Secretariat,

I hereby declare the intent of the Sonoma County Regional Climate Protection Authority (RCPA) – a partnership of the cities of Cloverdale, Cotati, Healdsburg, Petaluma, Rohnert Park, Santa Rosa, Sebastopol, Sonoma, the Town of Windsor, and the County of Sonoma – to comply with the Compact of Mayors, the world’s largest cooperative effort among mayors and city leaders to reduce greenhouse gas emissions, track progress, and prepare for the impacts of climate change.

The Compact of Mayors has defined a series of requirements that cities are expected to meet over time, recognizing that each city may be at a different stage of development on the pathway to compliance with the Compact. The members of the RCPA are well along the pathway to compliance via a community wide climate action planning project currently underway.

I commit to advancing the RCPA members along the stages of the Compact, with the goal of becoming fully compliant with all the requirements within three years. Specifically, I pledge to publicly report on the following within the next three years:

- The greenhouse gas emissions inventory for our region consistent with the Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC), within one year or less
- The climate hazards faced by our region, within one year or less
- Our target to reduce greenhouse gas emissions, within two years or less
- The climate vulnerabilities faced by our region, within two years or less
- Our plans to address climate change mitigation and adaptation within three years of less

Yours Faithfully,

<<Signature>>

Sarah Glade-Gurney  
Board Chair  
Sonoma County Regional Climate Protection Authority



# The California-China Urban Climate Collaborative (CCUCC)

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## Overview

The California-China Climate Collaborative is a dynamic new long-term exchange between cities in California and China seeking to reduce carbon and air pollution and advance the clean energy economy.

## Goals

### Assist policy makers in climate action planning

Offer tools that collect, analyze and forecast GHG emission data to help policy makers reach informed decisions

### Build organizational capacity for climate action planning

Help city officials to obtain knowledge about effective climate action planning process

### Connect clean-tech industries with cities

Offer an experienced team to help identify the best available technologies

Hold a clean tech industry event

Assist business and investors in reaching these new urban markets

## Program Team

### Program Lead

ICLEI – Local Governments for Sustainability

## Program Advisory Body

California Governor's Office  
California Environmental Protection Agency  
California Energy Commission  
Chinese National Center for Climate Change Strategy and International Cooperation (TBC)

## Program Partners

Lawrence Berkeley National Laboratory  
California-China Office of Trade and Investment  
Bay Area Council  
Asia Society  
Energy Research Institute, Chinese National Development and Reform Commission (TBC)  
Chinese Academy of Social Sciences (TBC)

## Program Supporters

Energy Foundation China Office

## Initial Candidate Cities

Chinese Cities	Californian Cities
Baoding	Fresno
Chongqing	Long Beach
Guangzhou	Los Angeles County
Guiyang	Oakland
Hangzhou	Palo Alto
Kunming	Sacramento
Nanjing	San Diego
Ningbo	San Francisco
Shenzhen	Sonoma County
Tianjin	Riverside

## Program Offerings

### Tools and Technical Assistance

ICLEI and LBNL will provide tools, resources, and on-line trainings for local government staff on the five milestones of climate action planning, including conducting a baseline emission inventory and forecast, adopting an emissions reduction target, developing a local Climate Action Plan, implementing policies & measures, and monitoring & verifying results. These tools will help the communities track GHG emissions and air quality factors in the following sectors:

*Built environment (residential, commercial, and industrial)*

*Transportation*

*Solid waste*

*Water/ wastewater treatment*

*Agriculture/livestock*

*Other*

### Workshops

ICLEI in partnership with LBNL will offer educational workshops and trainings to cities' staff on key aspects of climate action planning, and will provide a showcase of successful projects. One of the workshops will focus on in depth training of climate action planning. The other workshops will be designed based on the cities' staff request. Through these workshops, cities' staff will have the opportunity to visit the successful case studies.

