

BOARD OF DIRECTORS AGENDA PACKET

**Monday, February 10, 2014
2:30 p.m.**

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



BOARD OF DIRECTORS AGENDA

February 10, 2014 – 2:30 p.m.

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

1. **Call to order the meeting of the Sonoma County Transportation Authority (SCTA) and the Sonoma County Regional Climate Protection Authority (RCPA)**
2. **Public comment on items not on the regular agenda**
3. **Consent Calendar**
 - A. **SCTA Consent**
 - 3.1. Hwy 101 – URS Contract Amendment - MSN B2 - DSDC (ACTION)*
 - B. **SCTA/RCPA Concurrent Items**
 - 3.2. Minutes of the January 13, 2014 meeting (ACTION)*
4. **Regular Calendar**
 - A. **SCTA/RCPA Concurrent Items**
 - 4.1. Appointment of Executive Committee (ACTION)
 - B. **SCTA**
 - 4.2. SCTA Planning
 - 4.2.1. Senate Bill 743 – CEQA, Level Of Service metrics changes (REPORT)*
 - 4.3. SCTA Projects and Programming
 - 4.3.1. Transit – presentation on Sonoma Access: Public, private, non-profit transportation collaboration – “one call-one click” website and call center now available: <http://www.sonomaaccess.org/> (REPORT)
 - 4.3.2. Measure M – adoption of the *FY12/13 Measure M Annual Report* (ACTION)*
 - 4.3.3. Highways – Update on State Highway projects (REPORT)
 - C. **RCPA**
 - 4.4. RCPA Projects and Programs
 - 4.4.1. Request For Qualification for energy efficiency outreach activities (ACTION)*
 - 4.4.2. Climate Action Forums hosted at RCPA (REPORT)*
 - 4.4.3. RCPA activities report (REPORT)*
5. **Reports and Announcements**
 - 5.1. Executive Committee report
 - 5.2. Regional agency reports*

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



6. Adjourn

*Materials attached.

The next **SCTA/RCPA** meetings will be held **March 10, 2014**

Copies of the full Agenda Packet are available at www.sctainfo.org

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

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

Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.

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Staff Report

To: Sonoma County Transportation Authority

From: James R. Cameron, Deputy Director of Projects & Programming

Item: 3.1 – Highway 101 - Marin Sonoma Narrows URS Contract SCTA08014-A8

Date: February 10, 2014

Issue:

Shall the Board approve proposed URS Contract Amendment SCTA08014-A8 for additional design services during construction (DSDC) needed to complete the Highway 101 Marin Sonoma Narrows (MSN) Contract B2?

Background:

SCTA entered into Contract SCTA08014 with URS Corporation to prepare the Plans, Specifications and Estimates (PS&E) for the MSN Contract B2 (Petaluma Boulevard South Interchange and Petaluma River Bridge). MSN Contract B2 is under construction and URS Corporation remains under contract to SCTA to provide DSDC. URS Corporation's engineers attend the weekly construction meetings, answer questions from construction staff and contractors, assists in preparing contract change orders, and prepare the as-built drawings for the projects. These services are provided on an as-needed basis, are paid based on actual time & material expended, and are considered essential in ensuring the smooth delivery of the contracts.

URS Corporation services are expected to exceed its budget due to various factors. The contract includes a new interchange, several new bridges, a bridge widening, utility relocations during construction, new frontage roads, railroad coordination, and complex staging and coordination with MSN Contract C3. URS has been needed to analyze proposed changes to the Petaluma River bridge design, proposed changes to staging, and coordination with utility companies and property owners, which exceed what would have been normally expected. Currently, Contract SCTA08014 provides a budget of \$1,148K (MSN-B2) in Measure M funds for DSDC. Based on current expenditures and future projections, it is anticipated that URS Corporation will need approximately \$750K in additional budget to provide these services through contract completion.

Policy Impacts:

None, the proposed programming complies with existing policies.

Fiscal Impacts:

As part of the 2014 Measure M Strategic Plan development, the SCTA Board approved programming \$750K in Measure M - Highway 101 funds for additional DSDC services needed to complete the MSN Contracts which are under construction. Since this funding is represented in the approved programming for Measure M, there are no new financial impacts.

Staff Recommendation:

Staff recommends the Board authorize the Chair to execute the attached Amendment No. 8 to Contract SCTA08014 increasing the budget for design services during construction by \$750,000, in substantially similar form as provided for in the attachment, subject to the final review and approval by legal counsel.

**AMENDMENT NUMBER 8 TO
AGREEMENT FOR PS&E CONSULTANT SERVICES**

This Agreement is made by and between URS Corporation Americas (hereinafter referred to as "CONSULTANT"), and the Sonoma County Transportation Authority (hereinafter referred to as "SCTA").

RECITALS

WHEREAS, SCTA and CONSULTANT entered into Contract Number SCTA08014 for CONSULTANT to provide design services for MSN Project B2 in Sonoma County; and

WHEREAS, Contract Number SCTA08014 included a budget by work task (EXHBIT C-1); and

WHEREAS, SCTA and CONSULTANT entered into Amendments 1 though 7 to Contract Number SCTA08014 to adjust compensation for changes in the Project's Scope of Services and to update the Project's Schedule; and,

WHEREAS, in the judgment of SCTA's Board of Directors it is necessary and desirable to add compensation necessary for the continuation of design services during construction.

OPERATIVE PROVISIONS

NOW, THEREFORE, in consideration of the recitals set forth above and the covenants contained herein, CONSULTANT and SCTA mutually agree as follows:

1. Amendment 7 to Exhibit C-1, URS Budget by Work Task, of Agreement SCTA08014 is hereby replaced in their entirety with Amendment 8 to Exhibit C-1, URS Budget by Work Task.

2. Provision 2.1, Payment for Consultant Services, of Agreement SCTA08014-A7 is hereby replaced in its entirety by the following amended Provision 2.1:

PAYMENT FOR CONSULTANT'S SERVICES: For all services required hereunder (including without limitation, all tools, equipment, labor, supplies, subcontracts, subconsultants, supervision, and materials), CONSULTANT shall be paid for salary expenses in accordance with the hourly rates specified in Exhibit C, attached hereto and incorporated herein by this reference, and for non-salary expenses in accordance with paragraph 2.2. Consultant shall be paid on a time and material basis in accordance with Exhibit C and paragraphs 2.2 and 2.3, provided, however, that Consultant agrees to perform all services described in this Agreement for an amount not to exceed Six million two hundred and ninety one thousand dollars

(\$6,291,000.00). The hourly rates specified in Exhibit C shall cover all salary-related costs, including, without limitation, salary, fringe benefits, overhead, and profit. CONSULTANT may request its hourly rates be increased by a percentage amount not to exceed actual percentage raise given to employees annually. Such request must be made at least 30 days prior to requested new rate effective date and not more often than once a year beginning with the second year of service.

3. Except to the extent the Agreement is specifically amended or supplemented hereby, together with exhibits and schedules is, and shall continue to be, in full force and effect as originally executed, and nothing contained herein shall be construed to modify, invalidate or otherwise affect any provision of the Agreement or any right of SCTA arising there under.

4. CONSULTANT warrants the person affixing his or her signature hereto is authorized to execute this agreement on behalf of CONSULTANT.

SCTA AND CONSULTANT HAVE CAREFULLY READ AND REVIEWED THIS AMENDMENT AND EACH TERM AND PROVISION CONTAINED HEREIN AND, BY EXECUTION OF THIS AMENMENT, SHOW THEIR INFORMED AND VOLUNTARY CONSENT THERETO.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment Number 8 to Agreement SCTA08014 as set forth below.

CONSULTANT

DATED: _____ By: _____
Consultant

SONOMA COUNTY TRANSPORTATION AUTHORITY

DATED: _____ By: _____
Chair, SCTA

**CERTIFICATES OF INSURANCE ON FILE WITH
AND APPROVED AS TO SUBSTANCE BY SCTA:**

DATED: _____ By: _____
Suzanne Smith, Executive Director, SCTA

APPROVED AS TO FORM:

DATED: _____ By: _____
SCTA Counsel

EXHIBIT C-1, AMENDMENT 8
URS BUDGET BY WORK TASK

	Work Task	URS Budget
3	Individual Project Management Project Administration, Agency/Subconsultant Coordination, Meetings, QA/QC, Project Files/Distribution, Budget and Schedule Control, Invoices/Progress Reports	\$ 390,000
5	Corridor PLT & ESC Facilitator Provide PIO & ESC Facilitator	\$ 8,000
6	Roadway Design (Engineer of Record) Title, Location Map, Typical Cross Section, Construction Staking Survey Control Sheet, R/W Requirements Maps, Key Map and Line Index, Layout, Profile and Superelevation Diagram, Construction Details, Contour Grading, Summary of Quantities, Miscellaneous Plans and Details, Details and Quantities, Cross Sections, Design Report, Design Checklist (DIB 78), Design Fact Sheets, Pavement Life Cycle Cost Analysis, Value Analysis Study, Constructability Review, Bidability Review, Bridge Site Submittals, Construction Cost Estimate (Civil), RE File (Civil.) Value Analysis Study, Construction Schedule, Construction Cost Estimate (Independent Check), Roadway Design Services During Construction, Reproduction/Communication, Other Costs (Travel, Photos, etc.)	\$ 2,296,000
7	Survey Field Surveys (topo and conforms), Field Survey (R/W and utilities), Bathometric Survey under Pet River Bridge, Subsurface investigation Piers 4 and 5.	\$ 25,000
8	Drainage Drainage Plans, Drainage Profiles, Edge Drain Plans and Details, Drainage Details, Drainage Quantities, Drainage SSPs, Drainage Report, SWDR	\$ 205,000
10	Utility (Project Specific) Pothole, Utility Coordination, Longitudinal Encroachment Exception, Utility Plan, Utility Details.	\$ 480,000
11	Erosion Control Erosion Control Plans & Details	\$ 30,000
12	Traffic Handling and Staging Construction area signs, Stage Construction/Traffic Handling Plans	\$ 125,000
13	Signs and Pavement Delineation Sign Plan, Details, and Quantities, Pavement Delineation Plans, Pavement Delineation Details, and Quantities	\$ 140,000
14	Retaining Walls District Retaining Wall Plan & Profile, Retaining Wall Details and Quantities	\$ 110,000
16	Landscape Planting Plans, Irrigation Plans and Details, Hard Scape Details	\$ 30,000
17	Electrical Lighting Plans and Details (Electroliers & Signs), Signal Plans & Details, TOS Plans and Details, Miscellaneous Electrical Plans and Details	\$ 135,000
20	Geotechnical Bridge Foundation Reports, Geotechnical Design Report, Retaining Wall LOTBs, Bridge Log of Test Boring, Drilling and Sampling, Laboratory Testing, Deep boring sampling at proposed piers 3 and 4, and subsurface investigation, existing piers 4 and 5.	\$ 75,000
22	Traffic Management (Project Specific) TMP, Prepare Lane Closure Report, Additional Traffic Studies	\$ 42,000
23	Hazardous Waste (ADL, ACM, Gasoline/Diesel) Soil Investigation Report - Haz Waste	\$ 88,000
24	R/W R/W Appraisal Four Properties	\$ 50,000
27	Environmental Permits (Individual Projects) Environmental Permits	\$ 74,000
30A	Prepare Specifications, bid documents	\$ 40,000
32	Preapre Mitigation and Monitoring Plan (MMP) for Tolay Lake Ranch	\$ 50,000
33	Design Services During construction Bid support, RFI & Submittal review, Meetings & administration, As-Builts	\$ 1,898,000
	TOTAL URS CONTRACT B2 BUDGET:	\$ 6,291,000

BOARD OF DIRECTORS MEETING

Meeting Minutes of January 13, 2014

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

Meeting called to order by Chair Mike McGuire at 2:37 p.m.

Directors Present: Director Gurney, City of Sebastopol, Chair; Director Allen, Town of Windsor; Director Chambers, City of Healdsburg; Director Carlstrom, City of Santa Rosa; Director Gallian, City of Sonoma; Director Harris, City of Petaluma; Director Landman, City of Cotati; Director Mackenzie, City of Rohnert Park; Director McGuire, District 4; Director Rabbitt, Supervisor, District 2; Director Russell, City of Cloverdale; Director Zane, Supervisor, District 3.

Chair McGuire welcomed City Council member Richard Burt of Petaluma and Council Member Julie Combs of Santa Rosa.

2. Public comment on items not on the regular agenda

None

3. Consent Calendar

A. SCTA Consent

- 3.1. Highway 101 – Marin Sonoma Narrows Caltrans Cooperative Agreements 4-2317-A3 and 4-2213-A6 (ACTION)*

B. SCTA/RCPA Concurrent Items

- 3.2. Minutes of the December 9, 2013 meeting (ACTION)*

Motion by Director Gallian, seconded by Director Mackenzie, to approve the Consent Calendar as presented. Motion carried unanimously.

4. Regular Calendar

A. SCTA/RCPA Concurrent Items

- 4.1. Elections of Chair and Vice Chair and appointment of Executive Committee (ACTION)*

Motion by Chair McGuire to appoint Director Gurney Chair for 2014/2015, seconded by Director Russell. Motion passed unanimously.

Director Gurney assumed the Chair and thanked Director McGuire for his work on the Board.

Motion by Chair Gurney, seconded by Director Mackenzie, to appoint Director Rabbitt as Vice Chair. Motion carried unanimously.

At Chair Gurney's request the appointment of the Executive Committee was tabled until the next Board meeting on February 10.

4.2. Form 700 Requirement (REPORT)*

Suzanne Smith reminded the Board to include the SCTA/RCPA on their Form 700, completing this form for the County as a whole. She agreed to follow up with a reminder email to the Board.

4.3. FY12/13 SCTA/RCPA Annual Report (ACTION)*

Ms. Smith referred to the past year's highlights as noted in the Report; the summary of committees and members, who the SCTA and RCPA have worked with during the past fiscal year, what programs and projects have been funded, and the financial reports. The Measure M Program has its own annual report, which will be presented at the next Board meeting.

Director Gallian commended staff on the presentation of the Report and suggested making it available to City Managers and other City Council members. Ms. Smith agreed to do so, and commended the efforts of staff and Janet Spilman, who took the lead in completing this Report.

4.4. SCTA & RCPA 2014 Legislative Platforms (ACTION)*

Ms. Smith referred to broad principles of the SCTA/RCPA that staff anticipates being legislative issues at the State and federal level, summarized under climate change and transportation, respectively. She noted that as specific proposals are presented in legislative form, these would be brought before the Board for consideration (e.g., letters of support or opposition, or requested amendments).

Basic principles include protecting funding, expanding funding opportunities, and ensuring that Sonoma County is represented in regional discussions.

In connection with climate change, activities include monitoring and collaboration with State agencies such as the California Air Resources Board, the State Office of Planning and Research, California Public Utilities Commission and the California Energy Commission in the development and issuance of implementation of rules and regulations.

For transportation, activities include monitoring federal transportation legislation; e.g., the successor to MAP-21.

Under revenue/funding sources, Ms. Smith noted recent discussion in Sacramento regarding the additional option of a possible vehicle miles traveled tax and fuel tax, sparked by the pilot program implemented in Oregon.

Director Russell noted the inequity for those living in rural and semi-rural areas in being taxed on vehicle miles traveled, where the location requires more driving.

Ms. Smith acknowledged this issue, noting that additional study, data gathering, and analysis is necessary to address this and how it applies in California. She explained that the model for Oregon, which she noted she had seen demonstrated in a presentation by the consultant at a meeting, was adjusted to take into consideration those drivers in semi-rural and rural areas.

Director Carlstrom expressed concern regarding the disproportionate impact of a vehicle miles traveled tax and vehicle registration fees on the lower income population. She also requested that, if possible, Ms. Smith share the presentation she reported seeing at the meeting. Ms. Smith noted that she would be attending the California Transportation Commission (CTC) meeting later this month, where a delegation of representatives from Oregon would be reporting on this pilot program, and she agreed to try to get a copy of the presentation to share with the Board.

Additional discussion involved adding language to the cap and trade revenue and carbon tax under the transportation component tying this to strong GHG reduction, and consistency with the Bay Area Air Quality Management District (BAAQMD) plan, which addresses cap and trade and carbon tax.

Director Mackenzie announced that, subject to possible legislation, the Governor's proposed budget includes how cap and trade revenues would be expended, and requested the MTC analysis. Ms. Smith agreed to do so, noting that she would also address this issue in an overview of the budget as a separate agenda item in this meeting.

Director Rabbitt, as Chair of the legislative and governmental organizational committee for the Association of Bay Area Governments (ABAG), confirmed this agency's advocacy in this issue, and

that he would keep the Board informed of developments regarding this issue at ABAG meetings.

At the suggestion of Director Mackenzie, it was determined that this item would be brought back for Board consideration in a future meeting.

Motion by Director Landman, seconded by Director Gallian, to accept SCTA and RCPA Legislative Platforms with the addition of language indicating that for both cap and trade and carbon tax revenues, as the SCTA seeks funding for transportation, ensure that this funding is clearly linked to GHG reduction or efficiency projects. Motion passed unanimously.

B. SCTA

The following item was addressed out of order at the request of Director McGuire:

- 4.6.2 Highways – adoption of the 2014 Highway 101 Corridor Landscaping & Tree Planting Plan (ACTION)*

Director McGuire reported on and led discussion regarding the removal of redwood trees in the course of the Highway 101 construction project. He thanked the following members of the ad hoc tree committee for their work on this project: Director Allen, Chair Gurney, Director Gallian, Vice Chair Rabbitt, and Ms. Smith and Mr. Cameron.

