Board of Directors 2012/2013

Carol Russell
City of Cloverdale

Pat Gilardi (2012)
Mark Landman (2013)
City of Cotati

Tom Chambers
City of Healdsburg

Tiffany Renée (2012)
Mike Harris (2013)
City of Petaluma

Jake Mackenzie
City of Rohnert Park

Gary Wysocky (2012)
Erin Carlstrom (2013)
City of Santa Rosa

Sarah Gurney
City of Sebastopol

Laurie Gallian
City of Sonoma

Valerie Brown, Chair in 2012
David Rabbitt (2013)
Sonoma County

Mike McGuire, Chair in 2013
Sonoma County

Shirlee Zane
Sonoma County

Sam Salmon (2012)
Steve Allen (2013)
Town of Windsor
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SCTA / RCPA FY 2012/2013 Highlights

Measure M sales tax revenue continued to rise this year.

SCTA approved $6.6M in funding for SMART to purchase an additional train set that will enable full service to the north Santa Rosa station and the newly approved Airport station.

The innovative real time ridesharing program got a new name – Carma – as well as additional funding to expand upon its initial success.

Progress on widening Highway 101 included:

- The HOV Lane projects from just north of Corona Road in Petaluma to Santa Rosa Avenue in Santa Rosa (Central-A, Central-B, and Wilfred projects) were completed.
- The first phase of the Marin Sonoma Narrows project began construction.
- The final phase of the Narrows is in design and ready for the next funding opportunity.
- Airport Boulevard and Old Redwood Highway interchanges began construction.
- A Tree Ad Hoc committee was created to bolster landscaping and tree planting efforts in the corridor

Transportation funding hit many milestones:

- Over $23M was provided through One Bay Area Grant to roads, bikeways and pedestrian projects.
- Over $23M was provided to local bus transit operators.
- Safe Routes to School secured $1M.
- SCTA closed out Proposition 1B funds for Highway 101 receiving $268M in State discretionary funds to match $136M in local sales tax dollars

SMART drew on Measure M funds as it made significant progress on construction of the passenger rail line and the multi-use path.

SCTA participated in the first Sustainable Communities Strategy planning effort mandated by SB375 and the Bay Area’s regional governments. Plan Bay Area was adopted by the Metropolitan Transportation Commission and the Association of Bay Area Governments as FY2012/2013 came to a close.

The RCPA kicked of a major endeavor – Climate Action 2020 – thanks to a $1M grant from the State and a partnership with the County of Sonoma. The effort will produce community climate action plans for 8 cities and the County with environmental review and a focus on implementation to achieve greenhouse gas reduction goals.

RCPA played a key role in facilitating discussion about the creation of Sonoma Clean Power – the State’s second community choice aggregation effort that will bring local control to power purchasing.

Local government increased its role in energy efficiency programs through the Bay Area Regional Energy Network, of which RCPA is a founding member. In FY2012/2013 the RCPA secured $26.56 million in funding for local government led energy efficiency programs, providing Sonoma County (and Bay Area) residents, businesses, and building industry professionals with resources to improve the energy efficiency of buildings.

The Town of Windsor successfully implemented a RCPA sponsored pilot program called Pay As You Save (PAYS) that allows residents and businesses to implement water conservation measures at no up-front cost and pay for these measures using their utility cost savings over time through a surcharge on their water bill.

The RCPA closed out over $2.5 million in funding for energy efficiency projects from the federal stimulus bill and completed the Renewable Energy Sustainable Communities (RESCO) project in partnership with Sonoma County Water Agency that highlights the value of local government engagement in energy development, procurement and management.

The RCPA continued to support and benefit from the Climate Corp program, hosting Climate Fellow Nick Danty.
SCTA /RCPA Composition

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 fund 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.

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.

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, 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 in 2009 through locally sponsored State legislation 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 and conservation/adaptation. The RCPA is focused on securing grant funding for GHG reducing programs and projects as well as leading countywide climate planning efforts. In addition, data collection, public information and education are significant elements of the climate protection effort.

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.
Citizens Advisory Committee

The Citizens Advisory Committee (CAC) is composed of 15 members from community 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
- Chris Snyder: Central Labor Council
- Ray Mulas: Farm Bureau
- Willard Richards: League of Women Voters
- Ezrha Chaaban: 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
- Barbary Weitzenberg: Sonoma County Conservation Council
- Barry Weitzenberg: Sonoma County Manufacturers Group
- Michael Lavin: Sonoma County Taxpayers Association
- Dennis Harter: Sonoma County Alliance
- Brant Arthur: Transportation & Land Use Coalition
- Bob Anderson, Chair: United Winegrowers
- Vacant: 1st District
- Vacant: 2nd District
- Sandra Lupien: 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 or their representatives, 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:
  - Craig Scott: Cloverdale
  - Damien O’Bid: Cotati
  - Tom O’Kane: County
  - Mario Landeros: Healdsburg
  - Larry Zimmer: Petaluma
  - Patrick Barns: Rohnert Park
  - Nancy Adams: Santa Rosa
  - Sue Kelly: Sebastopol
  - Dan Takasugi: Sonoma
  - Richard Burtt: Windsor
- Transit Managers:
  - Bryan Albee: Sonoma County Transit
  - Anita Winkler: Santa Rosa CityBus
  - 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
- Anita Winkler/Rachel Ede: Santa Rosa CityBus
- Joanne Parker/John Nemeth: SMART
- Joe Rye/Emily Betts: Petaluma Transit
- Sonja Drown: Healdsburg Transit
- Barbara Vincent: 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 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 Battenberg  Transit Paratransit User of Limited Means
Debby Fries  Earle Baum Center of the Blind
Vaughn Held  Disability Services & Legal Center
Stan Gow  Citizen/People with Disability
Gabriel Arevalo  Vet Connect
Tyler Hewitt  Becoming Independent
Tracy Repp  Area Agency on Aging, Advisory Council
Jodi Curtis  Sonoma County Transit
Tony Senese  Volunteer Wheels
Michael Ivory  Santa Rosa CityBus
Peter Edwards  MV Transportation
Sonja Drown  Healdsburg Transit
Joe Rye  Petaluma Transit
Dawne Ivory  MV Transportation
Joanne Leone  Golden Gate Transit
Terry Scussel  Whistletop
Robert Cuneo  Citizen/ People over 60
Joanne Parker  Sonoma Marin Area Rail Transit (SMART)

