BOARD OF DIRECTORS
AGENDA PACKET

Monday, March 12th, 2018
2:30 p.m.

City of Santa Rosa City Council Chambers
Santa Rosa City Hall
100 Santa Rosa Avenue
Santa Rosa, California
1. Call to order the meeting of the Sonoma County Transportation Authority (SCTA) and the Sonoma County Regional Climate Protection Authority (RCPA)

2. Public comment on items not on the regular agenda

3. Consent Calendar
   A. SCTA/RCPA Concurrent Items
      3.1. Admin – Minutes of the February 5, 2018 meeting (ACTION)*
      3.2. Admin – Form 700 (ACTION)*
   B. SCTA Items
      3.3. Measure M – Pisenti & Brinker contract extension for audit services (ACTION)*

4. Regular Calendar
   A. SCTA/RCPA Items
      4.1. Legislation –
         • AB1745 (ACTION)*
         • Disaster related legislation (REPORT)*
      4.2. Community Affairs Report – (REPORT)*
   B. RCPA Items
      4.3. RCPA Projects and Planning
         4.3.1. GHG Inventory – report on water and solid waste sectors (REPORT)*
         4.3.2. Activities Report – (ACTION)*
   C. SCTA Items
      4.4. SCTA Planning
         4.4.1. Transit – Transit Integration and Efficiency Study (REPORT)
         4.4.2. Activities Report – (REPORT)*
      4.5. SCTA Projects and Programming
         4.5.1. Hwy 37 – Transportation and Sea level Rise Corridor Improvement Plan review and approval (ACTION)*
         4.5.2. Highways – update on State Highway projects (ACTION)

5. Reports and Announcements
   5.1. Executive Committee report
   5.2. Regional agency reports
   5.3. Advisory Committee agendas*
5.4. SCTA/RCPA staff report
5.5. Announcements

6. Adjourn

*Materials attached.

The next SCTA/RCPA meeting will be held **April 9, 2018**


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 the 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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BOARD OF DIRECTORS MEETING
Meeting Minutes of February 5th, 2018

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 at 2:36 p.m. by Chair David Rabbitt.

Directors Present: Director Rabbitt, Supervisor, Second District, Chair; Director Russell, City of Cloverdale, Vice Chair; Director Coursey, City of Santa Rosa; Director Gorin, Supervisor, First District; Director Gurney, City of Sebastopol; Director Mackenzie, City of Rohnert Park; Director Mansell, City of Healdsburg; Director Miller, City of Petaluma; Director Salmon, Town of Windsor; Director Zane, Supervisor, Third District.

Directors Absent: Director Agrimonti, City of Sonoma; Director Landman, City of Cotati.

2. Public comment on items not on the regular agenda

Willard Richards, Santa Rosa, expressed complete contentment that the SCTA/RCPA Board of Director will be meeting at the Santa Rosa City Council Chambers because the sound system provides an ability to hear for those with hearing aids.

3. Consent Calendar

A. SCTA/RCPA Concurrent Items

3.1. Admin – Minutes of the December 11, 2017 meeting (ACTION)*

3.2. Admin – contract for State advocacy with Dunn Consulting (ACTION)*

3.3. Admin – Contract with wpONcall for on-call web site support (ACTION)*

B. RCPA Items

3.4. Admin – Resolution of Commendation for Lauren Casey (ACTION)*

3.5. Admin – 2018 contracts with Association of Bay Area Governments for BayREN activities (ACTION)*

C. SCTA Items


3.7. Measure M – Petaluma River Trail cooperative agreement (ACTION)*

3.8. Planning – Request for Proposals for consultant service for the 2018 travel model update (ACTION)*

Item 3.4 was pulled from consent to be discussed separately.

The consent calendar was approved unanimously, following a vote of acclimation.

3.4. Admin – Resolution of Commendation for Lauren Casey (ACTION)*

Chair Rabbitt commented on Lauren Casey’s tenure at Regional Climate Protection Authority and expressed much appreciation for all the work that was completed in the past five years.
Each board member provided heartfelt words to Lauren Casey for her work at the RCPA and wished her the best as she begins the next journey. Lauren Casey thanked the Board of Directors for all the collaborative work in the past five years, and further commented that Sonoma County has a will to address big problems practically.

4. **Regular Calendar**

   **A. SCTA/RCPA Items**

   4.1. **Admin** – Election of Officers for 2018 (ACTION)*

   Chair Rabbitt commented on the past two years as Chair of the SCTA-RCPA and moved to elect Vice Chair Carol Russell as chair for the next two years, Director Mackenzie seconded.

   The Board unanimously approved Vice Chair Carol Russell as Chair.

   Chair Russell expressed appreciation to Director Rabbitt for the past two years as chair.

   Director Mackenzie nominated Director Susan Gorin as Vice Chair, Director Miller seconded.

   The Board unanimously approved Director Gorin as Vice Chair.

   Chair Russell opened for nominations for the Executive Committee.

   Director Coursey nominated Director Miller, Director Rabbit seconded.

   Director Mackenzie nominated Director Coursey, Director Miller seconded.

   Director Gurney nominated Director Landman as an alternate.

   The executive committee was established as followed: Chair Russell, Vice Chair Gorin, Directors Coursey, Miller, and Landman (alternate).

   4.2. **Admin** – FY 16/17 SCTA/RCPA Annual Report (ACTION)*

   Janet Spilman presented to the Board of Directors the 2017 Annual Report.

   The document contains information on activities in calendar year 2017. The financial statements are for Fiscal Year 2016/2017.

   Director Mackenzie moved to accept the Annual Report as presented, Vice Chair Gorin seconded.

   The Board of Directors approved the 2017 SCTA/RCPA Annual Report unanimously.

   4.3. **Legislation** - (ACTION )*

   - 2018 SCTA and RCPA Legislative Principles
   - Federal Infrastructure bill

   Each year, the SCTA and RCPA provides general guidance to staff on legislation on the state and federal level. The legislative principles for 2018 were included in the agenda packet.

   Suzanne Smith described the principles for climate change and for transportation.

   Staff is seeking consideration from the Board of Directors on the legislative principles.

   Director Coursey spoke on the recent advise from the Air Resources Board that a percentage of new public transit bus purchases be electric starting in 2020, with all new bus purchases being electric by 2029. Calling this essentially an unfunded mandate, the advice does not include the infrastructure needed and expressed the concern from Santa Rosa CityBus.

   The Board of Directors discussed whether to publically support Regional Measure 3 and against the Senate Bill 1 repeal.
Director Mackenzie commented on RM 3 and SB-1, highlighting the support by MTC for RM 3 and against the SB-1 repeal.

Director Mackenzie moved to publically support RM 3 and against the SB-1 repeal, Vice Chair Gorin seconded. The Board of Directors unanimously adopted the 2018 approved.

Director Rabbitt appreciated the concern from Director Coursey regarding the unfunded mandate; however, noted the concept is within the RCPA goals to electrify the fleet.

Director Coursey clarified the city is completely supportive of electrifying the fleet, but the funding is needed.

Director Mackenzie moved to adopt the 2018 legislative principles with amendments, Director Rabbit second. The motion carries unanimously in favor of adoption.

4.4. **Wildfire Recovery** – (REPORT)

- Update on planning, community building, resiliency and funding
- Vision for energy systems for rebuild
- Post-fire traffic analysis

**Update on planning, community building, resiliency and funding**

Suzanne Smith reported on the discussions of housing in Santa Rosa and around the county. Staff is looking forward to the Sonoma County Board of Supervisors workshop and is participating in various meetings.

**Vision for energy systems for rebuild**

This item is focused on energy and energy systems for the rebuilding efforts. Over the past several months, discussions to help property owners rebuild with more energy efficiencies without becoming burdened by the cost have been held. With various organizations having these discussions, the idea to develop principles/visions was promoted.

Staff is requesting to adopt the vision included in the agenda packet; as well as, aspiring to work with permitting staff, building officials, Sonoma Clean Power, and PG&E.

Carolyn Glanton described the draft *Sonoma County Resilient Recovery Vision for Energy Systems*, a compilation vision document developed by the RCPA to be shared with community. This vision is mirroring ideas that are being discussed in the community and is separated into four categories: the vision, the status quo approach, what is needed, and the recovery strategies.

The second document provided to the Board of Directors is an informational document which could be shared with city staff and the public on general features in rebuilding.

Cordel Stillman, Sonoma Clean Power (SCP), was present to explain the development of an incentive program to help homeowners rebuild.

Mr. Stillman explained, with a partnership with PG&E, the interest to create an incentive program for those who have lost their homes to rebuild with more energy efficient elements.

The SCP Board of Directors have approved $6 million over the next two years to add to this incentive program. Additionally, a tentative funding agreement with BAAQMD ($3 million), and BayREN ($500,000) have been made. However, the program is $28 million short with what would like to be done.

This program anticipates to help 2,000 homes.
Mr. Stillman described the program. A handout was provided to the Board of Directors.

Ms. Smith added the item asks for consideration to approve the energy vision, and to provide guidance to staff.

Director Zane commented on the importance of having a goal in order to promote this program to the community, noting the necessity to be practical and pragmatic.

Director Coursey thanked the RCPA and SCP staff for working on this program, stating the status quo is not good enough. Director Coursey added there needs to be leaders to promote the program to the public to be more effective.

Vice Chair Gorin asked what is it going to take to rebuild and if there are individuals talking about the gap in funding. As well, Vice Chair Gorin asked about the timing of the program. While noticing little advertisement in the Sonoma Valley, at what point would the program capture the attention of those who are rebuilding.

Mr. Stillman responded initial promotion will be done via block captains. The SCP outreach team will be meeting to discuss further promotion. PG&E outreach will also be considered; but reiterated the program is still in the draft form and are trying to make this as simple as possible before being published to the public.

Director Gurney commented on the supplemental information page following the vision document and asked to consider more details in the water section, specifically wondering if wording could be changed to something along the lines of “other sustainable conservation measures” for ease, as opposed to “high energy fixtures.”

Director Mackenzie commented positively on the principles presented before the Board of Directors.

Director Miller asked what is being done to push this program to get the funding quickly to help homeowners rebuild.

Ms. Smith responded that the goal is to assist 2,000 homes, the process right now is to identify the program with the funding. The program will be developed as a first-come first serve, then work to secure more funding.

Director Rabbitt commented that those who are rebuilding now have resources in their pocket. There is a want to capture those who are have the gaps in insurance, etc.

Chair Russell opened for public comment.

Willard Richards, Santa Rosa, commented that it would be nice if PG&E took full page advertisements in advertising this program.

Steve Birdlebough, Santa Rosa, commented on the huge gap in the community of developers and subcontractors and the acquaintance with energy measures. The biggest advantage of this approach is the beginning of sharing knowledge and expressed support for this concept.

Director Coursey move to approve the vision document, Director Zane second.

The vision document was passed unanimously.

Post-fire traffic analysis

Chris Barney presented on the traffic conditions in the county. The goal was to study the data to find trends that have surfaced since the October 2017 wildfires.

Data sources include CalTrans PeMS (Performance Measurement System) and INRIX data. These measurement sources compile data from in-road sensors, anonymized mobile sources, connected vehicles, and GPS locator services. These provide
estimates of travel speeds, congestion, and bottleneck areas.

The presentation focused on countywide trends, Highway 101 corridor, Highway 12 corridor, and Santa Rosa/Central Sonoma County.

The peak congestion periods appear to be spread out countywide. Congestion is beginning earlier and lasting longer than before the wildfires and areas that were congested before the wildfires are still congested.

Mr. Barney further described the Highway 101 and Highway 12 corridors. The most impacted section is in the afternoon on Highway 101 southbound from Airport Boulevard to downtown Santa Rosa. Highway 12 is experiencing slower traffic between Oakmont and Kenwood.

Santa Rosa local conditions are worse after the fires, specifically in evening city-wide, while mid-day travel appears to have returned to pre-fire conditions.

Staff can assist with specific corridor data if requested and will continue to monitor the data sets, but three factors seem to contribute to congestion:

- First, there is a trend of increased congestion overall due to the economy and movement of goods;
- Second, there are additional trucks and recovery related travel; and
- Third, the displacement of households has impacted travel patterns.

Director Zane commented on the data for traffic collisions and how many accidents have involved increased speeds and heavy duty trucks.

Director Gurney encouraged staff to consider the Highway 12 corridor as the highway leads directly from Sebastopol to downtown Santa Rosa and is the gateway for West County and coastal traffic.

Director Coursey wondered on traffic counts from the past eleven months.

Mr. Barney added the SCTA Technical Advisory Committee had requested the same data. The data available goes back to 2009 and will compare to current conditions.

Vice Chair Gorin expressed interest in the effects of seasonal adjustments and patterns along Highway 12 and commented on the number of trucks on the roads. The message now is, “we are not business as usual. We will be different in the years ahead.”

Chair Russell expressed appreciation for the comments on increased trucks on the roadways and provided comments on the traffic patterns.

4.5. **Community Affairs Report** – (REPORT)

Brant Arthur commented on the State Route 37 survey. Almost 4,000 responses were collected, with roughly 23% of respondents from Sonoma County.

A survey for Regional Measure 3 was also conducted and the results were included in the agenda packet.

PG&E launched an EV charging network program which will run through 2023.

RCPA staff participated in the “Together at the Table”, a community meeting on climate change hosted by the Sonoma County Library in Rohnert Park and Sonoma.

The following Wednesday, a transit forum will be held at the Sebastopol Regional Library.

The Rebuild Green Expo is scheduled for February 23rd and is poised to increase the knowledge of
options to make it easier to rebuild greener homes.

**B. RCPA Items**

4.6. RCPA Projects and Planning

4.6.1. **GHG Inventory** – report on energy sector (REPORT)*

Suzanne Smith introduced Julian Ruzzier-Gaul for an update on the building energy inventory.

Mr. Ruzzier-Gaul described the 2015 GHG inventory update. The data is compared to 2010 data. The project begins with the building energy sector.

Greenhouse gas emissions decreased 34% between 2010 and 2015, which is largely attributed to SCP who supplied 77% of electricity to the county.