The ad hoc committee proposes providing \$200,000 along the corridor for landscaping onramps and off ramps at each community, to be allocated to each jurisdiction in the amount of \$50,000. The long-term Plan proposes landscaping the entire Highway 101 corridor from Windsor to Petaluma. Three Strategic locations at Airport Blvd, Santa Rosa and Petaluma are funded with over \$4 million. This more than doubles the current Landscaping investment in the corridor, but leaves a total of \$13.5 million unfunded. The consensus of the ad hoc committee was to encourage Caltrans to approve the planting of redwood trees as an iconic feature of the landscape of Sonoma County.

Director McGuire introduced James Cameron to report on the Plan:

Mr. Cameron explained that the recommendation of Caltrans is not to plant redwood trees; however, the Plan allows for each jurisdiction to have input into the desired landscape pallet for their respective jurisdiction. He then summarized the Plan, illustrating what has been funded and what is yet to be funded.

Tier 2 represents approximately \$10 million in projects, with the provision for each jurisdiction to

have input and up to \$50,000, respectively. Tier 3 represents the remainder of unfunded landscaping and projects that have not yet begun construction.

Director Rabbitt noted the significant number of trees removed, and asked Mr. Cameron for Caltrans' policy regarding the amount of trees removed and criteria for their removal. He also emphasized the need to plant trees as soon as possible, in order to allow more time for their growth during the completion of landscaping along Highway 101.

Mr. Cameron reported that all riparian planting required as mitigation by various resource agencies is fully funded and either have been implemented or will be implemented. The Plan addresses aesthetic impacts. Caltrans policy is to limit planting of trees along the freeway to 30 ft. from the white line on the freeway; however, they recommend 40 ft. While the Plan indicates that a 1:1 ratio of tree replacement is to be allowed where feasible, it primarily limits planting of trees to be limited to near the interchanges themselves, in order to comply with Caltrans safety requirement.

Discussion followed regarding the appropriateness of redwood trees along the Highway 101 corridor in Sonoma County, and the fact that most of central Sonoma County is oak savannah grassland and was not originally redwood forest. The Plan will allow for primarily native trees to be planted, with strategically placed redwood trees (particularly in the north county), in response to public interest in the redwoods.

Another issue noted by the Board involved irrigation and maintenance of the trees. Mr. Cameron explained that the plan includes watering of the trees for three years, but that Caltrans' policy after three years is to stop irrigation and leave the trees to survive independently. The drought situation was addressed, and the need to plant drought-resistant landscaping. Comments also included the public expectation that trees would be replaced at a 1:1 ratio, and the possibility of increasing tree planting off site where feasible to mitigate the amount of trees removed.

Ms. Smith added that in riparian areas where replanting has been mandated, trees have been planted at a higher ratio than prior to the tree removal. She noted that the suggestion to plant greater numbers of trees where feasible off site would depend upon funding.

In response to Board questions, Mr. Cameron offered to provide further information regarding the amount of trees lost that cannot be planted in the areas where it is not feasible. He offered to provide this information for either specific stretches of the 101 corridor or for the entire corridor. He also confirmed, in response to inquiries from the Board,

that Caltrans' objection to the planting of redwood trees is due to the maintenance required and their relatively poor survival. The Board acknowledged the extensive work and time spent by Caltrans staff in highway maintenance.

Further inquiries from the Board addressed what the procedure would be for private landowners interested in maintaining redwood trees that are located on/abutting their property along the corridor and what support, if any, may be provided to them. Mr. Cameron referred the Board to the "Adopt-A-Highway" Program appendix of the Plan, noting that this information would also apply to community groups, and that jurisdictions may choose to follow this procedure vs. the more onerous process detailed in the Plan.

Chair Gurney opened up this item for public comment:

Duane DeWitt, citizen, suggested seeking funding from the Environmental Protection Agency, and supported the planting of redwood and other trees, noting their contribution to carbon sequestration and the environment.

Tamara Norman of the Petaluma Tree Advisory Committee expressed her thanks to the ad hoc committee for their efforts in developing the landscape plan, but pointed out that \$50,000 for each jurisdiction would not be sufficient to do any significant landscaping. She requested further clarification regarding the budget for landscaping particularly in the Petaluma area, and how this would be funded.

Teresa Barrett, Petaluma City Council and liaison to the Petaluma Tree Advisory Committee, affirmed that according to the Environmental Impact Report, the project would not be in compliance if trees are not replaced; if this is not feasible then the project is not feasible. She pointed out the related issues and agencies (e.g.; the Sonoma County Water Agency, BAAQMD, the Climate Protection Authority, etc.) that are all impacted by this project. She confirmed the need to make tree planting a priority, regardless of the type of tree, as well as the need for continued watering/maintenance following the initial three-year period.

Ms. Smith addressed the following concerns: (1) she explained that the \$50,000 offer to each jurisdiction represents a short-term tree planting community-level effort, and not complete landscaping, acknowledging that \$50,000 would not provide full landscaping; (2) the \$2.4 million for the MSN C-2 segment of Highway 101 in Petaluma is an estimate only. Trees in this area will have to be removed for the construction of sound walls.

Director McGuire confirmed that the \$50,000 offer is a “kick-start” effort only, to begin replacing trees and landscaping. He reaffirmed that this is not sufficient, but represents a significant effort and progress in improving the 101 corridor. He again thanked staff for their work on this project.

Motion by Director Carlstrom, seconded by Director Chambers, to adopt the *2014 Highway 101 Corridor Landscaping & Tree Planting Plan*. Motion carried unanimously.

- 4.5. SCTA Planning
 - 4.5.1. Proposed funding for Priority Development Area planning grants (ACTION)*

Janet Spilman presented three applications that staff is recommending for approval; these are for the County of Sonoma for the Sonoma Springs Area Plan (\$450,000); Sonoma County for the Airport Employment Center (\$350,000); and for the City of Santa Rosa for the Roseland/Sebastopol Road PDAs (\$647,000).

Board comments included acknowledgement of the significance of this grant to the Roseland area and associated annexation issues; the significant growth along the Highway 12 corridor; concern that the PDA formula does not adequately address the North Bay; appreciation for Director (and MTC Commissioner) Mackenzie’s efforts working with the MTC on behalf of SCTA in this endeavor; the need to increase funding for transit for those areas of the North Bay that have not been receiving funding from the MTC; appreciation for SCTA staff, Santa Rosa City Council and City staff for their work in this process; and appreciation for support of the Board in approving these applications by the respective Director (Director Carlstrom citing the need for inclusion and enfranchisement of the Roseland area; Director Gallian noting the pedestrian and bicycle improvements and reinvigorating of the Sonoma Springs area).

Director Mackenzie acknowledged that the greatest housing and employment growth is projected to take place in the southern Bay Area counties, but affirmed his continued support and efforts in representing the North Bay at the MTC.

Director Rabbitt, as ABAG representative, observed that this process allows individual jurisdictions to determine the direction of their growth, and for the first time, links housing and transportation. He noted the timeliness of this effort with current SB375 legislation in enabling jurisdictions to grow in a way that is sustainable.

In response to Director Mackenzie’s request, Ms. Smith agreed to follow up on ensuring that the MTC

Plan Bay Area and Bay Area Plan Projects reports are available to the Board electronically.

Chair Gurney opened the item to public comment:

Steve Birdlebough of the Transportation and Land Use Coalition noted the timeliness of this with long-range planning by local transit operators and emphasized that the success of this endeavor will depend on increased and improved public transit.

Duane DeWitt, citizen of Santa Rosa (Roseland) recommended implementing a Joint Operating Agreement between the City of Santa Rosa and Sonoma County for housing and pre-zoning requirements in order to accurately identify where transit-oriented development in this area will be located. He also expressed the need for community engagement.

Motion by Director Carlstrom, seconded by Director Gallian, to approve the three PDA planning grant applications as presented for Sonoma County for the Airport Employment Investment Area; the City of Santa Rosa for the Roseland Area/Sebastopol Road; and Sonoma County for the Sonoma Springs area. Motion passed unanimously.

- 4.6. SCTA Projects and Programming
 - 4.6.1. Local Roads – presentation on status of unincorporated roadways (REPORT)

Ms. Smith introduced Susan Klassen of the Sonoma County Department of Transportation and Public Works to provide a presentation on the status of County roads.

Ms. Klassen summarized data showing the percentage of the 1,400 County-maintained roads by classification, noting that the 24% of major collector roads are the only roads eligible for federal funding.

Another chart showed PCI condition by street classification (the local street network PCI is 35, which is poor; the major collector and minor collector roads are at 77, which is good). A pyramid chart showed levels of pavement preservation and corrective maintenance from a foundation of vegetation management, drainage, signage and structure maintenance to overlays; including chips, seals, slurry seals and fog seals.

The overwhelming number of roads and amount of maintenance required and funding shortage requires prioritization in order to provide the highest level of service to the most users. This data was the basis for designing the map of the County Primary Road System, which only makes up 200 miles of the most traveled roads out of the total 1,400 miles in the unincorporated areas of the County.

A pie chart illustrated how property taxes are allocated; the County receives 29% of these revenues. Of these revenues, the Board of Supervisors allocates \$5.3 million each year to County road operations from the General Fund, which amounts to eight-tenths of a cent of every dollar in property taxes actually going to road operations.

Additional data illustrated the relatively static revenue vs. the increasing costs, as well as the continuing decrease in the state gas tax.

Discussion followed regarding the State gas tax allocation to Counties. This has a weighted distribution formula of 75% of the registered vehicles/25% maintained miles.

Ms. Smith added that other funding sources include SHOPP and STIP funds (which Sonoma County has not had for a number of years). STIP funds have all been dedicated to the Highway 101 corridor. The proposed vehicle registration fee would augment SHOPP and the local road maintenance but would not add to the STIP funds.

Ms. Klassen also noted that the top 10 counties receive 60% of these revenues, and represent 23% of the road miles of all the counties. As noted by Director Zane, these top counties also have the least amount of unincorporated area.

Ms. Klassen summarized annual County road revenues, which is mainly from the State Gas Tax, Measure M maintenance and the Annual General Fund. She noted that the Board of Supervisors allocated one-time funding of \$8 million for the last two years.

The Board of Supervisors is studying long-term funding strategies. Staff is working with the Board to develop a long range plan for each road, in order to bring roads up to standard and maintain them at that level.

Director Russell recommended making this presentation available to City Councils, Chambers of Commerce and local newspapers, as well as online.

Board comments included the need to continue chip seal out to the edge of the lane vs. stopping at the shoulder when making pavement repair. This makes bicycling difficult and dangerous. Smaller ancillary roads where the same area continuously breaks down need to be examined for a permanent solution that will not require repeated repairs.

Director Gallian expressed her commendation for the presentation and reported that the roundabout in Sonoma on Arnold Drive adjacent to the Hanna Boys Center has been very successful in controlling traffic and is now well received by the public.

In response to Board questions, Ms. Klassen explained that staff is currently making a study of road conditions and gathering data to determine what a total estimate would be to upgrade all County unincorporated roads. She noted that in 2008 a study was conducted and at that time an estimate of approximately \$120 million per year for 10 years to get the Countywide road system pavement in good condition was quoted. She did note also that there were issues with this study; therefore, this is being researched again. She agreed to update the Board with this information.

Director Rabbitt addressed the large number of lane numbers and the disproportionately low revenue allocated to Sonoma County from the State Gas Tax under the present formula.

Director Carlstrom concurred with Director Russell's request to make this report available online and suggested an online chart or graphic illustrating projected road work so that the public can see what construction will be taking place and when for a particular road.

Ms. Smith confirmed that the report is available online at the SCTA/RCPA website.

Ms. Klassen reported that the Transportation and Public Works website is being upgraded and that this does have maps of primary roads as well as an interactive map showing closures and road construction projects. Long-term planning for road improvement is dependent on staff collaborating with the Board of Supervisors to determine a plan for each road in the County system, laying out when and where rehabilitation is to take place, and when funding will be available. When this is completed it can be made available online to the public.

Director Mackenzie explained the 75:25% MTC voting distribution ratio, noting that the North Bay counties have four votes vs. 12 votes for San Francisco, San Mateo, Santa Clara, Alameda and Contra Costa County. There is also a vote for ABAG and a vote for BCDC.

Director Allen reported that a study showed that an 18¢/gal. fuel tax would bring the PCI index to the 60's level; a 25¢/gal. tax would take the PCI up to the 70's (good) level statewide. He suggested the County and each jurisdiction examine this potential funding source.

Director Zane reported the purchase of a new stripers at a cost of \$200,000 that is now in use as a road safety improvement measure.

Chair Gurney opened the item up to public comment:

Ann Hancock of the Climate Protection Campaign asked that the Board consider the long-range future

impact of investing in the countywide road system and efforts to decrease single-driver automobile travel and encourage alternate modes of transportation.

Gary Helfrich of the Sonoma County Bicycle Coalition expressed his commendation and appreciation to the Board for their consideration of all types of transportation in examining solutions for maintaining the current road system.

4.6.3 Highways – Update on State Highway projects (REPORT)

James Cameron reported that the overcrossing bridge deck is scheduled to be poured in January at the Airport Boulevard Interchange project. False work will be removed in February. A traffic switch and demolition of the existing overcrossing will take place in the spring.

A traffic switch to the new overcrossing will take place in February on the Old Redwood Highway project, followed by the demolishing of the existing overcrossing.

Caltrans has released their 2014 Migratory Bird Nesting Season Plan for the Petaluma Boulevard South Interchange project. The Plan calls for removal of all netting on the project and utilizing hard surface exclusionary measures. The deck was poured and false work was removed in December at the Petaluma Boulevard South Interchange (Kastania Road Overcrossing) Bridge.

The Highway 116/Lakeville Highway traffic switch and construction has been delayed since December due to weather. This is now expected to be completed with both northbound and southbound traffic shifted to the southbound bridge over Lakeville Highway by the morning of January 14.

A new project has been added to the SCTA Highway update report. MSN B-3, the San Antonio Bridge at the Marin County line, will perform tree removal in advance of the migratory bird nesting season, under a contract awarded by the North Marin Water District.

The Board expressed their thanks to staff for being kept informed on the progress of these projects.

C. RCPA

4.7. RCPA Projects and Programs

4.7.1. RCPA activities report (REPORT)*

Lauren Casey reported that there has been progress in outreach to contractors for the Energy Upgrade California program, co-sponsoring a workshop with the Sonoma County Energy Independence Program, which had excellent attendance.

The RCPA has continued to have the major share in regional programs, with approximately half of the total Home Upgrade projects in the Bay Area Regional Energy Network (BayREN) taking place in Sonoma County.

BayREN expansion of the Pay As You Save (PAYS) Pilot continued, with a meeting in Hayward for a proposed Green Hayward PAYS program, which would replicate the Windsor PAYS program. Staff is planning to implement this as soon as possible following City Council approval of the program. Town of Windsor staff is currently reviewing an implementation plan for expansion of the PAYS program to commercial customers, also developed through BayREN.

Six of the nine scheduled Climate Action 2020 workshops took place in December. Attendance was low; likely due to holiday activities. Two meetings that took place in January had significantly better attendance in part because of social media outreach. The last meeting is scheduled in Cloverdale on January 14. The first Stakeholder Advisory Group meeting is scheduled for January 22.

The Board thanked staff for their hard work in conducting the workshops; Ms. Casey recognized the efforts of staff and Misty Mersich in this regard.

In response to the Board's request for an update on energy efficiency program information sheets, Ms. Casey confirmed that staff is working on materials for the public referring them to available resources for these programs; she said a draft of this would be presented at the next Board meeting.

4.7.2. Transportation – One Day Clean Commute program (REPORT)*

Ms. Casey introduced Sam Ruark of the Sonoma County Energy and Sustainability Division, who presented a slideshow on implementation of a campaign to encourage County employees to utilize clean commute/alternative transportation options one day per week.

Survey results provided the following data: 85% of County employees still drive alone to work; 6% carpool; 2% bicycle; 1% utilized public transit and 1% commute via motorcycles.

Marketing, branding, and incentives (promotional events and giveaways), and collaboration with Carma rideshare service, 511, and other partner agencies has taken place.

Additional incentives include a guaranteed ride home for employees taking public transit to work who have an emergency and need to get home.

Mr. Ruark also referred to recent legislation, SB 1339, requiring employers with 50 or more

employees to offer alternative transportation benefits.

A potential \$926,000 annual savings in fuel costs is possible if all employees participated in the One Day Clean Commute Program, along with the health benefits and reduction in GHG emissions.

In response to Board questions, Mr. Ruark reported that SB 1339 is expected to go into effect in June or July of 2014, following further study and establishment of parameters and criteria by MTC and BAAQMD.

Ms. Smith added that this will be addressed at the March Board meeting.

Mr. Ruark confirmed that this report would be made available online.

Additional Board comments pointed out the cost of transportation to employees and benefit of the program, and the example of Safe Routes to School, including International Walk and Roll Day, which began as an annual event and has gradually been adopted and practiced on a regular basis.

Chair Gurney opened up the item to public comment:

Ann Hancock of the Climate Protection Campaign introduced Amy McCrary, Anise Hall, and Brant Arthur of the Climate Protection Campaign, to request the Board's support and consent to each meet with the Carma rideshare Program Coordinator to encourage and promote its success. The Board concurred.

Amy McCrary briefly reported that over 300 shared rides took place in December and that over \$10,000 in savings have been realized for commuters.

Ms. Hancock offered to make the Carma Tesla vehicle available for promotion of the program and distributed materials with more information.

Director Mackenzie reaffirmed his support and participation in the program.

5. Reports and Announcements

5.1. Executive Committee report

The Executive Committee did not meet.

5.2. Regional agency reports* MTC, ABAG

Addressed as part of the One Bay Area implementation under Item 4.5.1.

