



FY 2010-2011
Annual Report



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SCTA/ RCPA 2010/2011 Highlights

The Sonoma County Transportation Authority and Regional Climate Protection Authority (SCTA/RCPA) is pleased to present the 2010/2011 SCTA/RCPA Annual Report, showcasing the highlights of planning, programming and project delivery activities undertaken by the SCTA/RCPA.

The past year included a number of highlights, including:

Sonoma County Transportation Authority

- Slightly higher revenues in the Measure M sales tax program
- Completion of carpool lanes south of Rohnert Park
- Active engagement in the first regional planning effort known as the sustainable communities strategy
- A bicycle and pedestrian count program that will continue to grow
- Received \$45M in State bond funds from the California Transportation Commission to build the Petaluma River Bridge – a component of the Marin/Sonoma Narrows project.
- Initiated a real time ride share program that uses new technology to make carpooling flexible and efficient
- Engaged citizens and activists in the transit and paratransit community on matters such as rail planning,
- Supported SMART by providing new revenues to help develop a full funding plan for the initial operating segment

Regional Climate Protection Authority

- Roll out of Energy Upgrade California in Sonoma County – an ARRA funded building retrofit program
- Development of two pilot projects promoting building energy efficiency: the Whole Neighborhood Approach and Windsor Efficiency PAYS®.
- Supported efforts to build out the electric vehicle charging network
- Participated on the Steering Committee of the County's Community Choice Aggregation Feasibility Study and supported the development of the effort now known as Sonoma Clean Power

Board of Directors 2010/2011

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

The SCTA/RCPA is governed by a twelve member Board of Directors comprised of representatives from the Sonoma County Board of Supervisors and Council Members from each of the nine cities. The SCTA/RCPA acts as the countywide planning and programming agency for transportation, coordinates climate protection activities countywide and performs a variety of important functions related advocacy, project management, planning, finance, grant administration and research in both policy areas.

Transportation

The SCTA was formed as a result of federal and State legislation passed in 1990 to address regional planning and funding matters. In 2004, the SCTA responsibilities expanded to include management of the Measure M sales tax program.

The SCTA is responsible for managing Measure M funds and prioritizing most state and federal funds available to Sonoma County for roadway, transit and bicycle and pedestrian projects. The SCTA serves as the entity responsible for planning and prioritizing transportation improvement projects at a countywide level and provides project management in partnership with Caltrans on the State Highway system.

Climate Protection

The RCPA was formed through locally sponsored State legislation in 2009 to coordinate countywide climate protection efforts among Sonoma County's nine cities and multiple county agencies.

The RCPA has four main areas of focus: efficient buildings, clean energy, alternative transportation ("Green My Ride") and conservation/adaptation. In FY2010/2011, the RCPA oversaw the roll out of the Energy Upgrade California program, sought grant funding for emission reduction planning, and engaged local jurisdictions on a number of GHG reduction efforts. The RCPA is focused on securing grant funding for GHG reducing programs and projects. In addition, data collection and public information and education are significant elements of the climate protection effort.

Coordination

The SCTA/RCPA coordinates the activities of local jurisdictions with regional, State and federal entities at both a policy and administrative level. As a coordination agency, the SCTA/RCPA provides a forum for local elected officials to engage in dialog on countywide issues and enables discussions among local and regional entities on a wide range of issues that link to traffic congestion management, GHG reduction, program management and project delivery.

SCTA Mission
"As a collaborative agency of the cities and County of Sonoma, we work together to maintain and improve our transportation network. We do so by prioritizing, coordinating, and maximizing the funding available to us and providing comprehensive, county-wide planning. Our deliberations and decisions recognize the diverse needs within our county and the environmental and economic aspects of transportation planning."

RCPA Mission
RCPA leads and coordinates countywide efforts to implement and advocate a broad range of programs and projects to reduce GHG emissions.
Goals:
1.Reduce GHG emission levels by 25% below 1990 levels by 2015
2.Reduce GHG emission levels by 40% below 1990 levels by 2035
3.Employ a tracking system to effectively capture GHG emission data and assess progress in reduction efforts.

Citizens Advisory Committee

The Citizens Advisory Committee (CAC) is composed of 15 members from specified interest groups and 5 members from the public-at-large. The primary function of the CAC is to review projects, policy statements, funding programs, and any other items that may be acted on by the SCTA and to provide input and recommendations for the SCTA's decision making process. The CAC also serves as the independent oversight committee for Measure M.

The Chair of the CAC is Bob Anderson of the United Winegrowers.

Curt Nichols	Home Builders Association
Pat O'Halloran	Central Labor Council
Mitch Mulas	Farm Bureau
Willard Richards	League of Women Voters
Kathy Hayes	North Bay Association of Realtors
Dennis Battenberg	Transit Paratransit Coordinating Committee
Mousa Abbasi	Santa Rosa Chamber of Commerce
Dusty Rhodes	Senior Community Liaison
Steve Birdlebough	Sierra Club
Barry Weitzenberg	Sonoma County Manufacturers Group
Michael Lavin	Sonoma County Taxpayers Association
Dennis Harter	Sonoma County Alliance
Vacancy	Transportation & Land Use Coalition
Bob Anderson, Chair	United Winegrowers
Tom Henry	1st District
Vacancy	2nd District
Vacancy	3rd District
Craig Harrington	4th District
Maddy Hirshfield	5th District

Technical Advisory Committee

The primary function of the Technical Advisory Committee (TAC) is to advise the SCTA on all technical matters. It is composed of Public Works Directors, Planning Directors and Transit Operators from each jurisdiction in Sonoma County. It also includes representatives from Caltrans, the Bay Area Air Quality Management District, the Metropolitan Transportation Commission, the Northern Sonoma County Air Pollution Control District, and the Golden Gate Bridge, Highway and Transportation District. The Chair of the TAC is Susan Kelly, Engineering Director/Assistant to the Sebastopol City Manager.

Public Works Directors/Representatives

Paul Wade	Cloverdale
Damien O'Bid	Cotati
Phil Demery	County
Mike Kirn	Healdsburg
Larry Zimmer	Petaluma
Darrin Jenkins	Rohnert Park
Colleen Ferguson	Santa Rosa
Sue Kelly	Sebastopol
Frank Penry	Sonoma
Richard Burt	Windsor

Transit Managers

Bryan Albee	Sonoma County Transit
Jason Parrish	SR Transit
Ron Downing	Golden Gate Transit
Joanne Parker	SMART
Joe Rye	Petaluma Transit
Sonja Drown	Healdsburg

Transit Technical Advisory Committee

The Transit Technical Advisory Committee (T-TAC) is a subcommittee of the TAC. This committee consists primarily of transit operators and serves to coordinate operations and funding.

Bryan Albee	Sonoma County Transit
Jason Parrish	SR Transit
Joanne Parker	SMART
John Nemeth	SMART
Joe Rye	Petaluma Transit
Sonja Drown	Healdsburg Transit
Ron Downing	Golden Gate Transit

Transit Paratransit Coordinating Committee

The Transit Paratransit Coordinating Committee (TPCC) assists the SCTA in making funding decisions regarding transit and paratransit programs throughout the county. It is composed of: one potential transit user over 60 years of age, one who is disabled, one representing the Latino community, two representing local social service providers for seniors, two representing social service providers for disabled persons, one representing the low income community, and one representative from each public transit operator within the county. Each city council may also appoint one representative. The Chair of the TPCC is Dennis Battenberg, disability activist.