Over 1,800 commercial properties and residential units have participated in Sonoma County Energy Independence Programs between 2010 and 2015. Accompanying the staff report, a fact sheet was included in the agenda packet describing the building energy data. The goals reduction target goals have been met.

Director Zane commented the report is snapshot, but does not describe the experience from rebuilding from the wildfires.

Director Miller thanked staff for the report.

Director Mackenzie commented on the recent New Partners for Smart Growth conference and expressed appreciation for the report.

4.6.2. **Activities Report** – (REPORT)*

Carolyn Glanton described the recent RCPA activities.

The RCPA Coordination Committee met in December to outline desired meeting topics for 2018. The January meeting featured a presentation from the Santa Rosa Junior College on sustainability efforts.

Sonoma County Zero Waste Task Force met in January and will again on February 9th.

BayREN is now offering in the Multifamily Building Enhancement Program is now offering the Resiliency Technical Assistance Pilot for five to ten multifamily properties in Sonoma County.

RCPA staff continue to track Sonoma County efforts within Applied Solutions and spoke on a recent attendance to the NCSE’s annual *Science, Business, and Education of Sustainable Infrastructure: Building Resilience in a Changing World*. Additionally, RCPA staff is working with Applied Solutions and NCSE to bring to 2018 *Inaugural NCSE Applied Solutions Science Policy Institute* to Sonoma County.

Director Zane commented on the NCSE conference in Washington, D.C.

**C. SCTA Items**

4.7. SCTA Planning

4.7.1. **Activities Report** – (REPORT)

Janet Spilman briefly described the activities report that is included in the agenda packet.

Dana Turrey described three funding programs listed under Alternative Transportation Funding.

- TDA 3 for bicycle infrastructure Call for Projects was issued in January;
- Transportation Fund for Clean Air funding was released last week; and
• The Lifeline Transportation Program will be released in the next week or two.

4.8. SCTA Projects and Programming

4.8.1. Hwy 101 – Marin/Sonoma Narrows C-2 project programming and Solutions for Congested Corridors applications (ACTION)*

James Cameron explained the Marin-Sonoma Narrows full funding program. Staff is seeking approval for funding, and to authorize the Executive Director to submit the Solutions for Congested Corridors application.

Two handouts were provided to the Board of Directors. The MSN C-2 is last segment of construction in Sonoma County. Funds are anticipated in May 2018, with May 16th as the date of official programming.

This will complete the HOV network on Highway 101 in Sonoma County. Lanes are expected to be opened in 2022.

Director Miller was thrilled to see this item and asked, with respect of the letter of support to the California Transportation Commission, asked when these should be submitted.

Mr. Cameron responded the letters can be submitted any time before February 16th, with April being the last chance.

4.8.2. Measure M – FY 16/17 Annual Report (ACTION)*

Seana Gause presented the Measure M Annual Report. The SCTA produce this report to show the accomplishments of the measure in the previous year. Measure M is in its 13th year of a 20 year program.

For FY 2016/2017, disbursements totaled $4.5 million for road maintenance.

The document is broken into three sections: Executive summary, apportionment programs, and project specific programs.

Ms. Gause described the project specific programs, projects completed and those in progress.

The board expressed the annual report as a “good report.”

Director Mackenzie moved to approve the Measure M Annual Report, Director Coursey seconded. The Measure M Annual Report was unanimously approved.

4.8.3. Highways – update on State Highway projects (ACTION)

James Cameron explained various projects in the February Highway Report.

Project 6: MSN B-3 (San Antonio Creek Bridge at Sonoma/Marin County Line)

The remaining items of work include: barriers, signage, and striping. Southbound only traffic will be directed onto the new bridge and the switch is scheduled for April 2018. Both directions of traffic will be on the new bridge by the end of calendar year.

Project 10: MSN C-2 (Central Petaluma HOV lanes)

SB-1 funding has been identified for this phase of construction. The application is set to be submitted on February 16th, 2018. Carpool lanes in the section will opened by the end of 2022.

Project 11: MSN – B2 Phase 2 – Sonoma Median Widening

The contract has been will be released for bidding on February 28th. Construction is set to begin in
April 2018, with five miles of HOV lanes opening by the end of 2019.

**Project 12: State Route 37 Corridor Protection and Enhancement Project**

The draft SR 37 Transportation and Sea Level Rise Corridor Improvement Plan is available on the SCTA website. Additionally, the January 4th Policy Committee meeting items were listed. The committee discussed transit updates, including rail, ferry, and bus service. The next policy meeting is scheduled for March 1, 2018.

5. Reports and Announcements

5.1. Executive Committee report

Suzanne Smith reported the executive committee met briefly and discussed SB-1, RM 3, the potential SCTA/RCPA office relocation, energy visions, and the October wildfires.

5.2. Regional agency Report

Sonoma Clean Power:
N/A

Bay Area Air Quality Management District:
Director Zane spoke on a recent presentation on the October wildfires at the Metro talks. Staff has updated air monitoring and their role during wildfires.

Bay Conservation & Development Commission:
Vice Chair Gorin spoke on a recent attendance at the San Francisco Bay Restoration Authority. The San Francisco Bay Restoration Authority will be meeting at the Santa Rosa City Council Chambers on April 11th from 11 a.m. to 3 p.m. and will discuss various projects that have been submitted.

MTC:
N/A

SMART:
N/A

Golden Gate Bridge District:
Director Rabbitt reported on the Gold Gate Bridge suicide barrier project. The details are still under discussion.

5.3. Advisory Committee agendas*

Included in the agenda packet.

5.4. SCTA/RCPA staff report

Suzanne Smith announced two items. First, the California Transportation Commission (CTC) will be holding a Town Hall meeting on April 11th and 12th in Santa Rosa. The meeting will be focused on Sonoma, Mendocino, and Lake Counties.

Vice Chair Gorin wondered if the afternoon session will be televised.

Director Mackenzie added three of the CTC members from the Bay Area.

Suzanne Smith added recruitment for the Director of Climate Programs continues. Interviews will be on Thursday, February 8th.

5.5. Announcements

Director Gurney expressed thanks for the public hearing on transit the previous week and for the upcoming Wednesday.

As well, a public meeting on the Sebastopol-Petaluma bicycle trail feasibility study was held. The Sebastopol City Council will be presented on this at the next meeting.

6. Adjourn

The SCTA-RCPA Board of Directors meeting adjourned at 5:05 p.m.
Staff Report

To:       SCTA/RCPA Board of Directors
From:     Suzanne Smith, Executive Director
Item:     Form 700 Submittal
Date:     March 12, 2018

Issue:
Board Member FPPC Form 700 is due March 28, 2018.

Background:
Board members and alternates are required to submit a Form 700 as members of the SCTA/RCPA. Please see the following web site for the form, or contact Drew Nichols at Drew.Nichols@scta.ca.gov for further assistance.

http://www.fppc.ca.gov/Form700.html

The form may be filled out online; however, it cannot be electronically filed, as it requires an original signature. A detailed notification letter with instructions was sent to your mailing address that we have on file on March 1, 2018.

As Directors, you may use the same form you submit as an elected official in your jurisdiction but the report must cover any potential conflicts countywide, and not just within the city you represent.

Policy Impacts:
None.

Fiscal Impacts:
None.

Staff Recommendation:
Please submit a signed Form 700 to the SCTA/RCPA office by March 28, 2018.
Staff Report

To: Sonoma County Transportation Authority Board of Directors

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

Item: 3.3 - Audit Services – Contract Extension with Pisenti & Brinker, LLP

Date: March 12, 2018

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**Issue:**

Shall the SCTA approve an extension to contract SCTA15010 with Pisenti and Brinker, LLP, to continue as the SCTA, Measure M, and RCPA auditor performing audits of financial statements for the next two fiscal years?

**Background:**

In May of 2015, the SCTA Board approved a 3-year agreement with Pisenti & Brinker LLP to perform audits of SCTA, Measure M, and RCPA financial statements. The agreement allows for up to a two-year extension. Pisenti & Brinker was selected from three firms that responded to the original request for proposals that went out in 2015.

Pisenti & Brinker’s performance has met or exceeded expectations and needs of the organization. Their ability to work with staff both at our office and take work back to their local office has minimized the disruption to the current years’ workflow that continues while an audit is underway.

In past years, as many as three different audit firms were under contract to SCTA to perform different audit functions. Having one auditor service for SCTA, Measure M, and RCPA financial statements has been an effective model to increased efficiency and recognized cost saving in the auditor’s contract.

The current agreement with Pisenti & Brinker LLP not to exceed $155,700 is set to expire with the completion of the FY 16/17 audits. The scope includes the SCTA, Measure M and RCPA audits; the Single Audit; optional services at the direction of the Executive Director for Project and Program Management (PPM) audits required by Caltrans; and for determining compliance with Measure M program specific funds distributed to local agencies if needed.

On January 29, 2018, the Citizens Advisory Committee recommended an extension of two years.

Staff recommends the continued use of the Pisenti & Brinker, LLP for an additional two years to perform audit services for SCTA, Measure M and RCPA with a total contract including SCTA, RCPA, Single Audit and optional services not to exceed $110,800; increasing the total contract not to exceed to $266,500.

**Policy Impacts:**

None

**Fiscal Impacts:**

SCTA will continue to recognize savings by having SCTA, Measure M, and RCPA fund accounts audited by one auditor.
Staff Recommendation:
Staff recommends that the Board approve an extension of contract SCTA15010 with Pisenti & Brinker, LLP to perform audit services for SCTA, Measure M and RCPA and to authorize the Chair to execute contract SCTA15010-A1 not to exceed $266,500 for a term covering two additional years.
AMENDMENT 1 TO STANDARD AGREEMENT FOR AUDIT SERVICES

This Agreement is made by and between Pisenti & Brinker, LLP (hereinafter referred to as “AUDITOR”), and the Sonoma County Transportation Authority (hereinafter referred to as “SCTA”) for the purpose of providing skilled and knowledgeable professional auditing services.

RECITALS

WHEREAS, AUDITOR represents that it is a duly qualified and experienced in independent auditing and related services.

WHEREAS, SCTA executed Contract Number SCTA15010 on May 19, 2015 to employ the services of AUDITOR for the financial and program audit for the SCTA, Regional Climate Protection Campaign (RCPA), and the Traffic Relief Act for Sonoma County (Measure M) financial statements for the fiscal years ending June 30, 2015, 2016, and 2017 with the option of auditing the SCTA, RCPA and Measure M financial statements for the two subsequent fiscal years. In addition, a Single Audit (OMB Circular A-133) for agencies accepting federal funds, if required, for determining compliance with reimbursement requirements of Caltrans agreement for Programming and Project Management, if required, and for determining compliance with Measure M program specific funds distributed to local agencies, if required, would be performed by Auditor based on direction from the Executive Director; and,

WHEREAS, in the judgment of SCTA’s Board of Directors it is necessary and desirable for SCTA to increase the budget by $110,800 for AUDITOR to provide services for fiscal years ending June 30, 2018 and 2019.

OPERATIVE PROVISIONS

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto mutually agree as follows:

1. Paragraph 2.1 of the Agreement is deleted in its entirety and replaced with the following language.

2.1 PAYMENT FOR AUDITOR’S SERVICES: For all services and incidental costs required hereunder, AUDITOR shall be paid no more than $56,100 per year and $266,500 in total. Payment shall be made in accordance with the payment terms set forth in Exhibit A and A1, attached hereto and incorporated herein by reference. Payment shall be made to AUDITOR in the manner provided in Paragraph 2.2 below

2. Paragraph 3 of the Agreement is deleted in its entirety and replaced with the following language.
3. **TERM OF AGREEMENT:** The term of this Agreement shall be from the date of contract execution or no later than June 1, 2018 to June 30, 2020, unless terminated earlier in accordance with the provisions of Paragraph 4 below.

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.

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

**IN WITNESS WHEREOF,** the parties hereto have executed this Agreement as set forth below.

Dated: 2/9/18

By ____________________________
Pisenti & Brinker LLP

Dated: ______________

By ____________________________
Chairperson
SONOMA COUNTY TRANSPORTATION AUTHORITY

Dated: ______________

By ____________________________
Executive Director
CERTIFICATES OF INSURANCE ON FILE WITH AND APPROVED AS TO SUBSTANCE BY SCTA

Dated: ______________

By ____________________________
County Counsel
APPROVED AS TO FORM
Exhibit A-1

See attached Excel Spreadsheet
EXHIBIT A-1
Sonoma County Transportation Authority

Contract No. SCTA15010-A1 between SCTA and Pisenti & Brinker

Fees proposed by Pisenti & Brinker for audit services and other services for the years ending June 30, 2018 & 2019

November 28, 2017

Audit of the basic financial statements of:

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<tr>
<td>Sonoma County Transportation Authority</td>
<td>$ 15,900</td>
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<td>Measure M</td>
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<td>12,800</td>
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<tr>
<td>Regional Climate Protection Authority</td>
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<td>$ 35,400</td>
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Audits performed in accordance with
the Uniform Guidance (the Single Audit) - scope of work
and fees determined by level of expenditures of federal awards

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<th>Year ending June 30, 2018</th>
<th>Year ending June 30, 2019</th>
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<tr>
<td>First Major Program for SCTA</td>
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<td>First Major Program for RCPA</td>
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<td>Each additional major program for SCTA or RCPA</td>
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(1) The Single audit and first major program are required when $750,000 in federally sourced funds are expended.

(2) Additional major program determination is based on guidelines prescribed by OMB Circular A-133.

Measure M Program Specific Audits, if required $ 3,900 $ 3,900

CalTrans PPM Agreements - Agreed Upon Procedures applied to Final Project Expenditure Report $ 4,500 $ 4,500

TOTAL: $ 54,700 $ 56,100
Staff Report

To: SCTA/RCPA Board of Directors
From: Brant Arthur, Community Affairs Specialist
Re: 4.1 – AB-1745 Vehicles: Clean Cars 2040 Act (Ting)
Date: March 12, 2018

Issue:
Shall the SCTA and RCPA support AB1745 (Ting) - the Clean Cars 2040 Act?