SMART

Director Russell reported that the January Board meeting has been cancelled.

Sonoma Clean Power

Director Landman announced that rates have been settled and that they have exceeded their goals in achieving an even lower cost.

Three public meetings have been scheduled for Sonoma (February 13), City Rosa (February 20), and Sebastopol (March 1). He emphasized that staff is seeking input and summarized different program options.

Director Landman next announced a vacancy on the Ratepayer Advisory Committee and invited anyone interested to apply at their website.

5.3. Advisory Committee agendas*
Included in agenda.

5.4. SCTA/RCPA staff report
Ms. Smith referred to a summary of the transportation budget and announced that a loan payback will result in modest funding coming back to local jurisdictions for street and road maintenance.

5.5. Announcements
None.

6. Adjourn

5:10 p.m.

Staff Report

To: Sonoma County Transportation Authority

From: Chris Barney, Senior Transportation Planner

Item: 4.2.1 – Senate Bill 743 – CEQA, LOS in Transportation Analysis

Date: 2/10/2014

Issue:

On September 27, 2013, Governor Brown signed Senate Bill 743 which requires that the Governor's Office of Planning and Research (OPR) amend CEQA guidelines for analyzing transportation impacts. OPR's work will focus on providing an alternative metric to level of service (LOS) for measuring transportation impacts. OPR has released a preliminary evaluation of potential alternative methods for addressing transportation impacts under CEQA. This document is summarized in this staff report and the full document is attached.

Background:

Intersection and road segment LOS, volume-to-capacity ratios, and other measures of automobile delay are currently used to measure traffic impacts during a project's environmental review process.

Under SB 743, OPR is directed to shift transportation analysis away from the measurement of driver delay and to focus on greenhouse gas reduction, traffic-related pollution reduction, the development of multi-modal transportation systems, improving equity, improving health, providing simple methods of measuring transportation system performance, increasing economic efficiency, and promoting land use diversity and accessibility.

What is "Level of Service"?

"Level of service" standards are frequently used to measure potential transportation impacts of development projects and long range plans. Commonly known as LOS, level of service measures vehicle delay at intersections and on roadways and is represented as a letter grade A through F. LOS A represents free flowing traffic, while LOS F represents congested conditions. LOS standards are often found in local general plans and congestion management plans. LOS is also used in traffic impact studies prepared under the California Environmental Quality Act (CEQA). Exceeding LOS standards can require mitigation which could include changes to proposed projects, installation of additional infrastructure, or, in some cases, financial penalties.

Why Consider Alternatives to LOS?

Level of service can be applied in ways that discourage both infill development and the construction of transit, cycling, and walking infrastructure. Infill projects generally rate poorly in traffic studies because they increase population and potential traffic in a given area. People who live, work, and shop in these areas are usually less likely to rely on cars for their transportation needs.

Focusing on LOS can also discourage projects that support alternatives to driving such as public transit, bicycle lanes, and pedestrian safety features. Replacing road lanes with bicycle lanes or transit

might cause LOS thresholds to be exceeded because removing roadway capacity could potentially lead to automobile delay or congestion. LOS standards can often encourage unintended roadway expansions that may negatively impact overall accessibility.

Use of level of service in CEQA has several drawbacks. First, it focuses on a social impact (driver delay), not an environmental impact. Second, roadway widening is the typical mitigation for projects that lower LOS. Road widening can then result in adverse environmental, public health, and fiscal impacts. Wider roads are also more expensive to maintain and degrade air quality, increase noise, and impose greater safety risks to bicyclists and pedestrians.

Local governments may accept low LOS ratings or to move away from level of service entirely as a measure of transportation impacts because of these drawbacks.

How Does SB 743 Change the Way Level of Service is Used?

Senate Bill (SB) 743 (Steinberg, 2013) creates a process to change the way that transportation impacts are analyzed under CEQA. SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative metric to LOS for evaluating transportation impacts. Alternative criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (New Public Resources Code Section 21099(b)(1).)

Previous legislation and approaches had focused on changing criteria for residential, mixed-use, or employment center projects located in transit rich areas only. Staff expects that these areas would be consistent with the Transit Priority Areas identified by MTC as part of the Plan Bay Area process. OPR has now broadened its approach and is investigating criteria that would apply to ***all project types statewide***.

Changes made to how transportation impacts are measured under CEQA would not impact any local general plan or zoning code requirements that currently use LOS. SB states that it "does not preclude the application of local general plan policies, zoning codes, conditions of approval, thresholds, or any other planning requirements pursuant to the policy power or any other authority." (Pub. Resources Code § 21099(b)(4).)

What are the drawbacks to replacing LOS?

LOS and other measures of traffic congestion and roadway network capacity can be useful for assessing impacts in areas that are not well-served by transit or alternative modes or for facilities that serve only motor vehicles. LOS can be used to assess highway safety, travel time reliability, and congestion relief which could be difficult to assess using some of the proposed alternative metrics. Using VMT or other alternative metrics could cause some transportation projects, particularly capacity expansion projects, in uncongested or outlying areas to trigger significant transportation impact findings under CEQA. Many Bay Area Congestion Management Agencies use LOS in the preparation of their Congestion Management Plans (CMP), and changing the metric would require that they update their growth management and congestion management planning process. SCTA does not prepare a CMP or growth management plan.

Proposed Metrics:

OPR has identified the following alternative metrics that could replace LOS in CEQA:

- ***Vehicle Miles Traveled:*** Number of miles traveled by motor vehicles generated by or attracted to the project. Accounts for trip generation, trip length, and regional location. Per-capita, per employee, or per trip measures could be employed.

- *Automobile Trips Generated:* Counts the number of vehicle trips generated by or attracted to a project. Does not account for trip length or regional location. Easy to calculate. Per-capita or per employee measures could be used.
- *Multi-modal Level of Service:* Measures user comfort for travelers using all modes. Combines traditional vehicle based LOS with qualitative assessments of transit, walking, and biking system performance. MMLoS estimation methodologies are relatively complicated and expensive to implement and there is some controversy about preferred methodology.
- *Fuel Use:* Measures fuel use for trips attracted to or generated by the project. Captures trip generation rates, trip length/regional location, and fuel efficiency. Could require relatively detailed modeling and might ignore the impacts of induced demand. Electric/alternative fuel vehicle market penetration could make this metric irrelevant.
- *Motor Vehicle Hours Traveled:* Summarizes time taken by vehicles for trips generated by or attracted to the project. Captures trip generation, trip length, and regional location. Would require moderately sophisticated modeling tools which could make generating this metric difficult or expensive. Per-capita, per employee, or per trip measures could be used.

CEQA Streamlining in Selected Locations:

OPR has proposed that development in predefined “transportation-beneficial development areas” or “infill opportunity zones” could be eligible for CEQA streamlining and could claim “less than significant” transportation impacts automatically. These areas would be predefined and would be mapped so that it would be easy to determine if a project would fall within one of these zones. Projects outside of these areas would be subject to full CEQA review and possible mitigation.

Next Steps and Timeline:

OPR is continuing to conduct research on alternative transportation metrics, and will be meeting with regional stakeholder groups in February to get feedback on possible changes to the environmental review process. SCTA staff will attend the Bay Area stakeholder group. Public comments on possible alternative metrics and OPR’s approach are being accepted through February 14, 2014. OPR will evaluate the feedback received through public comment and stakeholder groups and will develop a draft document proposing an alternative metric that would be used in place of LOS and how this would impact CEQA guidelines. Feedback will be accepted on that discussion draft, and a final draft of the changes to CEQA guidelines will be forwarded to the Natural Resources Agency by July 1, 2014.

Policy Impacts:

OPR’s final recommendations will change the methods required for estimating transportation impacts under CEQA. LOS will be replaced by another metric. The change represents a shift away from measuring congestion reduction to measuring GHG reduction, multimodal transportation, and efficient access in the environmental review process.

Fiscal Impacts:

No direct fiscal impacts at this time.

Staff Recommendation:

OPR is accepting comments on the proposed revisions through close of business on February 14, 2014. Electronic comments can be sent to OPR at the following email address: CEQA.Guidelines@ceres.ca.gov. The PAC and TAC have discussed this issue and have provided comments to SCTA staff for discussion at the Bay Area stakeholder group meeting. SCTA Directors may wish to consider how changes to LOS may impact their jurisdiction and forward comments on to OPR through local planning/public works staff or through SCTA staff.



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH



KEN ALEX
DIRECTOR

Preliminary Evaluation of Alternative Methods of Transportation Analysis

December 30, 2013

As required by statute, the Governor's Office of Planning and Research is developing a new way to measure environmental impacts related to transportation. This is an opportunity both to reduce costs associated with environmental review, and, importantly, to achieve better fiscal, health and environmental outcomes. We need your help in this effort.

I. Introduction

On September 27, 2013, Governor Brown signed [Senate Bill 743](#) (Steinberg, 2013). Among other things, SB 743 creates a process to change analysis of transportation impacts under the California Environmental Quality Act (Public Resources Code section 21000 and following) (CEQA). Currently, environmental review of transportation impacts focuses on the delay that vehicles experience at intersections and on roadway segments. That delay is measured using a metric known as "level of service," or LOS. Mitigation for increased delay often involves increasing capacity (i.e. the width of a roadway or size of an intersection), which may increase auto use and emissions and discourage alternative forms of transportation. Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of greenhouse gas emissions, creation of multimodal networks and promotion of a mix of land uses.

Specifically, SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines (Title 14 of the California Code of Regulations sections and following) to provide an alternative to LOS for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (New Public Resources Code Section 21099(b)(1).) Measurements of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated." (*Ibid.*) OPR also has discretion to develop alternative criteria for areas that are not served by transit, if appropriate. (*Id.* at subd. (c).)

Though a draft of the Guidelines revisions is not required until July 1, 2014, OPR is seeking early public input into its direction. This document provides background information on CEQA, the use of LOS in transportation analysis, and a summary of SB 743's requirements. Most importantly, it also contains OPR's preliminary evaluation of LOS and different alternatives to LOS. It ends with a description of open

questions and next steps. In developing a better alternative to LOS, OPR will rely heavily on input from all stakeholders. We hope that you will share your thoughts and expertise in this effort.

Input may be submitted electronically to CEQA.Guidelines@ceres.ca.gov. Please include “LOS Alternatives” in the subject line. While electronic submission is preferred, suggestions may also be mailed or hand delivered to:

Christopher Calfee, Senior Counsel
Governor’s Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

Please submit all suggestions before **February 14, 2014 at 5:00 p.m.**

II. CEQA Background

Since SB 743 requires a change in the analysis of transportation impacts under CEQA, this section provides a brief overview of CEQA’s requirements.

CEQA generally requires public agencies to inform decision makers and the public about the potential environmental impacts of proposed projects, and to reduce those environmental impacts to the extent feasible. The rules governing that environmental analysis are contained in the Public Resources Code, in the administrative regulations known as the CEQA Guidelines, and in cases interpreting both the statute and the CEQA Guidelines.

Many projects are exempt from CEQA. Typically, however, some form of environmental analysis must be prepared. If a project subject to CEQA will not cause any adverse environmental impacts, a public agency may adopt a brief document known as a Negative Declaration. If the project may cause adverse environmental impacts, the public agency must prepare a more detailed study called an Environmental Impact Report (EIR). An EIR contains in-depth studies of potential impacts, measures to reduce or avoid those impacts, and an analysis of alternatives to the project.

The key question in an environmental analysis is whether the project will cause adverse physical changes in the environment. CEQA defines the “environment” to mean “the *physical* conditions that exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, or objects of historic or aesthetic significance.” (Pub. Resources Code, § 21060.5 (emphasis added).) As this definition suggests, the focus of environmental review must be on physical changes in the environment. Generally, social and economic impacts are not considered as part of a CEQA analysis. (CEQA Guidelines, § 15131.)

Once an agency determines that an impact might cause a significant adverse change in the environment, it must consider feasible mitigation measures to lessen the impact. (Pub. Resources Code, § 21002.) Specifically, a lead agency may use its discretionary authority to change a project proposal to avoid or minimize significant effects. (CEQA Guidelines, § 15040(c).) The authority to mitigate must respect constitutional limitations, however. Mitigation measures must be related to a legitimate governmental

interest, and must be “roughly proportional” to the magnitude of the project’s impact. (CEQA Guidelines, § 15126.4(a)(4).)

III. Background on Measures of Automobile Delay

Many jurisdictions currently use “level of service” standards, volume to capacity ratios, and similar measures of automobile delay, to assess potential traffic impacts during a project’s environmental review. Level of service, commonly known as LOS, is a measure of vehicle delay at intersections and on roadway segments, and is expressed with a letter grade ranging from A to F. LOS A represents free flowing traffic, while LOS F represents congested conditions. LOS standards are often found in local general plans and congestion management plans.

Traffic has long been a consideration in CEQA. (See, e.g., *Fullerton Joint Union High School Dist. v. State Bd. of Education* (1982) 32 Cal. 3d 779, 794 (school district’s reorganization could potentially affect the environment by altering traffic patterns).) In 1990, the Legislature linked implementation of congestion management plans, including LOS requirements, with CEQA. (Gov. Code, § 65089(b)(4).) LOS has been an explicit part of CEQA analysis since at least the late 1990’s, when the sample environmental checklist in the CEQA Guidelines asked whether a project would exceed LOS standards. (See former CEQA Guidelines, App. G. § XV; see also, *Sacramento Old City Assn. v. City Council* (1991) 229 Cal. App. 3d 1011, 1033 (addressing claims of an EIR’s inadequacy related to level of service analysis).)

IV. Problems with using LOS in CEQA

Though, as explained above, LOS has been used in CEQA for many years, it has recently been criticized for working against modern state goals, such as emissions reduction, development of multimodal transportation networks, infill development, and even optimization of the roadway network for motor vehicles. The following are key problems with using LOS in CEQA:

LOS is difficult and expensive to calculate. LOS is calculated in several steps:

- First, the number of vehicle trips associated with a project must be estimated.
- Second, after estimating the number of vehicle trips generated by the project, an analysis requires assumptions about the path that those vehicles may take across the roadway network.
- Third, traffic levels must be estimated at points along the roadway network, as compared to traffic that might occur without the project.
- Fourth, microsimulation models are used to determine traffic outcomes of volume projections.

Thus, an analysis under LOS typically requires estimates of trip generation, estimates of trip distribution, conducting existing traffic counts at points along the network, and an analysis and comparison of traffic function at each point for future project and “no project” scenarios.

LOS is biased against “last in” development. Typical traffic analyses under CEQA compare future traffic volumes against LOS thresholds. A project that pushes LOS across the threshold triggers a significant impact. In already developed areas, existing traffic has already lowered LOS closer to the threshold. Because the LOS rating used to determine significance of the project’s impact is determined by total traffic (existing traffic plus traffic added by the project), infill projects disproportionately trigger LOS thresholds compared to projects in less developed areas.

LOS scale of analysis is too small. LOS is calculated for individual intersections and roadway segments. As traffic generated by a project fans out from the project, it substantially affects a few nearby intersections and roadway segments, then affects more distant intersections and roadway segments by a smaller amount. LOS impacts are typically triggered only at the nearby intersections and roadway segments where the change is greatest. Projects in newly developed areas typically generate substantially more vehicle travel than infill projects,¹ but that traffic is more dispersed by the time it reaches congested areas with intersections and roadway segments operating near the thresholds. As a result, while outlying development may contribute a greater amount of total vehicle travel and cause widespread but small increases in congestion across the roadway network, it may not trigger LOS thresholds. Further, piecemeal efforts to optimize LOS at individual intersections and roadway segments may not optimize the roadway network as a whole. Focusing on increasing vehicle flow intersection-by-intersection or segment-by-segment frequently results in congested downstream bottlenecks, in some cases even worsening overall network congestion.²

LOS mitigation is itself problematic. Mitigation for LOS impacts typically involves reducing project size or adding motor vehicle capacity. Without affecting project demand, reducing the size of a project simply transfers development, and its associated traffic, elsewhere. When infill projects are reduced in size, development may be pushed to less transportation-efficient locations, which results in greater total travel. Meanwhile, adding motor vehicle capacity may induce additional vehicle travel, which negatively impacts the environment and human health.³ It also negatively impacts other modes of transportation, lengthening pedestrian crossing distances, adding delay and risk to pedestrian travel, displacing bicycle and dedicated transit facilities, and adding delay and risk to those modes of travel.

LOS mischaracterizes transit, bicycle, and pedestrian improvements as detrimental to transportation. Tradeoffs frequently must be made between automobile convenience and the

¹ For information on the relationship between infill and compact development, and vehicle travel and GHG emissions, see [Growing Cooler, Evidence on Urban Development and Climate Change](#), September 2007.

² This phenomenon is called Braess’ Paradox. For a description, see Braess, Dietrich. 1968, translated 2005. “On a Paradox of Traffic Planning.” *Transportation Science*, 39 (4), pp. 446-450. ISSN 0041-1655. For prevalence, see Steinberg, Richard and Zangwill, Willard I. (1983) The prevalence of Braess' paradox. *Transportation science*, 17 (3). pp. 301-318. ISSN 0041-1655

³

provision of safe and efficient facilities for users of transit and active modes. Since LOS measures the delay of motor vehicles, any improvement for other modes that might inconvenience motorists is characterized as an impediment to transportation.

Use of LOS thresholds implies false precision. Calculating LOS involves a sequence of estimates, with each step using the output of the previous step. Imprecision in an early step can be amplified throughout the sequence. While it is difficult to estimate the distribution of future trips across the network with a high level of precision, the calculation of congestion levels is highly sensitive to that estimate. Further, LOS is typically reported in environmental analyses without acknowledging potential uncertainty or error.