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
Karen Massey  Cloverdale
Vicki Parker  Cotati
Pete Parkinson/Jennifer Barrett  County
Barbara Nelson  Healdsburg
Scott Duiven  Petaluma
Marilyn Ponton  Rohnert Park
Chuck Regalia/Lisa Kranz  Santa Rosa
Kenyon Webster  Sebastopol
David Goodison  Sonoma
Jim Bergman  Windsor

Transit Managers
Bryan Albee  Sonoma County Transit
Anita Winkler  Santa Rosa CityBus
Barbara Vincent  Golden Gate Transit
John Nemeth/Linda Meckel  SMART
Joe Rye  Petaluma Transit
Sonja Drown  Healdsburg

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.

Cloverdale  Karen Massey, Craig Scott
Healdsburg  Mario Landeros
Windsor  Alejandro Perez, Patrick Givone
Santa Rosa  Nancy Adams, Rachel Ede
Rohnert Park  Eydie Tacata, Tim Hensel
Cotati  Vicki Parker
Petaluma  Curtis Bates
Sebastopol  Sue Kelly, Geoffrey Skinner
Sonoma  Wendy Atkins, Bryce Letcher
County of Sonoma  Steven Schmitz, Joe Morgan
Climate Protection Priorities

RCPA Objectives

Transportation and Land Use
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.
2. Promote regional solutions for effective land use policies to achieve GHG reductions.
3. Define healthy community strategies that reduce GHG emissions.

Energy Efficiency and Renewable Power
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.
5. Promote the large and small scale development and installation of renewable power in the form of solar, wind, biogas, thermal, biomass, cogeneration, etc.
6. Reduce energy used for water delivery and wastewater collection by 25% through conservation, re-use and renewable energy.
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.

Green Economy
8. Develop job training programs for building retrofitting, energy auditing, renewable power industry, automotive industry infrastructure for hybrid and electric vehicles.
9. Expand working relationships with the business community through regular communication and by identifying joint program opportunities.

Natural Resource Management
10. Develop a climate adaptation strategy and actions to protect agricultural and natural resources from climate change impacts for the benefit of human and ecological communities.
11. Minimize solid waste GHG emissions through waste reduction, re-use, recycling, and disposal/conversion technology while also maximizing use of bio-energy sources.
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.
13. Work with the agriculture community to develop protocols that reduce GHG emissions from agricultural practices and production.

RCPA 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.

Mission Statement, Goals and Objectives Adopted April 2010, Amended March 2011, Amended April 2012
RCPA Coordination Committee
The Regional Climate Protection Authority Coordinating Committee 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.
The Mission Statement, Goals and Objectives were adopted April 2010, amended March 2011, and amended April 2012.
RCPA’s success is dependent on the support of its many stakeholders. RCPA has enjoyed strong support from the following organizations and agencies:
City Managers, Planning and Utility Departments
  Cloverdale
  Cotati
  Healdsburg
  Petaluma
  Rohnert Park
  Santa Rosa
  Sebastopol
  Sonoma
  Windsor
County of Sonoma Departments
  Administrative Office
  Agricultural Commissioner
  Economic Development Board
  Energy and Sustainability
  Health Services
  Regional Parks

Regional Entities
  Northern Sonoma County Air Pollution Control District
  Sonoma County Agricultural Preservation and Open Space District
  Sonoma County Transportation Authority
  Sonoma County Waste Management Agency
  Sonoma County Water Agency
Community Organizations
  Sonoma County Workforce Investment Board
  Climate Protection Campaign
  North Bay Climate Adaption Initiative
  Sonoma Biochar Initiative
  Sonoma State University
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 have leveraged over five dollars for every one Measure M dollar committed to the US 101 Corridor. Bond proceeds assisted in funding corridor projects and leveraging of several projects into construction earlier than originally anticipated. Bond proceeds are nearly exhausted, and SCTA has limited capacity to program future spending with remaining pay-go capacity, while it pays off the bond debt.

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) extended US 101 HOV lanes from Rohnert Park Expressway to Santa Rosa Avenue and constructed a new Golf Course Drive West - Wilfred Avenue Interchange. Golf Course Drive - West now crosses US 101 and connects to Wilfred Avenue in the City of Rohnert Park. Construction started in the spring of 2009 and was completed on June 28, 2013.