Dennis Battenber	Transit Paratransit User of Limited Means
Beryl Brown	Earle Baum Center of the Blind
Larry Henzerling	Disability Services & Legal Center
Robert Brown	Becoming Independent
Rabon Saip	Area Agency on Aging, Advisory Council
Jim Wagner	Sonoma County Transit
Don Hughes	Volunteer Wheels
Mona Babauta	Santa Rosa CityBus
Peter Edwards	MV Transportation
Sonja Drown	Healdsburg Transit
Joe Rye	Petaluma Transit
Gail Burge	Petaluma People Services
Harvey Katz	Golden Gate Transit
Jon Gaffney	Whistlestop
Robert Cuneo	Over 60
Ginny Doyle	Sonoma County Human Services

Countywide Bicycle & Pedestrian Advisory Committee

The Countywide Bicycle & Pedestrian Advisory Committee (CBPAC) advises the SCTA on programming decisions for bicycle and pedestrian facilities, and aids in project coordination and planning. It is composed of representatives from each bicycle advisory committee in the cities and County (and serves as BAC for cities that do not have their own). The Chair of the CBPAC is

Wendy Atkins of Sonoma.

<u>Jurisdiction</u>	<u>Staff</u>	<u>Citizen</u>
Cotati	Marsha Sue Lustig	Ben Ford
Sebastopol	Sue Kelly	Geoffrey Skinner
Sonoma	Wendy Atkins	Chip Roberson
Cloverdale	Bruce Kibby	
Healdsburg	Mario Landeros	
Windsor	Alejandro Perez	
Santa Rosa	Fabian Favila	
Rohnert Park	Eydie Tacata	
Petaluma	Curtis Bates	
County of Sonoma	Steven Schmitz	

Planning Advisory Committee

The Planning Advisory Committee (PAC) is a subcommittee of the TAC and now meets regularly as needed for the duration of the countywide and regional planning processes. The SCTA Modeling Subcommittee functions including oversight of the travel demand modeling is now folded into PAC tasks.

Planning Directors

Bruce Kibby	Cloverdale
Marsha Sue Lustig	Cotati
Pete Parkinson	County
Ron Bendorff	Healdsburg
Scott Duiven	Petaluma
Marilyn Ponton	Rohnert Park
Chuck Regalia	Santa Rosa
Kenyon Webster	Sebastopol
David Goodison	Sonoma
Jim Bergman	Windsor

Transit Managers

Bryan Albee	Sonoma County Transit
Jason Parrish	SR Transit
Ron Downing	Golden Gate Transit
John Nemeth	SMART
Joe Rye	Petaluma Transit
Sonja Drown	Healdsburg

RCPA Coordination Committee

The Regional Climate Protection Authority Coordinating Committee (RCPACC) meets monthly. The purpose of the RCPACC is to share information and coordinate activities among the cities and county agencies designated as lead coordinators in the Mission, Goals and 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

Planning, Development & Implementation Team

The RCPA Planning, Development and Implementation Team (PDIT) is an internal advisory body that meets monthly to assist RCPA on long-term strategy including sources of funding, legal matters, and prioritizing goals and objectives.

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

Working Groups

Biochar- The mission of this group is to share information and resources regarding biochar as a strategy for carbon sequestration of biomass. Currently members include the Sonoma County Water Agency, Sonoma County Agricultural Preservation & Open Space, County Regional Parks, Sonoma Biochar Initiative and Sonoma Ecology Center.

Data- This group was established to coordinate GHG data among stakeholders within the county and to assist RCPA to act as an information center for communitywide aggregate emissions and a repository for cities. Currently members include city and county staff, Climate Protection Campaign, PG&E and Sonoma County Water Agency.

Electric Vehicles & Hybrids- Under the banner of the Sonoma County Local Governments Electric Vehicle Partnership, SCTA/RCPA works with County Fleet Operations and the Sonoma County Water Agency to promote electric vehicles and plug-in hybrids in County public and private sector fleets, and to promote electric vehicle infrastructure. Members include the cities, Northern Sonoma County Air Pollution Control District, and Sonoma County Agricultural Preservation and Open Space District. SCTA/RCPA also maintains a mailing list of private sector fleet managers who have expressed an interest in electric vehicles.

Retrofit Advisory Committee- This group provides expertise related to efficient buildings and energy upgrades. They were a sounding board in the early development of Energy Upgrade California in Sonoma County. Currently members include representatives from the cities, staff from the Sonoma County Energy Independence Program, representatives from the building trades, real estate, retailers, banks, non-profit groups and community stakeholders.



Highway 101

The Highway 101 corridor connects seven of Sonoma County's nine cities to each other, the Bay Area and the North Coast. This major lifeline for the movement of people and goods received a significant boost starting in FY 07/08 as plans to widen the freeway from 4 lanes to 6 were advanced thanks to an influx of state money that matched our local sales tax revenues. Measure M funds continue to be leveraged to fund additional construction projects along the corridor. A second successful bond sale in January of 2011 provided additional bond proceeds for the Hwy 101 program. The additional bond proceeds are funding corridor projects and advancing projects into construction earlier than originally anticipated.

The SCTA has been working toward completion of a High Occupancy Vehicle (HOV) lane on 101 in each direction from Novato north to Windsor for well over a decade. In so doing, the freeway improvements have been divided into six major projects, with some of those projects being further divided into phases to expedite construction. Please see the attached map for a graphical description of the major projects and phases. The 1st major project was completed in 2003 from Rohnert Park to Santa Rosa. The 2nd project through downtown Santa Rosa was completed in 2008. The first two projects were not designated as Measure M projects.

Measure M Project #1 (Wilfred) will provide HOV lanes from Rohnert Park Expressway to Santa Rosa Avenue and includes a new Wilfred Avenue Interchange. Structures for the interchange will provide new a surface street cross town connection for the City of Rohnert Park. Construction started in the spring of 2009 and is anticipated to be completed in late 2012.

Project #2 (North) goes from Santa Rosa north to Windsor. The North Phase A HOV project began construction in early 2009 and was completed in December of 2010. The North Phase B project includes the Airport Blvd Interchange and Windsor sound walls and is in the final design phases. Construction bid savings from the Wilfred and Central A projects were directed by the CTC to the North B project which fully funds construction of the projects. Construction is anticipated to start in the summer of 2012.