Background:
Assembly Bill 1745 (Ting) would prohibit the Department of Motor Vehicles, starting on January 1, 2040, from accepting an application for original registration of a motor vehicle unless the vehicle is a zero-emissions vehicle.

The bill would exempt two types of vehicles from the prohibition: commercial vehicles with a gross vehicle weight over 10,000 pounds and vehicles brought into the state from outside of California for original registration.

Several countries have enacted similar legislation to end sales of cars with combustion engines, including the United Kingdom and France, while others have set a target to end sale of such cars, including China and India. AB 1745 is expected to head to the California Assembly’s Transportation Committee in April 2018.

Policy Impacts:
Supporting AB1745 (Ting) is in line with the goal from Sonoma County’s Comprehensive Transportation Plan to reduce greenhouse gases from transportation. Additionally, the Shift Sonoma County Low-Carbon Transportation Plan, adopted in 2017, includes goals to reduce countywide petroleum use by 50% and increase EVs to 100,000 by 2030. Both of these goals are consistent with sending a policy signal that zero-emission vehicles are the future in California.

Fiscal Impacts:
None.

Staff Recommendation:
Consider taking a support position on AB1745.
<table>
<thead>
<tr>
<th>Bill ID/Topic</th>
<th>Location</th>
<th>Summary</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB 1740 Daly D</td>
<td>ASSEMBLY INS. 1/16/2018 - Referred to Com. on INS.</td>
<td>Existing law provides that under an open policy, the measure of indemnity in fire insurance is the expense to the insured of replacing the thing lost or injured in its condition at the time of the injury, with the expense being computed as of the time of the commencement of the fire. Existing law also provides that under an open policy that requires payment of actual cash value, the measure of the actual cash value recovery, in whole or partial settlement of the claim, is, in the case of a total loss to the structure, the policy limit or the fair market value of the structure, whichever is less, and, in the case of a partial loss to the structure or loss to its contents, the amount it would cost the insured to repair, rebuild, or replace the thing lost or injured less a fair and reasonable deduction for physical depreciation based upon its condition at the time of the injury or the policy limit, whichever is less. This bill would delete the provisions regarding the actual cash value of the claim of total loss to the structure and would instead require that the actual cash value of the claim, for either a total or partial loss to the structure or its contents, be the amount it would cost the insured to repair, rebuild, or replace the thing lost or injured less a fair and reasonable deduction for physical depreciation based upon its condition at the time of the injury or the policy limit, whichever is less.</td>
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</tr>
<tr>
<td>AB 1765 Quirk-Silva D</td>
<td>ASSEMBLY H. &amp; C.D. 1/22/2018 - Referred to Com. on H. &amp; C.D.</td>
<td>Existing law, the Building Homes and Jobs Act, imposes a charge, except as provided, of $75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed $225. Existing law requires a county recorder to send revenues from the charge to the controller for deposit into a fund in the State Treasury to be expended for various purposes related to homes and jobs. This bill would waive that charge with regard to any real estate instrument, paper, or notice recorded in connection with real property upon which repairs or reconstruction are taking place as a direct result of a disaster for which the Governor has declared a state of emergency. This bill contains other existing laws.</td>
<td></td>
</tr>
<tr>
<td>AB 1772 Aguiar-Curry D</td>
<td>ASSEMBLY INS. 1/22/2018 - Referred to Com. on INS.</td>
<td>Existing law defines the measure of indemnity for a loss under an open fire insurance policy and specifies time limits under which an insured must collect the full replacement cost of the loss. In the event of a loss relating to a state of emergency, as defined, existing law establishes a minimum time limit of not less than 24 months from the date that the first payment toward the actual cash value is made during which the insured may collect the full replacement cost of the loss, subject to the policy limit, as specified. This bill would extend the minimum time limit during which an insured may collect the full replacement cost of a loss relating to a state of emergency to 36 months. The bill would also make technical changes.</td>
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</tr>
<tr>
<td>AB 1797 Levine D</td>
<td>ASSEMBLY INS. 1/22/2018 - Referred to Com. on INS.</td>
<td>Existing law requires a named insured on a residential property insurance policy be provided with a copy of the California Residential Property Insurance Disclosure which sets forth a description of certain types of insurance coverage, such as actual cash value coverage and guaranteed replacement cost coverage, as specified. Existing law also requires every California Residential Property Insurance Disclosure be accompanied by a California Residential Property Insurance Bill of Rights. This bill would require an insurer to provide an estimate of replacement value, as specified, for the insured property for every policy of residential property insurance that is newly issued or renewed in this state on and after January 1, 2019, and would impose liability on an insured that fails to do so in the amount of the actual cost to replace the insured property, minus the amount of the policy coverage. The bill would prohibit an insurer that</td>
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<tr>
<td>Bill Number</td>
<td>Author</td>
<td>Committee</td>
<td>Description</td>
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<tr>
<td>AB 1799</td>
<td>Levine</td>
<td>INS</td>
<td>Insurance: policy documents. Provided an estimate of replacement value from being liable to the insured if the policy limit is not sufficient to replace the insured property.</td>
</tr>
<tr>
<td>AB 1800</td>
<td>Levine</td>
<td>INS</td>
<td>Fire insurance: indemnity. Existing law requires an insurer, after a covered loss under a fire insurance policy, to provide the insured with a free copy of his or her policy within 30 calendar days of receiving a request from the insured, but allows the Insurance Commissioner to extend this period. Existing law also provides that an insured who does not experience a covered loss shall, upon request, be entitled to one free copy of his or her policy annually. This bill would specify that the copy of the policy provided shall include the full policy, any endorsements to the policy, and the policy declarations page, and would authorize the insurer to provide these documents in electronic form if agreed to by the insured. The bill would also require that the copy of the policy provided after a covered loss to be a certified copy.</td>
</tr>
<tr>
<td>AB 1875</td>
<td>Wood</td>
<td>INS</td>
<td>Residential property insurance. Existing law requires specified disclosures to be made with the issuance or renewal of a policy of residential property insurance. This bill would require an insurer to offer extended replacement cost coverage, as specified, when issuing or renewing, on or after January 1, 2019, a policy of residential property insurance, and would require the insurer to disclose the premium costs for extended replacement cost coverage.</td>
</tr>
<tr>
<td>AB 1877</td>
<td>Limón</td>
<td>G.O.</td>
<td>Office of Emergency Services: communications: translation. The California Emergency Services Act establishes the Office of Emergency Services within the Governor's office under the supervision of the Director of Emergency Services and makes the office responsible for the state’s emergency and disaster response services for natural, technological, or manmade disasters and emergencies. Existing law requires the Governor to coordinate a State Emergency Plan, which is in effect in each political subdivision of the state, and requires the governing body of each political subdivision, as defined, to take actions necessary to carry out the provisions of that plan. Existing law defines an “operational area” as an intermediate level of the state emergency services organization, consisting of a county and all political subdivisions within the county area. This bill would require the Office of Emergency Services and the governing body of each political subdivision, including each operational area, to translate any emergency communication into the most commonly spoken languages in the impacted county or counties. By imposing additional duties on local agencies, the bill would impose a state-mandated local program. This bill contains other existing laws. Last Amended on 2/22/2018</td>
</tr>
<tr>
<td>AB 1919</td>
<td>Wood</td>
<td>PUB. S.</td>
<td>Under existing law, upon the proclamation of a state of emergency, as defined, declared by the President of the United States or the Governor, or upon the declaration of a local emergency, as defined, by the executive officer of any county, city, city and county, and for a period of 30 days following that declaration, it is a misdemeanor with specified penalties for a person,</td>
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<td>Bill</td>
<td>Date</td>
<td>Time</td>
<td>Location</td>
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<tr>
<td>AB 1923</td>
<td>3/6/2018</td>
<td>9 a.m.</td>
<td>State Capitol, Room 126</td>
</tr>
<tr>
<td>AB 1954</td>
<td>2/8/2018</td>
<td>Referred to Com. on NAT. RES.</td>
<td>Patterson R</td>
</tr>
<tr>
<td>Bill Number</td>
<td>Sponsor</td>
<td>Description</td>
<td>Action</td>
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<tr>
<td>AB 1956</td>
<td>Limón D</td>
<td>Fire prevention activities.</td>
<td>ASSEMBLY NAT. RES.</td>
</tr>
<tr>
<td>AB 2089</td>
<td>Mathis R</td>
<td>Volunteer firefighters: background checks.</td>
<td>ASSEMBLY L. GOV.</td>
</tr>
<tr>
<td>AB 2091</td>
<td>Grayson D</td>
<td>Prescribed burns.</td>
<td>ASSEMBLY NAT. RES.</td>
</tr>
<tr>
<td>AB 2092</td>
<td>Acosta R</td>
<td>Board of Forestry and Fire Protection.</td>
<td>ASSEMBLY NAT. RES.</td>
</tr>
</tbody>
</table>

Existing law requires the director of the Department of Forestry and Fire Protection to establish a working group, consisting of specified members, to identify potential incentives for landowners to implement prefire activities, as defined, in state responsibility areas and urban wildland communities and to identify all federal, state, or local programs, private programs, and any other programs requiring a cost share that involves prefire activities. This bill would revise and recast this law to, among other things, revise the membership and duties of the working group. This bill contains other related provisions and other existing laws.

The Fire Protection District Law of 1987 provides for the formation and administration of fire protection districts. Under that law, district employees include volunteer firefighters. This bill would amend those provisions to require a county in which a district or fire company provides services to conduct background checks on volunteer firefighters of the district or fire company, and would prohibit a district or fire company from allowing a volunteer firefighter who is determined to be a violent sex offender by such a background check. By imposing new duties on counties, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

Existing law authorizes a person, firm, or corporation, or a group or combination of persons, firms, corporations, or groups, that owns or controls brush-covered land, forest lands, woodland, grassland, shrubland, or any combination thereof within a state responsibility area to apply to the Department of Forestry and Fire Protection for permission to utilize a prescribed burning for specified public purposes. This bill would establish the Prescribed Burning Board in the department. The bill would require the board to establish, on or before January 1, 2022, standards for prescribed burning, and establish standards for certification, recertification, and training for certified and insured prescribed burn managers, among other things. The bill would require the board to establish a schedule of fees for purposes of certifying a prescribed burn manager and would establish the Prescribed Burn Fund for deposit of those fees. The bill would authorize the board to spend the money in the fund, upon appropriation by the Legislature, for purposes of administering the certification program. The bill would provide that an owner, lessee, or occupant of specified lands is not liable for property damage or for injury or death to persons caused by or resulting from prescribed burning conducted on the land if the burn is conducted under the supervision of a certified and insured prescribed burn manager, as provided.

Existing law establishes the Board of Forestry and Fire Protection consisting of ten members and requires that all members of the board be appointed, selected, and approved for appointment on the basis of their educational and professional qualifications and general knowledge pertaining to watershed management, forest management practices, fish and wildlife, range management, forest economics, or land use planning. Existing law also requires that 5 members of the board be selected from the general public, 3 members be selected from the forest products industry, and one member be selected from the range livestock industry, as specified. This bill would increase to 6 the number of members of the board required to be selected from the general public, thereby increasing the total number of members to ten.
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<thead>
<tr>
<th>Bill Number</th>
<th>Sponsor</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB 2120</td>
<td>Quirk D</td>
<td>Fire: agricultural burning.</td>
<td>ASSEMBLY NAT. RES. 2/22/2018 - Referred to Com. on NAT. RES.</td>
</tr>
<tr>
<td>AB 2228</td>
<td>Wood D</td>
<td>Education finance: school apportionments; wildfire mitigation.</td>
<td>ASSEMBLY PRINT 2/14/2018 - From printer. May be heard in committee March 16.</td>
</tr>
</tbody>
</table>

The California Emergency Services Act authorizes the Governor to enter into reciprocal aid agreements or compacts, mutual aid plans, or other interstate arrangements for the protection of life and property with other states and the federal government, either on a statewide basis or a political subdivision basis. This bill would authorize a mutual aid agreement to provide for temporary training and licensing reciprocity for out-of-state fire and paramedic personnel who render aid in this state during a declared state of emergency.

Existing law establishes the State Department of Health Care Services within the California Health and Human Services Agency and sets forth the powers and duties of the department with regard to the administration and state oversight of mental health and substance use disorder functions and programs in this state, and the Medi-Cal program. Existing law authorizes the State Department of Health Care Services to enter into exclusive or nonexclusive contracts, or to amend existing contracts, on a bid or negotiated basis for the purpose of administering or implementing any federal grant awarded pursuant to the federal 21st Century Cures Act. This bill would require the State Department of Health Care Services to develop and submit an application to solicit a grant under the federal authority described above to develop a community-based crisis response plan and would require the grant application to include, at a minimum, a plan for specified objectives. The bill would require the department to confer with specified stakeholders in developing its grant proposal and application. The bill would require the department, if awarded a grant, to submit to the United States Secretary of Health and Human Services, at the time and in the manner, and containing the information, as the Secretary may reasonably require, a report, including an evaluation of the effect of that grant on, among other things, local crisis response services and measures for individuals receiving crisis planning and early intervention supports. The bill would also require the department to submit a copy of this report to the Legislature. This bill contains other existing laws.

Existing law requires the State Air Resources Board to promulgate guidelines for the regulation and control of agricultural burning for each of the air basins established by the state board. This bill would require the regulations to include a technical discussion of the likely emissions trade-offs of planned prescribed fire or managed wildfire ignitions, as provided.