As a measurement of delay, LOS measures motorist convenience, but not a physical impact to the environment. Other portions of an environmental analysis will account for vehicular emissions, noise and safety impacts.

V. SB 743

SB 743 marks a shift away from auto delay as a measure of environmental impact. It does so in several ways.

First, it allows cities and counties to designate “infill opportunity zones” within which level of service requirements from congestion management plans would no longer apply. (See, SB 743, § 4 (amending Gov. Code, § 65088.4).)

Second, it requires OPR to develop criteria for determining the significance of transportation impacts of projects within transit priority areas, and further provides OPR with discretion to develop such criteria outside of transit priority areas. The Secretary for the Natural Resources Agency must then adopt the new criteria in an update to the CEQA Guidelines. (See, SB 743, § 5 (adding Pub. Resources Code § 21099).)

Third, and perhaps most importantly, once the CEQA Guidelines containing the new criteria are certified, “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any.” (*Id.* at subd. (b)(2).)

SB 743 includes legislative intent to help guide the development of the new criteria for transportation impacts. For example, Section 1 of the bill states: “New methodologies under the California Environmental Quality Act are needed for evaluating transportation impacts that are better able to promote the state’s goals of reducing greenhouse gas emissions and traffic-related air pollution, promoting the development of a multimodal transportation system, and providing clean, efficient access to destinations.” Further, subdivision (b) of the new Section 21099 requires that the new criteria “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” It also suggests several possible alternative measures of

potential transportation impacts, including, but not limited to: “vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated.”

Notably, SB 743 does not limit the types of projects to which the new transportation criteria would apply. Rather, it simply authorizes the development of criteria for the “transportation impacts of projects[.]” (New § 21099(b)(1); see also subd. (c)(1) (referring only to “transportation impacts”).) The Legislature intended the new criteria to apply broadly. An early version of this provision, in SB 731, would have limited the new criteria to “transportation impacts for residential, mixed-use residential, or employment center projects [on] infill sites within transit priority areas.” (See, SB 731 (Steinberg), amended in Assembly August 6, 2013.) Therefore, OPR will investigate criteria that would apply to all project types, including land use development, transportation projects, and other relevant project types.

An earlier version of SB 731 would have limited the application of these changes by determining that automobile delay is not an environmental impact only in transit priority areas. (See, SB 731(Steinberg), amended in Assembly September 9, 2013, at § 12 (“Upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of capacity or congestion within a transit priority area, shall not support a finding of significance”) (emphasis added).) As adopted in SB 743, however, automobile delay may only be treated as an environmental impact “in locations specifically identified in the guidelines, if any.” (New § 21099(b)(2).) Further, subdivision (c) explicitly authorizes OPR to develop criteria outside of transit priority areas. Given the statement of legislative intent that new transportation metrics are needed to better promote the state’s goals, OPR intends to investigate metrics and criteria that will apply statewide.

VI. OPR Goals and Objectives in Developing Alternative Criteria

In developing alternative transportation criteria and metrics, OPR must choose metrics that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” (New Section 21099(b)(1).) In addition to this statutory directive, OPR will also weigh other factors in evaluating different criteria. Those additional factors include:

Environmental Effect. The California Supreme Court has directed that CEQA “be interpreted in such manner as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language.” (*Friends of Mammoth v. Board of Supervisors* (1972) 8 Cal. 3d 247, 259.) OPR, therefore, seeks to develop criteria that maximize environmental benefits, and minimize environmental harm.

Fiscal and Economic Effect. Our state and local governments have limited fiscal resources. The state’s planning priorities are intended to, among other things, strengthen the economy. (Gov. Code, § 65041.1.) In evaluating alternative criteria, OPR seeks criteria that will lead to efficient use of limited fiscal resources, for example by

reducing long run infrastructure maintenance costs, and to the extent relevant in the CEQA context, promotion of a stronger economy.

Equity. OPR will look for alternative criteria that treat people fairly. The state’s planning priorities are intended to promote equity. (Gov. Code, § 65041.1.) OPR seeks to develop criteria that facilitate low-cost access to destinations. Further, OPR recognizes that in its update to the General Plan Guidelines, OPR must provide planning advice regarding “the equitable distribution of new public facilities and services that increase and enhance community quality of life throughout the community, given the fiscal and legal constraints that restrict the siting of these facilities.” (Gov. Code, § 65040.12.) In addition, OPR must also provide advice on “promoting more livable communities by expanding opportunities for transit-oriented development so that residents minimize traffic and pollution impacts from traveling for purposes of work, shopping, schools, and recreation.” (*Ibid.*) Though this advice must be developed within the General Plan Guidelines, OPR recognizes that similar issues may be relevant in the context of evaluating transportation impacts under CEQA.

Health. OPR recognizes that “[h]ealthy and sustainable communities are the cornerstones of the state’s long-term goals.” (Environmental Goals and Policy Report, Discussion Draft (September 2013), at p. 26.) OPR will, therefore, look for alternative criteria that promote the health benefits associated with active transportation and that minimize adverse health outcomes associated with vehicle emissions, collisions and noise.

Simplicity. The purpose of environmental analysis is to inform the public and decision-makers of the potential adverse effects of a project. (Pub. Resources Code, § 21003(b).) Environmental documents must “be written in plain language and may use appropriate graphics so that decision makers and the public can rapidly understand the documents.” (CEQA Guidelines, § 15140.) OPR, therefore, seeks to develop criteria that are as simple and easy to understand as possible. The criteria should enable the public and other interested agencies to participate meaningfully in the environmental review process.

Consistency with Other State Policies. SB 743 included legislative intent that the alternative criteria support the state’s efforts related to greenhouse gas reduction and the development of complete streets. OPR will also be guided by the state’s planning priorities, and in particular, the promotion of infill development, as described in Government Code section 65041.1.

Access to destinations. Even as it serves and impacts many other interests, the fundamental purpose of the transportation network is to provide access to destinations for people and goods. A transportation network does this by providing mobility and supporting proximity. In growing communities, some degree of roadway congestion is

inevitable⁴; we cannot “build our way out of congestion” by adding roadway capacity because doing so induces additional vehicle travel. Therefore, accommodating better proximity of land uses and improving the overall efficiency of network performance is essential for providing and preserving access to destinations. Transit and active mode transportation options can play a key role in providing access to destinations and supporting proximity.

The objectives described above need not be the only considerations in selecting alternative criteria. In fact, OPR invites your input into these objectives. *Are these the right objectives? Are there other objectives that should be considered?*

VII. Preliminary Evaluation of the Alternative Criteria

This section provides OPR’s preliminary evaluation of the alternative metrics set forth in SB 743, as well as other metrics suggested during our initial outreach. This preliminary evaluation asks whether the alternative satisfies the objectives set forth in SB 743, as well as OPR’s own objectives described above. It also attempts to identify which mitigation measures and project alternatives might flow from use of each candidate metric. Finally, this evaluation seeks to identify the level of difficulty of using each metric, including availability of models and data required.

Vehicle Miles Traveled

Variant 1: per capita for residential, per employee for employment centers, per trip for commercial
Variant 2: per person-trip for all projects

Vehicle Miles Traveled (VMT)⁵ is one of two metrics specified by SB 743 for consideration. VMT counts the number of miles traveled by motor vehicles that are generated by or attracted to the project. VMT captures motorized trip generation rates, thereby accounting for the effects of project features and surrounds. It also captures trip length, and so can also account for regional location, which is the most important single determinant of vehicle travel. Although VMT counts only motor vehicle trips, not trips taken by other modes, it registers the benefits of transit and active transportation trips insofar as they reduce motor vehicle travel. In this way, VMT captures the environmental benefits of transit and active mode trips.

Of the metrics we consider here, VMT is relatively simple to calculate. Assessing VMT is substantially easier than assessing LOS because it does not require counting existing trips, estimating project trip distribution, or traffic microsimulation for determining congestion. Assessing VMT requires only estimates of trip generation rates and trip length, and can be readily modeled using existing tools such as the U.S. Environmental Protection Agency’s EPA’s MXD model.

⁴ Duranton, Gilles, and Matthew A. Turner. 2011. "The Fundamental Law of Road Congestion: Evidence from US Cities." *American Economic Review*, 101(6): 2616-52.

⁵ For additional information about VMT and its relationship to environmental impacts, see U.S. Environmental Protection Agency, [“Our Built and Natural Environments: A Technical Review of the Interactions Between Land Use, Transportation, and Environmental Quality”](#) (2nd Edition),” June 2013.

Mitigation to reduce VMT can include designing projects with a mix of uses, building transportation demand management (TDM) features into the project, locating the project in neighborhoods that have transit or active mode transportation opportunities, or contributing to the creation of such opportunities. Since VMT is sensitive to regional location, it can also be mitigated by choosing a more central location for the project.

Used as a transportation metric under CEQA, VMT could encourage reduction of motor vehicle travel, increase transit and active mode transportation, and increase infill development.

Automobile Trips Generated

Per capita for residential, per employee for employment centers

Automobile trips generated (ATG) is one of two metrics specified by SB 743 for consideration. ATG counts the number of motor vehicle trips that are generated by or attracted to the project. ATG thereby accounts for the effects of project features and project surroundings (i.e., the availability of transit). It does not, however, account for the length of the trip, and therefore it does not account for regional location, the most important determinant of vehicle travel⁶. Although ATG counts only motor vehicle trips, not trips taken by other modes, it registers the benefits of transit and active transportation trips insofar as they reduce motor vehicle trips taken. In this way, ATG captures some of the environmental benefits of transit and active mode trips.⁷

Of all the metrics considered, ATG is the easiest to calculate. It does not require counts of existing traffic, estimation of project trip distribution, or traffic microsimulation for determining congestion. In fact, calculating ATG is simply the first step in calculating most of the other metrics, including LOS.

Mitigation for ATG can include locating a project in an area that facilitates transit or active mode transportation, such as an infill or transit oriented location, and including transportation demand management features in the project.

Used as a transportation metric under CEQA, ATG could encourage reduction of motor vehicle travel, increased active mode transportation, and increased infill development. Because it omits regional location, however, it may be less effective at achieving those ends than VMT.

Multi-Modal Level of Service

Multi-Modal Level of Service (MMLOS) is a metric of user comfort for travelers on various modes. Along with the traditional motor vehicle LOS metric, MMLOS includes additional ratings for transit, walking

⁶ Reid Ewing & Robert Cervero (2010) [Travel and the Built Environment](#), Journal of the American Planning Association, 76:3, 265-294, DOI: 10.1080/01944361003766766.

⁷ For more information on the ATG metric, see [Automobile Trips Generated: CEQA Impact Measure & Mitigation Program](#), City of San Francisco, October 2008.

and biking modes. It rates intersections and roadway segments, delivering an A through F grade for each mode at each location. However, like LOS, MMLOS does not account for the total extent of motor vehicle travel, just its effect near the project. It also does not examine the transportation system on the scale of an entire trip length for other modes. The most commonly used MMLOS methodology is that put forth by the 2010 Highway Capacity Manual.

Assessing MMLOS requires detailed data on existing conditions for each mode of travel at intersections and roadway segments analyzed, plus trip generation and distribution by mode from the project. MMLOS is more difficult to calculate than LOS. Further, the methodology for non-motorized modes continues to develop. MMLOS is the subject of expert debate. For example, increased pedestrian traffic may be a desirable environmental outcome rather than an impact to be mitigated. Meanwhile, reducing the number of motor vehicle lanes on a street with bicycle lanes can benefit cyclists, but can degrade MMLOS under the Highway Capacity Manual's methodology.

Impacts determined by MMLOS can be mitigated by adding motor vehicle capacity, improving transit service, and/or adding amenities for transit and active mode travelers. Since transportation facilities near infill projects often already support a variety of modes, projects in these locations may require more mitigation than projects further from these amenities, potentially discouraging infill development.

MMLOS could act either to increase or reduce motor vehicle travel, depending on the relative weight of ratings between modes. It could encourage development of transit and active mode facilities, potentially increasing use of those modes. However, because it would assign the burden of those mitigations to development, it has the potential to raise infill costs and thereby reduce infill development.

Fuel Use

Per capita for residential, per employee for employment centers, per trip for commercial

Fuel use counts the amount of fuel used by vehicle trips generated by or attracted to the project. In doing so, it captures motorized trip generation rates, thereby accounting for the effects of project features and surrounds. It also captures trip length, and so can also account for regional location, which is the most important single determinant of vehicle travel. Finally, it also captures fuel efficiency, which is affected by vehicle mix and traffic conditions. Although fuel use counts only motor vehicle trips, not trips taken by other modes, it registers the benefits of trips taken by other modes insofar as they reduce motor vehicle travel. In this way, Fuel Use captures the environmental benefits of transit and active mode trips.

Assessing Fuel Use with precision would require the application of microsimulation tools over the area affected by project motorized vehicle traffic. Alternately, a fuel efficiency multiplier could be applied to VMT, but that would eliminate sensitivity to roadway operations, rendering this metric equivalent to the VMT metric.

Mitigation for Fuel Use can include building in transportation demand management (TDM) features as part of the project, locating the project in neighborhoods that supply transit or active mode transportation opportunities. Also, because Fuel Use traces the full extent of motor vehicle trips and therefore is sensitive to regional location, it can also be mitigated by choosing a more central location for the project. Mitigation measures for Fuel Use might also include improving motor vehicle traffic operations and speeds. However, to the extent that these mitigation measures would induce demand, they would lose effectiveness. In the coming years, fuel efficiency improvements will necessitate shifting thresholds, and zero emissions vehicles could eventually render the metric irrelevant. Also, permeation of electric-drive vehicles with regenerative braking reduces the effect of traffic operations improvements on fuel use.

Used as a transportation metric under CEQA, Fuel Use would act to reduce motor vehicle travel, except where transportation operations improvements or capacity expansions induce more travel in the long run. It would tend to increase transit and active mode transportation, although it could penalize their operation if they have a negative effect on motor vehicle traffic operations. Finally, it would tend to increase infill development, with the same caveats.

Motor Vehicle Hours Traveled

Per capita for residential, per employee for employment centers, per trip for commercial

Motor Vehicle Hours Traveled (VHT) counts the time taken by motor vehicle trips generated by or attracted to the project. In doing so, it captures motorized trip generation rates, thereby accounting for the effects of project features and project surroundings. It also captures trip length, and so can account for regional location, which is the most important single determinant of vehicle travel. Finally, it also captures travel time, which is affected by traffic conditions. Although VHT counts only motor vehicle trips, not trips taken by other modes, it registers the benefits of trips taken by other modes insofar as they reduce motor vehicle travel. In this way, VHT captures the environmental benefits of transit and active mode trips.

Assessing VHT with precision would require the application of more sophisticated modeling tools than those needed to assess VMT. In some areas, those tools may not be available or data might not be available to support them.

Mitigation for VHT can include building in transportation demand management (TDM) features as part of the project, locating the project in neighborhoods that supply transit, or active mode transportation opportunities. Because VHT traces the full extent of motor vehicle trips and therefore is sensitive to regional location, it can also be mitigated by choosing a more central location for the project. In the near term, VHT could be mitigated by increasing travel speeds, e.g. by increasing vehicle capacity. In the long run, however, increased travel speeds generate additional vehicle travel, eventually re-congesting the roadway and congesting traffic. Increased vehicle speeds may also adversely affect bicycle and pedestrian travel.

As a metric, VHT could act to reduce motor vehicle travel, except if it were used to justify roadway expansion to create short-run benefit without considering long-run induced demand. VHT would in many cases tend to increase transit and active mode transportation, although it would penalize their operation if they have a negative effect on traffic operations. Finally, in some cases VHT would remove a barrier to infill development, although mitigation measures that increase roadway capacity could have the opposite effect.

Presumption of Less Than Significant Transportation Impact Based on Location

Development in centrally-located areas and areas served by transit generally impacts the regional transportation network substantially less than outlying development. Given the lower motor vehicle trip generation rates and shorter trip distances that have been shown for projects in such areas compared with projects elsewhere, project location could serve as predetermined “transportation-beneficial development” areas. Such areas might be presumed to cause less than significant regional transportation impacts. These areas could be mapped so as to be easily identified. Projects outside of such areas may require additional analysis, and mitigation if necessary, using one of the metrics described above.

VIII. Open questions and next steps

The discussion above described OPR’s initial impressions of several suggested transportation metrics. Many open questions remain at this point. Some of those open questions, as well as next steps, are set forth below.

1. SB 743 requires that whatever metric is developed, it must promote reductions in greenhouse gas emissions. Increases in roadway capacity for automobiles may lead to increases in noise, greenhouse gas emissions and other air pollutants. SB 743 similarly provides that air quality, noise, safety and other non-delay effects related to transportation will remain a part of a CEQA analysis.
 - a. Are there environmental impacts related to transportation other than air quality (including greenhouse gas emissions), noise and safety? If so, what is the best measurement of such impacts that is not tied to capacity?
 - b. Are there transportation-related air quality, noise and safety effects that would not already be addressed in other sections of an environmental analysis (i.e., the air quality section or noise section of an initial study or environmental impact report)? If so, what is the best measurement of such impacts that is not tied to capacity?
 - c. Would consistency with roadway design guidelines normally indicate a less than significant safety impact?

2. What are the best available models and tools to measure transportation impacts using the metrics evaluated above? SB 743 allows OPR to establish criteria “for models used to analyze transportation impacts to ensure the models are accurate, reliable, and consistent with the intent of” SB 743. Should OPR establish criteria for models? If so, which criteria?
3. SB 743 provides that parking impacts of certain types of projects in certain locations shall not be considered significant impacts on the environment. Where that limitation does not apply, what role, if any, should parking play in the analysis of transportation impacts?