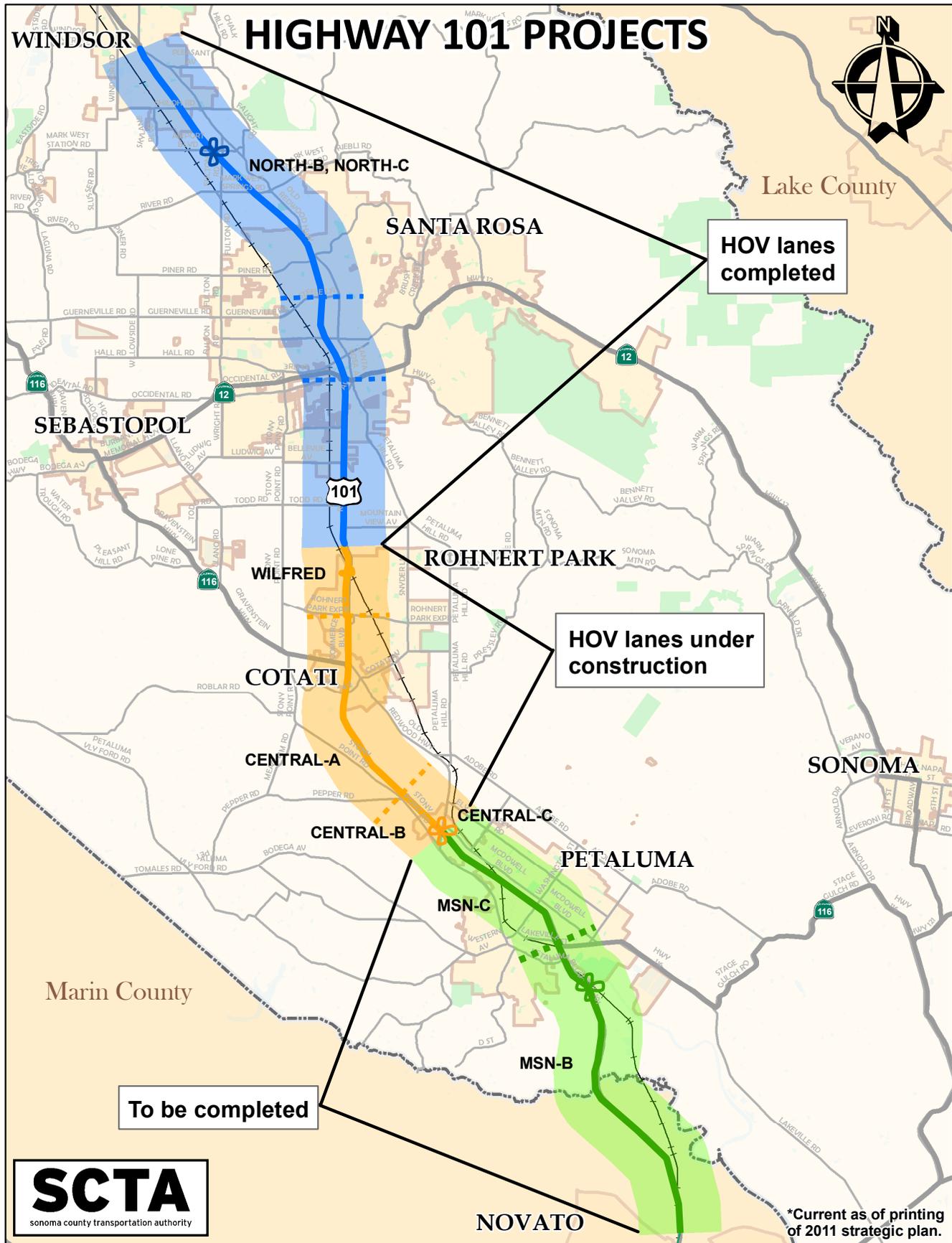


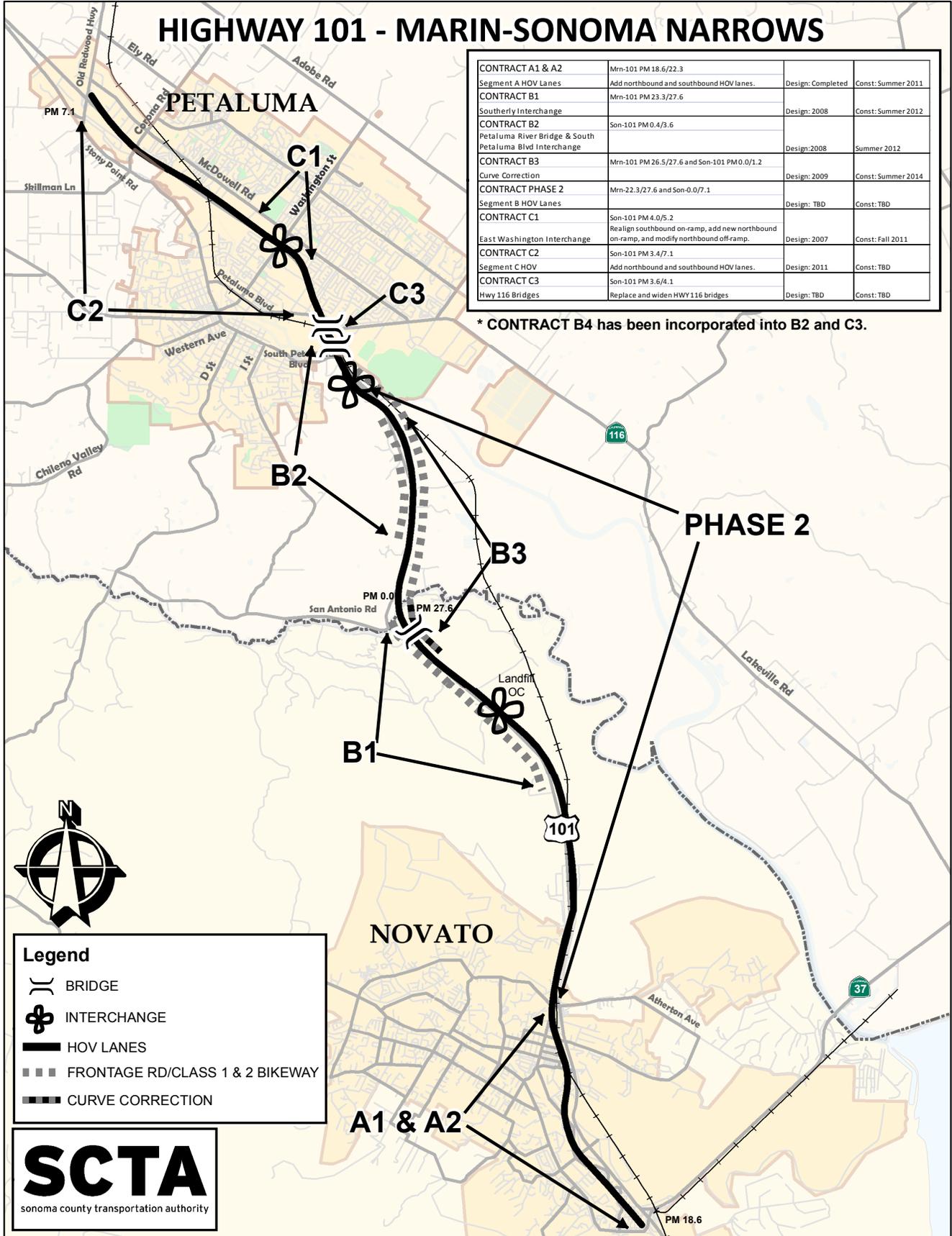
Project #3 (Central) starts at Old Redwood Highway in Petaluma and goes north to Rohnert Park. The Central Phase A portion of the project from Pepper Road to Rohnert Park Expressway started construction in early 2010 and, while the carpool lanes opened in 2011, the full work is anticipated to be completed in summer of 2012. Construction bid savings from the Wilfred and Central A projects were directed by the CTC to the Central B project for construction. The Central Phase B project between Pepper Road to just south of Old Redwood Highway started construction in 2011 and is anticipated to be completed in late spring of 2012. The Central C Old Redwood Highway interchange project is fully funded with the design and right-of-way phases on-going. Construction is anticipated to start in early 2013.