Existing law establishes a public school financing system that requires state funding for county superintendents of schools, school districts, and charter schools to be calculated pursuant to a local control funding formula, as specified. Existing law provides that if the average daily attendance of a school district, county office of education, or charter school has been materially decreased during any fiscal year because of specified emergencies, that fact shall be established to the satisfaction of the Superintendent of Public Instruction by affidavits of the members of the governing board or body of the school district, county office of education, or charter school and the county superintendent of schools. Existing law requires the Superintendent to estimate the average daily attendance for the fiscal year in a manner that credits to the school district, county office of education, or charter school, for determining the apportionments to be made to it, approximately the total average daily attendance that would have been credited to the school district, county office of education, or charter school had the emergency not occurred. Existing law requires the Superintendent, on or before February 20 of each year, to make the first principal apportionment and, on or before July 2 of each year, to make the 2nd principal apportionment to each local educational agency. This bill would require,
if the average daily attendance of an eligible local educational agency has been materially
decreased during the 2017–18, 2018–19, or 2019–20 fiscal years, the fact of a material
decrease to be established to the satisfaction of the Superintendent by affidavits of the
members of the governing board or body of the local educational agency and the county
superintendent of schools. The bill, for purposes of these provisions, would define “eligible local
educational agency” to mean a school district, county office of education, or charter school that
is located within a county for which a state of emergency was declared by the Governor during
the 2017 calendar year in response to wildfires, and, for purposes of these provisions, would
define “material decrease” to mean a decrease in average daily attendance attributable to the
dislocation of pupils’ families due to the conditions that led to the declaration of a state of
emergency. The bill would require the Superintendent to estimate, for each fiscal year from the
2017–18 to 2019–20, inclusive, fiscal years, the total average daily attendance that would have
been credited to the eligible local educational agency for purposes of receiving apportionments
from the State School Fund had the emergency not occurred, excluding any average daily
attendance credited pursuant to existing law. The bill would require the Superintendent to make
a supplemental apportionment to an eligible local educational agency in an amount that credits
to the eligible local educational agency the apportionment the eligible local educational agency
would have received from the State School Fund based on the average daily attendance the
eligible local educational agency lost, as adjusted according to a specified schedule. The bill
would appropriate an amount sufficient to fulfill the purposes of these provisions from the
General Fund to the Superintendent to be apportioned pursuant to these provisions, as
specified. The bill would repeal these provisions on January 1, 2021. This bill contains other
existing laws.

<table>
<thead>
<tr>
<th>Bill</th>
<th>Description</th>
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<tbody>
<tr>
<td><strong>AB 2229</strong></td>
<td>Wood D</td>
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<tr>
<td><strong>AB 2238</strong></td>
<td>Aguiar-Curry D</td>
</tr>
</tbody>
</table>

(1) Existing law requires certain fire policies on subject matter in California to be executed using the standard form of fire insurance policy that contains required and optional provisions. Under existing law, it is a misdemeanor to issue a fire policy that varies from the standard form. This bill would require the standard form of fire insurance policy to include the features of the property being insured that contribute to increased or decreased risk as compared to similar properties in the region, and would further require, to the extent possible, the policy to inform the insured how these risk factors are affecting the costs of the insured’s insurance policy. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

Existing law, the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, provides the authority and procedures for the initiation, conduct, and completion of changes of organization and reorganization of cities and districts. The act specifies the factors that a local agency formation commission is required to consider in the review of a proposal for a change of organization or reorganization, including, among other things, the proposal’s consistency with city or county general and specific plans. This bill would additionally require the commission to consider any relevant hazard mitigation plan or safety element of a general plan, and the extent to which the proposal will affect any land identified as a very high fire hazard severity zone or land determined to be in a state responsibility area, as provided. By adding to the duties of local agency formation commissions in reviewing a change of organization or reorganization, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.
<table>
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<tr>
<th>Bill Number</th>
<th>Bill Title</th>
<th>Bill Text</th>
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<tbody>
<tr>
<td>AB 2252</td>
<td>Limón D</td>
<td>Existing law establishes the State Clearinghouse as the office designated by the Governor as the clearinghouse for information from the federal Office of Management and Budget in accordance with federal law. Existing law establishes a federal grant administrator, within the State Clearinghouse, who is designated by the Governor and authorized to serve as a primary point of contact for information on federal grants related to community, economic, and local development, and serve as a coordinator to manage and maximize federal grant opportunities within the state, as provided. Existing law further authorizes the federal grant administrator to maintain information on the Office of Planning and Research’s Internet Web site relating to federal grants. Existing law requires the federal grant administrator, on or before January 1, 2018, and annually thereafter, to prepare a summary of federal grant funding to the state that includes, among other performance metrics, the total federal dollars received by the state through federal grants during the report year. This bill would establish, within the State Clearinghouse, a state grant administrator who is designated by the Governor to serve as the state’s primary point of contact for information on grants provided by state agencies. The bill would authorize the state grant administrator, among other things, to support the establishment of a statewide network of individuals who serve as point of contact for state grant opportunities in state agencies. The bill would authorize the state grant administrator to develop and maintain information on the Office of Planning and Research’s Internet Web site related to new state grant opportunities, grant management best practices, and other resources to support the ability of entities, including, but not limited to, local governments and nonprofit organizations, to apply and manage state grants. The bill would require state agencies that provide grants to provide grant information for the Internet Web site as determined by the state grant administrator. The bill would require the state grant administrator, on or before January 1, 2020, and annually thereafter, to prepare a summary of state grant funding, as specified.</td>
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<tr>
<td>AB 2333</td>
<td>Wood D</td>
<td>The California Emergency Services Act establishes the Office of Emergency Services within the Governor’s office under the supervision of the Director of Emergency Services and makes the office responsible for the state’s emergency and disaster response services for natural, technological, or manmade disasters and emergencies. Existing law authorizes the Governor, or the director when the governor is inaccessible, to proclaim a state of emergency under specified circumstances. This bill would declare the intent of the Legislature to enact legislation that would bolster the mental health response from the Office of Emergency Services during a state declared emergency.</td>
</tr>
<tr>
<td>AB 2525</td>
<td>Wood D</td>
<td>Existing law requires supervising forest officers, under the direction of the Director of Forestry and Fire Protection, to have charge of the firefighting system and men and women in the districts, and to be charged with the duty of preventing and extinguishing forest fires and with the performance of other duties as may be required by the director. This bill would make nonsubstantive changes to this law.</td>
</tr>
<tr>
<td>AB 2551</td>
<td>Wood D</td>
<td>Existing law requires the Department of Forestry and Fire Prevention to implement various fire prevention programs intended to protect forest resources and prevent uncontrolled wildfires. The California Global Warming Solutions Act of 2006 requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available, upon appropriation by the Legislature, as specified, for greenhouse gas emissions reduction activities. This bill would require the department to</td>
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</table>
establish, implement, and administer the Forest and Wildland Health Improvement and Fire Prevention Program, which is intended to promote forest and wildland health, restoration, and resilience, and improve fire prevention and preparedness throughout the state. The bill would require the department to take specified actions to improve forest and wildland health and resilience, including evaluating and proposing changes to statewide fire suppression goals and developing fire preparedness and suppression training programs. The bill would also require the department, to the extent feasible, to collaborate with the Department of Corrections and Rehabilitation to utilize correctional officers and conservation crews for vegetation management and fire prevention activities. This bill contains other related provisions.

<table>
<thead>
<tr>
<th>AB 2576</th>
<th>Aguiar-Curry D</th>
<th>Emergencies: healthcare.</th>
<th>ASSEMBLY PRINT 2/16/2018 - From printer. May be heard in committee March 18.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)Existing law, the California Emergency Services Act, authorizes the Governor to proclaim a state of emergency, and local officials and local governments to proclaim a local emergency, when specified conditions of disaster or extreme peril to the safety of persons and property exist, and authorizes the Governor or the appropriate local government to exercise certain powers in response to that emergency. Existing law authorizes the Governor, during a state of emergency, to direct all state agencies to utilize and employ state personnel, equipment, and facilities to perform activities that are designed to prevent or alleviate actual and threatened damage due to that emergency. Existing law authorizes a state agency so directed to expend any of the moneys that have been appropriated to it in order to perform that activity. This bill would authorize the Governor, during a state of emergency, to direct all state agencies to utilize, employ, and direct state personnel, equipment, and facilities for the performance of any and all activities that are designed to allow community clinics and health centers to provide and receive reimbursement for services provided during or immediately following the emergency. The bill would authorize any agency directed by the Governor to perform those activities to expend any of the moneys that have been appropriated to it in order to perform those activities, irrespective of the particular purpose for which the money was originally appropriated. This bill contains other related provisions and other existing laws.</td>
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<thead>
<tr>
<th>AB 2585</th>
<th>Patterson R</th>
<th>Prescribed burns: burn managers: liability.</th>
<th>ASSEMBLY PRINT 2/16/2018 - From printer. May be heard in committee March 18.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing law authorizes a person, firm, or corporation, or a group or combination of persons, firms, corporations, or groups, that owns or controls brush-covered land, forest lands, woodland, grassland, shrubland, or any combination thereof within a state responsibility area, as defined, to apply to the Department of Forestry and Fire Protection for permission to utilize prescribed burning for specified public purposes. This bill would provide that a property owner and his or her agent conducting a prescribed burn, as defined, shall not be liable for damage or injury caused by fire or smoke, unless negligence is proven, when the prescribed burn meets specified conditions, including that the prescribed burn in conducted under the supervision of a certified prescribed burn manager, as defined, and proper burn permits have been obtained from all appropriate state and local agencies. This bill contains other related provisions.</td>
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<tr>
<th>AB 2594</th>
<th>Friedman D</th>
<th>Fire insurance.</th>
<th>ASSEMBLY PRINT 2/16/2018 - From printer. May be heard in committee March 18.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing law generally regulates fire insurance and county mutual fire insurers. Existing law prescribes the standard form for a fire insurance policy or county fire insurance policy. Existing law imposes a 12-month statute of limitations in which to bring suit under a fire insurance policy or a county fire insurance policy after a loss. Existing law makes it a misdemeanor for an insurer or agent to countersign or issue a fire policy that varies from the California standard form of policy. This bill would revise the standard forms of policy and extend the period in which to bring suit to 24 months after the inception of the loss if the loss is related to a state of emergency, as specified. The bill would toll the statute of limitations during a claim investigation for that loss, as specified. By expanding the scope of an existing crime, the bill would impose a</td>
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<tr>
<td>Bill Number</td>
<td>Sponsor</td>
<td>Bill Title</td>
<td>ASSEMBLY PRINT Date</td>
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<tr>
<td>AB 2645</td>
<td>Patterson R</td>
<td>Greenhouse Gas Reduction Fund: forestry and fire prevention.</td>
<td>2/16/2018 - From printer. May be heard in committee March 18.</td>
</tr>
<tr>
<td>AB 2672</td>
<td>Patterson R</td>
<td>California Global Warming Solutions Act of 2006: wildfires.</td>
<td>2/16/2018 - From printer. May be heard in committee March 18.</td>
</tr>
<tr>
<td>AB 2687</td>
<td>Quirk-Silva D</td>
<td>Office of Small Business.</td>
<td>2/16/2018 - From printer. May be heard in committee March 18.</td>
</tr>
</tbody>
</table>
would require the advocate to be prepared for designation by the Governor to serve as an official liaison between small businesses impacted by a state of emergency and other government and nonprofit service providers and to assist in the state emergency recovery, response, and preparedness efforts related to small businesses.

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<thead>
<tr>
<th>Bill Number</th>
<th>Committee</th>
<th>Hearing Date</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>AB 2727</td>
<td>ASSEMBLY PRINT 2/16/2018 - From printer. May be heard in committee March 18.</td>
<td>The Personal Income Tax Law authorizes various credits against the taxes imposed by that law. This bill would authorize a credit against that tax for each taxable year beginning on and after January 1, 2019, and before January 1, 2028, in an amount equal to 80% of the amount paid or incurred by a qualified firefighter during the taxable year for qualified firefighter expenses, as defined, not to exceed $1,500. This bill contains other related provisions.</td>
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<td>AB 2898</td>
<td>ASSEMBLY PRINT 2/17/2018 - From printer. May be heard in committee March 19.</td>
<td>Existing law, the California Emergency Services Act, establishes the Office of Emergency Services and vests the office with responsibility for the state’s emergency and disaster response services for natural, technological, or manmade disasters and emergencies, as specified. The act also prescribes a process for the declaration of a local emergency and permits a local emergency to be proclaimed only by the governing body of a city or county or by an official designated by ordinance adopted by that governing body. Existing law requires the governing body to review the need for continuing the local emergency at least once every 30 days until the governing body terminates the local emergency. This bill would instead require review of a local emergency by the governing body, as described above, to occur at least once every 60 days.</td>
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<td>AB 2911</td>
<td>ASSEMBLY PRINT 2/17/2018 - From printer. May be heard in committee March 19.</td>
<td>(1) Existing law requires, no later than January 1, 2005, the State Fire Marshal, in consultation with the Director of Forestry and Fire Protection and the Director of Housing and Community Development, to recommend building standards that provide for comprehensive site and structure fire risk reduction to protect structures from fires spreading, as provided. This bill would require the State Fire Marshal, no later than January 31, 2019, in consultation with the Director of Forestry and Fire Protection and the Director of Housing and Community Development, to recommend updated building standards that provide for comprehensive site and structure fire risk reduction to protect structures from fires spreading, as specified, based on lessons learned from the wildfires of 2017 and to develop a list of low-cost retrofits that provide for comprehensive site and structure fire risk reduction, as provided. This bill contains other related provisions and other existing laws.</td>
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<td>AB 2913</td>
<td>ASSEMBLY PRINT 2/17/2018 - From printer. May be heard in committee March 19.</td>
<td>A provision of the California Building Standards Law specifies that a local ordinance adding or modifying building standards for residential occupancies, published in the California Building Standards Code, applies only to an application for a building permit submitted after the effective date of the ordinance and to plans and specifications for, and the construction performed under, that permit, unless, among other reasons, the permit is subsequently deemed expired because the building or work authorized by the permit is not commenced within 180 days from the date of the permit, or the permittee has suspended or abandoned the work authorized by the permit at any time after the work is commenced. This bill would provide that a permit would remain valid if the work on the site authorized by that permit is commenced within 3 years after its issuance, or if the work authorized on the site by the permit is suspended or abandoned for a period of up to 3 years after the time the work is commenced. The bill would authorize the building official to grant, in writing, one or more extensions of time for periods of not more than 180 days per extension upon a written request by the permittee that demonstrates justifiable...</td>
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<td><strong>AB 2915</strong> <strong>Caballero</strong>  D</td>
<td>Workforce development boards: mutual disaster aid assistance: memorandum of understanding.</td>
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<td><strong>AB 2941</strong> <strong>Berman</strong>  D</td>
<td>Health care coverage: state of emergency.</td>
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<td><strong>AB 2966</strong> <strong>Aguiar-Curry</strong>  D</td>
<td>Disaster relief.</td>
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<td><strong>AB 3166</strong> <strong>Burke</strong>  D</td>
<td>Insurance: residential property insurance:</td>
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Existing law, the California Workforce Innovation and Opportunity Act, establishes the California Workforce Development Board as the body responsible for assisting the Governor in the development, oversight, and continuous improvement of California’s workforce investment system and the alignment of the education and workforce investment systems to the needs of the 21st century economy and workforce. That act requires the establishment of a local workforce development board in each local workforce development area of the state to, among other things, develop effective linkages with employers in the region to support employer utilization of the local workforce development system and to support local workforce investment activities. This bill would authorize the board to enter into a memorandum of understanding with the local workforce development boards in the state to coordinate mutual aid assistance between all local workforce development boards in the event that any local workforce development board needs additional assistance in disaster relief efforts or activities in that local workforce development area. This bill would require the memorandum of understanding to include best practices and baseline qualifications for employees of a local workforce development board who may be responding to a request for assistance in the event of a disaster. This bill contains other related provisions.