### Access to Experts

To address the cities' unique needs, ICLEI USA will work with partners to bring experts to help the cities in identifying the standards, best practices, and technologies needed to effectively implement the climate change policies. In addition, this expert team will help Chinese cities in regulatory implementation and capacity building. A lead will be identified for each of the working groups listed below in this process and subject-matter experts will be on the team based on the cities' need. The areas addressed by the team will include:

*Energy efficiency and renewable energy*

*Air quality*

*Transportation including the alternative transportation options, like high-speed rail, vehicle efficiency and heavy-duty vehicles*

*Infrastructure efficiency, including water and sewage systems and smart grids*

*Waste management*  
*Water conservation*

## Cities Climate Network

CCUCC is designed to serve as both a facilitator and a convenient platform for cities, climate leaders, and subject matter experts from both side of the Pacific to come together to share technical expertise and develop long-lasting partnership in the effort to combat air pollution, curb carbon emissions, and advance clean energy economy.

## Clean-Tech Connect

California-China Office of Trade and Investment and the Bay Area Council will offer the best technology solutions to cities by connecting companies with the cities.

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## About ICLEI

ICLEI - Local Governments for Sustainability is the leading global network of local governments dedicated to sustainability, resilience, and climate action, with more than 1,000 cities, towns, and counties around the globe. ICLEI provides cutting-edge resources and technical guidance to help local governments reach their goals, and connects leaders to share solutions and accelerate progress.

**ICLEI USA Headquarters**  
414 13<sup>th</sup> St., Suite 400  
Oakland, CA 94612 USA  
Phone: (510) 844-0699  
Fax: (510) 844-0698  
Email: [iclei-usa@iclei.org](mailto:iclei-usa@iclei.org)  
Website: [icleiusa.org](http://icleiusa.org)

**ICLEI USA Headquarters**  
14/F, Seoul Global Center Building  
38 Jongno, Jongno-gu, Seoul,  
South Korea (110-110)  
Phone: +82-2-3789-0496  
Fax: +82-2-3789-0497  
Website: [eastasia.iclei.org](http://eastasia.iclei.org)

**ICLEI USA Headquarters**  
Bonn, Germany  
[iclei.org](http://iclei.org)

## Staff Report

**To: RCPA Board of Directors**

**From: Carolyn Glanton, Climate Action Coordinator**

**Item: 4.3.2 – Applied Solutions – transition of international climate change educational oriented local government organization to RCPA**

**Date: November 9, 2015**

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**Issue:**

Shall the RCPA take over the coordination of Applied Solutions from the Sonoma County Water Agency?

**Background:**

The communities of Sonoma County have long recognized the need for local action to help meet the global challenge of climate change. In 2008, local government elected officials along with the Sonoma County Water Agency founded Applied Solutions, a network of local governments working on clean and efficient energy, water and transportation systems. (<http://www.appliedsolutions.org/site/1/Home>)

Applied Solutions was established to provide a clearinghouse of resources to help local governments design and implement projects that diversify their energy and water supplies in order to reduce greenhouse gas emissions, save money, increase efficiency, and spur investment in local economies. Applied Solutions' network provides coordination, expertise, technical tools and the ability to connect local government technical staff to cities and counties aiming to build a clean economy through aggregate local actions. The distinct value of Applied Solutions is the focus on sharing clear, actionable steps that local governments can take to implement specific clean energy and water projects customized to their local and regional priorities.

Applied Solutions' efforts are strongly aligned with the mission of RCPA and can be of extreme value to the RCPA and members. The peer network of local governments offers an organizational structure and existing website that allows for best practice sharing on topics relating to Climate Action 2020 and supports the RCPA Mission Statement to "lead(s) and coordinate(s) countywide efforts to implement and advocate a broad range of programs and projects to reduce GHG emissions."