Project #4 is the 17-mile project referred to as the Marin-Sonoma Narrows (MSN). Caltrans, Marin County, and Sonoma County continued to jointly work towards delivering various MSN projects as described below. The MSN Project has been divided into Segments A, B, and C, as shown on the attached map, with various phases of work in each segment. Four phases have committed funds for design and construction. The funds are from federal earmarks, Measure M, Proposition 1B, state and federal gas tax, and the Traffic Congestion Relief Program. The first phases in Segments A and B include:

- replacing the Petaluma Boulevard South Interchange and providing frontage road access to parcels and replacing the Petaluma River Bridge (Project B-2);
- modifying the existing interchange and building new frontage road access at the landfill north of Novato (Project B-1);
- constructing a new curvature alignment and frontage road access at San Antonio Creek (Project B-3);
- extending HOV lanes in the northbound direction from SR 37 to Atherton Avenue and southbound from SR 37 to Rowland Avenue (Project A-1).

In addition, Measure M funds have been committed to complete the design and right-of-way phases of the MSN C-3 project. Within Segment C, the East Washington interchange (Project C-1) started construction in late 2011 with completion anticipated in late 2013 or early 2014. The design of HOV lanes through





central Petaluma (Project C-2) has begun and will be advanced to final design by late 2012. The MSN Segment B - Phase 1 projects include constructing a bicycle path between Novato and Petaluma. The challenges for future years will include maintaining an aggressive project delivery schedule and obtaining funds to complete the remaining MSN HOV lanes and Hwy 101/116 Bridge.

In summary, is anticipated that by late 2012:

- 15.7 miles of HOV lanes will have been constructed between Windsor and north Petaluma at a cost of approximately \$272M;
- Three interchanges will be under construction at Airport Blvd (North B), Old Redwood Highway (Central C), and East Washington Blvd (C-1) at a cost of approximately \$110M;
- The interchange and frontage roads at Petaluma Blvd South and Petaluma River Bridge replacement (B-2) will be constructed at a cost of \$123M; and
- The designs of the Highway 116 Separation Structures (C-3) and the HOV lanes through Central Petaluma (C-2) will be completed at a cost of approximately \$7M.

As of July 31, 2011, \$69M of Measure M funds have been expended on the Highway 101 HOV and interchange projects, of which \$16M was spent in FY10/11. From Windsor in the north to Petaluma in the south, the various Hwy 101 HOV and interchange projects are estimated to cost \$506M, of which Measure M has committed approximately \$106M with the remaining funding coming from State bonds, gas tax, and federal earmarks.

Additionally, it is expected that the MSN HOV extension project (A-1) in Novato, from Hwy 37 north to Atherton Avenue (northbound) and to Rowland Avenue (southbound), will be constructed by summer of 2012 and the Novato Landfill Interchange project (B-1) will be constructed by late 2014. The realignment of the highway and construction of a new bridge at San Antonio Creek (B-3) will be constructed at the Marin - Sonoma County line by late 2015. The cost of these projects is approximately \$199M. The remaining Phase 2 HOV lanes throughout MSN corridor will be in position to be constructed as funds become available. The cost to complete the remaining HOV lanes is estimated at \$200M to \$300M depending on year of construction.

Federal Funds Cycle 1

The SCTA issued a call for projects on April 1, 2010, to be funded with Congestion Mitigation/Air Quality and Surface Transportation Funds (CMAQ/STP) as part of the CMA Block Grant Program managed by MTC. The CMA Block Grant is the first cycle of funding associated with the anticipated new authorization of the Transportation Act. Three specific programs for funding were included in the CMA Block Grant approach, Local Streets and Roads Shortfall (LSRS), Regional Bicycle Program (RBP) and Transportation for Livable Communities (TLC).

Based on direction from the SCTA board and input from the Technical Advisory Committee, smaller jurisdictions will receive LSRS funding in the second cycle of the new transportation bill, and larger jurisdictions will receive funding in the first cycle. As such, five applications were received for LSRS funds. The other two programs were open to all eligible applicants. Four applications were received for RBP funding, but only three were determined eligible. Four applications were also received for TLC, with only three being chosen for funding within the program. The Metropolitan Transportation Commission requested that all CMAs program 50% of available Cycle 1 funding in 2010/11 and 50% in 2011/12.

The SCTA also issued a call for projects in October 2009, for Transportation Enhancement (TE) funding. Three

Federal Funds Cycle 1

Jurisdiction	Projects Received	Funding Source	Amount
Cotati	Downtown Specific Plan Area Revitaliza-tion	TLC	\$1,100,000
Healdsburg	Foss Creek Pathway Segment 6	RBP	\$876,000
Petaluma	Sonoma Mountain Parkway Rehabilitation	STP	\$1,036,000
Petaluma	Petaluma Blvd South Road Diet	TLC	\$677,546
Rohnert Park	Arlen Dr & E. Cotati Ave Overlay	STP	\$563,000
Santa Rosa	Citywide Overlay Project	STP	\$2,072,000
Santa Rosa	SMART Bike Ped Pathway	RBP	\$948,000
Santa Rosa	Street Furniture Palettes	TLC	\$200,000
Sonoma Co	2010 Pavement Preservation Program	STP	\$4,912,000
Sonoma Co RP	SMART Trail	RBP	\$620,000
Windsor	Hembree Ln Re-surfacing Project	STP	\$348,000
Total			\$13,352,546

Transportation Project Delivery

Approved 2011-12 SLPP Distribution (Board Actions 6/6/11 and 7/11/11)

Project	Jurisdiction	FY08/09	FY09/10	FY10/11	FY11/12	FY12/13	Notes
LSP/LSR							
Hwy 116-Mirabel	County					\$1,865,800	RE-programmed to FY 12-13
MSN Per River Bridge	City/County					\$1,865,800	De-programmed Farmers Lane Extension and Programmed MSN Pet River Bridge
Old Redwood Hwy	Petaluma					\$4,600,000	RE-programmed to FY 12-13
Airport Blvd	County				\$1,865,800		
LBT							
Bus Purchase	Santa Rosa	\$1,200,000					
Totals		\$1,200,000	\$0	\$0	\$1,865,800	\$8,331,600	
Cash Flow		\$2,453,000	\$2,429,000	\$2,175,000	\$2,175,000	\$2,175,000	SLPP Yearly Share Estimate
Yearly Carry Over/Deficit		\$1,253,000	\$2,429,000	\$2,175,000	\$309,200	(\$6,156,600)	
Running Total		\$1,253,000	\$3,682,000	\$5,857,000	\$6,166,200	\$9,600	SLPP Share Overestimated

projects were received during that call, but only two were chosen to move forward based on availability of funds. The third project, from Cotati, is funded with TLC. However, when the CTC provided the final 2010 STIP fund estimates the amount of available TE funds was determined to be \$1.6M higher than the estimate used during the call for projects in 2009. As a result, one of the applications received during the block grant call for projects will be programmed using some of the additional TE funds available. The remainder will be put in a TE reserve for future use.