OPR will continue conducting research and meeting with stakeholders while this preliminary evaluation is being publicly reviewed. Following the close of the comment period, OPR will evaluate the input it receives, and develop a discussion draft of the alternatives to LOS and relevant changes to the CEQA Guidelines. The public will be invited to provide input on that discussion draft. If necessary, OPR may further revise the discussion draft based on that input. OPR intends to transmit a final draft of the changes to the CEQA Guidelines to the Natural Resources Agency by July 1, 2014.

LOS in CEQA Transportation Analysis



Today's Prevailing Metric: LOS

LOS = Automobile Level of Service

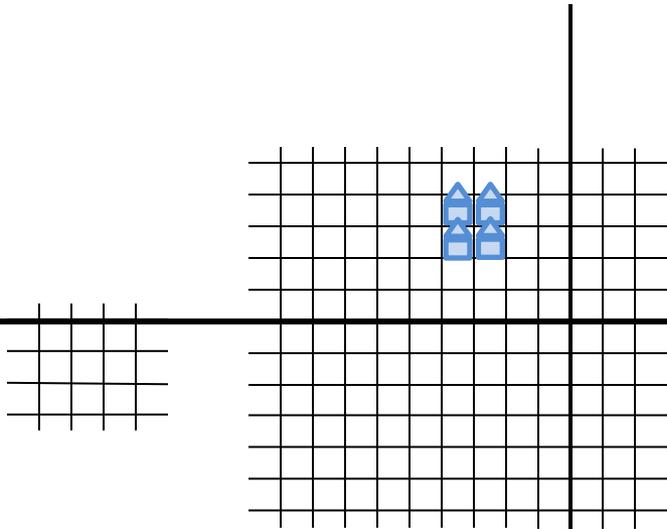
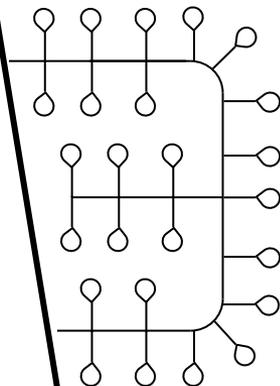
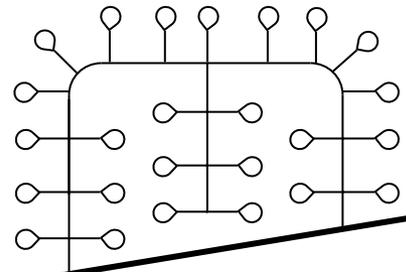
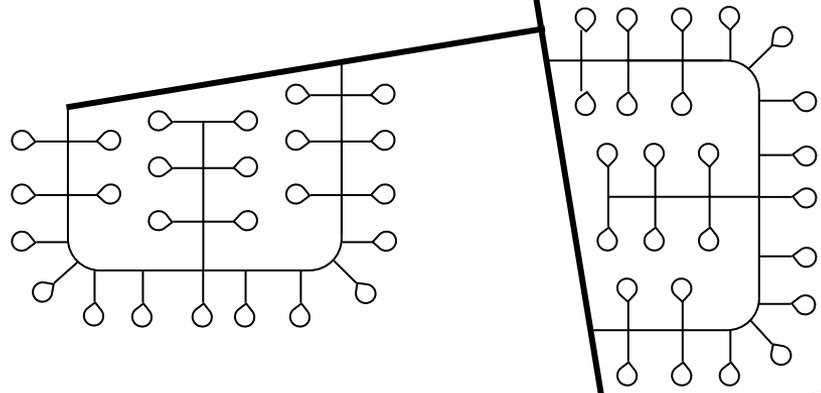
LOS measures delay at individual local intersections and on individual highway segments:

1. A traffic study estimates the number of trips generated and where they will go
2. Those trips are overlain with existing traffic
3. LOS delivers an A to F rating of the intersection or highway segment

Mitigation is triggered at LOS thresholds

- Thresholds are prescribed by General Plans and Congestion Management law
- Cross a threshold → significant impact under CEQA

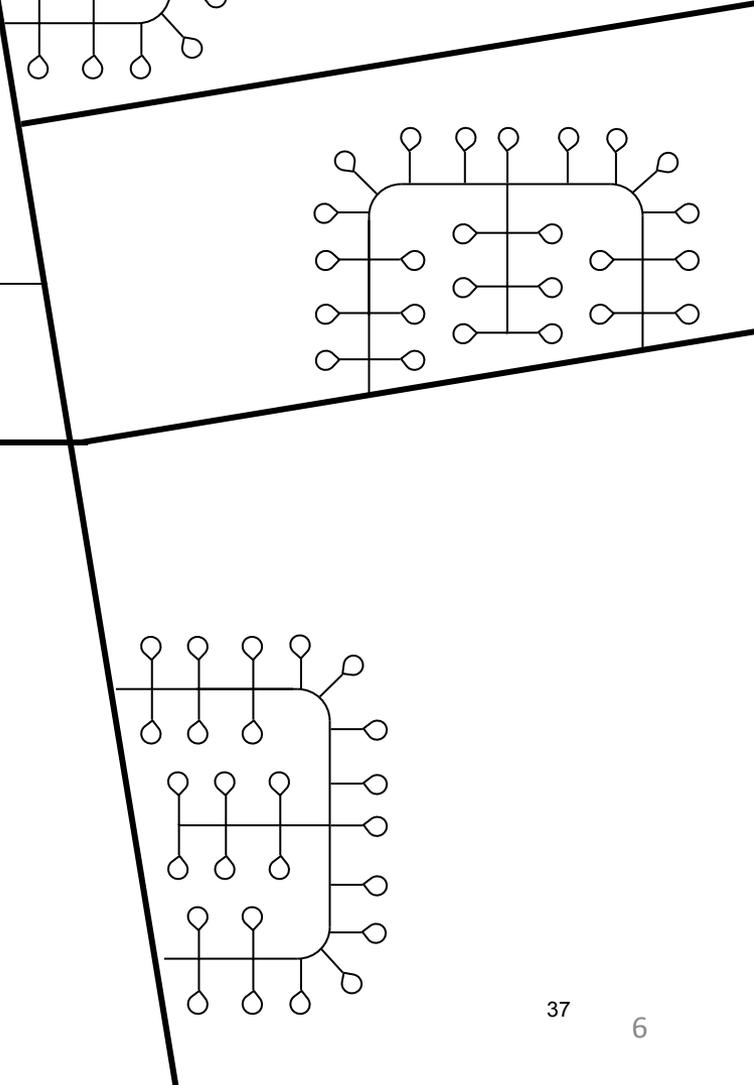
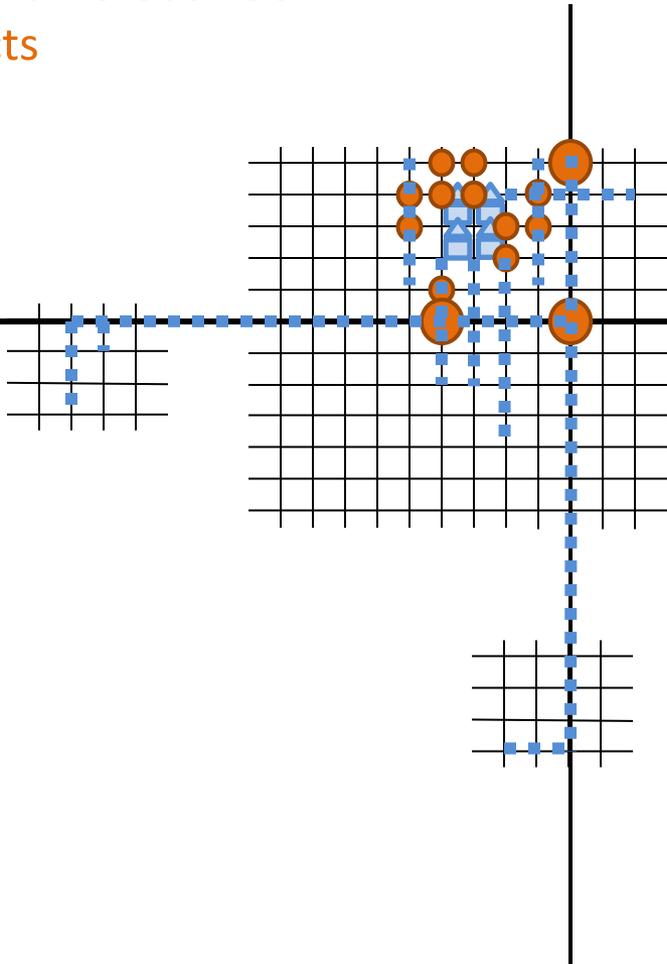
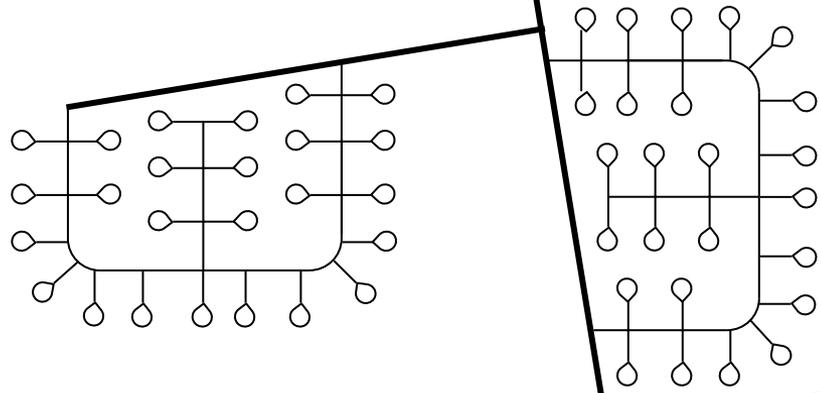
Analysis of **infill** development using LOS



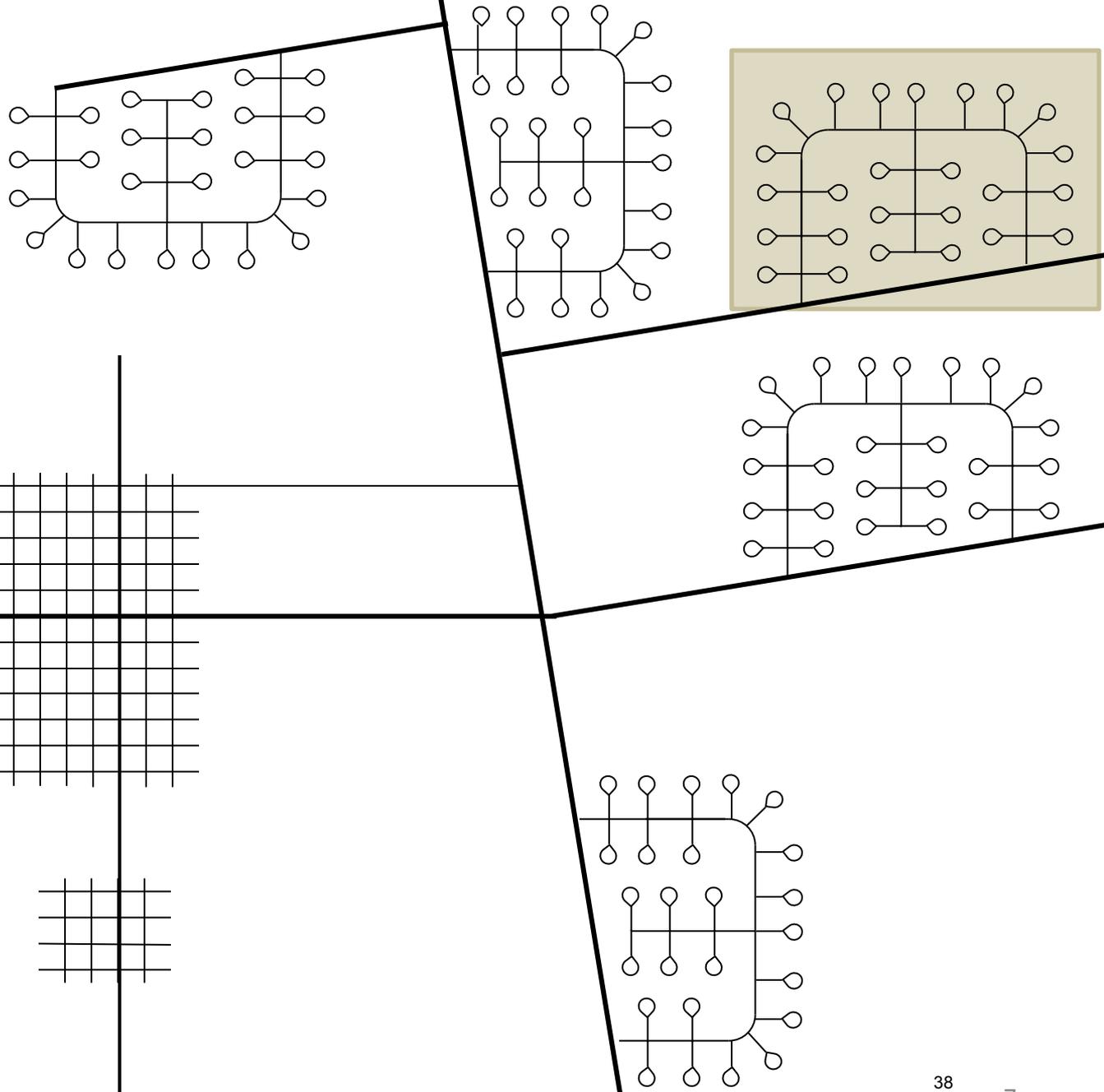
Analysis of infill development using LOS

Relatively little vehicle travel loaded onto the network

...but numerous LOS impacts

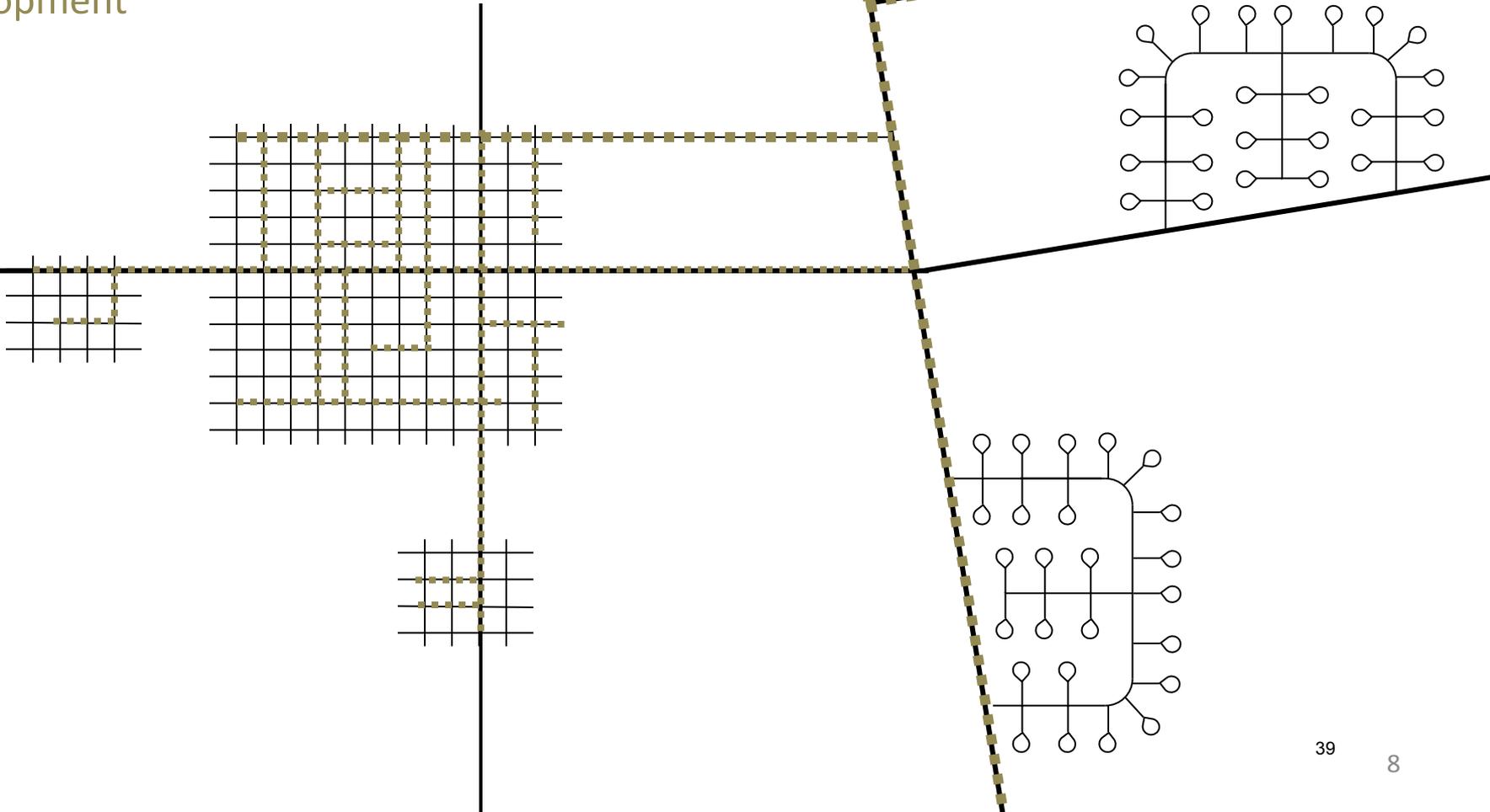


Analysis of greenfield development using LOS



Analysis of greenfield development using LOS

Typically three to four times the vehicle travel loaded onto the network relative to infill development