Applied Solutions has 145 affiliates encompassing over 170 local governments across 36 states nationwide and 4 countries internationally. Partners and allies include the National Association of State Energy Officials, National Association of Counties, National Renewable Energy Laboratory, National Oceanic and Atmospheric Administration, Lawrence Berkeley National Laboratory, Foundation for Renewables and Energy Efficiency, Emerald Cities Collaboration, Local Energy Aggregation Network, the Asia Society, Institute for Building Technology and Safety, and the American Council of Renewable Energy.

Webinars have covered best practices of rooftop solar, the water-energy nexus, electric vehicles and electric vehicle infrastructure, landfill gas-to-energy projects, on-bill financing, property-assessed clean energy, community choice aggregation, feed-in tariffs, and information on funding and financing.

The website includes local government case studies on renewable energy, energy efficiency, water-use efficiency and conservation, transportation, building, and adaptation projects.

Past conferences have attracted the attention and participation of federal and state elected officials, national laboratories, and academia. The 2012 Growing Sustainable Communities conference brought together 150 attendees from nearly 50 counties and cities across California and the western states to discuss best practices and legislative priorities in energy, water, transportation and resource management. Fourteen panel sessions discussed topics such as successful models for citizen engagement and metrics for measuring greenhouse gas reductions and presentations included information on climate adaptation planning, green infrastructure, and how these projects build a clean economy.

Assuming responsibility from the Sonoma County Water Agency on organizing Applied Solutions' efforts would strongly align with the RCPA Climate Action Coordinator role and would support current work being performed. Members would be able to request webinars or case study topics.

Current RCPA staff have experience coordinating Applied Solutions efforts having previously supported the effort when on staff to the Sonoma County Water Agency. By assuming coordination responsibilities of Applied Solutions, the RCPA would provide staff time. The Sonoma County Water Agency has agreed to continue supporting the hard costs involved with the web site and network administration.

**Policy Impacts:**

Networking with international and national local governments and sharing best practices is a key strategy for supporting the goals and objectives of the RCPA. Coordinating Applied Solutions would support the leadership and coordination of countywide efforts to implement and advocate a broad range of programs and projects to reducing GHG emissions, aligning with the RCPA mission statement.

The topics researched and resources discovered through the network of Applied Solutions would support the RCPA Mission, Goals, and Objectives focus on transportation, energy efficiency and renewable power, a green economy, and natural resources management, and addresses the organizational themes to “incorporate public information and education outreach efforts” and “promote a sustainable climate friendly local economy and social equity.”

**Fiscal Impacts:**

The Sonoma County Water Agency would provide a financial contribution of up to \$10,000 a year.

**Staff Recommendation:**

That the Board provide direction on transitioning coordination of Applied Solutions to the RCPA.

## Staff Report

**To: RCPA Board of Directors**

**From: Suzanne Smith, Executive Director**

**Item: 4.4.2 – status report on Sonoma County Waste Management Agency matters**

**Date: November 9, 2015**

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**Issue:**

What is the status of discussions with Sonoma County Waste Management Agency (SCWMA)?

**Background:**

In September the RCPA Board directed staff to work with SCWMA staff on how RCPA might be able to help provide solid waste education, outreach, planning and policy should the SCWMA dissolve in 2017. Since that time staff has attended multiple meetings and worked closely with counsel on the options available.

Most significantly, RCPA and SCWMA staff and counsel participated in two calls with CalRecycle staff and counsel to discuss legal options for RCPA to act as a “Regional Agency” under the solid waste laws (known as AB939) which would allow RCPA to perform planning and diversion reporting on a regional basis (as opposed to jurisdiction by jurisdiction). AB939, however, requires that that the Regional Agency is formed as a joint powers authority. Because of this, CalRecycle’s counsel confirmed that for RCPA to perform regional reporting either a JPA would need to exist which delegated reporting responsibilities to RCPA, or statutory changes would be required to RCPA’s statute and/or the solid waste laws. CalRecycle does not have any administrative leeway on this issue.

Short of acting as a Regional Agency, RCPA does have the authority to perform solid waste education and outreach and engage in policy discussions regarding solid waste issues due to the GHG emissions derived from solid waste and averted through recycling and related programs.