State and Local Partnership Program

Proposition 1B has a provision for \$1 billion to be deposited in the SLPP Account for allocation by CTC over a five year period of time to eligible transportation projects as nominated by an applicant transportation agency. Implementing legislation provides that 95% of program funds will be distributed by formula to match voter-approved transportation taxes and 5% will be available for a competitive grant program to match uniform develop fees. Originally, Sonoma County's share of the 95% was approximately \$12.4 million, but it has since been reduced to approximately \$11.4 million due to statewide adjustments. There is a dollar for dollar match required to receive funds under the program. Voter approved transportation sales tax measure funds must be used as the match.

The CTC adopts an annual program of projects by October for each year for the SLPP program. At the June 6, 2011 and July 7, 2011 meetings, the SCTA Board approved a five-year SLPP funding distribution program (see attached). For FY 11/12, the Board approved the programming of \$1,865,800 of SLPP funds for the North B/Airport Blvd project. For FY 12/13, the Board approved \$1,865,800 for the Forestville By-Pass (Mirabel at Hwy 116 Roundabout) project, \$4,609,000 for the Old Redwood Hwy Interchange

project, and \$1,865,800 for the MSN B-2 (Petaluma River Bridge) project. Previously, the Board approved the programming of \$1,200,000 for bus purchases by Santa Rosa CityBus. The Board also de-programmed \$1,865,800 for the Farmers Lane project due to delivery problems related to other funding sources and SLPP schedule constraints.

Local Streets & Roads

Sonoma County has over 2,300 lane miles of city streets and county roads. The full cost to maintain in good condition and reconstruct this vast infrastructure is over \$2 billion. In addition, Sonoma County has 250 miles of state roads, including Highways 1, 12, 37, 101, 116, 121 and 128. Sonoma County is geographically large with an extensive system of streets and roads. Although most of the population is clustered within the incorporated cities and along the Highway 101 Corridor, a large percentage of the population lives scattered throughout the County. Many of these people live in areas zoned rural and commute into one of the cities or onto Highway 101.

Regional Transportation Climate Initiatives

The Metropolitan Transportation Commission approved \$1,100,000 in grant funding that will enable the Sonoma County Transportation Authority to expand efforts to reduce greenhouse gas emissions from the transportation sector by developing a pilot program to promote real time ridesharing. The SCTA is partnering with the Contra Costa Transportation Authority, and the Transportation Authority of Marin to develop a region wide program, one of the largest in the world. In 2010-2011 coordination between non-profit activists, sponsors, potential affinity groups and a private software vendor has created a team that will launch in 2012.



Bicycle & Pedestrian Projects

Facilities for bicyclists and pedestrians are important parts of the transportation system of Sonoma County. They offer people alternatives to car driving that can reduce traffic congestion, pollution, and greenhouse gas production. SCTA facilitates coordinated planning and the exchange of information through its Countywide Bicycle & Pedestrian Advisory Committee. This advisory body has representatives from every jurisdiction, which coordinates projects and funding, and makes recommendations to the SCTA for bicycle and pedestrian facilities. Some funding sources are specifically set aside for bicycle and pedestrian facilities, however, virtually all sources can also fund such facilities. SCTA is encouraging inclusion of the concept of “Complete Streets” in roadway planning, meaning that all users are to be considered: motorists, pedestrians, bicyclists, people who use mobility devices such as wheelchairs, and transit users. A goal is to connect facilities to each other, as well as to transit, in order to maximize their safety and usefulness.

Clean Air Projects

The SCTA administers part of the Transportation Fund for Clean Air (TFCA) program. These funds come from a \$4 vehicle registration surcharge applied to all vehicles licensed in the Bay Area air basin. This funding is used for transportation projects that demonstrate a positive effect on local air quality. Projects include transit, and facilities and amenities for bicyclists and pedestrians. The SCTA programs 40% of these funds annually.

Over the years Santa Rosa has implemented successful student pass subsidy and voluntary trip reduction programs with TFCA that have reduced the number of single occupant vehicles on city streets and enhanced air quality. Sonoma County Transit used TFCA funds in multiple years to fund the development of a compressed natural gas (CNG) fleet and fueling station, a marketing program to promote bus ridership, and construction of intermodal transit stations.

TDA Article 3 Bicycle/Pedestrian projects programmed in FY 10/11

<u>Santa Rosa</u>	
Pedestrian Flasher at Old Stony Point Road & Hearn Avenue	\$50,000
Humboldt Street Bicycle Boulevard Traffic Calming Phase II	\$50,000
Brush Creek Class I Bicycle & Pedestrian Path Rehab.	\$250,000
<u>Sonoma County</u>	
Sonoma to Petaluma Class II Bicycle Lanes	\$90,000
Total programmed \$440,000	

Bicycle & Pedestrian Count Program

SCTA continues to coordinate with the jurisdictions in selecting locations to conduct counts of bicyclists and pedestrians. With the assistance of MTC-funded summer interns counts were completed at twenty-one locations. Additionally three sessions were conducted to train city and county staff in the standardized methodology for taking counts. The SCTA has completed two consecutive years of bike counts at specific locations around the county. This data is useful for improving bicycle planning, and documenting need for funding.



TFCA projects programmed in FY 10/11

<u>Petaluma</u>	
Sonoma Mountain Parkway & McDowell Blvd. Corridor Signal Timing	\$100,000
<u>Santa Rosa City Bus</u>	
Student/Youth Bus Pass Subsidy.	\$71,000
Free Ride Trip Reduction Incentive Program	\$132,060
<u>Sonoma County Transit</u>	
Sonoma County Transit Passenger Information System	\$227,955
Total programmed \$531,016	



Bus Service

Public transportation services in Sonoma County are operated in an effort to provide a viable alternative to the private automobile.

Fixed-route services are available in all Sonoma County cities, and there are connections between cities through the unincorporated areas. Paratransit service is also provided, which is curb to curb public transportation available to people with disabilities who meet eligibility requirements under the Americans with Disabilities Act (ADA). Recently transit/paratransit operators have experienced funding shortfalls, particularly due to reduced state and local revenue sources that reflect the depressed state of the economy.

The SCTA facilitates the Transit Paratransit Coordinating Committee (TPCC) that brings together transit riders and operators to share ideas and information.

Coordinated Funding

Transit operators receive funds that are approved by the SCTA through the Coordinated Claim as highlighted in the chart below. The Coordinated Claim includes Transportation Development Act (TDA), which is the largest single source for transit and is generated by a statewide quarter cent sales tax; State Transit Assistance (STA), a statewide tax on fuel; and Measure M (countywide sales tax) funds.