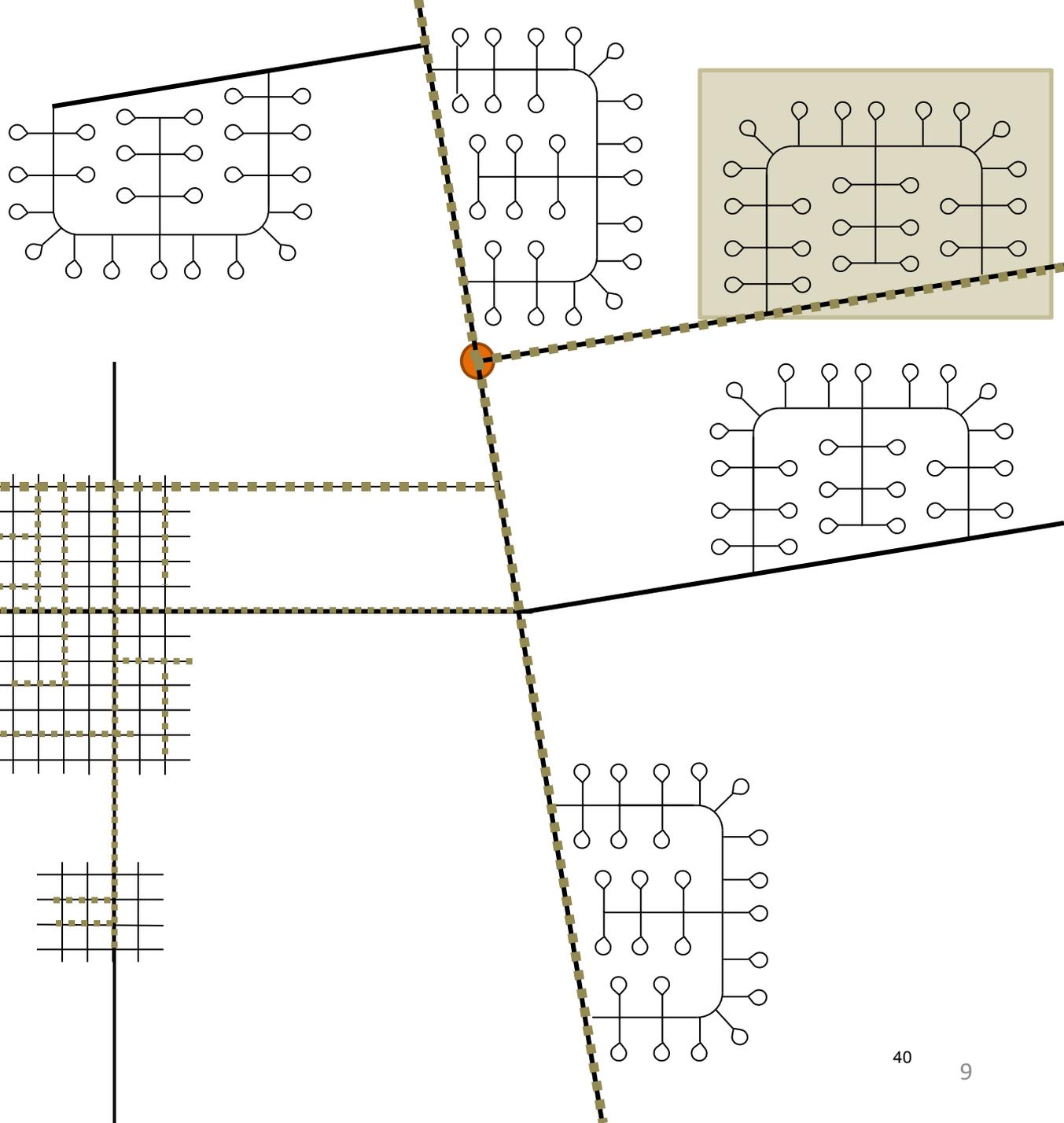


Analysis of greenfield development using LOS

Typically three to four times the vehicle travel loaded onto the network relative to infill development

...but relatively few LOS impacts

Traffic generated by the project is disperse enough by the time it reaches congested areas that it doesn't trigger LOS thresholds, even though it contributes broadly to regional congestion.



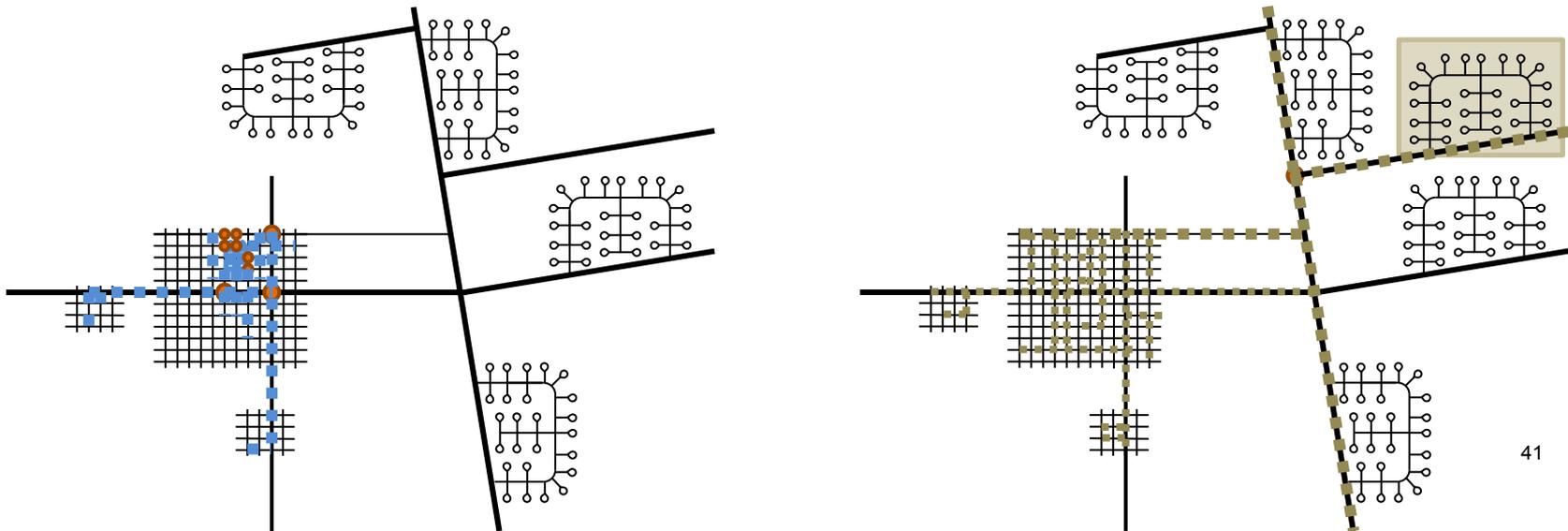
Problems with LOS

1. Scale of analysis is too small

- LOS metric registers impacts adjacent to project, ignores impacts regionally
- Spot roadway widenings don't optimize corridor & network vehicle flow

2. Bias against infill because of “last-in development” problem

- Infill adds to preexisting traffic from nearby projects, triggering LOS thresholds
- Greenfield adds more traffic than infill, but doesn't trigger thresholds



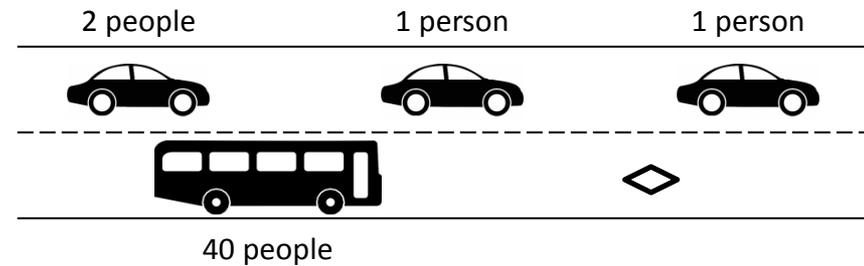
Problems with LOS

3. LOS mitigation is itself problematic

- *Option 1:* Reduce project trip generation by reducing size → must build elsewhere to accommodate demand
- *Option 2:* Widen roadway → adds delay and hazard for pedestrians and cyclists, induces more vehicle travel

4. Measures movement of vehicles rather than people

- Cars and buses considered with same priority, so a transit priority lane can worsen LOS even as it improves person-throughput
- LOS characterizes pedestrians and cyclists as obstructions to cars, to be channeled/restricted



Outcomes with LOS

LOS makes infill development more difficult

- Infill generates less travel, but under LOS it has more impacts to mitigate

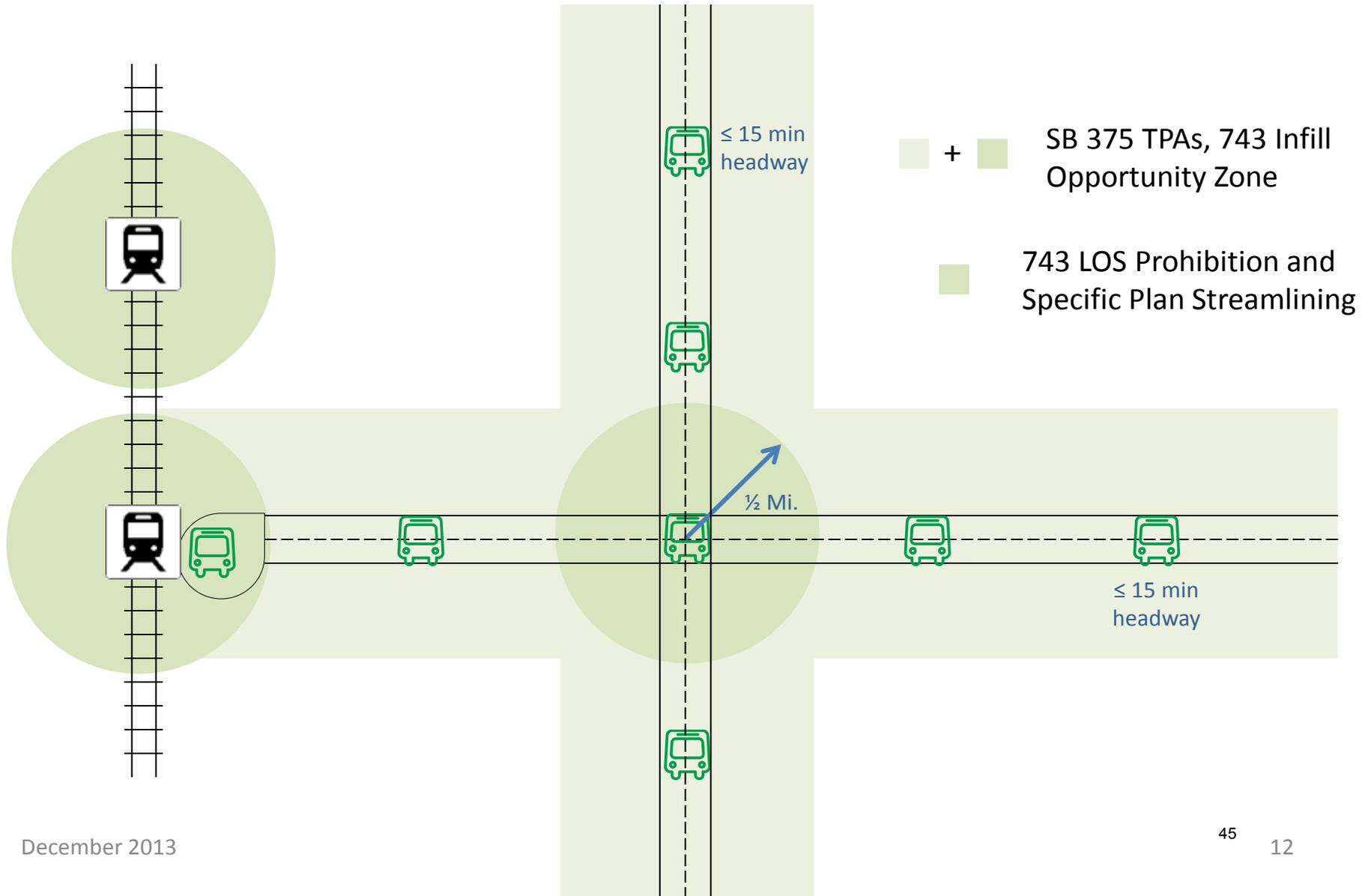
Discouraging infill works against other state goals

- More greenhouse gas emissions
- Less transit oriented development as envisioned in SB 375
- More vehicle travel and overall congestion regionally
- Worse air quality and other environmental and health outcomes
- Greater long-run public expense to maintain longer roads, water, sewer, electrical lines

Reasons to Keep LOS?

- LOS measures congestion, highway safety, travel time reliability.
- LOS can be used to measure congestion related GHG emissions.
- Useful for assessing impacts in areas that are not well-served by transit or for facilities that serve only cars.
- Using other metrics could cause some capacity expansion projects to trigger significant impact findings.
- Part of regional Congestion Management Planning Process (no direct impact on SCTA).

Transit Priority Areas (TPAs) Geographies



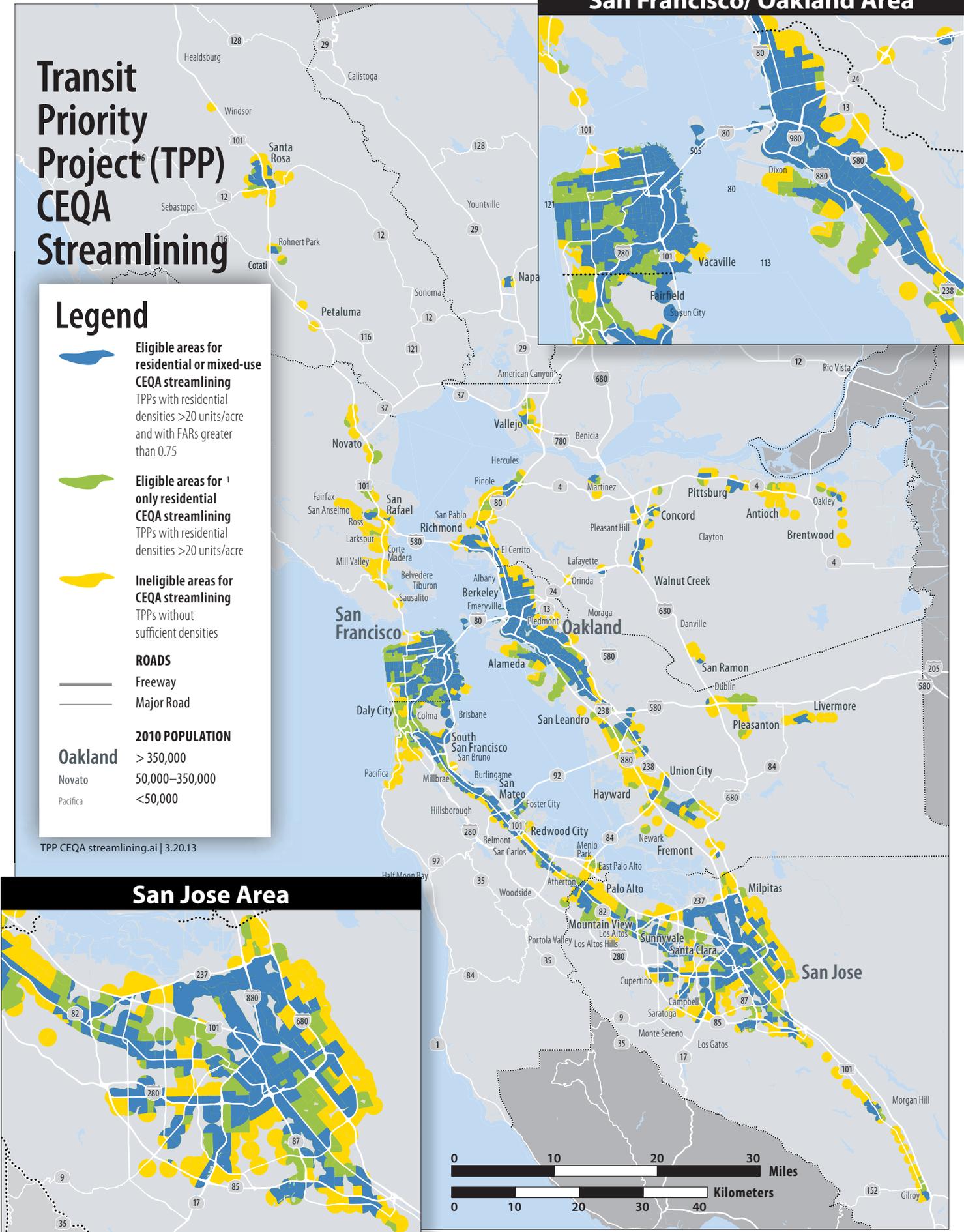
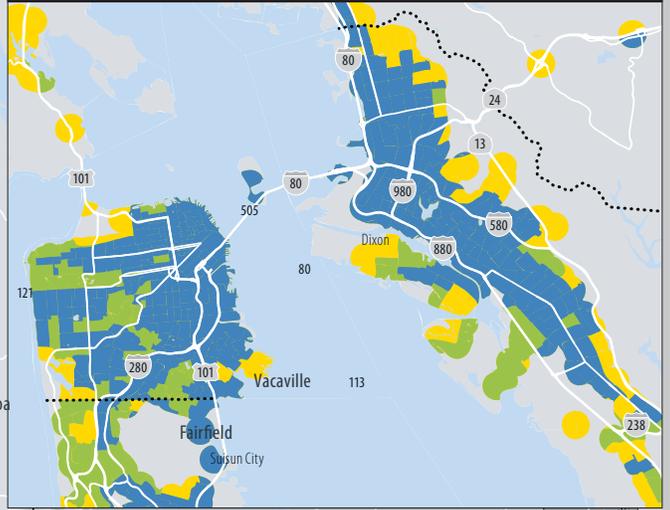
San Francisco/ Oakland Area