Given the conversations with CalRecycle, SCWMA staff presented four options for the continuation of SCWMA programs to its board on October 21. The options were presented via the attached PowerPoint and can be summarized as follows:

1. Creation/Renewal of JPA similar to current SCWMA: Either extend current JPA or amend/create new JPA as agreed to by the parties to continue SCWMA programs.
2. New JPA structure linked to RCPA: New JPA would designate the RCPA Board as the JPA Board of Directors and RCPA would provide staff support on specific elements of SCWMA work plan (e.g. education, outreach, policy, reporting); operational programs could be contracted out to County of Sonoma/Republic.
3. JPA termination: If no JPA in place, each jurisdiction would be required to perform tasks currently handled by SCWMA either directly or through agreements. As presented by SCWMA staff, RCPA could perform education and policy functions, County/Republic composting and

household hazardous waste operations, and each jurisdiction would be responsible for planning and reporting.

4. Amend RCPA Statute: This option would require amending RCPA's statutory authority to authorize RCPA to perform some or all SCWMA's functions and could also require amendment of the solid waste laws regarding Regional Agencies.

After much discussion at its October meeting, SCWMA winnowed down the options to Options 1 and 2, with Option 3 as the "default" option if no further action is taken. The SCWMA Board was not interested in pursuing legislative changes. SCWMA staff was directed to provide greater detail on these three options for their November Board meeting.

**Policy Impacts:**

To be determined.

**Fiscal Impacts:**

To be determined.

**Staff Recommendation:**

Discuss concepts and questions related to SCWMA and RCPA opportunities and provide direction to staff.



# OPTIONS TO PROVIDE FUTURE SCWMA PROGRAMS

Presented October 21, 2015

# Four Viable Options Identified

1. Creation or renewal of a JPA similar to the Agency
2. Creation or renewal of a JPA to continue programs through assignment to the RCPA and County
3. Expiration of the JPA and use of agreements to implement Agency programs
4. Statutory amendment of the RCPA to assign some or all of Agency programs to the RCPA

# OPTION 1

## SCWMA JPA Extension

- Could be done year to year or long term
- Would retain independent Board of Directors
- Allow the most flexibility of the four options for Board membership, voting structure
- Funded through tipping fees, surcharges, or agreements with members
- Could include all current programs or assign/contract programs to other parties
- Would require unanimous consent of interested parties, but otherwise the timeline is what the members choose it to be

# OPTION 2

## JPA w/ functions assigned to RCPA & County

- Would retain a JPA structure to deal with solid waste issues, but would assign the RCPA Board as the Board of Directors, RCPA to provide staffing services, etc.
- New JPA meetings would be concurrent with RCPA Board meetings (similar to previous Redevelopment Agencies)
- Would use existing RCPA Board membership and voting structure
- Funded through tipping fees, surcharges, or agreements with members
- Operational programs could be assigned to the County, Educational, Policy, Planning, and Report could be assigned to the RCPA
- Some cost savings expected as a result of staff consolidation
- Could plausibly be implemented by February 2017 if members are in agreement

# OPTION 3

## JPA Termination

- JPA allowed to terminate, individual Cities and the County contract with RCPA, County/Republic, or private contractors to provide Agency program continuity
- RCPA could absorb solid waste education/outreach and policy functions without amendment to authority
- RCPA could provide annual reporting service if delegated by members
- Funding would be provided through agreements between the RCPA or other contractor and Cities/County
- This system provides less protection to individual members than a JPA system
- Would require a ten party agreement or ten – one party agreements to define services provided and provide for payment
- Could plausibly be implemented by February 2017 if members are in agreement