Project #2 (North) goes from Santa Rosa north to Windsor. The North Phase A HOV project extended HOV lanes from Steele Lane to Windsor River Road. This project was completed in December of 2010. The North Phase B project includes the US 101 - Airport Blvd Overcrossing and Interchange and US 101 sound walls in Windsor. Construction bid savings from the Wilfred and Central A projects were directed by the CTC to the North B project. Construction started on October 17, 2012 and is expected to be completed in 2014. 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 was completed in December 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 extend US 101 HOV lanes between Pepper Road to just south of Old Redwood Highway. This project started construction in 2011 and was completed in the summer of 2013. The Central C Old Redwood Highway project re-constructs the US 101 overcrossing and interchange. Construction started in the spring of 2013 and is expected to be completed in 2015.

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. Eight 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 contracts include:

• The extension of HOV lanes in the northbound direction from SR 37 to Atherton Avenue and southbound from SR 37 to Rowland Avenue in Marin County (Contract A-1). Contract A-1 completed construction in December 2012.

• The replacement of the southbound Novato Creek bridge to extend the southbound HOV lane in Marin County (Project A-2). Project A-2 started construction in November 2012 and is expected...
to be completed by the end of 2013.
• The extension on the northbound HOV lane from Atherton Avenue to 1.4 miles south of the Redwood Landfill Interchange (Contract A-3). Contract A-3 started construction in November 2012 and expected to be completed in summer 2014.
• The conversion of the existing Redwood Landfill overcrossing in Marin County into a full interchange, including the construction of frontage roads to access San Antonio Road (Sonoma County) and private properties in order to close uncontrolled access points to the freeway and provide a bike path (Contract B-1). Contract B-1 started construction in September 2012 and is expected to be complete in 2014, ahead of schedule.
• The replacement of the Petaluma River Bridge and the Petaluma Boulevard South Interchange, including the construction of frontage roads to access Kastania Road and private properties in order to close uncontrolled access points to the freeway and provide a bike path (Contract B-2). Contract B-2 started construction in November 2012 and is expected to be complete in 2016.
• The re-alignment of Highway 101 at the county line, including the replacement of the San Antonio Creek Bridge and the completion of frontage roads, in order to close uncontrolled access to the freeway from private properties and complete the Segment B bike path (Contract B-3). Contract B-3 has completed final design and finalizing the process of acquiring right of way. The project is expected to relocate utilities in 2014 and start roadway construction in 2015.
• The construction of a new northbound on-ramp and the re-construction of the southbound on-ramp at East Washington Street in Petaluma (Contract C-1). Contract C-1 started construction in 2011 and is expected to complete construction at the end of 2013, ahead of schedule.
• The replacement of the northbound and widening of the southbound Lakeville Highway undercrossing and partial reconstruction of the interchange ramps, in order to provide future HOV lanes (Contract C-3). Contract C-3 started construction in November 2012 and is expected to be completed in 2015.

The design of US 101 HOV lanes through central Petaluma (Contract C-2) advanced to 95% design in 2013. The design phase for the US 101 Median Widening project from the County Line to the Petaluma Boulevard South Interchange was funded with construction bid savings from the East Washington (Contract C-1). The challenges for future years will include maintaining an aggressive project delivery schedule and obtaining funds to complete the remaining MSN HOV lanes and landscaping the entire corridor.

In summary, 23 miles of HOV lanes have been constructed between Windsor and north Petaluma at a cost of approximately $458M;
• Four Highway 101 interchanges are under construction at Airport Blvd (North B), Old Redwood Highway (Central C), East Washington Blvd (MSN C-1) and Lakeville Highway (MSN C-3) at a cost of approximately $146M;
• The interchanges and frontage roads at the Redwood Landfill (MSN-B1) and Petaluma Blvd South and Petaluma River Bridge replacement (B-2) is under construction at a cost of $222M; and
• The design of the HOV lanes through Central Petaluma (MSN C-2) is nearly complete at a cost of approximately $6M.
• The design of the HOV lanes from the County Line to the Petaluma Boulevard South Interchange (Median Widening) is funded and has commenced.

As of June 30, 2012, $101 M of Measure M funds have been expended on the US 101 HOV and interchange projects, of which $14M was spent in FY12/13. From the Marin County Line to Windsor, the various Hwy 101 HOV and interchange projects are estimated to cost $956M, of which Measure M has committed approximately $152M with the remaining funding coming from State bonds, gas tax, and federal earmarks.
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.

The American Recovery and Reinvestment Act and Proposition 1B funds were programmed in previous fiscal years to help address Local Streets & Roads funding short falls. Additional sources of funding for roads did not present themselves in FY12/13, but SCTA continues to support and encourage the approach of “shelf-ready” projects that are available to receive funding when and if it becomes available.

