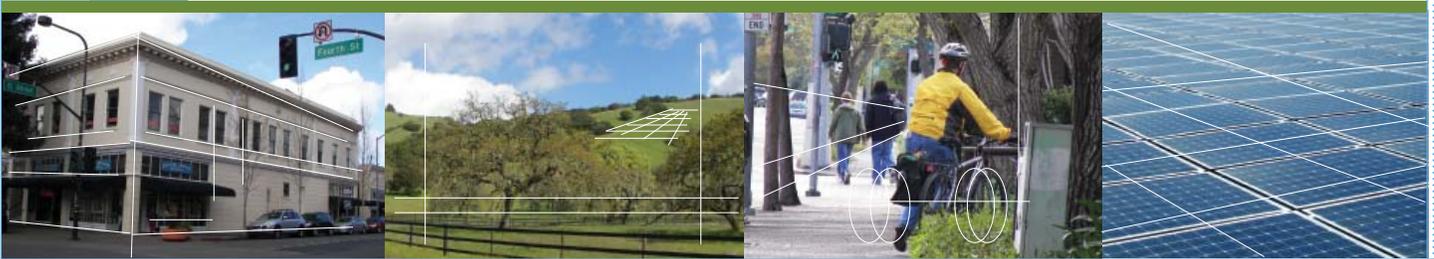


# RCPA

regional climate protection authority



## Annual Report

FY2009/2010



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### RCPA Directors

Jake Mackenzie, Chair	City of Rohnert Park
Tom Chambers	City of Healdsburg
Mike McGuire	City of Healdsburg
Gary Wysocky	City of Santa Rosa
Valerie Brown	Sonoma County
Shirlee Zane	Sonoma County
Laurie Gallian	City of Sonoma
Pat Gilardi	City of Cotati
David Glass	City of Petaluma
Carol Russell	City of Cloverdale
Paul Kelley	Sonoma County
Sarah Gurney	City of Sebastopol
Sam Salmon	Town of Windsor

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## About RCPA

The Sonoma County Regional Climate Protection Authority (RCPA) was created in 2009 by state legislation as a special district to coordinate local government efforts to address climate change and implement the county's aggressive goals to reduce greenhouse gases (GHG) to 25% below 1990 levels by 2015. The RCPA has the same Board of Directors as the Sonoma County Transportation Authority (SCTA), which includes elected officials from each of the nine cities and the County Board of Supervisors. RCPA works closely with other local and regional government agencies including the Sonoma County Water Agency, the Sonoma County Agricultural & Open Space District, and the Northern Sonoma County Air Pollution Control District.

## Mission Statement

The Regional Climate Protection Authority coordinates countywide efforts to implement and advocate a broad range of programs and projects to reduce GHG emissions.

### Goals:

- Reduce GHG emission levels by 25% below 1990 levels by 2015.
- Reduce GHG emission levels by 40% below 1990 levels by 2035.
- Employ a tracking system to effectively capture GHG emission data and assess progress in reduction efforts.

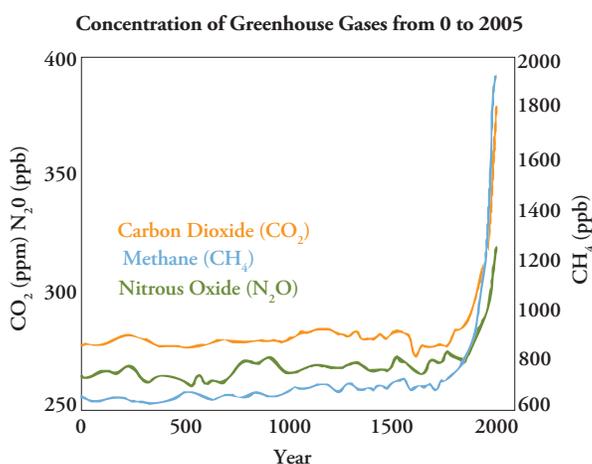
### Objectives:

Common themes to each objective include the need to:

- Address legislative and financing initiatives
- Identify funding needs
- Incorporate public information and educational outreach efforts
- Promote a sustainable climate friendly local economy

## Climate science and the carbon pollution problem

The overwhelming scientific consensus is that humans are causing global climate change, mainly due to the burning of fossil fuels for energy and transportation leading to the accumulation of greenhouse gases (GHG) in the atmosphere. A secondary cause is deforestation and related land use changes. The pre-industrial concentration of carbon dioxide (CO<sub>2</sub>) in the atmosphere 250 years ago was 275 parts per million (ppm). As of November 2010, that concentration has risen to 388.59 ppm CO<sub>2</sub> and rising by 2 ppm per year.<sup>1</sup>



If global warming emissions continue unabated, scientists predict that California will face poorer air quality, a sharp rise in extreme heat, floods, and the number of extreme weather events, a less reliable water supply, more dangerous wildfires, and expanding risks to agriculture. Globally, rising sea levels and melting ice caps may provide amplifying feedbacks leading to a tipping point after which continued global warming may be irreversible.

However, the most devastating consequences can be avoided if we act swiftly and decisively to reduce global warming emissions.