# OPTION 4

## RCPA Statutory Amendment

- Requires amendment of state statute to redefine some of the functions of the RCPA
- If successful, this approach would not require a JPA to continue Agency programs through the JPA and may not require local action
- Though this approach could include operations (compost and HHW), increasing the complexity of RCPA programs increases the risk of this option's infeasibility
  - ▣ Inclusion of operations has not been discussed by RCPA Board of Directors
- Funded through tipping fees, surcharges, or agreements with members
- Legislation would need to be introduced & signed into law by Fall of 2016 to avoid program gaps

# Other considerations

- Section 20 of the existing JPA allows for year to year extension, and is possible if the chosen solution cannot be accomplished in the time remaining
- However, there are less than sixteen months until the Agency terminates, so action is needed very soon to avoid program gaps
- Option 1 allows for the most flexibility in governance model, while the other options require state legislation to modify the RCPA

# Matrix

Attribute	Option 1 – SCWMA JPA Extension	Option 2 - JPA With Functions Assigned to RCPA/County	Option 3 - JPA Termination	Option 4 - RCPA Statutory Amendment
<b>Authority to Provide Compost and HHW Services</b>	Could operate, assign, or contract for operations of Compost and HHW on behalf of members	No Operations, Cities and County to contract directly to providers for Compost or HHW	No Operations, Cities and County to contract directly to providers for Compost or HHW	Could operate, assign, or contract for operations of Compost and HHW on behalf of members
<b>Board Make Up</b>	Same as today or modified by unanimous vote	Existing RCPA Board	Not applicable	Existing RCPA Board, or as modified by state statute
<b>Voting on major issues</b>	Same as today or modified by unanimous vote	Majority Vote on nearly all issues	Not applicable	Majority Vote on nearly all issues, or as modified by state statute
<b>Compost and HHW</b>	Could be the same as today, be assigned to Republic through the County under conditions of MOA, or contracted directly from Republic through the Agency	Operations likely performed by Republic under conditions of MOA. Petaluma would need to contract directly to Republic for services since not party of MOA	Operations likely performed by Republic under conditions of MOA. Cities and County on their own for making arrangements to bring material to this system or selecting a different system	Could be the same as today, be assigned to Republic through the County under conditions of MOA, or contracted directly from Republic through the Agency
<b>Regional Reporting</b>	Same as today	Most likely assigned to RCPA, which would be similar to today	Cities and County report on their own, or Cities and County could delegate AB 939 Annual Reporting to RCPA through agreement	Same structure as today, but performed by RCPA

# Matrix

Attribute	Option 1 – SCWMA JPA Extension	Option 2 - JPA With Functions Assigned to RCPA/County	Option 3 - JPA Termination	Option 4 - RCPA Statutory Amendment
<b>Programs</b>	Same as today	Same structure as today, but performed by RCPA	Education and policy functions could be performed by Cities and County, RCPA, or other private entities through agreement	Same structure as today, but performed by RCPA
<b>Liability to Members</b>	Same as today	Likely same as today	Depends on agreements with Republic or other service providers.	Likely same as today, but with RCPA
<b>Staffing</b>	Same as today. Likely to require some modification of County responsibilities	Staff merged into SCTA/RCPA agency structure. Full time SCWMA Exec Director replaced by part time RCPA Exec Director	Depends on service model chosen: RCPA/SCWMA staff merger, City or County staff, or private contractor staff	Staff merged into SCTA/RCPA agency structure. Full time SCWMA Exec Director replaced by part time RCPA Exec Director
<b>Process to Implement</b>	Renewal of existing or creation of new JPA agreement. Must be approved by all members	Renewal of existing or creation of new JPA agreement with language assigning responsibilities to RCPA and/or County. Must be approved by all members	Terminate of existing JPA. Cities and County either perform services internally or enter into agreements with RCPA or other service providers	Modify RCPA statute through California Legislature to allow selected functions. Enter into agreements with other service providers for Agency functions not performed by RCPA

**SONOMA COUNTY TRANSPORTATION AUTHORITY / REGIONAL CLIMATE PROTECTION AUTHORITY  
2016 PROPOSED COMMITTEE MEETING DATES**