Transit Priority Project (TPP) CEQA Streamlining

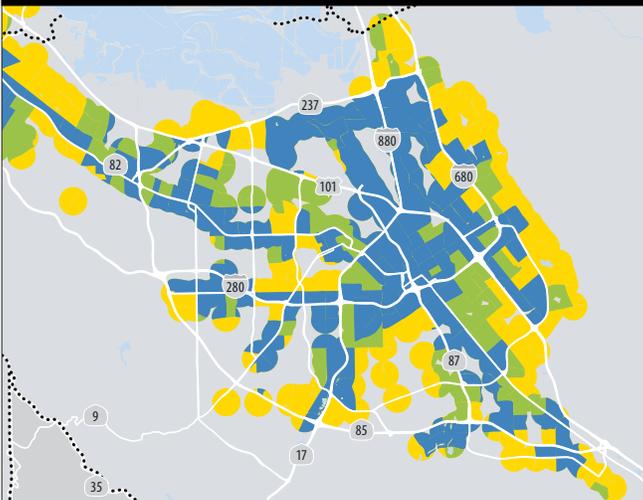
Legend

-  **Eligible areas for residential or mixed-use CEQA streamlining**
TPPs with residential densities >20 units/acre and with FARs greater than 0.75
 -  **Eligible areas for only residential CEQA streamlining**
TPPs with residential densities >20 units/acre
 -  **Ineligible areas for CEQA streamlining**
TPPs without sufficient densities
- ROADS**
-  Freeway
 -  Major Road
- 2010 POPULATION**
- Oakland** > 350,000
 - Novato 50,000–350,000
 - Pacifica <50,000

TPP CEQA streamlining.ai | 3.20.13



San Jose Area



Vehicle Miles Traveled

- Correlation with GHGs and other environmental and health factors
- Captures infill's lower trip production and trip length
- Easy to model
- Per-capita, per employee, per trip measure could be used

Auto Trips Generated

- Easy to calculate
- Captures infill's lower trip production but omits the influence of regional location or trip length
- Per-capita or per employee measure could be used

Multi-modal LOS

- Considers a variety of modes
- Would trigger mitigation fees that could be used to improve non-motorized network
- Difficult to calculate
- Disputed methodology
- Measures point location impact, not overall regional impact

Fuel Use

- Captures infill's lower trip production and trip length
- Considers efficiency of transportation system
- Correlated to GHG and other environmental/health impacts
- More difficult to model than VMT (requires system level/micro-scale modeling)
- Could ignore impacts of induced travel demand
- Electric/alternative fuel vehicle market penetration could make this metric irrelevant

Vehicle Travel Time

- Captures infill's lower trip production and trip length
- Considers efficiency of transportation system
- Correlated to GHG and other environmental/health impacts
- More difficult to model than VMT
- Could ignore impacts of induced travel demand
- Estimated non-vehicle modes could be difficult

Next Steps

- Comment period on initial evaluation document through Feb. 14, 2014
- Regional Workgroups to meet in Feb, 2014
- OPR to consider feedback
- Develop draft discussion document
- Accept feedback on discussion draft
- Final draft to CA Natural Resources Agency by July 1, 2014

Staff Report

To: RCPA Board of Directors
From: Lauren Casey, Climate Protection Program Manager
Item: 4.4.1 – Request for qualifications for energy efficiency outreach activities
Date: February 10, 2013

Issue:

Shall the Board authorize staff to issue a request for qualifications (RFQ) to identify qualified entities to provide energy efficiency marketing, education, and outreach services aimed at increasing participation in residential energy efficiency programs?

Background:

The RCPA Mission, Goals, and Objectives (MGO) contains a goal to “retrofit 80% of buildings in Sonoma County to reduce energy use by an average of 30%.”

In 2013-2014, a central strategy in working towards this retrofit goal is to participate in the Bay Area Regional Energy Network (BayREN), which is implementing the Energy Upgrade California Home Upgrade program. Home Upgrade and the complimentary services provided by BayREN, including regional marketing and technical assistance through the Home Upgrade Advisor, are designed to help increase the number of homeowners and contractors implementing home retrofits that achieve deep energy savings.

The RCPA received \$106,477 from ABAG to support the regional implementation of Home Upgrade through local efforts in 2013 and 2014 that may include: local outreach to homeowners to drive demand for home energy upgrades, recruitment of contractors to participate in program offerings, recruitment of contractors and real estate professionals for orientation and technical trainings, as well as support to the regional leads in the administration of Home Upgrade programs and regional media efforts.

Staff earmarked \$30,000 of the in the FY13/14 budget approved by the Board in October for residential energy efficiency outreach services, to-be determined and are now seeking authorization to issue an RFQ to identify qualified firms to support residential energy efficiency marketing, education, and outreach (ME&O). Staff is seeking services that can leverage and compliment BayREN regional marketing efforts and existing outreach efforts in Sonoma County including those implemented by RCPA staff, SCEIP, and by the Climate Corps Fellow hosted by the RCPA.

Contracts with the selected firm or firms will be brought to the Board for approval.

Policy Impacts:

There are no policy impacts associated with this action.

Fiscal Impacts:

Funding for energy efficiency services will not exceed \$30,000, as included in the FY13/14 budget approved by the Board in October.

Staff Recommendation:

That the Board authorizes staff to develop and issue a request for qualifications for energy efficiency marketing, education, and outreach services to increase participation in residential energy efficiency programs.

Staff Report

To: RCPA Board of Directors
From: Lauren Casey, Climate Protection Program Manager
Item: 4.4.2 – Climate Action Forums hosted at the RCPA
Date: February 10, 2013

Issue:

Information Only

Background:

The RCPA's Mission, Goals, and Objective (MGO) states: "The Sonoma County Regional Climate Protection Authority (RCPA) leads and coordinates countywide efforts to implement and advocate a broad range of programs to reduce greenhouse gas (GHG) emissions."

RCPA objectives spell out initiatives to reduce emissions and improve our ability to prepare for the impacts of climate change across four main areas: Transportation and Land Use, Energy Efficiency and Renewable Power, Green Economy, and Natural Resource Management. The specific strategies contained within the MGO rely heavily on coordination with other implementing partners, assigning the direct responsibility to implement many climate protection strategies to other

The RCPA convenes a Coordination Committee on a monthly basis to coordinate on the implementation of programs within the MGO. One person from each member jurisdiction, partner agency (i.e. the Water Agency and the Open Space District), and non-governmental implementing partner (i.e. PG&E and the North Bay Climate Adaptation Initiative) has been invited to participate. This committee has successfully served as a platform to discuss programs and share information, however staff believes that some changes can be made to our structure for convening partners to make coordination more robust and efficient.

In 2014, we propose convening the Coordination Committee around a series of Climate Action Forums dedicated to each of the main issue areas on which the RCPA works and allowing Coordination Committee members to invite more than one person from their organization so that the right people are engaged on each topic. Staff will also work with Coordination Committee members to identify additional appropriate organizations to invite to forums, depending on the topic.

Goals of the RCPA Climate Action Forums

1. Increase engagement by a.) RCPA members and b.) non-member leaders in climate action in the coordinated implementation of climate protection programs.
2. Provide highly relevant educational opportunities and best practice sharing, to maximize the value of convening partners on a regular basis.
3. Create a more robust platform for input and collaboration on the implementation of RCPA programs.

Draft Schedule

The following schedule is included in the attached save the date to be circulated and shared by our implementing partners with appropriate contacts for each issue area.

Forum Title	Example Issue Areas for 2014	Forum Dates
Climate Planning & Community Engagement	Climate Action 2020, identifying and analyzing key communitywide climate action strategies, climate readiness, community outreach, GHG measurement and reporting, tracking implementation	January 16 th May 15 th September 18 th
Building Energy	Energy efficiency program implementation, Energy Upgrade California, Sonoma Clean Power, building energy and green building code, utility financing and rebate programs	February 20 th June 19 th October 16 th
Transportation & Land Use	Comprehensive Transportation Plan, bicycle and pedestrian planning, electric vehicle partnership initiatives, transportation demand management programs	March 20 th July 17 th November 20 th
Conservation and Adaptation	North Bay Climate Adaptation Initiative, Carbon Cycle Project, Sonoma Biochar Initiative, Urban Footprint scenario planning tool, climate action through conservation, climate vulnerability assessment	April 17 th August 21 st December 18 th

This model was used successfully for our January 16th Coordination Committee meeting. The emphasis of this event was on sharing an overview of Climate Action 2020 with local agencies, departments, and NGOs implementing programs that may be affected by or included in the CAPs being developed through Climate Action 2020. After an overview of the project, participants were invited to identify areas of their work with a climate component, and to identify next steps for refining draft measures for possible inclusion in Climate Action 2020 to be consistent with and supportive of efforts already underway in Sonoma County.

Future forums will provide RCPA staff with the opportunity to garner the input needed to ensure our programs and the Climate Action 2020 Plan are best meeting the needs of the entire county and are best positioned for success in meeting our shared goals, and that lessons learned are shared across partner efforts.

At this time we are seeking input on this approach, on potential forum topics, and on contacts from each jurisdiction to include in the invitation distribution.

Policy/Fiscal Impacts:

None.

Staff Recommendation:

Provide direction regarding potential discussion topics to plan Forums around in order to provide staff with an opportunity to discuss policies or programs on a regional level.

Sonoma County Regional Climate Protection Authority presents:

2014 Climate Action Forums

Presentations and dialogue across climate protection program implementers



Please save the date for a monthly series on climate action initiatives
in Sonoma County and beyond within:

Forum Theme	Forum Dates
<p>Climate Action Planning</p> <p>Example topics: greenhouse gas measurement and reporting, identifying and analyzing communitywide climate action strategies, climate readiness, green economy, community outreach, tracking and reporting on implementation</p>	<p>January 16th May 15th September 18th</p>
<p>Building Energy</p> <p>Example topics: energy efficiency program implementation, Energy Upgrade California, Sonoma Clean Power, building energy and green building code, utility financing and rebate programs</p>	<p>February 20th June 19th October 16th</p>
<p>Transportation & Land Use</p> <p>Example topics: Comprehensive Transportation Plan, bicycle and pedestrian planning, electric vehicle infrastructure, transportation demand management programs</p>	<p>March 20th July 17th November 20th</p>
<p>Conservation and Adaptation</p> <p>Example topics: North Bay Climate Adaptation Initiative, Carbon Cycle Project, Sonoma Biochar Initiative, Urban Footprint scenario planning tool, climate action through conservation, climate vulnerability assessment</p>	<p>April 17th August 21st December 18th</p>

Who: RCPA Coordination Committee Members

When: The 3rd Thursday of the month from 3:00-5:00 PM

Where: RCPA offices, 490 Mendocino Ave, Ste 206, Santa Rosa, CA

Please RSVP to get on the mailing list for specific forum agendas by emailing Lauren Casey at lcasey@sctainfo.org.

Staff Report

To: RCPA Board of Directors
From: Lauren Casey, Climate Protection Program Manager
Item: 4.4.3 – RCPA activities report
Date: February 10, 2013

Issue:

Information Only

Background:

ENERGY EFFICIENCY:

Energy Efficiency Resources Available in Sonoma County

In December, staff presented draft matrices summarizing resources available to assist Sonoma County residents and business owners in harnessing the benefits of energy efficiency. The handouts include resources for more information and testimonials from participating building owners. They were developed in conjunction with the Sonoma County Energy Independence Program (SCEIP) for the following sectors:

- Single Family
- Multi-family
- Commercial
- Municipal (developed since the December Board meeting)

Final print versions are attached and will be posted on the RCPA website at:

http://www.sctainfo.org/efficient_build.htm. Staff will also distribute hard copies to RCPA jurisdictions upon request.

Bay Area Regional Energy Network (BayREN):

The RCPA serves as the Sonoma County lead for implementing programs through the Bay Area Regional Energy Network (BayREN), a collaboration of the nine counties of the 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 (CPUC).

BayREN is implementing programs that help improve the energy efficiency of buildings in multiple sectors including single family residential, multi-family residential, and commercial.

Single Family Energy Upgrade California

The RCPA continues to work with the regional leads to conduct marketing, education, and outreach related to Energy Upgrade California™ Home Upgrade, a program through which homeowners can install a set of measures to improve the performance of their home as a system.

Major outreach efforts in January include:

- A community group outreach campaign conducted by Climate Corps Fellow Adriana Stagnaro, to share information about the program for email and newsletter distribution, as well as an invitation to present at meetings or events about energy efficiency resources.
- A series of two page handouts that summarize resources available in Sonoma County to help building owners invest in energy efficiency retrofits (attached).

Home Upgrade project stats:

Since launch in August, 127 Home Upgrade incentives have been reserved in the nine-county region, 54 of which are for projects located in Sonoma County.

Multi-Family Energy Upgrade California

Outreach conducted by the RCPA in October and November regarding the Bay Area Multifamily Building Enhancements (BAMBE) program reached hundreds of owners and managers of multifamily properties. To date 13 buildings have submitted interest forms to participate in the program. Five properties have received the free on-site energy consultation and recommendations provided by the program, including a total of 301 units. Only one project, of 12 units, has applied for the \$750 per unit incentive to date. Outreach on the BAMBE program is ongoing.

Codes & Standards

BayREN sent materials to the RCPA to recruit a jurisdiction to participate in a series of on-site baseline code-compliance assessments in 2014. These assessments are designed to compile anonymous, region-wide data around which aspects of building energy code are not being implemented and why. Future resources including tools and trainings will be tailored based on the findings of the baseline assessment. Outreach to Chief Building Officials began in January with a goal of selecting a participating jurisdiction from Sonoma County by the end of February.

Financing

Efforts to expand the Pay As You Save (PAYS) Pilot with partner utilities continued. A draft implementation plan for expansion to commercial customers was provided to Town of Windsor utility staff in January. A program design was submitted to the City of Hayward and RFPs were issued to recruit program vendors and contractors. Implementation of the program will go before the Hayward City Council in February. The East Bay Municipal Utility District (EBMUD) approved a program concept and is pursuing internal funding to move forward with pilot implementation.

CLIMATE ACTION PLANNING

Climate Action 2020

The first series of public outreach workshops have been completed for Climate Action 2020. The total number of attendees that *signed in* was 158, as follows:

- Windsor: 17
- Rohnert Park: 9
- Healdsburg: 10
- Cotati: 8
- Sonoma: 18
- Sebastopol: 17
- Petaluma: 42
- County: 28
- Cloverdale: 9

The Stakeholder Advisory Group (SAG) had its first meeting on January 22, 2014, from 4-7pm at City of Santa Rosa Utilities Department, in Santa Rosa, CA. Thirty four of the thirty eight appointed SAG members were present. The meeting started with a brief overview of the project and expectations of the SAG, followed by questions from the group. The second half of the evening was spent in smaller groups to discuss specific sectors and provide input to staff regarding: Transportation, Building Energy, Waste, and Water. Specifically the SAG was provided with a draft list of prospective measures and asked to provide input with the following prompts:

1. [NEW IDEAS]
Are there any measures not on the list that you think we should consider?
2. [INFORMATION]
What information about these measures is most important for you to know?
3. [CONCERNS]
Do you have any concerns about these measures?
4. [PRIORITIES]
What measures do you think are most important/least important to consider?

The next SAG meeting is scheduled for April 23rd, with location and time to be announced as the date approaches. Staff is currently working on typing up and consolidating all public comments from both the public outreach workshops (over 600 comments) and the Stakeholder Advisory Group meeting and will post them on the website www.sonomarcpa.org/climateaction.

Policy Impacts:

None.

Fiscal Impacts:

None.

Staff Recommendation:

Information Only.

Glossary of Acronyms

AB32 = Assembly Bill 32, Global Warming Solutions Act (2006)

ABAG = Association of Bay Area Governments

AR5 = Fifth Assessment Report (IPCC)

ARB = Air Resources Board

BayREN = Bay Area Regional Energy Network

BAMBE = Bay Area Multifamily Building Enhancements

C&S = Codes and Standards (BayREN)

CCBA = Climate Corps Bay Area

CPUC = California Public Utilities Commission

EBMUD = East Bay Municipal Utility District

EPA = Environmental Protection Agency

GHG = greenhouse gas

GIS = Geographic Information Systems

HUA = Home Upgrade Advisor (BayREN)

IPCC = Intergovernmental Panel on Climate Change

ME&O = marketing, education, and outreach

MFCAP = Multi Family Capital Advance Program

NCBE = North Coast Builders Exchange

PACE = Property Assessed Clean Energy

PAYS[®] = Pay As You Save

PG&E = Pacific Gas and Electric

RCPA = Regional Climate Protection Authority

REACO = Redwood Empire Association of Code Officers

SCS = Sustainable Communities Strategy

SCEIP = Sonoma County Energy Independence Program

SCTA = Sonoma County Transportation Authority

SFLLR = Single Family Loan Loss Reserve

SFPUC = San Francisco Public Utilities Commission

Interested in energy efficiency in your home? Find local resources to help you...

Learn more about energy efficiency:



Explore the basics of energy efficiency and the benefits for your home:

- Browse the Sonoma County Energy Independence Program (SCEIP) website: <http://residential.sonomacountyenergy.org>.
- Check-in on your energy use with Pacific Gas & Electric's Home Energy Check-up at <http://www.pge.com>.
- Invite Sonoma County staff and home performance contractors to present a workshop on energy efficiency to your community group or other organizations by contacting SCEIP staff (see below).