### *The causes of climate change can be summarized by the 4 C's: coal, cars, cows, and chainsaws.*

While the threats from unabated climate change are substantial, there are many positive reasons for action. Climate protection is synonymous with sustainability. Measures taken for climate protection result in healthier communities, a boom in clean technologies, jobs, and industries, increased energy security.

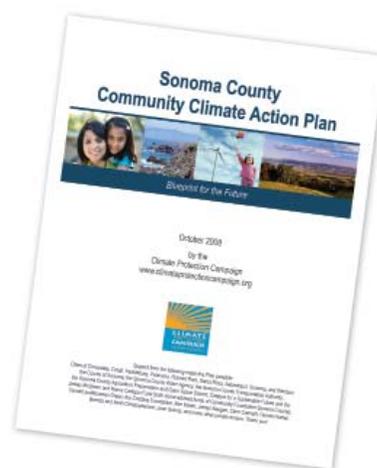
1. Intergovernmental Panel on Climate Change <http://www.ipcc.ch/> The major GHGs are carbon dioxide (CO<sub>2</sub>) and methane (CH<sub>4</sub>). GHGs are sometimes grouped together as carbon dioxide equivalents (CO<sub>2</sub>e). The world's most current data for atmospheric CO<sub>2</sub> is from measurements at the Mauna Loa Observatory in Hawaii. These high-precision measurements were started by Dr. Dave Keeling in March 1958.

## Formation of the Sonoma County Regional Climate Protection Authority

### 10 years of Climate Protection in Sonoma County

Starting in 2002, all 10 of Sonoma County’s local jurisdictions, working alongside the Climate Protection Campaign (CPC), passed resolutions committing to quantify and reduce GHG emissions. The next year, following the ICLEI-Local Governments for Sustainability milestone process, the cities and County developed baseline inventories for emissions resulting from their municipal operations.

In 2005, all ten local governments in Sonoma County set GHG reduction targets in partnership with the Climate Protection Campaign (CPC), and the first countywide emissions inventory was published with support from the Bay Area Air Quality Management District. CPC conducted a broad countywide stakeholder process involving representatives of elected officials, business people, nonprofit organizations, and the general public resulting in the 2008 Community Climate Action Plan (CCAP). CCAP recommended regional solutions to reduce emissions from buildings, transportation, the electrical grid, agriculture, forestry, and solid waste.<sup>2</sup>