The Coordinated Claim for FY 10/11 was approved by the SCTA in April 2011. These funds are distributed annually by population and are the primary source of



operating revenue for all of Sonoma County's transit operators. Because the service areas of transit operators in Sonoma County cross jurisdictional boundaries, MTC regulations require

that a Coordinated Claim for these funds be prepared and adopted annually by each jurisdiction and SCTA. Over \$21 million was programmed in the FY 10/11 Coordinated Claim.

Lifeline Transportation Program

Additional funding was utilized by transit operators, from the Lifeline Transportation Program administered by the Metropolitan Transportation Commission (MTC). It funds projects to improve the mobility of low-income residents. The program supports transportation projects identified through low-income community based planning, such as that conducted in the MTC-identified communities of concern, which resulted in Community Based Transportation Plans for Roseland, the Lower Russian River, The Springs area in Central Sonoma Valley, and parts of Healdsburg. The 09/11 Lifeline funds were derived from three sources: State Transit Assistance (STA); Proposition 1B Transit Capital; and Job Access Reserve Commute (JARC) for a total of \$1,072,824.

Transit funding from annual sources FY 10/11

	TDA	STA	Measure M	Combined Total
Sonoma County Transit *	\$6,879,638	\$1,618,674	\$871,669	\$9,369,981
Santa Rosa CityBus	\$3,956,066	\$997,608	\$548,951	\$5,502,625
Petaluma Transit	\$1,139,792	\$268,961	\$196,158	\$1,604,911
Golden Gate Transit	\$3,980,250	\$27,603	\$0	\$4,007,853
Total	\$16,850,000	\$2,912,846	\$1,656,853	\$21,419,659
*(includes support for Cloverdale Transit, Healdsburg Transit and Mendocino Transit Authority's coast service)				

Countywide and Regional Planning

The SCTA is working with local planning staff to support sustainable development that addresses need to reduce GHG. This includes working with the local and regional agencies to support land use and transportation planning projects such as walking, biking, travel by bus or train. To that end SCTA continues to participate in the update of the Bay Area Regional Transportation Plan and the Sustainable Communities Strategy, which implements SB375. The Sustainable Communities Strategy process, as mandated by SB 375, has required land use planning to be an important part of transportation planning in the State.



By being an active member of the regional transportation community the SCTA has been able to compete effectively for funds and ensure the needs of the county are being addressed. Staff regularly attends meetings held by such regional agencies as Caltrans, the Metropolitan Transportation Commission, Association of Bay Area Governments, the Bay Area Air Quality Management District and the Congestion Management Agency Association

All modes of travel have an inter-county component. The SCTA works closely with neighboring counties to work toward common solutions for the regional corridors.

The Sonoma County Travel Model

The SCTA oversees the operation of the Sonoma County Travel Model (SCTM). SCTA's travel demand model can be used to forecast future travel patterns and demand based on changes in the transportation system (new roads, changes in capacity, etc.), land use change (changes in residential densities, or locations, new job sites, etc.), or changing demographics (more or less people in a certain area).

Model Input and Output: The two basic inputs for applying the travel demand model are: Land use inputs, representing estimates of current and future development, and Transportation inputs, including the current transportation network and planned changes such as increases or decreases in capacity, new roads or

highways, or new transit lines. These inputs are housed in a countywide land use database and are assembled and updated in conjunction with local jurisdictions.

The travel demand model output includes:

A table of Traffic Analysis Zones and the number of different types of trips produced by and attracted to each zone. An origin/destinations table, or a matrix showing the number of trips moving between the different zones. A breakdown of what travel modes are being used for trips within the region. A transportation network representing generalized countywide roadway, transit, and other transportation facilities with attached future travel demand for specific road sections. These outputs are used to produce performance statistics such as vehicle miles traveled, delay, and average trip length and speed.

Modeling Activities for 2010/2011: Model Reporting: SCTA continues to extract data from the travel model regarding future travel demand along highways and local routes. Much of the SCTM reporting in 2011 was related to Countywide Travel flows and commute patterns within Sonoma County and to surrounding counties.

Wine Country Travel Demand Model (WC-TDM): SCTA has partnered in with Caltrans, and Mendocino, Lake, and Napa Counties in the development of a four county regional travel demand model. The Wine Country Travel Demand Model was completed in 2011 and is now available for use in regional studies involving Wine Country counties. SCTA staff has received training on the WCTM and how to use and interpret output from this new tool.

Project Analysis: SCTM was used to analyze potential travel impacts of planned projects and plans along the Highway 101 Corridor and on local roads in the Cities of Santa Rosa, Windsor, Rohnert Park, Petaluma, Cotati and the unincorporated County in 2011.

County Land Use Update: SCTA updated the parcel level existing conditions database to 2010 using recently released Census 2010 data in 2011. SCTA and local planning staff also began the process of reviewing updated local planning documents in order to revise future land use estimates. Existing and future land use data is used by local and regional agencies to analyze future travel activity in the county and region.



Efficient Buildings

Energy Upgrade California™ in Sonoma County:

RCPA is continuing to leverage the 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. Building upon local leadership, RCPA's program has contributed to the design of the statewide program and has become a model for partner jurisdictions.



Energy Upgrade California™ in Sonoma County emphasizes the benefits of using a whole-building approach to energy efficiency in homes and businesses. RCPA's program focuses on the residential sector, where 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. RCPA received assistance in implementing this program in 2011 from contractors including the Climate Protection Campaign, Bevilacqua-Knight, Inc., Marketing Consultant Kathy Goodacre and others.

Pilot Projects – On Water Bill Financing and Whole Neighborhood Approach

RCPA is currently implementing two pilot programs through the Better Buildings Program grant: On Water Bill financing, and the Whole Neighborhood Approach.

On Water Bill financing allows water customers to implement packages of efficiency measures with no up-front cost. Certified program building contractors will offer to install efficiency measures such as clothes washers,

shower heads, toilets, and compact florescent light bulbs, paid for by a surcharge on the participant's water bill. Based upon conservative estimates, total utility bill savings will be significantly greater than the measure surcharges, resulting in immediate positive cash flow for participants from the moment of measure installation.

The Town of Windsor is participating in the pilot under the name "Windsor Efficiency PAYS®." RCPA worked with the Town to develop a program Concept Paper and Program Design. In early 2012, the contractors and other entities needed to implement the program will be selected, and the program is scheduled to officially launch March 2012.

The Whole Neighborhood Approach pilot encourages economies of scale by focusing on particular neighborhoods based on census data of household demographics and building criteria with certain preferred characteristics. The RCPA team has identified the following neighborhoods for the pilot: Copperfield Neighborhood, Coffey Park, and the Piner Area of Santa Rosa and "D" Section of Rohnert Park. Homeowners in these neighborhoods have

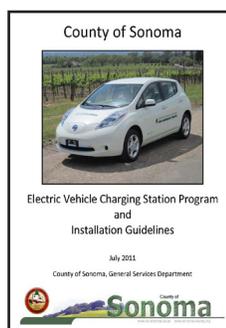


the opportunity to participate in an exclusive, lower-cost energy-efficiency program that helps you save energy, save money, and improve the comfort of your home. The Energy Upgrade Neighborhood Challenge includes a personalized Home Energy Analysis, a Whole House Energy Upgrade, and guidance on rebates and financing.