<b>COMMITTEE</b>	<b>SCTA / RCPA</b>	<b>TAC</b>	<b>CAC</b>	<b>TPCC</b>	<b>CBPAC</b>	<b>TTAC</b>	<b>PAC</b>	<b>RCPACC</b>
<b>FREQUENCY*</b>	<b>2nd Monday of the Month</b>	<b>4th Thursday of the Month</b>	<b>Last Monday of the Month</b>	<b>3rd Tuesday of Every Other Month</b>	<b>4th Tuesday of Every Other Month</b>	<b>2nd Wednesday of the Month</b>	<b>3rd Thursday of the Month</b>	<b>3rd Thursday of the Month</b>
<b>TIME</b>	<b>2:30 p.m.</b>	<b>1:30 p.m.</b>	<b>4:00 p.m.</b>	<b>1:30 p.m.</b>	<b>1:30 p.m.</b>	<b>10:00 a.m.</b>	<b>9:30 a.m.</b>	<b>3:00 p.m.</b>
<b>MONTH</b>	<b>MEETING DATES</b>							
<b>JAN</b>	01/11/16	01/28/16	01/25/16	01/19/16	01/26/16	01/13/16	01/21/16	01/21/16
<b>FEB</b>	02/08/16	02/25/16	02/29/16	None	None	02/10/16	02/18/16	02/18/16
<b>MAR</b>	03/14/16	03/24/16	03/28/16	03/15/16	03/22/16	03/09/16	03/17/16	03/17/16
<b>APR</b>	04/11/16	04/28/16	04/25/16	None	None	04/13/16	04/21/16	04/21/16
<b>MAY</b>	05/09/16	05/26/16	None	05/17/16	05/24/16	05/11/16	05/19/16	05/19/16
<b>JUN</b>	06/13/16	06/23/16	06/27/16	None	None	06/08/16	06/16/16	06/16/16
<b>JUL</b>	07/11/16	07/28/16	07/25/16	07/19/16	07/26/16	07/13/16	07/21/16	07/21/16
<b>AUG</b>	08/08/16	08/25/16	08/29/16	None	None	08/10/16	08/18/16	08/18/16
<b>SEP</b>	09/12/16	09/22/16	09/26/16	09/20/16	09/27/16	09/14/16	09/15/16	09/15/16
<b>OCT</b>	10/10/16	10/27/16	10/31/16	None	None	10/12/16	10/20/16	10/20/16
<b>NOV</b>	11/14/16	None	11/28/16	11/15/16	11/22/16	11/09/16	11/17/16	11/17/16
<b>DEC</b>	12/12/16	12/01/16	None	None	None	12/14/16	12/15/16	12/15/16
<b>MEETING LOCATION</b>	<b>County of Sonoma, PRMD Hearing Room, 2550 Ventura Avenue, Santa Rosa, 95403</b>	<b>SCTA Conference Room, 490 Mendocino, Avenue, Suite 206, Santa Rosa, CA 95401</b>						

\*The recurring PAC Meeting dates have been changed from the 4th Thursday of the month to the 3rd Thursday of the month beginning with the 3/19/15 meeting.

- SCTA/RCPA Sonoma County Transportation Authority / Sonoma County Regional Climate Protection Authority Board of Directors Committee
- TAC SCTA Technical Advisory Committee
- CAC SCTA Citizens Advisory Committee
- TPCC SCTA Transit Paratransit Coordinating Committee
- CBPAC SCTA Countywide Bicycle Pedestrian Advisory Committee
- TTAC SCTA Transit Technical Advisory Committee
- PAC SCTA Planning Advisory Committee
- RCPACC Regional Climate Protection Authority Coordination Committee

Please note that some meeting dates have been changed from their regularly scheduled dates due to holidays. Dates Also change due to unforeseen reasons. Changes will be noticed on meeting agendas in advance.