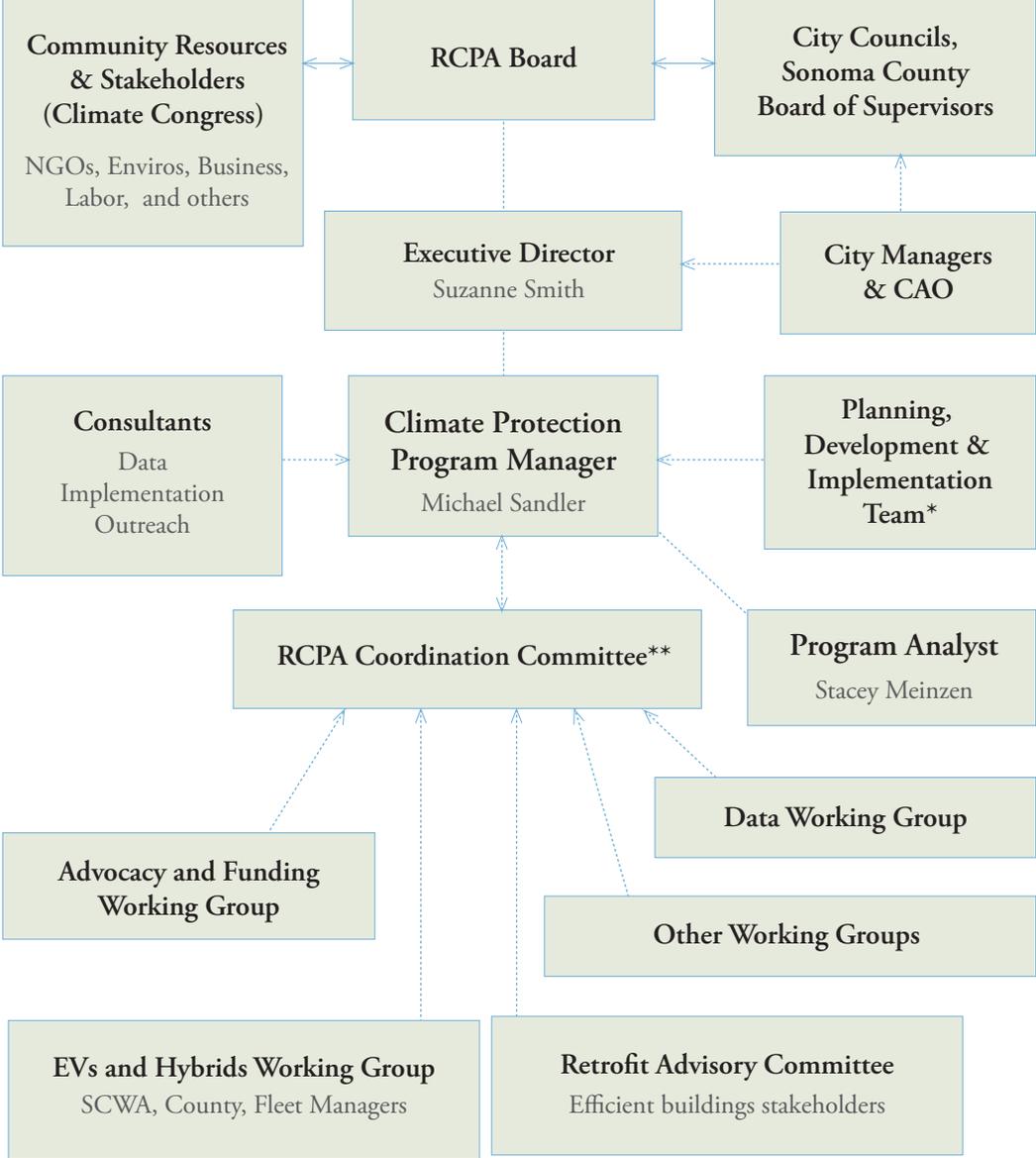


To continue the momentum generated at four annual climate protection conferences, a committee of City Managers developed a plan for interagency coordination involving all the known stakeholder groups. The plan designated the Sonoma County Transportation Authority (SCTA) as the coordination body and was approved by the Mayors and Councilmembers.

AB881 (Huffman) passed the state legislature and was signed into law by Governor Schwarzenegger on October 11, 2009. RCPA began operating as an independent entity on January 1, 2010.

2. The Community Climate Action Plan is available online at [www.coolplan.org](http://www.coolplan.org)

# Organizational Flow Chart



\*The Project Development and Implementation Team (PDIT) is an internal advisory body that assists RCPA on long-term strategy including sources of funding, legal matters, and prioritizing goals and objectives.

\*\*The RCPA Coordination Committee shares information and coordinates activities among the cities and county agencies designated as lead coordinators in RCPA's Mission, Goals, Objectives.

## Objectives

Objective	Lead Coordinators
1 Using the 2009 Comprehensive Transportation Plan, implement an effective strategy to reduce consumption of carbon based fuels and vehicle miles travelled within Sonoma County.	Sonoma County Transportation Authority (SCTA)
2 Promote regional solutions for effective land use policies to achieve GHG reductions.	SCTA, City and County Planning Directors
3 Define healthy community strategies that reduce GHG emissions.	Sonoma County Dept. of Health Services
4 Retrofit 80% of buildings in Sonoma County to reduce energy use by an average of 30% and reduce GHG emissions from the built environment by 168,000 tons per year.	RCPA and Sonoma County Energy Independence Program
5 Promote the large and small scale development and installation of renewable power in the form of solar, wind, biogas, thermal, biomass, cogeneration, etc.	Sonoma County Water Agency (SCWA)
6 Reduce energy used for water delivery and wastewater collection by 25% through conservation, re-use and renewable energy.	SCWA
7 Establish mechanisms to measure GHG emission reductions from locally administered projects and programs to ensure reductions are creditable for use in a future carbon market program.	RCPA
8 Develop job training programs for building retrofitting, energy auditing, renewable power industry, automotive industry infrastructure for hybrid and electric vehicles.	Workforce Investment Board
9 Expand working relationships with the business community through regular communication and by identifying joint program opportunities.	Economic Development Board
10 Develop an adaptation strategy that seeks to protect the public, property and natural resources from climate change impacts.	Sonoma County Agricultural Preservation & Open Space District
11 Minimize solid waste GHG emissions through waste reduction, re-use, recycling, and disposal/conversion technology while also maximizing use of bio-energy sources.	County/City Solid Waste Advisory Group
12 Develop carbon sequestration and natural resources management protocols to capture carbon emissions, protect and enhance natural resource assets to counter climate change impacts from GHG emissions.	Sonoma County Agricultural Preservation & Open Space District
13 Work with the agriculture community to develop protocols that reduce GHG emissions from agricultural practices and production.	Sonoma County Agricultural Commissioner

## Challenges

Sonoma County's goal to reach 25% emission reduction below 1990 levels by 2015 remains an enormous challenge. Concerted action is needed not only at the local level, but also at regional, state and national levels because many powerful emission reduction measures are not controlled at the local level.

Internationally, the 2009 UN conference in Copenhagen was followed up by another in Cancun, Mexico. There remains no successor to the Kyoto Protocol which expires in 2012.

At the Federal level, there remains no binding federal law that would create the mandates or incentives for widespread climate protection. Although the American Recovery and Reinvestment Act (ARRA) provided billions of dollars for energy efficiency projects, there is no equivalent allocation in near term federal budgets.

At the State level, California remains a national leader in climate protection, and its climate law, AB32, California's Global Warming Solutions Act, offers some support for the kinds of measures RCPA hopes to implement. Voters voted against Prop 23 on the November 2010 ballot, which would have suspended AB32. Alongside the election of Governor Jerry Brown, Prop 23's failure at the ballot box may be seen as a voter mandate for climate protection in California. Even so, the California Air Resources Board (CARB), the agency mandated with implementing AB32, will need the support of the California legislature in order to fully fund and implement its Scoping Plan to achieve AB32's 2020 emission reduction goals.



Another state proposition that was passed in November of 2010 by California voters, Prop 26, poses a challenge to carbon pricing. Prop 26 requires that certain state fees be approved by a two-thirds vote of the legislature and that local fees be approved by a two-thirds vote of the electorate, essentially redefining many fees to be the legal equivalent of a tax. Prop 26 poses obstacles to local governments which desire to levy fees on carbon pollution to help offset the damage done by carbon-emitting activities.