Existing law, the Knox-Keene Health Care Service Plan Act of 1975 (Knox-Keene), provides for the licensure and regulation of health care service plans by the Department of Managed Health Care, and makes a willful violation of the act a crime. Existing law provides for the regulation of health insurers by the Department of Insurance. Existing law requires the Department of Managed Health Care and the Insurance Commissioner to adopt regulations to ensure enrollees and insureds have access to needed health care services in a timely manner, and requires a health care service plan contract or health insurance policy to provide information to an enrollee or insured regarding the standards for timely access to care. This bill would require a health care service plan or health insurer to ensure its enrollees or insureds who have been displaced by a state of emergency, as defined, have continued appropriate access to medically necessary health care services, as specified. Because a willful violation of the bill’s requirements relative to health care service plans would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

The California Disaster Assistance Act provides that the state share for disaster project allocations to local agencies is no more than 75% of total state eligible costs, except for specified events for which the state share is up to 100% of state eligible costs. This bill would provide that the state share for the removal of dead and dying trees in connection with the Governor’s proclamation of a state of emergency issued on October 30, 2015, is no more than 90% of total state eligible costs.

Existing law generally regulates the issuance of fire insurance on property within the state. Existing law requires all fire policies to be written on a standard form, as specified. Existing law also requires all insurers providing a policy of residential property insurance to provide specified disclosures to the insured. Existing law prohibits an insurer from canceling or refusing to renew a policy of an insured that has suffered a loss, as specified, within certain time limits. Existing law also creates the Fair Access to Insurance Requirements or FAIR Plan Association.
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<th>Bill Number</th>
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<tr>
<td>ACA 24</td>
<td>2/15/2018</td>
<td>Waldron R</td>
<td></td>
<td>Property taxation: transfer of base year value: disaster relief.</td>
<td>_requires upon nonrenewal. formulate and administer a program that equitably apportions among insurers, basic plans of insurance for property owners who, after diligent effort, are unable to procure such insurance through normal channels from an admitted insurer or a surplus line broker. Existing law requires a broker or agent to provide assistance, as specified, to a person seeking help in obtaining coverage. This bill would require specified insurers who fail to renew or offer renewal of a policy of residential property insurance to make certain notifications to a policyholder regarding other options he or she may have, including information about the FAIR plan. The California Constitution generally limits ad valorem taxes on real property to 1% of the full cash value of that property. For purposes of this limitation, “full cash value” is defined as the assessor's valuation of real property as shown on the 1975–76 tax bill under “full cash value” or, thereafter, the appraised value of that real property when purchased, newly constructed, or a change in ownership has occurred. The California Constitution, in the case of property that is substantially damaged or destroyed, as defined, by a disaster, as declared by the Governor, requires the Legislature to provide for the transfer of base year value, to a comparable property within the same county that is acquired or newly constructed as a replacement for the substantially damaged or destroyed property, and authorizes the Legislature, if a county ordinance so providing has been adopted, to provide for the transfer of base year value to comparable replacement property of equal or lesser value that is located within another county. This measure would additionally require the Legislature to provide for the transfer of base year value of property that is substantially damaged or destroyed by a disaster, as declared by the Governor, occurring on or after January 1, 2017, to July 1, 2018, to comparable property located within the same or a different county that is acquired or newly constructed as a replacement for the substantially damaged or destroyed property. The measure would limit this provision to intercounty transfers of base year value that occur on or after the effective date of the measure. Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law authorizes the commission to establish rules for all public utilities, subject to control by the Legislature. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. Existing law prohibits a gas corporation from recovering any fine or penalty in any rate approved by the commission. This bill would prohibit an electrical corporation from recovering a fine or penalty through a rate approved by the commission. This bill contains other related provisions and other existing laws. The California Emergency Services Act establishes the Office of Emergency Services in the office of the Governor and provides that the office is responsible for the state's emergency and disaster response services for natural, technological, or manmade disasters and emergencies, including activities necessary to prevent, respond to, recover from, and mitigate the effects of emergencies and disasters to people and property. This bill would specify that the Office of Emergency Services may assist county jurisdictions in developing effective public emergency warning systems. (1) Existing law requires an insurer to comply with certain procedures relating to the cancellation of insurance policies, except as specified, in the case of a total loss to the primary insured structure under a residential policy. Among other requirements, an insurer may not cancel coverage while the primary insured structure is being rebuilt, as specified, nor use the fact that</td>
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<td>SB 894</td>
<td>Dodd</td>
<td>Property insurance.</td>
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<td>SB 896</td>
<td>McGuire</td>
<td>Aggravated arson.</td>
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**Insurance: nonrenewal.**

The primary insured structure is in damaged condition as a result of the total loss as the sole basis for a decision to cancel the policy, and must offer, at least once, to renew the policy, as specified, if the total loss to the primary insured structure was caused by a disaster. This bill would express the intent of the Legislature to clarify that the provision described above is applicable to all insured properties located within a county for which a state of emergency has been declared, as specified. This bill contains other related provisions and other existing laws.

**SB 833 McGuire D**

The California Emergency Services Act establishes the Office of Emergency Services (OES) in the office of the Governor and provides that OES is responsible for the state’s emergency and disaster response services for natural, technological, or manmade disasters and emergencies. The act also provides for systems for the public dissemination of alerts regarding missing children, attacks upon law enforcement officers, and missing persons who are 65 years of age or older, among others, and requires the Department of the California Highway Patrol to activate these systems and issue alerts upon the request of a law enforcement agency if certain conditions are met. This bill would provide for a red alert system designed to issue and coordinate alerts following an evacuation order, as specified. The bill would require the red alert system to incorporate a variety of notification resources and developing technologies that may be tailored to the circumstances and geography of the underlying evacuation, as appropriate. The bill would require a local government agency or state agency that uses the federal Wireless Emergency Alert (WEA) system to alert a specified area of an evacuation order to use the term “red alert” in the alert and notify OES of the alert. This bill contains other related provisions and other existing laws.

**SB 894 Dodd D**

Existing law requires an insurer, in the case of a total loss to the primary insured structure under a policy of residential property insurance, to offer to renew the policy at least once if the loss to the primary insured structure was caused by a disaster, as defined, and was not also due to the negligence of the insured, except as specified. This bill would instead require the insurer to offer to renew the policy for at least the next 2 annual renewal periods or 24 months, whichever is greater. The bill would require an insurer who decides not to offer to renew a policy after the expiration of that period to report the decision to not offer to renew the policy to the Insurance Commissioner. The bill would require an insurer who, within 5 years after the declaration of a disaster, decides that it will not offer, or offer to renew, any residential policies described above for coverage of loss to structures located in the declared disaster area, to report that decision to the commissioner. This bill contains other related provisions and other existing laws.

**SB 896 McGuire D**

Existing law, until January 1, 2019, defines the offense of aggravated arson, and defines the aggravating factors for the offense as, the person has been previously convicted of arson on one or more occasions within the past 10 years, the fire caused property damage and other losses in excess of $7,000,000, or the fire caused damage to, or the destruction of, 5 or more inhabited structures. Existing law, commencing January 1, 2019, deletes the aggravating factor of property damage and other losses in excess of $7,000,000 from the definition of aggravated arson. This bill would extend the operation of the former aggravated arson offense until January 1, 2024, and would increase the threshold of property damage and other losses constituting an aggravating factor for aggravated arson to $7,300,000. The bill would delay operation of the latter aggravated arson offense that deletes the threshold dollar amount of property damages or losses as an aggravating factor until January 1, 2024. By extending the operation of law
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<tbody>
<tr>
<td>SB 897</td>
<td>McGuire D</td>
<td>Residential property insurance: wildfires.</td>
<td>SENATE I., B. &amp; F.I. 1/24/2018 - Referred to Com. on I., B. &amp; F.I.</td>
<td>Existing law defines the measure of indemnity for a loss under a property insurance policy. Existing law requires an insurer, in the event of a loss under a residential insurance policy for which the insured has made a claim for additional living expenses, to provide the insured with a list of items that the insurer believes may be covered under the policy as additional living expenses. Additionally, existing law provides that, in the case of a loss related to a declared state of emergency, an insurer provide coverage for living expenses for a period of 24 months, subject to the limitations of the policy. This bill would specify that additional living expense coverage shall include all reasonable expenses incurred by the insured in order to maintain a comparable standard of living and would provide a list of expenses that shall be covered. The bill would also authorize an insured to collect, in lieu of additional living expenses, the fair rental value, as defined, of the dwelling that has suffered a loss. This bill contains other related provisions.</td>
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<tr>
<td>SB 901</td>
<td>Dodd D</td>
<td>Electrical corporations: local publicly owned electric utilities: electrical cooperatives: wildfire mitigation plans and measures.</td>
<td>SENATE E. U., &amp; C. 1/24/2018 - Referred to Com. on E., U. &amp; C.</td>
<td>Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities, as defined, and electrical cooperatives, as defined, are under the direction of their governing boards. Existing law requires each electrical corporation, local publicly owned electric utility, and electrical cooperative to construct, maintain, and operate its electrical lines and equipment in a manner that will minimize the risk of catastrophic wildfire posed by those electrical lines and equipment. Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit its plan to the commission for review, as specified. Existing law requires the commission to review and comment on the submitted plan, as specified. Existing law requires the governing board of a local publicly owned electric utility or electrical cooperative to determine whether any portion of the geographical area where the utility's overhead electrical lines and equipment are located has a significant risk of catastrophic wildfire resulting from those electrical lines and equipment and, if so, requires the local publicly owned electric utility or electrical cooperative, at an interval determined by the board, to present to the board for its approval those wildfire mitigation measures the utility intends to undertake to minimize the risk of its overhead electrical lines and equipment causing a catastrophic wildfire. This bill would require a wildfire mitigation plan prepared by an electrical corporation, and wildfire mitigation measures prepared by a local publicly owned electric utility or electrical cooperative, to include policies and procedures by which the preparing entity may assess when it may be necessary to deenergize its electrical lines and, if so, which electrical lines should be deenergized. The bill would require those policies and procedures to include relevant meteorological conditions, maps of relevant fire hazard severity zones and high fire risk areas, observations made by individuals and cameras, as applicable, of vegetation conditions near electrical lines, and communication protocols for notifying customers who may be impacted by the deenergizing of electrical lines. This bill contains other related provisions and other existing laws.</td>
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<td>SB 914</td>
<td>Dodd D</td>
<td>Local agency contracts.</td>
<td>SENATE GOV. &amp; F. 2/1/2018 - Referred to Com. on GOV. &amp; F.</td>
<td>Existing law authorizes a county, until January 1, 2023, with approval of the board of supervisors, to utilize construction manager at-risk construction contracts for the erection, construction, alteration, repair, or improvement of any building owned or leased by the county, subject to certain requirements, including that the method may only be used for projects that are in excess of $1,000,000. This bill would authorize the use of this method of contracting for</td>
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<td>SB 929  McGuire D</td>
<td>Local government: applicant for economic development financial assistance: statement.</td>
<td>SENATE RLS. 2/8/2018 - Referred to Com. on RLS.</td>
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<td>SB 969  Dodd D</td>
<td>Automatic garage door openers: backup batteries.</td>
<td>SENATE T. &amp; H. 2/8/2018 - Referred to Coms. on T. &amp; H., JUD., and APPR.</td>
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<td>SB 1040  Dodd D</td>
<td>In-home supportive services: natural disaster resulting in a state of emergency.</td>
<td>SENATE HUM. S. 2/22/2018 - Referred to Com. on HUMAN S.</td>
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Existing law regulates insurance and the business of insurance in the state. Under existing law, an insurer is liable for a loss of which a peril insured against was the proximate cause, although a peril not contemplated by the contract may have been a remote cause of the loss. Under existing law, an insurer is not liable for a loss of which the peril insured was only the remote cause. This bill would provide that a policy that does not cover the peril of landslide shall not exclude coverage for any loss or damage attributable to a landslide if the landslide resulting in loss or damage was proximately caused by another covered peril, as provided. The bill would state that it does not constitute a change in, but is declaratory of, existing law.

Existing law authorizes a local agency to require an applicant for economic development loans, grants, or similar financial assistance to sign a statement under penalty of perjury that he or she has not been convicted of a felony. This bill would make a nonsubstantive change to that provision.

Existing law requires an automatic garage door opener that is manufactured for sale, purchased, sold, offered for sale, or installed in a residence to comply with specified safety requirements, including that the automatic garage door opener have an automatic reverse safety device. This bill would also require an automatic garage door opener that is manufactured for sale, purchased, sold, offered for sale, or installed in a residence to have a battery backup function that is designed to operate when activated by an electrical outage. The bill would make a violation of those provisions subject to a civil penalty of $1,000.