Green My Ride

RCPA is working with city and county fleet managers and private sector partners to promote the purchase of electric vehicles and hybrids and to coordinate electric vehicle charging infrastructure.



RCPA is working with the Sonoma County Local Governments Electric Vehicle Partnership to build out an electric vehicle (EV) infrastructure over the past years to support mass introduction of EVs. In July 2011, the County of Sonoma released a document entitled “County of Sonoma Electric Vehicle Charging Station Program and Installation Guidelines”, which is guide for electric vehicle infrastructure in the county. RCPA leads an EV Policy Development Committee to encourage a regionally consistent approach to EVs and EV charging stations.

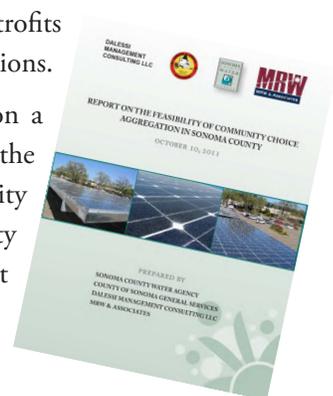


Clean Energy

Renewable Energy Secure Communities (RESCO) is a program funded by the California Energy Commission. RCPA participates on the RESCO team, which is led by the Sonoma County Water Agency, with partners Los Alamos National Laboratory and the Climate Protection Campaign. The goal is 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.

In 2011, RCPA participated on a Steering Committee to oversee the development of a “Community Choice Aggregation Feasibility Analysis Report.” The Report provided several scenarios for increasing the renewable content in Sonoma County’s energy portfolio using a structure called Community Choice Aggregation. The County Board of Supervisors/Water Agency Directors received this report in October 2011, and authorized the Steering Committee to proceed in gathering additional information in 2012 under the name “Sonoma Clean Power.”



Conservation & Adaptation

RCPA is working with partners including the Sonoma County Agricultural Preservation and Open Space District 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. In 2011, RCPA coordinated with the North Bay Climate Adaptation Initiative (NBCAI) to support local scale climate adaptation strategies that preserve natural resources, biodiversity and ecosystem services. RCPA is also working with community groups including the Sonoma Biochar Initiative to investigate carbon sequestration technologies. The Sonoma Biochar



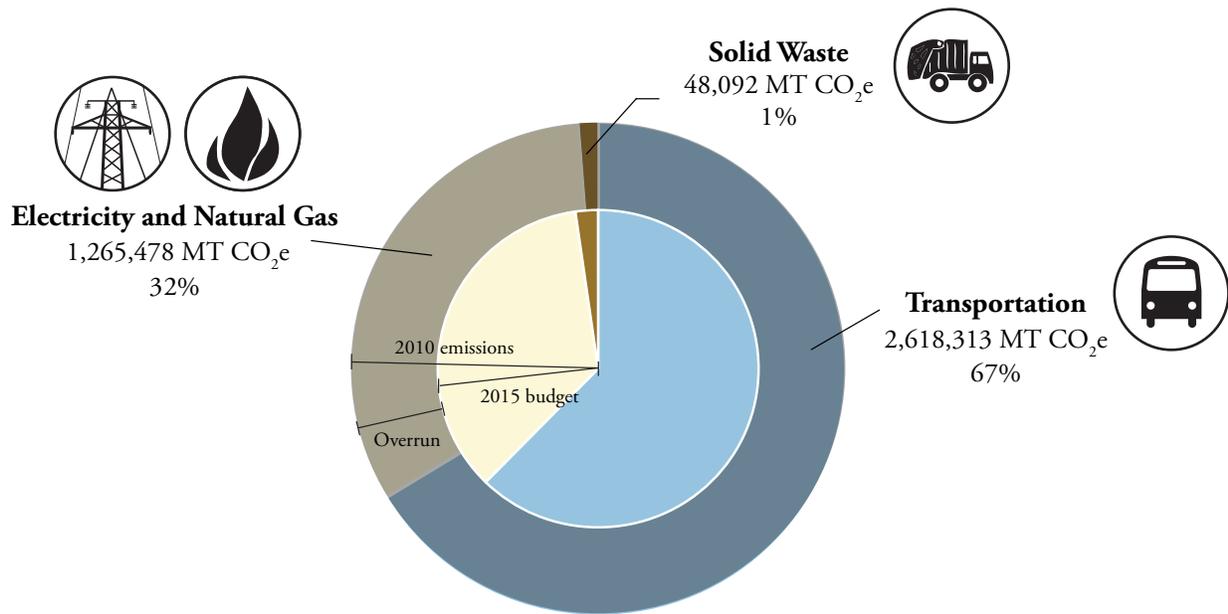
Charred Biomass (Biochar)

Initiative, a group of citizens under the auspices of the Sonoma Ecology Center, was selected to host a national conference for the United States Biochar Initiative in late summer 2012.

Sonoma County Carbon Budget and Economic Impact for 2010

Presented May 26, 2011

The following chart details the contributions from transportation, electricity and natural gas, and solid waste to Sonoma County's GHG emissions in 2010. The inner circle is sized to represent the 2015 "carbon budget" of greenhouse gas emissions, as adopted by all Sonoma County jurisdictions in 2005. Countywide actual emissions in 2010 are represented by the larger circle. The donut-shaped area around the inner circle shows the amount we are over our carbon budget.



Carbon Budget

Carbon Budget based on 2015 goal:	2,721,660 MT CO ₂ e
2010 Carbon Emissions:	3,931,883 MT CO ₂ e
(Budget Deficit):	(1,210,223 MT CO ₂ e)

Estimated Fossil Fuel Consumption in 2010

Transportation fuels consumed in Sonoma County:
213 million gallons of gasoline and 55 million gallons of diesel



Electricity consumed in Sonoma County:
2,579,590 MWh



Natural gas used in Sonoma County:
115,203,510 therms



Estimated Economic Impact

Local dollars leaving Sonoma County annually:

\$831,915,470 (assumes \$3.09/gal for gasoline and \$3.16/gal for diesel)

\$165,764,693 (assumes \$0.153/kWh)

\$115,203,510 (assumes \$1.00/therm)

Fossil fuel related expenses: \$1.11 billion

Factors affecting Sonoma County's GHG emission levels

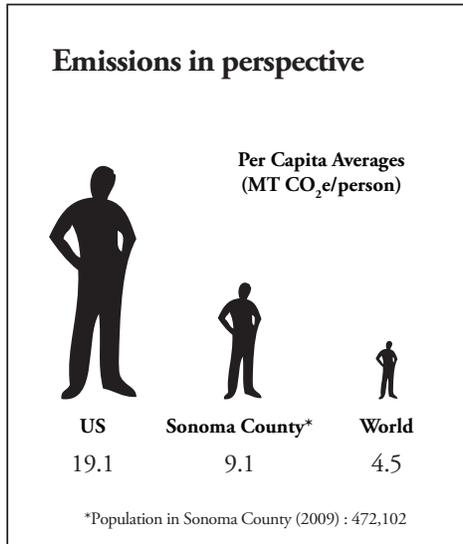
GHG emissions may fluctuate each year depending on:

Weather, including heat waves and precipitation: 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 includes more hydro electricity, which is cleaner). Heat waves result in increased air conditioning use, requiring peaker plants (which are often older and dirtier sources of power) to supply power during hours of highest energy use in the region.