At the local level, the transportation sector remains especially challenging. Vehicle miles traveled in single occupancy vehicles continue to increase, and are an especially difficult source of emissions to tackle.

## Program Areas



### Efficient Buildings - Energy Upgrade California™ in Sonoma County

Sonoma County's Community Climate Action Plan (CCAP) shows that buildings emit about 40 percent of the county's GHGs through their use of electricity and natural gas. In 2009, RCPA, working alongside the Climate Protection Campaign (CPC) developed a program to meet the GHG goal for buildings. The CCAP estimated this would require making energy upgrades to 80 percent of Sonoma County buildings to an average 30 percent reduction.

RCPA was able to obtain almost \$3 million in American Recovery and Reinvestment Act (ARRA) funds for a comprehensive residential retrofit program, through a local effort that is part of the state-wide program, Energy Upgrade California. The grants are contracted with the Association of Bay Area Government from the State Energy Program grant administered by the California Energy Commission and the U.S. Department of Energy's Better Building Program.



Energy Upgrade California™ in Sonoma County emphasizes the benefits of using a whole-house energy plan that includes a prioritized list of upgrade opportunities for energy efficiency in their home or business. The whole-house approach packages measures such as fixing air leaks (windows and doors), insulation, duct-system leaks,

inefficient heating/cooling equipment, and old appliances and lighting in order of cost-effectiveness. The State's "loading order" prescribes efficiency measures first, which may then be followed by renewable energy. This approach encourages homeowners to "reduce then produce."

A key value of the Energy Upgrade program design is building partnerships with existing groups and providers to avoid duplication of effort and leverage local resources. To that end, the RCPA has been collaborating with the Sonoma County Energy Independence Program to provide a seamless one-stop-shop experience for local property owners, providing energy upgrade incentive and rebate information, a



list of certified contractors, and financing options in one convenient package. In addition the RCPA, in conjunction with the Climate Protection Campaign, is working with other local partners to ensure the program services are readily available to all citizens.

The program was jump started when the County of Sonoma and cities of Santa Rosa, Rohnert Park, and Petaluma each tithed 10 percent of their American Recovery and Reinvestment Act (ARRA) Energy Efficiency and Conservation Block Grant (EECBG) funds to underwrite a local building energy upgrade program to meet the GHG emissions goal for buildings. In August of 2009, RCPA conducted a consultant selection process and the firm of Bevilacqua Knight Inc. (BKi) was



chosen to design and implement the energy upgrade program to serve residential, multi-family, and commercial properties. BKi principal Brian Gitt assisted numerous agencies in using this local support to obtain grants through the State Energy Program and Better Building Program. The State Energy Program grant includes seven adjacent counties and is led by the Association of Bay Area Governments. The Better Building Program grant includes four large metropolitan areas (Bay Area, Sacramento, San Diego, and Los Angeles) and is led by the County of Los Angeles. Because of the funding provided by its local Block Grant contributors, the RCPA program was one of the first jurisdictions to initiate program design activities and became a model for its partner jurisdictions in the State Energy Program grant.

*RCPA has leveraged Sonoma County's history of leadership in climate protection to successfully bring over \$3 million in grant funds to the County*

## **Pilot Projects – On Water Bill Financing and Whole Neighborhood Approach**

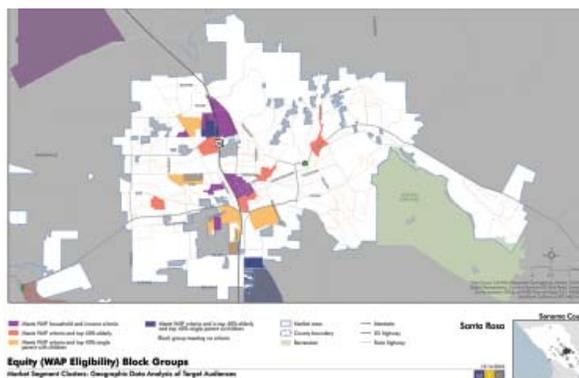
RCPA is implementing two pilot programs through the Countywide Building Retrofit Program's Better Buildings Program grant: On Water Bill financing, and the Whole Neighborhood Approach.

On Water Bill financing assists water utilities in allowing residents to finance pre-designed packages of water (and perhaps energy) efficiency improvements on a cash-neutral or better basis through a tariff (line-item) on their water bill. The water customer implements the package of water-efficiency measures, and the program applies those savings into the tariff. Ideally, the water savings reduce the customer's water bill by more than the tariff, so the customer saves money, water, and energy. Another important element in the program is a third-party capital provider, which provides financing.

Reductions in end-use water consumption can save cities from future capital expenditures for new water supply facilities and wastewater treatment costs. It can also save energy used for water pumping and end-use water heating, reducing greenhouse gas emissions. RCPA and its sub-contractors will be working with Sonoma County water departments to design this pilot program in late 2010 and early 2011.

The Whole Neighborhood Approach pilot will encourage economies of scale by focusing on particular neighborhoods where multiple houses of similar design can be upgraded using the same upgrade packages, with minor differentiation. This should present opportunities for streamlining the purchase of equipment and materials, and in mobilizing installation crews. In addition, as the crews install the same measures multiple times in the same house designs, they should pick up speed and improve their productivity.