Federal Funds
In FY2012/2013 the SCTA monitored delivery of projects funded with federal fund sources, specifically, Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Transportation and Enhancement (TE) funds. SCTA also issued a call for projects for the One Bay Area Grant (OBAG) fund source developed in the previous fiscal year. The call for projects was issued in October 2012 and resulted in programming of approximately $23M. Projects programmed through OBAG included roadway preservation, rail car purchase, bicycle and pedestrian improvements along paths and at street intersections. Also programmed during the same call were Safe Routes to Schools funds and Priority Conservation Area grants.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Project Description</th>
<th>Proposed Funding</th>
</tr>
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<tbody>
<tr>
<td><strong>Congestion Mitigation &amp; Air Quality Projects</strong></td>
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<tr>
<td>Petaluma</td>
<td>Rehabilitation of Various Streets in Petaluma (Complete Streets)</td>
<td>$291,000</td>
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<tr>
<td>Santa Rosa</td>
<td>Downtown PDA Complete Street Enhancements</td>
<td>$713,000</td>
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<td>Santa Rosa</td>
<td>Sustain Existing Transit Corridor Pavement St Enhancements</td>
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<td>Windsor</td>
<td>Jaguar Way/Windsor Road Traffic Signal and Sidewalk</td>
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<td>Rohnert Park</td>
<td>Street Smart Rohnert Park</td>
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<td>Windsor</td>
<td>Conde Ln/Johnson Street Signal and Ped Enhancements</td>
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<td>Windsor</td>
<td>Bell Rd/Market St/Windsor River Rd Signal &amp; Ped Enhancements</td>
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<td>Cloverdale</td>
<td>Safe Routes to Schools Phase 2</td>
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<td>SMART</td>
<td>SMART Pathway East Cotati Ave to Southwest Blvd</td>
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<td>SMART</td>
<td>SMART Railcar Purchase</td>
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<td><strong>Surface Transportation Program Projects</strong></td>
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<tr>
<td>Petaluma</td>
<td>Rehabilitation of Various Streets in Petaluma</td>
<td>$1,557,000</td>
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<td>Rohnert Park</td>
<td>Rehabilitation of Various Streets in Rohnert Park</td>
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<td>Cotati</td>
<td>Old Redwood Highway South Rehabilitation and Connector</td>
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<td>Santa Rosa</td>
<td>Sustain Existing Transit Corridor Pavement St Enhancements</td>
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<td>Sebastopol</td>
<td>Rehabilitation of Various Streets in the City of Sebastopol</td>
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<td>Rehabilitation of Various Streets in the City of Sonoma</td>
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<td>Healdsburg</td>
<td>Rehabilitation of Various Streets in Healdsburg</td>
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<td>Sonoma Co.</td>
<td>2015 Rehabilitation of Various Roads in Sonoma County</td>
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<td><strong>Safe Routes To Schools</strong></td>
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<td>Sonoma Co</td>
<td>Countywide Safe Routes to Schools Program</td>
<td>$1,379,000</td>
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<tr>
<td><strong>Priority Conservation Areas</strong></td>
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<td>Sonoma Co</td>
<td>Sonoma County Urban Footprint</td>
<td>$250,000</td>
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<tr>
<td>Sonoma Co</td>
<td>Scenic Farm to Market Access: Bodega Highway</td>
<td>$1,000,000</td>
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</table>
Bus Service

In Sonoma County public transportation services are operated 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 services are 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).

SCTA facilitates the Transit Paratransit Coordinating Committee (TPCC) and Transit Technical Advisory Committee (T-TAC). The TPCC brings together transit riders and operators to share ideas and information. T-TAC is a forum for the transit operators, including SMART, to discuss issues and coordination.

Coordinated Funding

Transit operators receive funds that are approved by the SCTA through the Coordinated Claim. It includes Transportation Development Act (TDA), which is the largest single source for transit and is generated by a statewide ¼ cent sales tax; State Transit Assistance (STA), a statewide tax on fuel; and Measure M (countywide sales tax) funds. Overall, the adequacy and sustainability of funding for transit operations is an ongoing challenge.

The Coordinated Claim was approved by the SCTA in April 2013. 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, Metropolitan Transportation Commission (MTC) regulations require that a Coordinated Claim for these funds be prepared and adopted annually by each jurisdiction and SCTA. The amounts shown below may be adjusted to reflect fluctuations in revenue sources.

Clipper Card

The Clipper card is a regional transit card, which allows users to ride a variety of different operators using one transit card. The Clipper card stores value on the card equivalent to cash, tickets, and/or passes (i.e. monthly pass). Clipper currently operates on 8 systems, which represent 95 percent of all transit riders in the Bay Area. The Clipper implementation has occurred in stages over several years; it began in 2006 and has slowly phased implementation to transit operators throughout the Bay Area. The operators in Sonoma County, are part of Phase III of this implementation. It is anticipated that the Clipper card will be available throughout Sonoma County in 2016.

| Transit funding from annual sources FY 2012/2013 |
|---------------------------------|-----------------|-----------------|-----------------|-----------------|
|                                 | TDA             | STA             | Measure M       | Combined Total  |
| Sonoma County Transit*         | $7,611,003      | $1,619,276      | $1,036,390      | $10,266,669     |
| Santa Rosa CityBus             | $4,870,834      | $1,024,026      | $673,007        | $6,567,867      |
| Petaluma Transit               | $1,345,093      | $283,550        | $231,848        | $1,860,491      |
| Golden Gate Transit            | $4,608,977      | $51,449         | $0              | $4,660,426      |
| Total                          | $18,435,907     | $2,978,301      | $1,941,245      | $23,355,453     |

*Includes support for Cloverdale Transit, Healdsburg Transit and Mendocino Transit Authority’s coast service
SCTA administers the Transportation Fund for Clean Air (TFCA) County Program Manager Funds. These funds come from a $4 vehicle registration surcharge applied to all vehicles licensed in the Bay Area Air Quality Management District. The TFCA County Program Manager Funds comprise 40% of the total funds created in Sonoma County. SCTA is responsible for programming these funds annually. For fiscal year ending in 2014, these funds totaled $572,306.18. Funding is used for transportation projects that demonstrate a positive effect on local air quality. Projects include transit, traffic control, and facilities and amenities for bicyclists and pedestrians.

Over the years Santa Rosa has successfully implemented student bus 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 has used TFCA funds in multiple years to fund the development of a compressed natural gas (CNG) bus fleet, a marketing program to promote bus ridership, and construction of intermodal transit stations and bus stop improvements across the county. With regard to bicycle and pedestrian projects, the City of Rohnert Park is using TFCA funds to install bicycle lanes, and the Town of Windsor is using TFCA funds for a pedestrian enhancement project that will install pedestrian countdown signals at multiple traffic signals throughout the town.