## Staff Report

**To:** SCTA Board of Directors  
**From:** Suzanne Smith  
**Item:** 5.2 – Regional Agency Reports  
**Date:** November 9, 2015

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**Issue:**

Recent updates from:

- SMART
- North Coast Railroad Authority
- Metropolitan Transportation Commission (MTC)
- California Association of Councils of Government (CALCOG)
- Association of Bay Area Governments (ABAG)
- Bay Area Air Quality Management District (BAAQMD)
- Self Help Counties Coalition
- Sonoma Clean Power

**Background:**

The following links and materials provide information regarding various regional agencies and issues:

- MTC Executive Director's Report
  - [http://www.mtc.ca.gov/news/ed\\_report.htm](http://www.mtc.ca.gov/news/ed_report.htm)
- SMART
  - [http://www2.sonomamarintrain.org/userfiles/October%202015%20GM%20Report\\_Final.pdf](http://www2.sonomamarintrain.org/userfiles/October%202015%20GM%20Report_Final.pdf)

**Staff Recommendation:**

This is an informational item only.

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## Technical Advisory Committee

### MEETING AGENDA

**October 22, 2015 1:30 PM**

Sonoma County Transportation Authority  
SCTA Large Conference Room  
490 Mendocino Avenue, Suite 206  
Santa Rosa, California 95401

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#### ITEM

1. Introductions
2. Public Comment
3. Approval of Minutes, September 24, 2015\* – **DISCUSSION / ACTION**
4. Comprehensive Transportation Plan Performance Assessment Results\* – **DISCUSSION / ACTION**
5. TFCA/TDA3 Quarterly Report\* – **DISCUSSION / ACTION**
6. Measure M **DISCUSSION / ACTION**
  - 7.1 Measure M Invoicing / Appropriation Status\*
7. Regional Information Update – **DISCUSSION**
8. Rail Update – **DISCUSSION**
9. Draft SCTA Board Meeting Agenda: November 9, 2015
10. Other Business / Comments / Announcements - **DISCUSSION**
11. Adjourn - **ACTION**

\*Materials attached.  
\*\*Handout at meeting

Page 1 of 2

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The next **SCTA** meeting will be held November 9, 2015  
The next **TAC** meeting will be held on December 3, 2015?

Copies of the full Agenda Packet are available at [www.sctainfo.org](http://www.sctainfo.org)

**DISABLED ACCOMMODATION:** If you have a disability that requires the agenda materials to be in an alternate format or that requires an interpreter or other person to assist you while attending this meeting, please contact SCTA at least 72 hours prior to the meeting to ensure arrangements for accommodation.

**SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS:** Materials related to an item on this agenda submitted to the **Technical Advisory Committee** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours. Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.



TAC Voting member attendance – (6 Month rolling 2015/16)

Jurisdiction	Apr	May	June	July	Aug. Special Meeting	Sept
Cloverdale Public Works	√	√		√	√	√
Cotati Public Works						
County of Sonoma DHS		√	√		√	√
County of Sonoma PRMD						
County of Sonoma Reg. Parks	√	√	√			√
County of Sonoma TPW	√	√	√	√	√	√
Healdsburg Public Works	√		√			√
Petaluma Public Works & Transit	√	√	√	√	√	√
Rohnert Park Public Works	√	√	√	√	√	
Santa Rosa Public Works		√	√		√	√
Santa Rosa Transit						
Sebastopol Public Works	√	√	√	√		√
SMART	√					√
Sonoma County Transit					√	
Sonoma Public Works	√	√	√	√		√
Windsor Public Works	√	√	√	√	√	√

## SCTA Citizens Advisory Committee

### MEETING AGENDA

**October 26, 2015 at 4:00 p.m.**

Sonoma County Transportation Authority  
SCTA Large Conference Room  
490 Mendocino Avenue, Suite 206  
Santa Rosa, California 95401