RCPA and its subcontractors have developed GIS maps, called “hot spot maps,” of Sonoma County using market research obtained from the RCPA’s Retrofit Bay Area State Energy Program grant and County building data to identify neighborhoods with key characteristics needed for a successful result. The demographic criteria include percent of homeownership, household income, family size, neighborhood crime rate, and presence of homeowners association; the building criteria include single-family, age, size in square feet, limited number for floor plans, built within a two-year period within a 1.5-mile radius, and including 100 or more homes constructed by the same builder. A preliminary run of the whole neighborhood approach (WNA) hot spots map identified 80 neighborhoods with all or most of the preferred characteristics.



Source: MIG: Market Segment Clusters:  
Geographic Data Analysis of Target Audiences

Statewide, RCPA is chairing a committee of six WNA pilots to test a variety of techniques and compile best practices around the state to develop a replicable WNA model through the Retrofit California program. Statewide partners include City of San Jose, City/County of San Francisco, County of San Diego, Sacramento Municipal Utility District, and the County of Los Angeles.



## Clean Energy

Renewable Energy Secure Communities (RESCO) is a program funded by the California Energy Commission. Sonoma County began its three-year RESCO project in August 2009 when the Sonoma County Water Agency, Los Alamos National Laboratory, the Climate Protection Campaign, the Sonoma County Transportation Authority and Local Power Inc. were approved by the California Energy Commission for a \$1 million RESCO grant to develop and demonstrate a model for the integration of renewable energy resources and efficiency measures together with demand response to prepare Sonoma County to develop a locally owned, cost-effective renewable energy portfolio. The project will also result in the implementation of on-site renewable energy production using geothermal heat pump technology and treated wastewater, solar voltaic, wind energy combined with on-site storage alternatives, lighting and HVAC building retrofits and electric vehicle charging stations.



RCPA is working with RESCO partners to:

- Gather data on energy usage (demand) in the county from PG&E, the main utility for the County
- Design a renewable energy portfolio for the County that identifies opportunities for distributed generation and demand reduction
- Develop a system dynamics model of energy use and CO2 emissions across several County sectors
- Design and build a pilot project to showcase several renewable energy technologies to offset local demand.

In 2011, RCPA will be developing a proposal for a governance and financing structure to implement a green energy system as a major public works project.



## Green My Ride

### EVs and Hybrids:

SCTA and RCPA are working with city and county fleet managers and private sector partners to promote the purchase of electric vehicles and hybrids. SCTA and RCPA will be working with PG&E and other partners to encourage and coordinate electric vehicle charging infrastructure.

Sonoma County Local Governments Electric Vehicle Partnership has been working together to build out an electric vehicle (EV) infrastructure to support mass introduction of EVs by providing charging stations for public and private use as well as converting local government fleets to hybrids and EVs.

Through grants and direct purchases we expect to have 129 charging stations, available for fleets and general public use, installed in the County by mid 2011.

### Reducing VMT

SCTA and RCPA are also working on innovative transportation programs that help reduce vehicle miles traveled (VMT). These include:

- Carsharing
- Dynamic (“real time”) Ride Sharing

RCPA’s success is dependent on the support of its many stakeholders. RCPA has enjoyed strong support from the following organizations and agencies:

- Sonoma County Transportation Authority
- The nine Sonoma County cities: Cloverdale, Healdsburg, Town of Windsor, Santa Rosa, Sebastopol, Sonoma, Rohnert Park, Cotati, and Petaluma
- The Climate Protection Campaign
- Sonoma County Water Agency
- Sonoma County Agricultural & Open Space District
- Northern Sonoma County Air Pollution Control District
- Sonoma County Energy Independence Program
- County Regional Parks
- County General Services
- Mayors and Council members
- City Managers
- Sonoma County Energy & Sustainability Division
- Santa Rosa Utilities Department

- Auto Parking Management
- Bicycle Parking enhancement
- Transportation Demand Management to enhance mobility
- Coordinated Marketing and Data Collection for measuring progress toward GHG emission reduction in the transportation sector

## What is Dynamic “real time” Rideshare?

Dynamic “real time” Rideshare utilizes smart-phone applications that allow riders to use GPS-enabled smart-phones to request rides online or via any phone capable of text messages in real time. The software contains incentives for drivers to offer their unused seats in real time to others in the community traveling the same route. The program will recruit a core number of participants over two years (currently estimated to be 200 drivers and 700 riders).

In late 2010, SCTA/RCPA received approval for a Climate Initiatives grant from the Metropolitan Transportation Commission, which will provide funding for three components of the Green My Ride program. A three-county Dynamic Rideshare program is slated to take place in Sonoma, Marin and Contra Costa. Funding for the Sonoma County portion of this program is expected to be \$545,000. The grant will also provide \$600,000 in funding for an expansion of the City of Santa Rosa’s travel demand management (TDM) program that promotes transit and carpooling, and an expanded TDM marketing component.