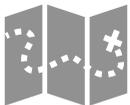
Get questions answered:



Eliminate any confusion about your options by speaking with an expert:

- Sonoma County Energy Independence Program staff is available by phone at (707) 565-6470, email at sceip@sonoma-county.org, or in person at 2300 County Center Drive, Suite A105, Santa Rosa.
- Bay Area Home Upgrade Advisors are available by phone at (866) 878-6008 or online at <http://www.bayareaenergyupgrade.org> to guide you through every step of a retrofit project.

Find a contractor:



Rest easy knowing that your contractor has been properly licensed and trained to install energy efficiency measures:

- Energy Upgrade California Home Upgrade and Advanced Home Upgrade program implementers train and certify contractors to ensure energy savings, quality, and safety. A list of contractors can be found at: <http://www.bayareaenergyupgrade.org/find-a-contractor>.
- Some local contractors have been additionally certified by SCEIP for Standards of Conduct: <http://residential.sonomacountyenergy.org/lower.php?url=find-a-contractor>.

"We had no idea how much more comfortable our home would be and how much of an impact it would have on our quality of life. Now, it's time to relax and enjoy."

**ABIGAIL SMYTH AND BRADFORD REX
PETALUMA**



Get money back for your project:



Bring down the overall cost of your project using rebates:

- Energy Upgrade California offers rebates to improve the overall performance of your home:
 - **Home Upgrade: \$1,000-\$2,500** for installing a package of measures using a menu approach.
 - **Advanced Home Upgrade: \$1,000-\$4,500** for installing a package of measures targeting 10-45% energy savings using a modeling approach; a \$300 rebate is also available to cover testing.
 - Example eligible measures for both incentives include: air sealing, duct replacement, insulation, and furnace, air conditioner, and water heater replacement.
 - More about both rebates can be found at: <http://www.bayareaenergyupgrade.org>.
- Some utilities offer rebates for individual measures:
 - Pacific Gas & Electric: appliances and pool pumps.
 - Healdsburg Electric: appliances, lighting, furnace, water heater, air conditioner, weatherization, air sealing, pool pumps.
 - Local water utilities (varies): showerheads, aerators, clothes washer, and strictly water measures.
- Use the local Action Plan Tool to identify good measures and associated rebates for your home: <http://sonoma.planetecosystems.com/?url=action-plan>.

Finance a project: Spread your investment over time and pay for improvements with your utility cost savings using financing tools:



- Property Assessed Clean Energy (PACE) Financing available through SCEIP.
- Energy Efficient Mortgages and other refinance tools through private banks.
- Windsor Pay As You Save (PAYS®) on-bill repayment for water and energy efficiency investments in the Town of Windsor.

Please contact SCEIP with any questions.



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www.sonomacountyenergy.org
www.youtube.com/SonomaCountyEnergy
www.facebook.com/SCEIP



Many of these resources are brought to you by local government through regional collaboration.

Interested in lowering operating costs of your multifamily property? Find local resources to help you...

Learn more about energy efficiency:



Explore the basics of energy efficiency and the benefits for your building and bottom line:

- Browse the Sonoma County Energy Independence Program (SCEIP) website: <http://residential.sonomacountyenergy.org>.
- Check your building's usage with Pacific Gas & Electric's tools at <http://www.pge.com>.
- Browse the Energy Upgrade California Multifamily page: <https://multifamily.energyupgradeca.org>.

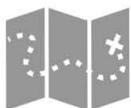
Get questions answered:



Eliminate any confusion about your options by speaking with an expert:

- Sonoma County Energy Independence Program staff is available by phone at (707) 565-6470, email at sceip@sonoma-county.org, or in person at 2300 County Center Drive, Suite A105, Santa Rosa.
- Bay Area Multifamily Building Enhancement Advisors are available by phone at (510) 891-6558 or email at multifamily@bayren.org to advise you on resources for your property.
- On-site evaluations are available through the Bay Area Multifamily Building Enhancement program; enroll online at https://multifamily.energyupgradeca.org/bay_area_multifamily_form.

Find a contractor:



Rest easy knowing that your contractor has been properly licensed and trained to install energy efficiency measures:

- Energy Upgrade California Home Upgrade and Advanced Home Upgrade program implementers train and certify contractors to ensure energy savings, quality, and safety. A list of contractors can be found at: <http://www.bayareaenergyupgrade.org/find-a-contractor>.
- Some local contractors have been additionally certified by SCEIP for Standards of Conduct: <http://residential.sonomacountyenergy.org/lower.php?url=find-a-contractor>.

THE CHILDREN'S VILLAGE OF SONOMA COUNTY

- 36.7 kilowatt solar photovoltaic system.
- TCV's \$215.5k system earned a \$32.5k rebate, leaving \$183k to be financed through SCEIP. A federal tax grant of \$54.9k was also received.
- \$19,658 electricity bill for the 12 months before installation dropped to \$2,565 after.
- System could pay for itself in under 18 years.



Get money back
for your project:



Bring down the overall cost of your project using rebates:

- Energy Upgrade California offers rebates to improve the overall performance of your building:
 - **Multifamily Building Enhancement program: \$750 per unit** for installing a package of measures recommended by free energy consultation to save 10% or more of building energy use.
 - **Multifamily Whole Building Program: \$600-\$1,500 per unit** for installing a package of measures targeting 10-40+% energy savings using a modeling approach and participating contractor.
 - Example eligible measures for both incentives include: air sealing, duct replacement, heating, ventilation, and air conditioning systems, boilers, water heaters, window, insulation, and others.
 - More about both rebates can be found at: <https://multifamily.energyupgradeca.org/>.
- Some utilities offer rebates for individual measures:
 - Pacific Gas & Electric: appliances, windows, cool roof, boilers, water heaters, HVAC, lighting, controls, pool pumps and heaters.
 - Healdsburg Electric: appliances, lighting, furnace, water heater, air conditioner, weatherization, air sealing, pool pumps.
 - Local water utilities (varies): showerheads, aerators, clothes washer, and strictly water measures.
- Use the Multifamily funding finder to identify measures rebates available for your property: <https://multifamily.energyupgradeca.org/properties>.

Finance a project:



Spread your investment over time and pay for improvements with your utility cost savings using financing tools:

- Property Assessed Clean Energy (PACE) Financing available through SCEIP.
- Energy Efficient Mortgages and other refinance tools through private banks.
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www.facebook.com/SCEIP



Many of these resources are brought to you by local government through regional collaboration.

Interested in energy efficiency for your business? Find local resources to help you...

Learn more about energy efficiency:



Explore the basics of energy efficiency and the benefits for your bottom line:

- Browse the Sonoma County Energy Watch (SCEW) website: <http://www.sonoma-county.org/gs/energy/scew/business.htm>.
- A summary of local business efficiency programs is provided by the Sonoma County Energy Independence Program (SCEIP) at: <http://commercial.sonomacountyenergy.org/lower.php?url=commercial-programs>.
- Check in on your energy usage with Pacific Gas & Electric's Business Energy Check-up at <http://www.pge.com/en/mybusiness/index.page>.

Get questions answered:



Eliminate any confusion about your options by speaking with an expert:

- SCEW staff is available by phone at (707) 565-2160 or online at <http://www.sonoma-county.org/gs/energy/scew/contactform.asp> to provide free energy consultations. Free energy audits are also available through the SCEW program.
- The Sonoma County Green Business Program offers guidance to businesses on how to improve energy use in addition to other resources including water, waste, and others: http://www.sonoma-county.org/sonomagreen/becoming_green.htm.

Find a contractor:



Rest easy knowing that your contractor has been properly licensed and trained to install energy efficiency measures:

- Many of the SCEW programs utilize direct installation of measures by participating contractors, who have been trained and approved by PG&E.
- Some local contractors have been additionally certified by SCEIP for Standards of Conduct: <http://residential.sonomacountyenergy.org/lower.php?url=find-a-contractor>.

“With the help, expertise, rebates, and financing from the Sonoma County Energy Watch program and its partners, we were able to implement upgrades to our facility that weren't just great for the environment, but great for our bottom line.”

LEON SHARYON
CHIEF FINANCIAL OFFICER
LAGUNITAS BREWING COMPANY



**Get money back
for your project:**



Bring down the overall cost of your project using rebates, which vary by sector:

- Sonoma County Energy Watch offers and connects business to Pacific Gas & Electric rebates in multiple sectors for measures such as:
 - Agriculture (wineries and dairies): lighting, refrigeration, HVAC, pumps, variable frequency drives.
 - Food Service: lighting, refrigeration, HVAC.
 - Hotels: lighting, refrigeration, HVAC, pools, and retro-commissioning.
 - Retail: lighting, HVAC, retro-commissioning.
 - Other business: eligible for many of the above, or custom measures such as windows, boilers, and chillers.
- More information about rebates for businesses can be found in consultation with SCEW staff or at: <http://www.pge.com/en/mybusiness/save/rebates/index.page>.

Finance a project:



Spread your investment over time and pay for improvements with your utility cost savings using financing tools:

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www.facebook.com/SCEIP



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Learn more about energy efficiency:



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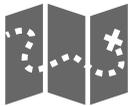
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"We're actually increasing the light in the library by using less energy."

TOM POPENUCK
SONOMA COUNTY LIBRARIES

CENTRAL LIBRARY SNAPSHOT

Assisted by: Sonoma County Energy Watch

Customer cost: \$100,629

Annual savings: \$13,806

Payback period: 7.94 years

Avoided CO₂ emissions: 24.9 metric tons

Get money back for your project:



Bring down the overall cost of your project using rebates, which vary by sector:

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 - Retail: lighting, HVAC, retro-commissioning.
 - Other business: eligible for many of the above, or custom measures such as windows, boilers, and chillers.
- More information about rebates for businesses can be found in consultation with SCEW staff or at: <http://www.pge.com/en/mybusiness/save/rebates/index.page>.

Finance a project:



Spread your investment over time and pay for improvements with your utility cost savings using financing tools:

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Please contact SCEIP with any questions.



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www.facebook.com/SCEIP



Many of these resources are brought to you by local government through regional collaboration.

Staff Report

To: SCTA Board of Directors

From: Suzanne Smith

Item: 5.2 – Regional Agency Reports: SMART, NCRA, MTC, ABAG, BAAQMD, CALCOG, Self Help Counties Coalition

Date: February 10, 2014

Issue:

Recent updates from:

- Sonoma/Marin Area Rail Transit (SMART)
- North Coast Railroad Authority (NCRA)
- Metropolitan Transportation Commission (MTC)
- Association of Bay Area Governments (ABAG)
- Bay Area Air Quality Management District (BAAQMD)
- Self Help Counties Coalition

Background:

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

- MTC Executive Director's Report
 - http://www.mtc.ca.gov/news/ed_report.htm
- California Association of Councils of Government
 - <http://www.calcoq.org/index.aspx?nid=92>

Staff Recommendation:

This is an informational item only.

Technical Advisory Committee

MEETING AGENDA

January 23, 2014 1:30 PM

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

Note: The Ramp Metering Technical Advisory Committee will meet on January 23, 2014 at 12:00 P.M. immediately preceding the SCTA TAC meeting.

ITEM

1. Introductions
2. Public Comment
3. Approval of Minutes, December 5, 2013* – **DISCUSSION / ACTION**
4. Transportation Fund for Clean Air (TFCA)/Transportation Development Act, Article 3 (TDA3) Quarterly Report* - **DISCUSSION / ACTION**
5. Senate Bill 743: CEQA LOS Reform* - **DISCUSSION**
6. Governor's Budget for Transportation* - **DISCUSSION**
7. Request for new Project Initiation Documents* - **DISCUSSION / ACTION**
8. Local Streets and Roads Working Group Update **DISCUSSION**
 - 8.1 Draft ATP Guidelines and MTC comment letter*
9. Measure M **DISCUSSION / ACTION**
 - 9.1 Measure M Maintenance of Effort Policy Compliance*
 - 9.2 Measure M LSR/LBT Distribution Ratios and Allocation Estimates*
 - 9.3 Measure M Invoicing Status*
 - 9.4 Measure M Strategic Plan Draft Chapters 3, 4, and 6*
10. Rail Update **DISCUSSION**
11. DRAFT Upcoming SCTA Agenda for February 10, 2014** - **DISCUSSION**
12. Other Business / Comments / Announcements **DISCUSSION**
13. Adjourn – **ACTION**

*Materials attached.

**Handout at meeting

The next **SCTA** meeting will be held February 10, 2014
The next **TAC** meeting will be held February 27, 2014

Copies of the full Agenda Packet are available at www.sctainfo.org



SCTA Citizens Advisory Committee

MEETING AGENDA

January 27, 2014 at 4:00 p.m.

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

ITEM

1. Introductions
2. Public Comment
3. Approval of Minutes November 25, 2013, 2013*
4. Measure M – DISCUSSION/ACTION
 - 4.1. Measure M Project Presentation – Bicycle/Safety project – presentation by DHS/Sonoma County Bicycle Coalition
 - 4.2. Measure M Annual Report*
 - 4.3. Measure M Financial Reports*
5. Transportation data and analysis resources presentation*
6. Updates
 - 6.1. Highway 101
 - 6.2. SMART
7. Announcements
8. Adjourn

*Materials attached.

The next **SCTA/RCPA** meeting will be **February 10, 2014**
The next **CAC** meeting will be **February 24, 2014**

Copies of the full Agenda Packet are available at www.sctainfo.org

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

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



Planning Directors/Planning Advisory Committee

MEETING AGENDA

Thursday, January 23, 9:30 a.m.

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

ITEM

1. Introductions
2. Public Comment/Announcements
3. Approval of the agenda – changes, additional discussion items
4. Approval of Minutes of December 12, 2013* - ACTION
5. Round table members discussion
6. Climate Action 2020 – update*
7. SB 743 CEQA revision to replace LOS*
8. PDA update
 - 8.1. Regional Timeline and Guidelines for Adding, Removing, or Changing PDAs and PCAs*
 - 8.2. Regional call for Projects PDA Planning Program*
 - 8.3. Investment & Growth Strategy update
9. Smart Growth Area Planning Tool (SmartGAP) presentation*
10. Other Business /Next agenda
11. Adjourn

*Attachment

The next **S C T A** meeting will be held **February 10, 2014**
The next **Planning Directors/PAC** meeting will be held **February 27, 2014**

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



Countywide Bicycle & Pedestrian Advisory Committee MEETING AGENDA

January 28, 2013 1:30 PM

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

ITEM

1. Introductions
2. Public Comment
3. Approval of Minutes: November 12, 2013 – **DISCUSSION / ACTION***
4. CBPAC Officer Elections for 2014 – **DISCUSSION / ACTION***
5. Roundtable Updates
 - 5.1. Member Updates
 - 5.2. Other Entities' Updates
6. Countywide Bicycle and Pedestrian Master Plan Update – **DISCUSSION***
7. TDA3 & TFCA Quarterly Report – **INFORMATION***
8. FY 14/15 TDA3 Projects – **DISCUSSION**
9. Article of Interest – Information
 - 9.1. http://www.oregonlive.com/commuting/index.ssf/2013/11/portland_bike_riders_pay_more.html
10. Other Business / Comments / Announcements
 - 10.1. Email: Caltrans Clarification re: Buffered Bike Lanes
11. Adjourn - **ACTION**

*Materials attached.

The next **SCTA** meeting will be held February 10, 2014

The next **CBPAC** meeting will be held March 25, 2014

Copies of the full Agenda Packet are available at www.sctainfo.org

DISABLED ACCOMMODATION: If you have a disability that requires the agenda materials to be in an alternate format or that requires an interpreter or other person to assist you while attending this meeting, please contact SCTA at least 72 hours prior to the meeting to ensure arrangements for accommodation. SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the **COUNTYWIDE BICYCLE & PEDESTRIAN ADVISORY COMMITTEE** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours.

Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.



Transit Paratransit Coordinating Committee

MEETING AGENDA

January 21, 2013 1:00-2:30 PM

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

ITEM

1. Introductions
2. Public Comment
3. Approval of Minutes: November 19, 2013 – **DISCUSSION / ACTION***
4. TPCC Elections for 2014 – ACTION*
5. Review of Membership Roster – DISCUSSION*
6. Roundtable Updates
 - 6.1. Transit / Paratransit Operators
 - 6.2. Other Entities
7. Golden Gate Transit - *Strategic Vision for Golden Gate Transit Regional Bus Service* – DISCUSSION*
 - 7.1. <http://www.pressdemocrat.com/article/20131226/articles/131229674>
8. Sonoma Access - <http://www.sonomaaccess.org/> - DISCUSSION
9. Other Business / Comments / Announcements
10. Adjourn – **ACTION**

*Materials attached.

The next **SCTA** meeting will be held February 10, 2014
The next **TPCC** meeting will be held March 18, 2014

Copies of the full Agenda Packet are available at www.sctainfo.org

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SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the **Transit Paratransit Coordinating Committee** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours.

Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.



Transit - Technical Advisory Committee

MEETING AGENDA

January 15, 2014 10:00 AM

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

ITEM

1. Introductions
2. Approval of Minutes: November 20, 2013 – **DISCUSSION / ACTION***
3. Updates: Transit Operators
4. Updates: Other Entities
5. Golden Gate Transit (Ron Downing) – *Strategic Vision for Golden Gate Transit Regional Bus Service* – **DISCUSSION***
 - 5.1. <http://www.pressdemocrat.com/article/20131226/articles/131229674>
6. Clipper Update – **DISCUSSION**
7. Other Business / Comments / Announcements
 - 7.1. Caltrans Transportation Planning Grant Program (deadline: February 3, 2014 at 10 AM via email - <http://www.dot.ca.gov/hq/tpp/grants.html>)
8. Adjourn – **ACTION**

*Materials attached.

The next **SCTA** meeting will be held February 10, 2013
The next **T-TAC** meeting will be held February 19, 2013

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

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