<table>
<thead>
<tr>
<th>TFCA projects programmed FY 12/13</th>
</tr>
</thead>
<tbody>
<tr>
<td>Windsor</td>
</tr>
<tr>
<td>Pedestrian Enhancement Project</td>
</tr>
<tr>
<td>Petaluma</td>
</tr>
<tr>
<td>Transit Marketing Program</td>
</tr>
<tr>
<td>Santa Rosa</td>
</tr>
<tr>
<td>Student/Youth Bus Pass Subsidy</td>
</tr>
<tr>
<td>Free Ride Trip Reduction Incentive Program</td>
</tr>
<tr>
<td>Sonoma County Transit</td>
</tr>
<tr>
<td>Transit Marketing Program</td>
</tr>
<tr>
<td>County Bus Stop Improvement Projects</td>
</tr>
<tr>
<td>Sebastopol Bus Stop Improvements</td>
</tr>
<tr>
<td>Total programmed</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TDA 3 projects programmed in FY 12/13</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sebastopol</td>
</tr>
<tr>
<td>Class II Bike Lanes on 116</td>
</tr>
<tr>
<td>Sonoma</td>
</tr>
<tr>
<td>Napa Rd Class II Bike Lanes</td>
</tr>
<tr>
<td>Class I Path through Depot Park</td>
</tr>
<tr>
<td>Santa Rosa</td>
</tr>
<tr>
<td>Class III Bike Signage Program</td>
</tr>
<tr>
<td>Pedestrian Enhancements Citywide</td>
</tr>
<tr>
<td>Class II on 7th/A/6th Streets</td>
</tr>
<tr>
<td>3rd Street Traffic Signal</td>
</tr>
<tr>
<td>Total programmed</td>
</tr>
</tbody>
</table>

Clean Air Projects

The Metropolitan Transportation Commission approved an additional $875,000 to supplement the original $1,100,000 in grant funding to continue the implementation of the 3-county real time ridesharing program, now called Carma.

The SCTA in partnership with the Contra Costa Transportation Authority, and the Transportation Authority of Marin has developed a region wide program, one of the largest in the world. In 2012-2013 coordination between non-profit activists, sponsors, and potential affinity groups and the private software vendor has created the “backbone” of a real time rideshare network.
Bicycle & Pedestrian Projects

The transportation system of Sonoma County includes facilities for bicyclists and pedestrians. These active transportation modes are important because they offer people alternatives to driving, which can reduce traffic congestion, air pollution, and greenhouse gas emissions. Bicycling and walking are encouraged as significant strategies in creating sustainable communities. Additionally, bicycling and walking have significant positive economic benefits, which is the topic of a White Paper completed by SCTA in January 2013.

Bicycle and pedestrian projects are funded through a variety of funding programs. Transportation Development Act (TDA) funds are generated from a statewide ¼ cent sales tax. Article 3 of TDA (TDA3) is a set-aside of approximately 2% of those funds for bicycle and pedestrian planning and projects. For fiscal year 2013-2014, new TDA3 funds for Sonoma County totaled $376,243. The Metropolitan Transportation Commission (MTC) administers TDA3, with SCTA’s assistance. Funding is distributed based on population in Sonoma County. Examples of recently completed projects include: bicycle lockers, a multi-use pathway, bicycle education classes, as well as multiple bike lane projects throughout the county.

SCTA facilitates coordinated planning and the exchange of information through its Countywide Bicycle & Pedestrian Advisory Committee (CBPAC). This advisory body has representatives from every jurisdiction. It 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 supports inclusion of “Complete Streets” principles in roadway planning — meaning that all users of all ages and abilities are to be considered: motorists of various vehicle types, pedestrians, bicyclists, people who use mobility devices such as wheelchairs, and transit users. SCTA fosters connecting bicycle and pedestrian facilities to each other, as well as to transit; safety improvements; and amenities and programs that encourage choosing non-motorized ways to travel.

Bicycle & Pedestrian Count Program

SCTA continues to work with all jurisdictions to collect peak period bicycle and pedestrian counts. Counts were completed at twenty-two locations in the spring of 2013. The SCTA has completed five consecutive years (2009–2013) of bicycle and pedestrian counts at specific locations around the county. This data is useful for improving bicycle and pedestrian planning, documenting need for funding, as well as updating our travel model. SCTA will be purchasing automated counters to assist with the bicycle and pedestrian count program. These automated counters will allow SCTA to expand the data collection of bicycle and pedestrian travel, including: 24-hours, weekends, and for longer durations such as weeks or months. All jurisdictions in Sonoma County will have the ability to “borrow” the automated counters to conduct bicycle and pedestrian counts within their own jurisdiction. SCTA staff will be developing the automated counter program in 2014, and it is anticipated that the automated counters will be in use by the fall of 2014.

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
<th>Employed persons</th>
<th>Mode Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>483,878</td>
<td>226,280</td>
<td>75%</td>
</tr>
<tr>
<td>2000</td>
<td>458,614</td>
<td>224,947</td>
<td>75%</td>
</tr>
</tbody>
</table>
Countywide Bicycle & Pedestrian Master Plan Update

The SCTA Countywide Bicycle & Pedestrian Master Plan was developed under the guidance of the Sonoma County Transportation Authority (SCTA). As a collaborative agency of the cities and County of Sonoma, SCTA works to maintain and improve the transportation system by prioritizing, coordinating, and maximizing funding, and providing comprehensive, countywide planning. This plan is one such planning initiative. This planning process assists in informing jurisdictions on priorities for bicycle and pedestrian improvements, identifying strategies for the implementation of associated projects and programs, and supporting countywide bicycle and pedestrian coordination. This planning places all jurisdictions in an improved position to qualify for, and leverage, funding.