(1) Existing law establishes the In-Home Supportive Services (IHSS) program, administered by the State Department of Social Services and counties, under which qualified aged, blind, and disabled persons are provided with supportive services, as defined, in order to permit them to remain in their own homes. The California Emergency Services Act authorizes the Governor to declare a state of emergency under specified conditions and requires a county, including a city and county, to update its emergency plan to address, among other things, how the access and functional needs population, as defined, is served by emergency communications, evacuation, and sheltering. This bill would expand the definition of “supportive services” to include all needs and services required during a natural disaster resulting in a declared state of emergency, and authorize, under those same circumstances, a county to allocate additional hours of supportive services, as specified. The bill would require a county to use a void and reissue warrant process for any provider who lost or had damaged an uncashed warrant because of a natural disaster resulting in a state of emergency. The bill would require a county, including a city and county, at the next update to its emergency plan, to integrate and require the assessment and provision of supportive services to IHSS recipients. By increasing the duties of counties, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.
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<tr>
<td>SB 1044 Berryhill R</td>
<td>State Responsibility Area Fire Prevention Fees.</td>
<td>SENATE GOV. &amp; F.</td>
<td>2/22/2018 - Referred to Com. on GOV. &amp; F.</td>
<td>Existing law provides that the state has the primary financial responsibility for preventing and suppressing fires in areas that the State Board of Forestry and Fire Protection has determined are state responsibility areas, as defined. Existing law until July 1, 2017, required that a fire prevention fee be charged on each habitable structure on a parcel that is within a state responsibility area, to be used for specified fire prevention activities, and prescribed procedures for the collection and processing of the fees by the California Department of Tax and Fee Administration. Existing law repeals those provisions requiring the payment of the fee on January 1, 2031. This bill would instead repeal those provisions on January 1, 2019. The bill would also require the California Department of Tax and Fee Administration, no later than January 1, 2020, to develop and implement a process for providing for refunds of any fire prevention fees collected by the department, commencing in the 2011-2012 fiscal year until July 1, 2017, from each owner of a habitable structure located in a state responsibility area pursuant to those provisions. The bill would also require the department to adopt regulations setting forth requirements for the application, review, and refund of those fees paid by the owner of a habitable structure, as provided.</td>
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<td>SB 1088 Dodd D</td>
<td>Electrical and gas corporations: safety and resilience plans.</td>
<td>SENATE RLS.</td>
<td>2/22/2018 - Referred to Com. on RLS.</td>
<td>Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law authorizes the commission, after a hearing, to require every public utility to construct, maintain, and operate its line, plant, system, equipment, apparatus, tracks, and premises in a manner so as to promote and safeguard the health and safety of its employees, passengers, customers, and the public. Existing law requires the commission to establish standards for disaster and emergency preparedness plans, as specified, and requires an electrical corporation to develop, adopt, and update an emergency and disaster preparedness plan, as specified. Existing law authorizes every city, county, or city and county within an electrical corporation's service area to designate a point of contact for the electrical corporation to consult with on emergency and disaster preparedness plans. This bill would make legislative findings and declarations relative to the need for, and adoption of, safety and resilience plans by electrical and gas corporations, and the approval and enforcement of those plans by the commission, and would state the intent of the Legislature to enact later legislation to implement those findings and declarations.</td>
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<td>SB 1169 Anderson R</td>
<td>Violations: penalties and fines: wildfire incidents.</td>
<td>SENATE E. U., &amp; C.</td>
<td>2/22/2018 - Referred to Com. on E., U. &amp; C.</td>
<td>The Public Utilities Act provides for the assessment of criminal fines and civil penalties for violations of the act or an order, decision, rule, direction, demand, or requirement of the commission. Existing law requires that fines and penalties imposed by the Public Utilities Commission pursuant to the act be paid to the General Fund. This bill would require that 10% of any penalty or fine for a violation of the act, or any rule, regulation, general order, or order of the commission, related to the role a utility company, or its facilities or equipment, played in the starting of a wildfire incident shall be deposited into the Wildfire Incident Penalty and Fine Fund, as created by this bill. The bill would continuously appropriate those moneys to the commission for specified fire prevention purposes, including for equipment for regional fire and first responder agencies. The bill would require the commission to establish an application and approval process by which any person, private entity, or local agency from an area affected by a wildfire incident could apply to the commission for the money in the fund, as provided.</td>
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<td>SB 1181 Hueso D</td>
<td>Emergency services:</td>
<td>SENATE G.O.</td>
<td>2/22/2018 - Referred to Com. on G.O.</td>
<td>Existing law, the California Emergency Services Act, grants the Governor certain powers to be exercised in accordance with the State Emergency Plan and programs for the mitigation of the effects of an emergency. Existing law creates the Office of Emergency Services within the Governor’s office and commits to the office the responsibility for the state’s response services</td>
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<tr>
<td>SB 1251</td>
<td>McGuire</td>
<td>Office of Planning and Research: housing elements.</td>
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<td>SB 1260</td>
<td>Jackson</td>
<td>Fire prevention and protection: prescribed burns.</td>
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<td>SB 1263</td>
<td>Portantino</td>
<td>Existing law provides that under an open policy that requires payment of the replacement cost for a loss, the measure of indemnity is the amount it would cost the insured to repair, rebuild, or replace the property, without deduction for physical depreciation, or the policy limit, whichever is less. Under existing law, if a covered loss is related to a state of emergency, as defined,</td>
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Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including gas and electrical corporations. The Public Utilities Act requires the commission to investigate the cause of all accidents occurring upon the property of any public utility or directly or indirectly arising from or connected with its maintenance or operation, resulting in loss of life or injury to person or property and requiring, in the judgment of the commission, investigation by it. Existing law authorizes the commission to make any order or recommendation with respect to the investigation that it determines to be just and reasonable. Existing law requires the commission to develop and implement a safety enforcement program that is applicable to gas and electrical corporations and that includes procedures for monitoring, data tracking and analysis, and investigations, as well as issuance of citations by commission staff, under the direction of the executive director of the commission. Existing law requires gas and electrical corporations to report various information to the commission. This bill would require gas and electrical corporations to expeditiously report to the commission, upon discovery, any potential violation of an applicable law, or order or rule of the commission, that poses a significant safety threat, causes a systemwide impact, affects a large geographic region, or involves fraud, sabotage, falsification of records, or any other instance of deception by a gas or electrical corporation's agent, employee, contractor, or subcontractor, as specified. This bill contains other related provisions and other existing laws. |
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<th>Bill Number</th>
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<tbody>
<tr>
<td>SB 1415</td>
<td>Residential property insurance. May be acted upon on or after March 18.</td>
<td>SENATE RLS.</td>
<td>2/20/2018 - From printer. May be acted upon on or after March 22.</td>
<td>This bill would require an insurer to increase the policy limits, as specified, of a residential property insurance policy by an amount equal to 50% of the policy limits if an insured has suffered a loss relating to a declared state of emergency. The bill would specify that the 50% increase is in addition to applicable guaranteed replacement cost coverage.</td>
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<td>SB 1416</td>
<td>Building standards: violations.</td>
<td>SENATE RLS.</td>
<td>2/20/2018 - From printer. May be acted upon on or after March 22.</td>
<td>The State Housing Law requires the housing or building department or, if there is no building department, the health department, of every city or county or a specified environmental agency to enforce within its jurisdiction all of the State Housing Law, the building standards published in the California Building Standards Code, and other specified rules and regulations. If there is a violation of these provisions or any order or notice that gives a reasonable time to correct that violation, or if a nuisance exists, an enforcement agency is required, after 30 days' notice to abate the nuisance, to institute appropriate action or proceeding to prevent, restrain, correct, or abate the violation or nuisance. Existing law provides specified criteria for posting a notice of violation. This bill would state that violations of municipal codes and municipal building and fire codes are included within these provisions.</td>
</tr>
<tr>
<td>SB 1477</td>
<td>Business licenses: fees: fire inspections.</td>
<td>SENATE RLS.</td>
<td>2/20/2018 - From printer. May be acted upon on or after March 22.</td>
<td>Existing law authorizes the legislative body of an incorporated city to, in the exercise of its police power and for the purpose of regulation, license any kind of business not prohibited by law transacted and carried on within the limits of its jurisdiction. Existing law provides that the legislative body of a charter city, that fixes the rate of license fees upon a business operating both within and outside the legislative body's taxing jurisdiction, levy a license fee so that the measure of the fee fairly reflects that proportion of the activity actually carried on within the taxing jurisdiction. This bill would require a city, county, or city and county to collect an additional fee from any applicant for a local business license or equivalent instrument or, in a jurisdiction that does not issue a business license, to collect an additional fee from the applicant for a building permit, to be used by the city, county, or city and county to increase the proactive inspections of commercial buildings for compliance with state and local fire code and building code requirements. The bill would require the local entity to create a fund, entitled the Proactive Building and Fire Inspection Fund, in which to deposit 90% of the fees collected under these provisions and remit the remaining 10% of the fees collected to the State Fire Marshal for deposit into the Fire Inspection Assistance Fund for use in advising local agencies on implementing a system of proactive inspections to facilitate compliance with state and local fire and building codes. The bill would require the local entity to make an annual report to the State Fire Marshal regarding the amount and use of the fees collected, as specified. By imposing additional duties upon local entities, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</td>
</tr>
<tr>
<td>SB 1477</td>
<td>Zero-emissions buildings and sources of heat energy.</td>
<td>SENATE RLS.</td>
<td>2/20/2018 - From printer. May be acted upon on or after March 22.</td>
<td>The Warren-Alquist State Energy Resources Conservation and Development Act requires the State Energy Resources Conservation and Development Commission (Energy Commission) to adopt building design and construction standards and energy and water conservation standards for new residential and nonresidential buildings to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy, including energy associated with the use of water. The act requires those standards to be cost effective when taken in their entirety and when amortized over the economic life of the structure compared with historic practice. This bill would establish the Zero-Emissions Heating Market Transformation Fund in the State Treasury and</td>
</tr>
</tbody>
</table>
would require moneys in the fund, upon appropriation by the Legislature, to be expended for the design and implementation of market development activities for highly efficient and zero-onsite-emissions building technologies, for incentives for new buildings to reduce the emissions of greenhouse gases by more than is required by law, and for incentives for existing buildings to adopt zero-emissions building technologies. The bill would require the Public Utilities Commission to authorize incentive programs that will transform the state’s market for low-emissions space and water heating technologies.
Staff Report

To: SCTA/RCPA Board of Directors
From: Brant Arthur, Community Affairs Specialist
Re: 4.2 – Community Affairs Update
Date: March 12, 2018

News

Rebuild Green Expo

The Rebuild Green Expo was held on Friday, Feb 23 at the Santa Rosa Vets Building, 10am- 7pm. Vendors and groups shared information on everything from drought-tolerant native plants and building to incorporating defensible space for fire protection and systems for rainwater collection. BayREN was a sponsor of the event and gave a presentation titled “What is a zero net energy home and why build one?” BayREN and RCPA staff attended the Expo and shared information on efficient and resilient design features to consider when rebuilding, answering questions about energy efficiency and the energy code. The Expo was well attended.

RM3 development (map and list of projects)

The Bay Area Traffic Relief Plan includes $4.5 billion in transportation capital improvements across the region. If approved by a majority of all voters in Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano and Sonoma counties and the City and County of San Francisco, RM 3 will implement the Bay Area Traffic Relief Plan (the Plan), a set of 35 projects and programs to reduce auto and truck traffic; relieve crowding on BART; unclog freeway bottlenecks; improve bus, ferry, BART and commuter rail service; and enhance bicycle and pedestrian mobility in the bridge corridors.

Sonoma County RM3 Projects

- U.S. Highway 101 Marin-Sonoma Narrows ($120M)
  - Construct northbound and southbound HOV lanes on U.S. 101 in Marin and Sonoma counties by adding one carpool lane in each direction.

- State Route 37 Improvements ($100M)
  - Fund improvements to SR 37 to provide for mobility, safety and resiliency to sea-level rise and flooding (the SR 37 segment from the intersection with 101 in Marin to the intersection with I-80 in Solano).

- Sonoma-Marin Area Rail Transit (SMART) Extension to Healdsburg ($40M)
  - Extend the SMART rail system north of the Sonoma County Airport to Windsor and Healdsburg.
• North Bay Transit Access Improvements ($100M)
  o Provide funding for transit improvements, such as new transit vehicles, transit facilities and access to transit facilities, benefiting Contra Costa, Marin, Napa, Solano and Sonoma counties.

*Map of Sonoma County RM3 Projects*

Sonoma State University Energy Forum Presentation
RCPA staff presented to Energy Forum students at Sonoma State University on Feb 8, sharing information on greenhouse gas emissions and climate protection efforts throughout Sonoma County.

Sebastopol Community Meetings on Public Transit
SCTA staff supported two forums in Sebastopol designed to offer residents a chance to share their thoughts on public transit, including hours of operation, optimal routes, paratransit, connections to SMART, and ways to increase ridership. There were representatives at the events on January 31 and February 7, 2018 from the Sebastopol City Government (Council Member Sarah Gurney), Sonoma County Transit and the Sonoma County Transportation Authority.

Upcoming Events
• 3/22/18 Clean Cars Campaign launch, 6pm, The Glaser Center, Santa Rosa, CA
• 4/21/18 Santa Rosa's Earth Day On Stage, [https://srcity.org/2139/Earth-Day-OnStage](https://srcity.org/2139/Earth-Day-OnStage)
**Partner news**

The County of Sonoma has floated a goal to build 30,000 new housing units over five years in order to alleviate the countywide housing crisis that was worsened by the October 2017 wildfires. Officials from the County recently obtained an outside estimate from an economics firm that recommended the county needs 26,000 new housing units by 2020. In support of this goal, officials have also suggested that a renewal enterprise district be created to consolidate financing mechanisms and provide builders with more regulatory certainty.