## Conservation & Adaptation

RCPA is working with partners including the Sonoma County Agricultural Preservation and Open Space District, Sonoma County Regional Parks, and the Sonoma County Water Agency to promote conservation and restoration of the region’s sequestration potential, as well as develop adaptation strategies to protect natural resources from climate change impacts. RCPA plans to coordinate with other efforts including the North Bay Climate Adaptation Initiative (NBCAI) to support local scale climate adaptation strategies that preserve natural resources, biodiversity, and ecosystem services.



## Sonoma County Countywide GHG Emissions Inventory

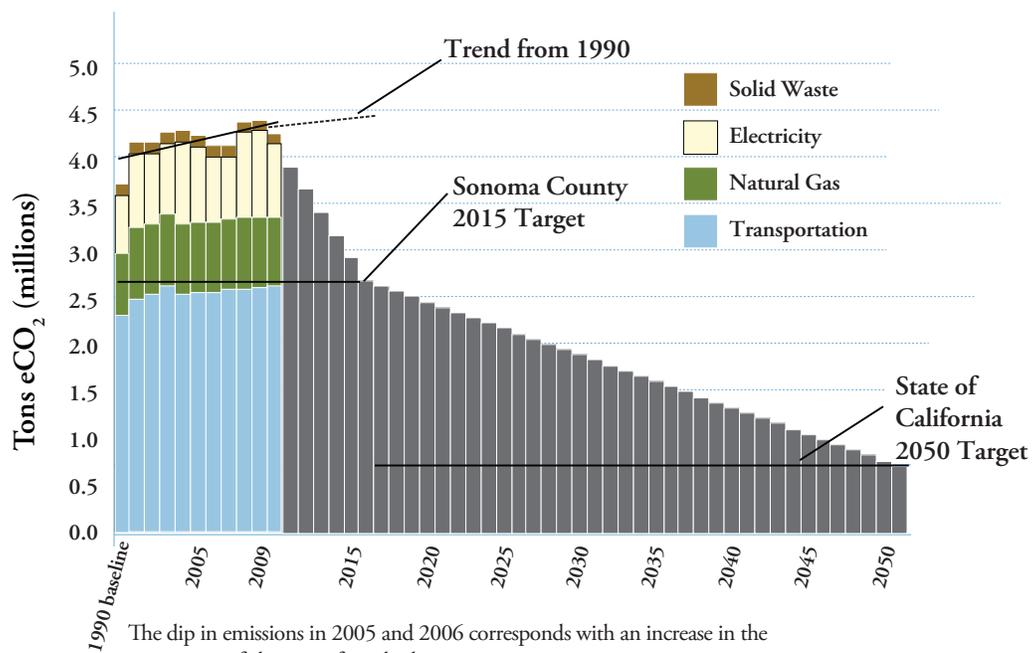
One of RCPA's main goals is to employ a tracking system to capture GHG emission data and assess progress in reduction efforts. RCPA is working with interested stakeholders including city planning departments, PG&E, and the Climate Protection Campaign to track emissions data and provide transparent methodologies following accepted local government protocols.

Following the ICLEI-Local Governments for Sustainability approach, the four main sectors for calculating aggregate GHG emissions are Electricity, Natural Gas and Transportation, Solid Waste, and Agriculture.

### Sonoma County's GHG Emissions

Year	Million Metric Tons (MMT)	Per Capita Tons
1990	3.6	9.3
25% below 1990	2.7	7.0
2009	4.2	8.9

### Sonoma County Total Emissions 1990 - 2009



The dip in emissions in 2005 and 2006 corresponds with an increase in the proportion of electricity from hydropower.

Data source: 2009 Greenhouse Gas Emission Assessment, Dave Erickson and Ann Hancock, Climate Protection Campaign

Sonoma County's emission reduction goal, adopted by all local jurisdictions in 2005, is to reduce emissions by 25% below 1990 levels by 2015.

Many factors play a major role in Sonoma County's GHG emission levels. GHG emissions may fluctuate each year depending on:

## What do these numbers mean?

On average, one car emits 6.5 metric tons of CO<sub>2</sub> in a year. One ton is equal to the monthly electricity use of almost seven homes. Annually, the average Californian emits 10.4 tons CO<sub>2</sub> in a year and the average American emits 14.8 tons CO<sub>2</sub>.<sup>4</sup>