Principal Goal

To develop and maintain a comprehensive countywide bicycle and pedestrian transportation system, which includes projects, programs, and policies that work together to provide safe and efficient transportation opportunities for bicyclists and pedestrians.

The 2014 Plan Update is funded and managed internally by SCTA staff and included coordination and input from every jurisdiction. This Plan Update began with a discussion at the May 2013 Countywide Bicycle and Pedestrian Advisory Committee. SCTA staff has worked closely with all participants at the Countywide Bicycle and Pedestrian Advisory Committee meetings, as well as with representatives from each jurisdiction. The major Plan Updates include the following:

• Census data (demographic data, journey to work, travel time to work, and bicycle and pedestrian mode share data);
• Collision data;
• Project lists; and the
• Countywide map.

There are also a few key areas where information has been added or enhanced, such as: bicycle and pedestrian count data (both MTC and SCTA), Countywide Safe Routes to School Program, and complete streets. The Countywide Bicycle & Pedestrian Master Plan Update is expected to be completed by mid-2014.

In 2008, Sonoma County had more than 241 miles of built bicycle infrastructure, of which the vast majority were in the form of bike lanes on street networks. Over the last five years, more than 56 miles of bicycle infrastructure have been built, and almost 1000 miles of bicycle and pedestrian infrastructure are planned to be built throughout Sonoma County in the years to come.

Regional Planning

Plan Bay Area

The SCTA has ongoing work with local planning staff to support sustainable development that addresses the need to reduce GHG. This includes working with local and regional agencies to support land use and transportation planning projects such as walking, biking, travel by bus or train and strategic road expansion. To that end SCTA represented Sonoma County in the development of Plan Bay Area that includes the Regional Transportation Plan and the Sustainable Communities Strategy.

Plan Bay Area outlines a vision for the Bay Area that accommodates the growth that is anticipated in the next 25 years in a way that minimizes negative impacts, and provides healthy alternatives. Today’s reality is that most people in Sonoma County drive alone to their destinations, and those trips can be long and slow. 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, with the intention of allowing those people who want to live closer to their work or school, and give the option of taking the train, or bus or riding a bike or walking. It’s an ambitious plan that crosses over into housing and employment development, and takes the long view.
Regional Representation

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 as well as statewide meetings such as the California Transportation Commission.

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 to the transportation system (new roads, new or changed transit service, changes to capacity, etc.), land use change (changes in residential densities or locations, new job sites, etc.), or changing demographics (more or fewer people in a certain areas).

Model Input and Output:

The two basic inputs for applying the travel demand model are; land use inputs, which represent 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.

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, showing the number of trips moving between the different zones.
- A breakdown of what travel modes are being used for trips within the region.
- Estimated current and future traffic and transit ridership for specific road sections or transit routes.

These outputs are used to produce performance statistics such as vehicle miles traveled, delay, and average trip length and speed.

Modeling Activities for 2012/2013

Project Analysis: SCTM was used to analyze potential travel impacts of projects and plans along the Highway 101 Corridor, state highway system, major local roadways, and within local jurisdictions.

Travel Model Update: SCTM was recalibrated and revalidated to a base year of 2010, and sensitivity testing and reasonableness checks were applied to the future year model scenario (2040). Model assumptions, equations, and algorithms were updated using the most current travel data available (travel surveys, traffic counts, bicycle and pedestrian activity data, transit ridership surveys and information, etc.). Model output was compared to observed traffic and transit ridership and adjustments were made as necessary to ensure that the model provides an accurate representation of travel in Sonoma County. The updated model meets recommended industry performance and accuracy standards.
Climate Action 2020

Climate Action 2020 (formerly known as the Greenhouse Gas Reduction Implementation Program) is a collaborative effort among all nine cities and the County of Sonoma to reduce greenhouse gas (GHG) emissions and respond to the impacts of climate change. RCPA is working with the nine Sonoma County jurisdictions to develop a climate action plan for each community. This plan will identify measures that can reduce GHG emissions from buildings energy (electricity and natural gas), transportation, water use and transport, waste, agriculture, forestry and wastewater. Climate Action 2020 will also develop strategies to combat the harm that might come from climate change. Some measures and strategies might accomplish both goals at once, reducing emissions and protecting against climate change impacts.

Climate Action 2020 will build on commitments to reduce GHG emissions made by Sonoma County communities over the past decade, and prepare communities to respond to climate impacts. The project will also help participating jurisdictions streamline review of GHG impacts of new projects under the California Environmental Quality Act (CEQA). CEQA guidelines allow for project streamlining where a comprehensive GHG-reduction plan is adopted by a jurisdiction and new projects are found to be consistent with the adopted plan.

Goals of Climate Action 2020

- Empower communities to create a local framework to strategically respond to climate impacts and state climate policies
- Provide a consistent and comprehensive assessment of greenhouse gas emissions across all Sonoma County communities
- Determine feasible reduction and adaptation strategies for all Sonoma County communities
- Educate and engage the public and stakeholders in climate action planning, reducing greenhouse gases and climate impacts
- Create necessary tools and policies to implement greenhouse gas reduction and adaptation efforts for the future

www.sonomarcpa.org/climateaction
Efficient Buildings- Better Buildings Program

In FY 2012/2013, the RCPA continued to implement two pilot programs through the Department of Energy's Better Buildings Program grant: On Water Bill financing and the Sonoma Flex Package Pilot.