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%. The dip in emissions in 2005 and 2006 corresponds with an increase in the proportion of electricity from hydropower. 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. In order to meet our GHG reduction target, we need policies and programs that can override these major factors.



Sources and Assumptions:

Greenhouse gas emissions (GHG) may be expressed as carbon dioxide equivalent (CO₂e) to include methane and other greenhouse gases. The convention for expressing GHG emissions is Metric Tonnes (MT) or Million Metric Tonnes (MMT), following the Intergovernmental Panel on Climate Change (IPCC) guidance. Notable conversion rates: 2204.6 lbs = 1MT. Emissions from agriculture, forestry, and other biomass were not included in this report.

Gasoline and diesel consumed in Sonoma County was estimated by multiplying the statewide fuel demand by the ratio of Sonoma County vehicle population to statewide vehicle population. Source: Gary Yowell, California Energy Commission

California aggregated weekly gasoline prices: The Energy Information Administration (EIA): http://tonto.eia.doe.gov/dnav/pet/pet_pri_gnd_dcus_sca_w.htm

For fossil fuel-related electricity costs: Total electricity consumed 2,579,590 MWh x \$153/MWh (Source: PG&E system average bundled customer rates for 2010, California Public Utilities Commission (CPUC): http://www.cpuc.ca.gov/PUC/energy/Electric+Rates/ENGRD/ratesNCharts_elect.htm) = Total electricity costs (\$394,677,840) x 42% for fossil fuel-related costs (Source: PG&E's 2010 power mix: Natural gas (24%) and unspecified sources (18%)). MWh electricity and therms natural gas consumption: Source: Steven Mac, California Energy Commission

Natural gas rates: PG&E average residential baseline charge for 2010: http://www.pge.com/tari_s/GRF.SHTML \$1.00/therm was the average PG&E residential base rate for natural gas in 2010. CPUC: <http://www.cpuc.ca.gov/PUC/energy/Electric+Rates/ENGRD/ratesNDeliveryGas.htm>

PG&E Carbon Dioxide (CO₂) Emissions Rates

Electricity: 0.559 lbs CO₂ per kWh (2010 projection based on the average of the 2005-2009 factors) Natural Gas (all years - lbs CO₂ per therm): 11.7 Source: <http://www.pge.com/myhome/environment/calculator/assumptions.shtml>

Transportation emissions from Vehicle Miles Travelled calculated using ICLEI software, assumes 1,562 MT CO₂ per Vehicle Mile Travelled

Indicators of Progress

County of Sonoma Fleet working to reduce greenhouse gasses in transportation sector

Transportation continues to be a large portion of the total greenhouse gasses emitted in Sonoma County. The County fleet now has 243 EV /Hybrids in their fleet. In 2011 this resulted in 10,638 gallons of gasoline saved and a reduction of 240 tons of GHG emissions.



Sonoma County Energy Independence Program (SCEIP) provides millions of dollars in funding



From the inception of the SCEIP program to November of 2011, Sonoma County home and building owners have applied for over \$86.9 million in property-assessed clean energy funding. Over 1,779 projects have been approved, resulting in nearly \$49.2 million in contracts with Sonoma County property owners

to finance energy and water efficiency retrofits as well as installation of renewable energy systems.



Energy Upgrade California in Sonoma County Reaches Thousands of Homeowners

RCPA and SCEIP have partnered in promoting Energy Upgrade California in Sonoma County to thousands of homeowners through a multi-faceted community outreach campaign in 2011, which will continue into 2012. Outreach conducted includes, tabling at the 2011 Harvest Fair, Spring Home Show and Fall Home show, as well as presentations held at libraries, community centers, service clubs, schools, workplace brown bags, and faith groups. Overall there has been thousands of people contacted throughout the county about the importance of energy efficiency and upgrades.

Solar installations have increased throughout the county

In the past decade (2001-2011) Sonoma County has seen 4,487 photovoltaic projects that have a capacity of 48.76 megawatts. The installation of projects has ramped up dramatically with 933 in 2010 generating 10 megawatts and 752 in 2011 generating 11.3 megawatts, according to the California Solar Initiative rebate statistics.



**SCTA Financial Report
Fiscal Year July 1, 2010- June 30, 2011**

	<u>SCTA</u>	<u>TFCA</u>	<u>Measure M</u>	<u>Total</u>
<u>Revenues</u>				
Sales/Use Taxes	\$-	\$-	\$16,535,252	\$16,535,252
Interest Earnings	\$1,109	\$5,511	\$471,444	\$477,974
Federal	\$27,636	\$-	\$-	\$-
State	\$397,562	\$-	\$303,501	\$701,063
Regional	\$689,655	\$572,319	\$-	\$1,261,974
Local	\$319,989	\$-	\$-	\$319,989
Other	\$65	\$-	\$-	\$65
Bond Proceeds	\$-	\$-	\$27,063,706	\$27,063,706
Total Revenues	\$1,435,926	\$577,830	\$41,255,087	\$46,387,662
<u>Expenditures</u>				
Salaries & Benefits	\$1,455,937	\$-	\$-	\$1,215,945
Services and Supplies	\$540,648	\$27,792	\$4,873,130	\$5,441,570
Contributions to	\$500	\$470,507	\$14,190,208	\$14,661,215
Other Expenses	\$-	\$-	\$3,209,010	\$3,209,010
Reimbursements	(\$411,275)	\$-	\$-	(\$411,275)
Total Expenditures	\$1,585,810	\$498,299	\$22,272,348	\$24,356,457

RCPA Financial Report Fiscal Year July 1, 2010- June 30, 2011

<u>Revenues</u>	<u>Total</u>
Interest	\$373
Federal Grants - EECBG, DOE, SEP	\$1,003,376
County/Agency Contributions	\$95,500
Cities Contributions	\$64,973
State Grants	\$7,913
Total Revenues	\$1,172,135
<u>Expenditures</u>	
RCPA Staff Time	\$144,910
Consultant Services	\$940,733
Legal Services	\$9,669
Fiscal Accounting Services	\$5,083
Annual Audit	\$7,700
Operational Expenditures, Insurance, Supplies, etc.	\$19,532
Total Expenditures	\$1,127,627
Starting Fund Balance	\$131
Total Revenue	\$1,172,135
Total Expenditures	\$1,127,627
Audit Adjustments	\$0
Change in Fund Balance	\$44,508
Ending Fund Balance	\$44,639

SCTA/RCPA Staff

Suzanne Smith, Executive Director

Janet Spilman, Deputy Director, Planning & Public Outreach

John Maitland, Deputy Director, Projects & Programming

Mike Sandler, Climate Protection Program Manager

Chris Barney, Transportation Planner

Seana Gause, Program/Project Analyst

Lynne March, Transportation Planner

Marge Fernandez, Contract Coordinator

Nina Donofrio, Administrative Assistant

Misty Mersich, Climate Protection Program Analyst

Ravahn Samati, Climate Corps Associate