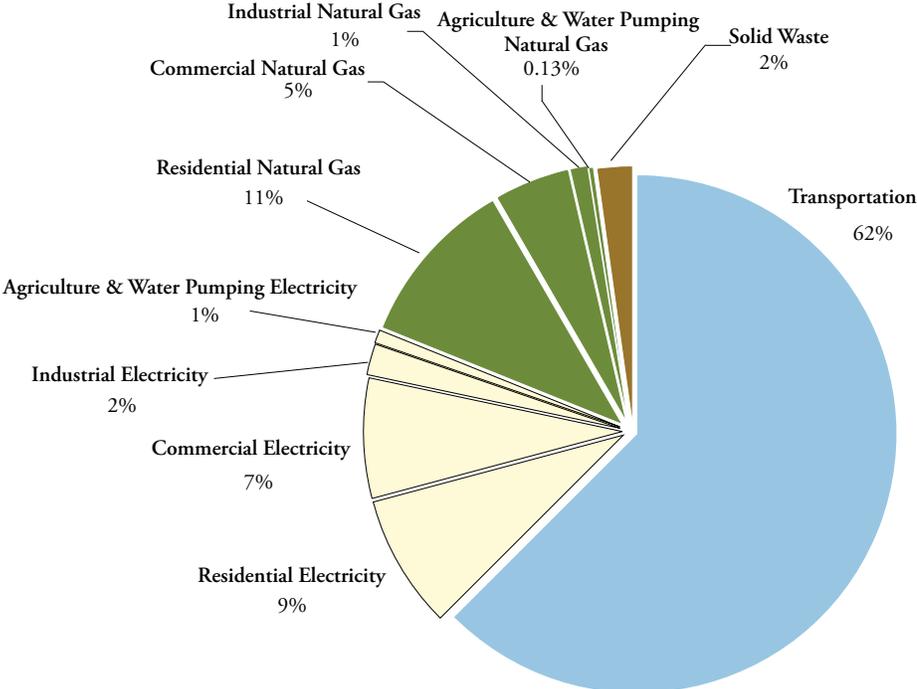
- *Annual rainfall:* PG&E's electricity procurement includes a large portion of low-GHG hydroelectric power from the Pacific Northwest. During years of high rainfall, PG&E's emission factors decrease (the electricity used in Sonoma County is cleaner).
- *Population:* Transportation related emissions increase as the population increases.
- *Economy:* In booming economic times, GHG emissions increase. In a recession with higher unemployment or more vacant buildings, GHG emissions decrease. For example, according to the 2005 countywide GHG emissions inventory, between 1990 and 2000 GHGs increased by 28%. Key factors during that decade included an increase in VMT of 42.5% and an increase in population of 18%. Although total greenhouse gases emitted by Sonoma County in 2009 decreased from 2008, according to the Climate Protection Campaign, the economic downturn is the probable main cause of this decrease.

3. Per capita 1990 data based on US Census Bureau data and Sonoma County's inventory. Population was 388,222 and emissions were 3,622,482 tons. Per capita 2009 data based on US Census Bureau data and Sonoma County's inventory. Population was 472,102 and emissions were 4,185,732 tons.

4. California Air Resources Board's EMFAC model estimates the average passenger car in California emits 6.52 metric tons CO<sub>2</sub> per car per year. Average monthly residential customer electricity use in the PG&E service territory is 569 kwh. Source: PG&E GHG Emission Rates. The convention for expressing GHG emissions is Million Metric Tonnes (MMT), following the Intergovernmental Panel on Climate Change (IPCC) guidance. Notable conversion rates: 2204.6 lbs = 1MMT.

### Sonoma County Total Emissions - 2009

4,282,269 tons



Data source: 2009 Greenhouse Gas Emission Assessment, Dave Erickson and Ann Hancock, Climate Protection Campaign

## Indicators of Hope

### Sonoma Goes Solar

In the past decade (1999-2009) Sonoma County has seen 2,826 photovoltaic projects that have a capacity of 28 megawatts. The installation of projects has ramped up dramatically with 714 projects in 2009 generating 5.6 megawatts of power. In the first half of 2010 there had been 416 projects installed with a capacity of 4.8 megawatts.



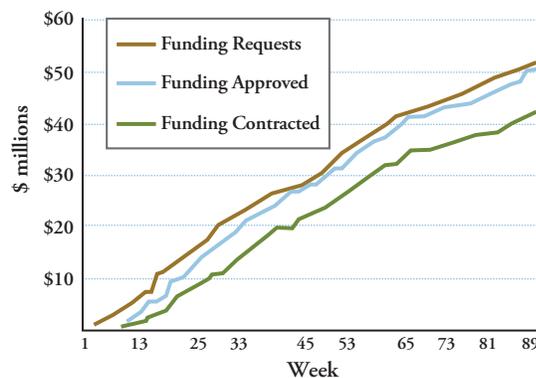
### Electric vehicles and charging stations

By the end of 2010, the County had 15 electric vehicle charging stations active at the County Center and 9 more about to be installed: 3 at the Chanate complex, 3 at Dept of Health Services downtown, 3 at Human Services near the Airport. The Sonoma County Water Agency has 9 charging stations at their office off Airport Blvd. The City of Santa Rosa has 13 charging stations installed at downtown parking lots and at their Corp Yard (and will be active in 2011). For 2011, Sonoma County received a grant to install 25 new public use chargers at Vets Halls and County parks, and to purchase 31 new electric vehicles for County fleets.

### Sonoma County Energy Independence Program (SCEIP)

From the inception of the SCEIP program to the end of 2010, Sonoma County home and building owners have applied for over \$51 million in property-assessed clean energy funding. Over 1,300 projects have been approved, resulting in nearly \$42 million in contracts with Sonoma County property owners to finance energy and water efficiency retrofits as well as installation of renewable energy systems.

Cumulative Funding Volume



## 2009/2010 Fiscal Year Review

At RCPA's inaugural Board meeting in January 2010, the Board reviewed a Draft 2010 Climate Coordination Plan and Collaborative Policymaking Approach, which provided a history of the formation of the RCPA, recommendations on how a countywide effort would operate, and policy impacts. The report also included the challenges of regional climate coordination efforts and described the roles of agencies involved.

At an RCPA Board workshop on January 29, 2010 the Board discussed the mission, goals, and objectives. The goals were expanded to 13 objectives, assigned to four categories: Transportation and Land Use; Energy Efficiency and Renewable Power; Green Economy and Resource Management. A lead agency was identified for each of the objectives. Program activities were coordinated with the Community Climate Action Plan.