On Water Bill Repayment

Through the BBP grant the RCPA developed a financing pilot that allows customers to implement packages of efficiency measures with no up-front cost and pay for these measures over time through a surcharge on their water bill. Certified program building contractors will offer to install efficiency measures such as clothes washers, shower heads, toilets, and compact fluorescent 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 implemented a pilot in partnership with the RCPA through the BBP grant under the name “Windsor Efficiency PAYS®.” RCPA worked with the Town to develop a program Concept Paper and Program Design, and to launch the program in July 2012. The goal of the program is to install efficiency measures in 2,000 residential homes in the Town of Windsor, help meet utility per-capita water use reduction targets for 2020, and help meet Town GHG reduction targets for 2015. In its first year of operations, the program has reached over 400 residential units, achieving an average net bill savings of $30 per customer per bill period. These projects are estimated to reduce water use by 5.6 million gallons per year, and energy use by 24,000 therms and 70,000 kilowatt hours per year.

Sonoma Flex Package

Also through the BBP grant the RCPA implemented an Energy Upgrade California™ pilot called Sonoma Flex Package. Sonoma Flex Package (SFP) was based on the Flex Path model innovated by the County of Los Angeles and was designed to:

- Test an alternative to the existing Energy Upgrade Basic Path Rebate Program;
- Provide homeowners with limited budgets a home improvement pathway to Energy Upgrade participation;
- Offer contractors a streamlined job development and sales process; and,
- Deliver a minimum of 15 percent energy savings on average.

The SFP Pilot offered a menu of single measures with assigned deemed energy savings scores. From this menu a homeowner could choose two or more measures whose scores equaled 150 or more points (yielding a 15 percent minimum energy savings) to receive an incentive between $1,500 to $2500. SFP incorporated a unique set of program elements that included: a menu-of-measures, pre-energy modeled energy savings and point system, low-range incentives to target low/modest income households, streamlined application and project approval process and on-ramp to Whole House Performance for consumers and contractors.

The SFP involved a month long program design phase conducted in partnership with Sonoma County Energy Upgrade contractors, which resulted in program modifications to the original LA Flex Path concept. With this contractor support, pilot rebates were available from October 2012 to April 2013. The pilot was successful in delivering 22 percent energy savings on average. Additionally, the pilot model

<table>
<thead>
<tr>
<th>Windsor PAYS results</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Homes and apartments served:</td>
<td>&gt;400</td>
</tr>
<tr>
<td>Average customer savings:</td>
<td>$30 per bill</td>
</tr>
<tr>
<td>Total annual savings:</td>
<td></td>
</tr>
<tr>
<td>Water:</td>
<td>5.6 million gallons</td>
</tr>
<tr>
<td>Electricity:</td>
<td>70,000 kilowatt hrs</td>
</tr>
<tr>
<td>Natural gas:</td>
<td>24,000 therms</td>
</tr>
</tbody>
</table>
and contractor engagement informed the ongoing development of whole house retrofit programs targeted for implementation by the California Public Utilities Commission in their 2013-2014 Energy Efficiency Portfolio and beyond.

**Bay Area Regional Energy Network**

In FY 2012/2013 the RCPA joined the Bay Area Regional Energy Network (BayREN) to represent the jurisdictions of Sonoma County in regional, local government lead energy efficiency efforts. BayREN is a collaboration of the 9 counties that make up the San Francisco Bay Area. BayREN implements effective energy saving programs on a regional level and draws on the expertise, experience, and proven track record of Bay Area local governments to develop and administer successful climate, resource, and sustainability programs. BayREN is funded by California utility ratepayers under the auspices of the California Public Utilities Commission. One of only two Regional Energy Networks in the state, BayREN represents 20 percent of the state’s population.

BayREN is implementing programs that help improve the energy efficiency of buildings in multiple sectors including single family residential, multi-family residential, and commercial. BayREN is using a multi-pronged approach to encourage retrofit projects by providing outreach and education, technical assistance, rebates, financing, and trainings.

BayREN programs in the residential sector are part of the statewide Energy Upgrade California™ campaign. Energy Upgrade California™ emphasizes the benefits of using a whole-building approach to energy efficiency in homes and businesses. A key value of the Energy Upgrade program design is building partnerships with existing groups and other implementers to avoid duplication of effort and leverage local resources.

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.

As part of the BayREN financing programs, the RCPA is leading an expansion of the Pay As You Save (PAYS®) on bill repayment pilot implemented in Windsor. In early 2013 the RCPA recruited three new municipal water utilities to participate in the BayREN Pay As You Save (PAYS®) pilot including the City of Hayward, the East Bay Municipal Utility District, and the San Francisco Public Utilities Commission. In FY 2012/2013, the RCPA will be working with these partners to design and implement additional on-water bill repayment pilots.