**Social media / Community outreach**

**SCTA Facebook:**
- 464 page likes
- 484 people reached in the last month

**RCPA Facebook:**
- 547 page likes
- 1,483 people reached in the last month

**CA37 Facebook:**
- 508 page likes
- 756 people reached in the last month

**Newsletter:**
- Monthly newsletters for SCTA and RCPA were sent January 30, 2018
- The SCTA newsletter was sent to 336 recipients with a 25% open and 6% click rate
- The RCPA newsletter was sent to 221 recipients with a 40% open and 8% click rate

**Other notes:**
- SCTA website is averaging 139 visits/day
- RCPA website is averaging 286 visits/day
- Top RCPA webpages are the Homepage, CA2020, GHG Inventory, Staff, and About.
- Top SCTA webpages are the Homepage, News, About, Staff, Meetings and Hwy 37.
- Twitter has relatively low public interest (SCTA 73 followers, RCPA 112 and SR37 8)
Media coverage
The Ride Stuff
Bohemian – February 20, 2018
https://www.bohemian.com/northbay/the-ride-stuff/Content?oid=5317498

Final Petaluma bike path section funded
Argus Courier – January 28, 2018

The Petaluma River Trail Inches Closer To Completion
KSRO – January 30, 2018

Regional Parks to Study Potential for Russian River Bike, Pedestrian Trail
Sonoma County Gazette – January 11, 2018

May Boeve: How Sonomans can get involved in climate change action on a grass roots level
Sonoma Index Tribune – February 12, 2018
http://www.sonomanews.com/news/7987493-181/may-boeve-how-sonomans-can

How solarized is western and northern Sonoma County?
Sonoma West – February 21, 2018

How We Transform the World to 100% Clean Renewable Energy
Sonoma County Gazette – February 1, 2018
http://www.sonomacountygazette.com/sonoma-county-news/how-we-transform-the-world-to-100-clean-renewable-energy
Photos

Rebuild Green Expo (2/23/18)

Sebastopol Community Meetings on Public Transit (2/7/18)

SCTA/RCPA Board presented Lauren Casey with a resolution of commendation for her five groundbreaking years leading the RCPA. (2/5/18)
Staff Report

To: RCPA Board of Directors
From: Julian Ruzzier-Gaul, CivicSpark Fellow
Item: 4.3.1 – Water & Solid Waste Inventory Updates
Date: March 12, 2018

**Issue:**
Information only.

**Background:**

**Greenhouse Gas Inventory**

Tracking greenhouse gas (GHG) emissions data and trends is critical to understanding the role local communities play in reducing GHG emissions while planning for growth and prosperity. Through the Climate Action 2020 project, the RCPA evaluated historic, baseline, and future emissions in Sonoma County using internationally accepted community scale protocols and locally specific emissions data.

Historic data revealed a decline in total and per capita emissions since 1990, but the forecasts showed that in the absence of new actions, local GHG emissions will again rise. The work of the RCPA, its members, and partners, focuses on driving a continued downward trajectory in community-wide emissions, towards the long-term goal of 80% below 1990 levels by 2050.

The RCPA is currently updating the community-wide GHG inventory, based on 2015 data. RCPA staff provided an update to GHG emissions from building energy use in February and will continue to provide updates to the Board of Directors on the other main emissions sources (Building Energy, Water & Wastewater, Transportation & Land Use, Solid Waste, and Livestock & Fertilizer) identified in the Climate Action 2020 Plan. This report highlights the GHG emissions reductions resulting from the impacts of projects and programs developed to reduce emissions from water conveyance and solid waste processing. Further information and graphics are in the attached fact sheets.

**Water Sector Analysis Highlights**

Countywide emissions from water conveyance and processing drastically decreased between 2010 and 2015. In 2010, GHG emissions from water conveyance were approximately 10,201 metric tons of carbon dioxide equivalent (MTCO2e). In 2015, GHG emissions from water
conveyance GHG emissions were approximately 163 MTCO2e. Efforts lead by the Sonoma County Water resulted in this substantial GHG emissions reduction. Further detail is below:

- **The pumping and conveyance of water is extremely energy intensive and the Water Agency is one of the largest consumer in terms of energy used to convey water in Sonoma County.** Similar to 2010, the Water Agency conveyed almost 60% of Sonoma County’s water in 2015, with the other 40% coming from groundwater and recycled water sources. The difference lies in the means by which the Water Agency procures the electricity to convey this water.

- **The Water Agency now procures 100% of its electricity needs through renewable and carbon free resources.** The Water Agency’s approximate energy portfolio for 2015 includes 7% from on-site solar, 5% from SCP’s EverGreen Program, 27% from Warm Springs Dam hydropower, 7% from other hydropower, and 55% from landfill gas. Of the 100% renewable and carbon free sources the Water Agency utilizes, 83% are from sources within Sonoma County.

- **Cleaner emissions factors from the three main electricity providers (SCP, PG&E and PWRPA) played a large role in the sharp reduction in emissions.** The 2015 inventory used a weighted emissions factor for the three above energy providers. Since 2010, the emissions factor for PG&E and the Power and Water Resource Pooling Authority’s decreased, and SCP began providing electricity to Sonoma and Mendocino County customers, which was the largest addition to decreased emissions from water conveyance.

**Solid Waste Sector Analysis Highlights**

Countywide GHG emissions from solid waste processing increased 20% from approximately 138,692 metric tons of carbon dioxide equivalent (MTCO2e) in 2010 to 173,015 MTCO2e in 2015. In 2010, emissions from solid waste processing accounted for about 4% of total, countywide emissions. This percentage will likely increase once calculations are complete for each of the inventory sources mentioned on the previous page.

Emissions from solid waste processing likely increased for the following reasons:

- **The Redwood Landfill processes a majority of countywide waste, but does not process methane as efficiently as previously measured.** In 2010, the Redwood Landfill used a methane collection efficiency rate of 90%. Upon further research, RCPA staff found that the internal GHG Inventory completed for the Redwood Landfill used the State average of 75% for their methane collection efficiency. Therefore, the 2015 inventory uses the 75% methane collection rate, consistent with the U.S. Community Protocol for GHG Inventories, for all landfills processing Sonoma County waste.
Changes within waste haulers in 2017 may have positive impacts for the next countywide GHG Inventory update. All Sonoma County jurisdictions except for the cities of Cloverdale, Sonoma, and Windsor have entered into an agreement with a new waste hauler - Recology Inc., for recycling, waste collection, and composting collection services. Recology has the mission to “conserve resources, reduce greenhouse gas emissions, and divert material away from the landfill.” The Town of Windsor’s new waste hauler, Sonoma County Resource Recovery, also pledges to offer increased outreach and education for recycling and waste diversion.

**Fire Debris Impacts on Next GHG Inventory**

There will be an increase in the volume of countywide waste due to the impacts of debris removal from the October 2017 wildfires. The full impact of this debris removal on GHG emissions is still unknown. The RCPA staff will be sure to monitor the impacts of fire debris removal on countywide GHG emissions and provide an update to the Board once the data becomes available.

**Policy Impacts:**

None.

**Fiscal Impacts**

None.

**Staff Recommendation:**

Information only.
Countywide emissions from water conveyance and processing drastically decreased between 2010 and 2015. In 2010, GHG emissions from water conveyance were approximately 10,201 metric tons of carbon dioxide equivalent (MTCO2e). GHG Emissions from water conveyance were approximately 163 MTCO2e in 2015. This enormous reduction largely resulted from the efforts of the Sonoma County Water Agency to procure 100% of its electricity needs through renewable and carbon free resources.

The Sonoma County Water Agency provider more jurisdictions with water using more energy efficient processing in 2015 when compared to 2010.

Water & Wastewater (0.5% of 2010 emissions)*

<table>
<thead>
<tr>
<th>GHG Reduction Targets</th>
<th>2010 (MTCO2e)</th>
<th>2015 (MTCO2e)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce water consumption</td>
<td>10,201</td>
<td>163</td>
</tr>
<tr>
<td>Use more recycled water and grey water</td>
<td>75</td>
<td>75</td>
</tr>
<tr>
<td>Use more renewable energy in water systems</td>
<td>2,556</td>
<td>759</td>
</tr>
<tr>
<td>Improve the efficiency of water and wastewater infrastructure</td>
<td>759</td>
<td>759</td>
</tr>
</tbody>
</table>

Total GHG emissions from water conveyance have substantially decreased.

*This GHG emissions percentage and reduction goals are also applicable to emissions from wastewater processing, an update to the wastewater sector is going to be provided in the coming months.
Countywide GHG emissions from solid waste processing increased 20% from approximately 138,692 metric tons of carbon dioxide equivalent (MTCO2e) in 2010 to 173,015 MTCO2e in 2015. In 2010, emissions from solid waste processing accounted for about 4% of total, countywide emissions. This percentage will likely increase once calculations are complete for each of the inventory sources mentioned in Climate Action 2020.

The total tonnage of waste disposed within Sonoma County went up between 2010 and 2015. The GHG emissions by waste type also changed.

GHG Emissions from solid waste processing will likely decrease in the coming years.

Changes within waste haulers in 2017 may have positive impacts for the next countywide GHG Inventory update. All Sonoma County jurisdictions except for the cities of Cloverdale, Sonoma, and Windsor have entered into an agreement with a new waste hauler - Recology Inc., for recycling, waste collection, and composting collection services.
Staff Report

To: RCPA Board of Directors
From: Carolyn Glanton, Climate Action Coordinator
Item: 4.3.2 – RCPA Activities Report
Date: March 12, 2018

Issue:
Information only.

Background:

Planning and Coordination

RCPA Coordination Committee
The February Coordination Committee featured a presentation from PG&E staff on the EV Charge Network Program. The program offers electric vehicle charger installation at workplaces and multiunit dwellings within PG&E's service territory. Applicants must be willing to dedicate at least 10 adjoining EV parking spaces.

Climate Action Staff Working Group
The Staff Working Group met on February 14th to discuss the Sonoma County Energy Vision, the building energy greenhouse gas inventory update, a draft zero waste initiative, jurisdiction updates, and upcoming grant opportunities.

Sonoma County Zero Waste Task Force
RCPA staff attended the Zero Waste Task Force meeting on February 9th to discuss a Zero Waste Policy for Sonoma County Cities and County for consideration. Staff will continue to bring updates on that effort to the Board and RCPA committees.

Fire Recovery
RCPA staff continue to assist government and community partners with information resources and staff support for recovery and planning needs. Staff delivered energy code and resilient rebuilding materials to the Santa Rosa Resilient City Permit Center.

Electric Vehicle Coordination
Staff continues to meet with SCP staff bi-weekly to coordinate on electric vehicle and charging infrastructure programs.
Energy Program Coordination

Staff continues to meet with Energy and Sustainability Division staff bi-weekly to coordinate events and program details relating to energy programs.

Zero Net Energy Working Group

RCPA staff attended the zero net energy working group meeting on March 5.

Policy

Greenhouse Gas Emissions Reduction and Climate Action Resolution

In November 2017, the RCPA Board approved a Resolution to adopt updated greenhouse gas (GHG) targets, and goals for reducing GHGs and preparing for climate impacts. The Board also agreed to promote a model resolution to RCPA members as an option to create consistent countywide policy impetus behind coordinated climate action. Below is a status update adoption across the jurisdictions.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Cloverdale</td>
<td>Adopted January 9, 2018</td>
</tr>
<tr>
<td>City of Cotati</td>
<td>Not yet adopted, looking at scheduling in March</td>
</tr>
<tr>
<td>City of Healdsburg</td>
<td>Not yet adopted, looking at scheduling in March</td>
</tr>
<tr>
<td>City of Petaluma</td>
<td>Adopted January 22, 2018</td>
</tr>
<tr>
<td>City of Rohnert Park</td>
<td>Not yet adopted, scheduled for March 13</td>
</tr>
<tr>
<td>City of Santa Rosa</td>
<td>Not yet adopted, RCPA and City staff working on modifications for language related to the Santa Rosa Climate Action Plan</td>
</tr>
<tr>
<td>City of Sebastopol</td>
<td>Adopted December 5, 2017</td>
</tr>
<tr>
<td>City of Sonoma</td>
<td>Adopted November 21, 2016</td>
</tr>
<tr>
<td>Town of Windsor</td>
<td>Adopted on December 6, 2017</td>
</tr>
<tr>
<td>County of Sonoma</td>
<td>Not yet adopted, RCPA and County staff working on staff report</td>
</tr>
</tbody>
</table>

Implementation

Town of Windsor Greenhouse Gas Emissions Climate Action Planning

RCPA staff attended the Town of Windsor Council meeting on February 21 for a calendar item on 2017 Greenhouse Gas Emissions Climate Action Planning Update Report. The Greenhouse Gas Emissions Climate Action Planning Update Report identifies the Town’s energy use and associated greenhouse gas emissions, analyzes the Town’s progress towards reaching greenhouse gas reduction goals, and identifies measures the Town can implement towards further reducing
greenhouse gas emissions from municipal operations. The Council accepted the report and discussed the identified measures for reducing emissions.

Bay Area Regional Energy Network

Bay Area Multifamily Building Enhancement Program

The Bay Area Multifamily Building Enhancement Program is now offering Resiliency Technical Assistance Pilot for 5-10 multifamily properties in Sonoma County. Property owners will receive relevant resiliency findings and recommendations in the energy audit report. A workshop is scheduled for April 17th.

Codes and Standards

RCPA staff works with BayREN to support the efforts of local residents, businesses, and governments to help buildings comply with energy code and achieve zero net carbon emissions. RCPA staff continues to attend Redwood Empire Association of Code Officials (REACO) monthly meetings and support energy code training. The February REACO meeting featured Tesla presenting on the Powerwall energy storage battery and solar roof tiles. Staff is currently working to schedule energy code trainings for 2018.

Water Bill Savings Program

RCPA staff works with BayREN staff to support the development of a regional water bill savings program, an on-bill repayment of efficiency retrofits that the RCPA has helped to pioneer in California, enabled by the Water Bill Savings Act (SB 564 – McGuire).

Funding

BAAQMD Climate Protection Grant Program

In support of its 2017 Clean Air Plan, the Bay Area Air Quality Management District is launching a one-time Climate Protection Grant Program to accelerate the implementation of GHG reductions in communities across the Bay Area. The grant program will be offered to local governments, and will fund projects in two program areas: reducing GHGs from existing buildings and fostering innovative strategies (in multiple sectors).