#### ITEM

1. Introductions
2. Public Comment
3. Administrative - Approval of Notes September 28, 2015\* - ACTION
4. Measure M – DISCUSSION/ACTION
  - a. Report on Measure M projects - SMART
  - b. Measure M – Draft Audit\*
  - c. Measure M Financial Reports\*
5. Moving Forward 2040 – CTP update\*
6. SHIFT update
7. Highway Updates - DISCUSSION
8. Announcements
9. Adjourn

The next **SCTA/RCPA** meeting will be November 9, 2015  
The next **CAC** meeting will be November 30, 2015

Copies of the full Agenda Packet are available at [www.sctainfo.org](http://www.sctainfo.org). DISABLED ACCOMMODATION: If you have a disability that requires the agenda materials to be in an alternate format or that requires an interpreter or other person to assist you while attending this meeting, please contact SCTA at least 72 hours prior to the meeting to ensure arrangements for accommodation. SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the **Citizens Advisory Committee** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours. Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.



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## Planning Directors/Planning Advisory Committee

### MEETING AGENDA

*Thursday, October 15, 2015, 9:30 a.m.*

*Sonoma County Transportation Authority*

SCTA Large Conference Room

Phone participation: (707) 565-3433

#### ITEM

1. Introductions
  2. Public Comment
  3. Administrative
    - 3.1. Approval of the agenda – changes, additional discussion items- ACTION
    - 3.2. Review Meeting Notes from August 20, 2015\* – ACTION
  4. Round table members discussion
  5. Moving Forward 2040 – SCTAs Comprehensive Transportation Plan update
    - 5.1. Outreach status\* –INFORMATION
    - 5.2. Performance assessment findings\* - ACTION
    - 5.3. Status of content\* - INFORMATION/ACTION
  6. Plan Bay Area Update - Scenarios, Targets, Projects – Performance – INFORMATION  
will be sent under separate cover
  7. OBAG 2\* – INFORMATION
  8. Other Business /Next agenda
  9. Adjourn
- \*Attachment

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The next **S C T A** meeting will be held **November 9, 2015**

The next **Planning Directors/PAC** meeting will be held **November 19, 2015**

Copies of the full Agenda Packet are available at [www.sctainfo.org](http://www.sctainfo.org). **DISABLED ACCOMMODATION:** If you have a disability that requires the agenda materials to be in an alternate format or that requires an interpreter or other person to assist you while attending this meeting, please contact SCTA at least 72 hours prior to the meeting to ensure arrangements for accommodation. **SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS:** Materials related to an item on this agenda submitted to the **Planning Advisory Committee** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours. Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.



## Transit - Technical Advisory Committee

### MEETING AGENDA

**October 14, 2015 10:00 AM**

Sonoma County Transportation Authority  
SCTA Large Conference Room  
490 Mendocino Avenue, Suite 206  
Santa Rosa, California 95401

#### ITEM

1. Introductions
2. Approval of Meeting Notes: September 9, 2015 – **DISCUSSION / ACTION\***
3. Transit Operator Updates
4. Clipper Update, if available – Discussion
5. SMART/Bus Integration Project Update, if available – Discussion
6. Short Range Transit Plan Update – Discussion
7. TDA3/TFCA Quarterly Report – Information\*
8. Moving Forward 2040, CTP
  - 8.1. Outreach Update – Discussion\*
  - 8.2. 2015 CTP Performance Assessment-Final Results – Discussion\*
9. Other Business / Comments / Announcements
10. Next Meeting – Reschedule November Meeting? – **ACTION**
11. Adjourn – **ACTION**

·Materials attached.

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The next **SCTA** meeting will be held November 9, 2015

The next **T-TAC** meeting will be held December 9, 2015 (November meeting TBD)

**DISABLED ACCOMMODATION:** If you have a disability that requires the agenda materials to be in an alternate format or that requires an interpreter or other person to assist you while attending this meeting, please contact SCTA at least 72 hours prior to the meeting to ensure arrangements for accommodation.

**SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS:** Materials related to an item on this agenda submitted to the **Transit-Technical Advisory Committee** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours. Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.