**Clean Energy**

**RESCO**

Renewable Energy Secure Communities (RESCO) was a project funded by the California Energy Commission. RCPA participated on the RESCO team, which was led by the Sonoma County Water Agency, with partners Los Alamos National Laboratory and the Climate Protection Campaign. The goal was to explore the potential for a local cost effective renewable energy portfolio that helps to meet the region’s greenhouse gas reduction goals. The pilot project consisted of the implementation of on-site renewable energy production using geothermal heat pump technology and treated wastewater, solar photovoltaic system, wind energy combined with on-site storage alternatives to determine the wind potential for Sonoma County, and electric vehicle charging stations. RCPA worked on an analysis of the various issues and approaches to the public oversight of the development of renewable energy generation in Sonoma County. Simultaneous to the Sonoma RESCO project, a Sonoma County Community Choice Aggregation renewable energy program called Sonoma Clean Power was being explored.
Sonoma Clean Power

In FY 2012/2013, RCPA participated on a Steering Committee to oversee the development of Sonoma Clean Power, a Community Choice Aggregation program that grew out of the 2012 “CCA Feasibility Analysis Report.” The County Board of Supervisors/Water Agency Directors approved the formation of a joint powers authority (JPA) forming Sonoma Clean Power in December 2012. During the spring of 2013, the RCPA worked with its Directors to explore outstanding questions as each jurisdiction considered joining the JPA to participate in Sonoma Clean Power. In FY 2012/2013 and beyond the RCPA will continue to support member jurisdictions in exploring how Sonoma Clean Power will help them meet their GHG and other goals.

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 FY 2012/2013, RCPA participated as an advisor to the Open Space District’s Climate Action through Conservation project, and will be working with the District in future years to develop improved methodologies for weighing the GHG benefits of open space and working lands via a $250,000 grant from SCTA through the Metropolitan Transportation Commission’s Priority Conservation Area program. Also in FY 2012/2013 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.

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 to support mass introduction of EVs. In FY 2012/2013, RCPA participated in efforts to encourage a regionally consistent approach to EVs and EV charging stations.
# SCTA Financial Report

**Fiscal Year July 1, 2012 - June 30, 2013**

<table>
<thead>
<tr>
<th></th>
<th>SCTA</th>
<th>TFCA</th>
<th>Measure M</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenues</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sales/Use Taxes</td>
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<td>$-</td>
<td>$20,079,659</td>
<td>$20,079,659</td>
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<tr>
<td>Interest Earnings</td>
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<td>$5,539</td>
<td>$560,508</td>
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<td>Federal</td>
<td>$867,536</td>
<td>$-</td>
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<td>$867,536</td>
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<tr>
<td>State</td>
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<td>Local</td>
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<td>$2,767,008</td>
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<td>Other</td>
<td>$13,789</td>
<td>$36</td>
<td>$608</td>
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<td>$580,910</td>
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<tr>
<td><strong>Expenditures</strong></td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>Salaries &amp; Benefits</td>
<td>$1,415,045</td>
<td>$-</td>
<td>$-</td>
<td>$1,415,045</td>
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<tr>
<td>Services and Supplies</td>
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<td>$28,336</td>
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<td>Contributions to Other Govts</td>
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<td>Other Expenses</td>
<td>$5,083</td>
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<td>$3,665,687</td>
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<td>Reimbursements</td>
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<td>$-</td>
<td>$-</td>
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<td><strong>Total Expenditures</strong></td>
<td>$2,338,131</td>
<td>$306,890</td>
<td>$28,312,748</td>
<td>$30,957,769</td>
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## SCTA / RCPA Staff

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Suzanne Smith, Executive Director</td>
<td></td>
</tr>
<tr>
<td>Janet Spilman, Deputy Director, Planning &amp; Public Outreach</td>
<td>Diane Dohm, Transportation Planner</td>
</tr>
<tr>
<td>James Cameron, Deputy Director, Projects &amp; Programming</td>
<td>Marge Fernandez, Administrative Assistant</td>
</tr>
<tr>
<td>Lauren Casey, Climate Protection Program Manager</td>
<td>Nina Donofrio, Administrative Assistant</td>
</tr>
<tr>
<td>Chris Barney, Senior Transportation Planner</td>
<td>Misty Mersich, Climate Protection Program Analyst</td>
</tr>
<tr>
<td>Seana Gause, Senior Program/Project Analyst</td>
<td>Nick Danty, Climate Corps Associate</td>
</tr>
</tbody>
</table>
## RCPA Financials

### RCPA Financial Report
**Fiscal Year July 1, 2012 - June 30, 2013**

<table>
<thead>
<tr>
<th>Revenues</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interest</td>
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<tr>
<td>Federal Grants - DOE, SEP</td>
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<tr>
<td>County/Agency Contributions</td>
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<td>Cities Contributions</td>
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<td>Miscellaneous Revenue</td>
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<td>State Grants - RESCO</td>
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<tr>
<td><strong>Total Revenues</strong></td>
<td><strong>$787,165</strong></td>
</tr>
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</table>

<table>
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<tr>
<th>Expenditures</th>
<th></th>
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<tbody>
<tr>
<td>RCPA Staff Time</td>
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<td>Consultant Services</td>
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<td>Legal Services</td>
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<td>Fiscal Accounting Services</td>
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<td>Annual Audit</td>
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<td>Contribution to Others</td>
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<tr>
<td>Operational Expenditures, Insurance, Supplies, etc.</td>
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</tr>
<tr>
<td><strong>Total Expenditures</strong></td>
<td><strong>$778,966</strong></td>
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</tbody>
</table>

| **Starting Fund Balance**             | $119,638  |
| **Total Revenue**                     | **$787,165** |
| **Total Expenditures**                | **$778,966** |
| **Audit Adjustments**                 | $0        |
| **Change in Fund Balance**            | $8,199    |
| **Ending Fund Balance**               | $127,837  |