The Countywide Building Retrofit Program convened a stakeholder Advisory Committee drawn from industry, government and nonprofits that met monthly in 2010. In April 2010, RCPA adopted its mission statement, goals and objectives. RCPA joined with a variety of stakeholders to pursue an effort to coordinate a Countywide Climate Action Plan that meets CEQA standards and BAAQMD guidelines.

The 6th annual Everybody Profits Conference was held on May 13, 2010 in Sebastopol. Following the conference a Climate Congress meeting was convened by Board Chair Jake Mackenzie. Director Valerie Brown spoke at the conference on the UN climate summit in Copenhagen. The County GHG inventory report card was presented by Ann Hancock of the Climate Protection Campaign.

RCPA's Countywide Building Retrofit Program joined forces with other counties to establish a coordinated state-wide brand called Energy Upgrade California™. Marketing research was conducted for the program. In coordination with the Sonoma County Energy Independence Program, a plan for a web portal that tracks the cumulative energy savings and GHG emission reductions from the building retrofit program was developed.

The County of Sonoma, the cities of Santa Rosa, Rohnert Park, and Petaluma contributed \$416,000 in Energy Efficiency and Conservation Block Grant (EECBG) funding to RCPA's Countywide Building Retrofit Program, leading to RCPA successfully securing \$1.2 million from the California Energy Commission's State Energy Program (SEP) grant program and \$1.1 million from the Department of Energy (DOE) Retrofit Ramp Up (later called Better Buildings Program).

In June 2010, the program design manual for the Countywide Building Retrofit Program was completed and approved. Dave Brennan retired from RCPA and Mike Sandler was hired as the new Program Manager.

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## Budget FY 2010

(covering January 1, 2010 - June 30, 2010)

### Revenues

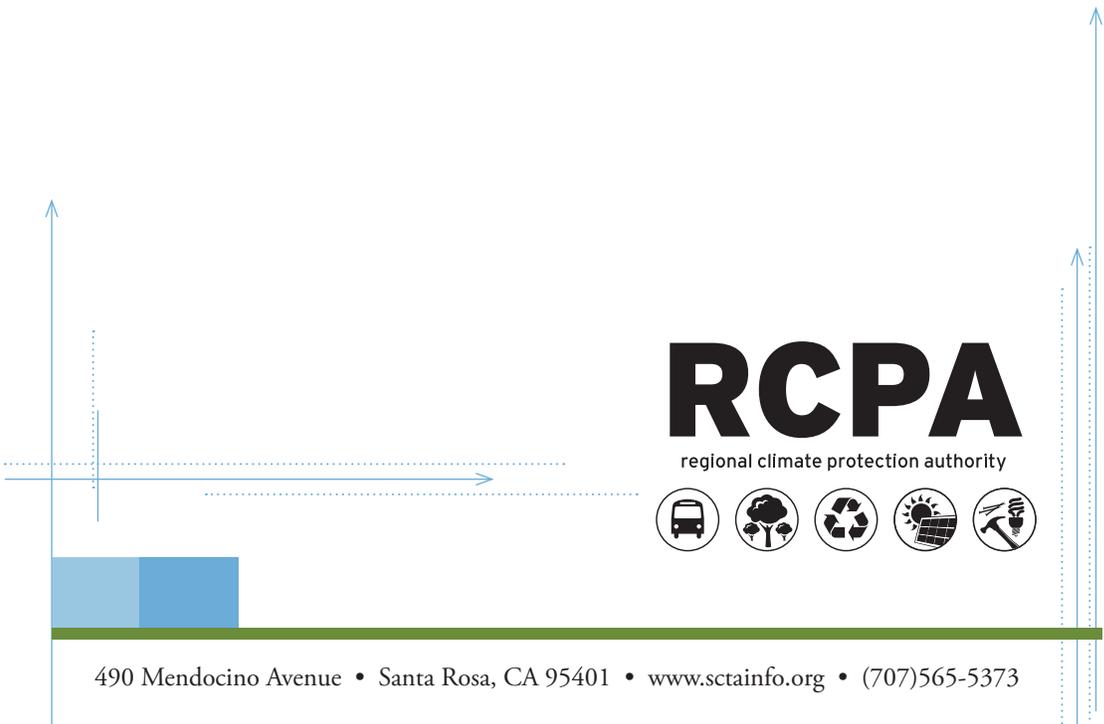
Interest	27
Federal Grants - EECBG	327,910
County/Agency Contributions	85,084
Cities Contributions	58,970
Other Governments Contributions	10,000
State Grants	3,834
<b>TOTAL REVENUES</b>	<b>485,825</b>

### Expenditures

Accounting Services	1,232
RCPA Staff Time	146,057
Contract Services	318,261
Legal Services	13,940
Operational Expenditures, Insurance, Suppli	6,204
<b>TOTAL EXPENDITURES</b>	<b>485,694</b>

Starting Fund Balance	0
Total Revenue	485,825
Total Expenditures	485,694
<b>ENDING FUND BALANCE</b>	<b>130</b>

*Climate protection is synonymous  
with sustainability*



# RCPA

regional climate protection authority



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