The Air District has developed draft guidelines which detail these program areas and outline the Grant Program’s goals and objectives, eligibility and application requirements, and evaluation criteria. Final guidelines will be released with the call for projects in March.

Policy Impacts:
None.

Fiscal Impacts:
None.

Staff Recommendation:
Information only.
Staff Report

To: Sonoma County Transportation Authority
From: Janet Spilman, Director of Planning
Item: Planning Activities Report
Date: March 12, 2018

Issue:
Information only.

Background:

PLANNING


- **Bicycle and Pedestrian Planning** - SCTA staff has collected updates to the bicycle and pedestrian project list for Appendix A of the Countywide Bicycle and Pedestrian Master Plan and updated it accordingly. Revised bicycle and pedestrian maps are underway. SCTA staff has been coordinating with Caltrans and the CBPAC on the District 4 Bicycle Plan, which focuses on bicycle network gaps and barriers around the State highway system. [http://www.dot.ca.gov/d4/bikeplan/](http://www.dot.ca.gov/d4/bikeplan/)

ADMINISTRATION OF ALTERNATIVE TRANSPORTATION FUNDING

- **Transportation Development Act, Article 3 (TDA3)** funds may be used for bicycle lanes, bicycle and pedestrian paths, and related planning and marketing efforts. Sonoma County’s cities/towns and the County of Sonoma are eligible to apply. A call for projects was released on January 16, 2018 and applications are due by March 19, 2018. [http://scta.ca.gov/projects/funding/](http://scta.ca.gov/projects/funding/)

- **Transportation for Clean Air Fund, County Program Manager (TFCA, CPM)** funds may be used for cost-effective projects that reduce on-road motor vehicle emissions within the Bay Area Air Quality Management District’s jurisdiction. Eligible project types include trip reduction, clean air vehicles and infrastructure, arterial management, and bicycle projects. A call for projects was released on February 1, 2018 and applications are due on March 21, 2018. [http://scta.ca.gov/projects/funding/](http://scta.ca.gov/projects/funding/)

- **Lifeline Transportation Program (LTP)** funds projects that improve mobility for the region’s low-income communities. Eligible project types include (but are not limited to) operations of new or enhanced transit service, and capital purchases of vehicles or other infrastructure improvements that improve access for residents of low-income communities. A call for projects was released on February 15, 2018 and applications are due on March 30, 2018. A public workshop for applicants will be held on Wednesday, March 14 at 9:00 a.m. [http://scta.ca.gov/projects/funding/](http://scta.ca.gov/projects/funding/)
PROGRAM MANAGEMENT

- **Santa Rosa Car Share Pilot Program** – Zipcar reservations in January increased by approximately 60 percent over the average since service began in downtown Santa Rosa and Railroad Square in late August 2017. SCTA staff and Zipcar continue to work on promotion to raise awareness and increase usage of car share. Santa Rosa residents and employees can take advantage of complementary annual Zipcar memberships subsidized by the grant. [Zipcar.com/SantaRosa](http://Zipcar.com/SantaRosa)

- **Safe Routes to School** - Staff continues to work with Sonoma County Bicycle Coalition to administer the gap year Measure M funded SRTS program. Staff has submitted a request for authorization in the process of obligating OBAG 2 funds through Caltrans to fund the upcoming 5-year cycle.

- **Bike Share Grant** – On February 24, the MTC approved reprogramming Bike Share Capital Grant funds to MTC’s exchange program in order to use non-federal funds. This exchange will address project delivery challenges raised with the use of federal funds. Staff from SCTA and the Transportation Authority of Marin (TAM) are working with MTC on a funding agreement and a project timeline.

DATA MANAGEMENT AND FORECASTING

- **Travel Model Update** – A Request for Proposals for the 2018 Model Validation and Travel Behavior Study Project was released on February 6. A pre-submittal meeting was held on February 13 to discuss the project and answer questions related to the project scope and RFP submittal and scoring process. Proposals are due February 27. Work continues on preparing the travel model for revalidation and recalibration in 2018. Staff

- **Pending and Permitted Development Tracking** – Work continued on developing and updating the Sonoma County Pending and Permitted Development Database. This database tracks countywide pipeline projects and feeds this information into the Sonoma County Travel Model and has been used recently to support housing production and fire recovery efforts.

- **Modeling and analysis support** - Data, analysis, and mapping support has been provided for projects located in the unincorporated county, the Highway 101 corridor, and related to fire impact and recovery. Staff has been working with local planning staff to coordinate the Urban Footprint local data sharing and licensing pilot program for Sonoma County. Local planning departments will receive a free Urban Footprint license through this pilot program by agreeing to share local data for incorporation in the Urban Footprint data explorer and scenario analysis tool.

COORDINATION & OUTREACH

**Local Activities**

- Staff provided planning and public works staff from Santa Rosa and Sonoma County data and analysis assessing post fire traffic patterns and travel demand impacts.

- Planning Advisory Committee – There were multiple meetings in November focusing on Wildfire Recovery.

- Spare the Air Resources Team – Worked with the Resources Team on outreach to employers on commute programs and website improvements.

**Regional Coordination**

- MTC/ABAG committees: Regional Advisory Working Group, Regional Modeling Working Group; Transit Finance Working Group

- SB743 – Staff is coordinating with regional and local planning and public works staff on SB743 implementation, which directs lead agencies to shift CEQA transportation impact analysis from LOS to VMT.

- CMA Planners meetings

- Caltrans District 4 Bicycle Plan – Continued coordination between CBPAC members and the Caltrans Bike Plan team on plan development and the project list.
Policy Impacts:
All activities are consistent with SCTA policy.

Staff Recommendation:
Information only.
Staff Report

To: SCTA Board of Directors

From: James R. Cameron, Director of Projects and Programming

Item: 4.5.1 – SR 37 Transportation and Seal Level Rise Corridor Plan

Date: March 12, 2018

Issue:

Shall the SCTA approve the SR 37 Transportation and Seal Level Rise Corridor Plan and direct staff to expedite implementation of plan concepts?

Background:

Highway 37 is a key transportation corridor linking the four North Bay counties. The corridor is broken up into three segments. Segment A is from Hwy 101 to Hwy 121 with 3.4 miles in Marin and 3.9 miles in Sonoma. Segment B is from Hwy 121 to Mare Island with 2.3 miles in Sonoma and 7 miles in Solano. Segment C is 4.4 miles entirely in Solano. Due to its strategic transportation role and environmentally sensitive natural footprint, Highway 37 was the subject of a long-range planning study conducted by UC Davis (UCD) and the California Department of Transportation (Caltrans) from 2011-2016. The work was broken up into Phase 1 (State Route 37 Stewardship Study) and Phase 2 (State Route 37 Integrated Traffic, Infrastructure and Sea Level Rise Analysis) that included 11 Stakeholder outreach meetings. Details are located at [http://hwy37.ucdavis.edu/](http://hwy37.ucdavis.edu/)

On October 12, 2015, the SCTA Board approved a memorandum of understanding between the Napa County Transportation Authority (NCTA), the Solano Transportation Authority (STA), the Sonoma County Transportation Authority (SCTA) and the Transportation Authority of Marin (TAM). The intent of the MOU is to define how the four agencies will work together in cooperation to successfully promote and expedite the delivery of improvements in the SR 37 Corridor to address the threat of sea level rise, traffic congestion, transit options and recreational activities. It constitutes a guide to the intentions and strategies of the parties involved and provides the overall framework, including outlining their respective roles, responsibilities and potential funding strategy for the SR 37 Corridor. This MOU is the formation document for the SR 37 Policy Committee that typically meets on the first Thursday of odd months. Agendas Located at: [http://scta.ca.gov/projects/highway37/](http://scta.ca.gov/projects/highway37/)

On March 14, 2016, the SCTA Board approved SCTA 16014 to fund SCTA’s share of a financial consultant to help assess likely costs, revenue sources and financial opportunities that will need to be addressed to complete a project in the corridor. Project Finance Advisory Ltd (PFAL) was selected and the final report dated November 2017 is available at: [http://scta.ca.gov/wp-content/uploads/2017/12/PFAL-SR-37-November-2017-FINAL-REPORT.pdf](http://scta.ca.gov/wp-content/uploads/2017/12/PFAL-SR-37-November-2017-FINAL-REPORT.pdf)

On March 27, 2017, the SCTA Board approved SCTA 16014-A1 to fund SCTA’s share of SR 37 Transportation and Sea Level Rise Corridor Study and Design Alternatives Analysis (DAA) to be conducted by MTC’s consultant Kimley Horn with AECOM as a sub consultant. The scope of work is approximately $1,000,000 in consulting services of which SCTA is contributing $30,000.
On May 10, 2017, the Solano Transportation Authority approved Solano to be the lead agency for segments B and C, which starts at the intersection of Highway 37/121 in Sonoma County and runs east to the interchange of Highway 37/80.

On June 7, 2017, the Chair of the Solano Transportation Authority sent a letter informing SCTA Directors who sit on the Policy Committee that Solano is 1) Taking the Lead on Segment B and C and 2) Looks forward to continued Partnership in SR 37.

On July 10, 2017, the SCTA receive a presentation from PFAL on tolling and the financial analysis that has been undertaken by the SR 37 Policy Advisory Committee. The SCTA also heard information from MTC and the Bay Area Toll Authority about the Design Alternative Analysis, along with efforts related to Regional Measure 3 and the options to include SR 37 as the eighth toll bridge in the region. The board acted to support BATA as the lead on SR 37 and authorized the SCTA Chair to respond to the letter from the Chair of the Solano Transportation Authority.

On July 11, 2017, the SCTA Chair signed a letter back to the Chair of the Solano Transportation Authority stating the SCTA Board is eager to see progress in the corridor and is very supportive of having a regional agency like BATA take the lead in managing the project in conjunction with the SR 37 Policy Committee.

In September of 2017, the Draft Corridor Plan was released to the Policy Committee. Public outreach soliciting comments on the plan included four Public Open House. One Open House in each county of Solano, Sonoma, Marin and Napa were conducted in late September and early October.

On October 9, 2017, the Draft Corridor Plan was before the SCTA Board as part of the monthly highway report, but the meeting was canceled to due to the fires. The Draft Corridor plan was then presented at the November 13, SCTA Board meeting as part of the highway report.

On November 2, 2017, the SR 37 Policy Committee supported Segment B as the priority corridor segment

On February 9, 2018, the MTC Operation Committee approved additional scope to transition the DAA into a formal Caltrans Project Initiation Document (PID). The additional scope of work is approximately $450,000 in consultant services of which MTC is covering all of the costs.

On February 14, 2018, the Solano Transportation Authority approved $80,000 in funding to compensate Caltrans for oversight of the Segment B Project Initiation Document.

On March 1, 2018, the SR 37 Policy Committee will be presented with the Corridor Plan including all appendices detailing Open House Summary, Comments and Responses to Comments. Agenda recommendation is to forward SR 37 Corridor Plan to the transportation authorities of Marin, Napa, Solano and Sonoma for review and comments.


It is a high level assessment of key current and anticipated issues on California State Route 37. Severe traffic congestion, recent flooding and anticipated sea level rise are the drivers behind the recommended near-, mid- and long-term improvements.

Given the planning and outreach work to date, staff recommends the SCTA Board approve the corridor plan and direct staff to expedite implementation of plan concepts.

**Policy Impacts:**
The SR 37 Transportation and Sea level Rise Corridor Improvement Plan serves as guidance for future improvements.

**Fiscal Impacts:**
Approval of this plan does not include any funding commitments. To date the SCTA has committed $50,000 to SR 37 consultant support. The only other costs associated with this effort have been staff time and some legal services.

**Staff Recommendation:**
Staff recommends that the Board approve the SR 37 Transportation and Sea level Rise Corridor Improvement Plan and direct staff to expedite implementation of plan concepts.
Citizens Advisory Committee
MEETING AGENDA

February 26, 2018 at 4:00 p.m.
Sonoma County Transportation Authority
SCTA Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California 95401

ITEM
1. Introductions
2. Public Comment
3. Administrative - Approval of Notes January 29, 2018* - ACTION
4. Measure M – DISCUSSION/ACTION
   a. Measure M Projects - Sonoma Schellville Bike Trail – presentation by Sonoma County Regional Parks
   b. Measure M Financial Reports*
      i. Monthly Financials*
5. Highway Updates - DISCUSSION
6. Announcements
7. Adjourn

*Materials attached

The next SCTA meeting will be March 12, 2018 Santa Rosa City Council Chambers, 100 Santa Rosa Avenue, Santa Rosa
The next CAC meeting will be March 26, 2018 in SCTA Conference Room

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 Advisory Committee

Thursday, February 15, 2018 – 9:00 a.m.

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

ITEM

1. Introductions

2. Administrative
   2.1. Approval of the agenda – changes, additional discussion items- (ACTION)
   2.2. Review Meeting Notes from January 18, 2018* – (ACTION)
   2.3. SCTA Planning Activities update*

3. Updates from group - DISCUSSION

4. Housing - INFORMATION
   4.1. Summary of recent State housing legislation*
   4.2. Regional efforts – CASA – Committee to House the Bay Area*
   4.3. Sonoma County Board of Supervisors Workshop on Housing Feb 6*
   4.4. Data Requests – ABAG/SCTA*

5. Urban Footprint Update*

6. Other Business /Next agenda – DISCUSSION/ACTION

7. Public Comment

8. Adjourn -(ACTION)

*Attachment

The next SCTA meeting will be March 12, 2018
The next PAC meeting will be March 15, 2018

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TRANSPORT–TECHNICAL ADVISORY COMMITTEE

MEETING AGENDA
February 14, 2018 – 10:00 a.m.
Sonoma County Transportation Authority
SCTA Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California 95401

ITEM

1. Introductions
2. Approval of Meeting Notes: January 10, 2018 – ACTION*
3. FY 2019 Fund Estimate*
4. SB1 - STA Population-Based Funds – Discussion*
5. Coordinated Claim, Update on FY 2019 TDA/STA Claim – Discussion
6. Measure M Reauthorization Update, if available – Discussion
7. Measure M Strategic Plan Update Schedule – Information*
8. Transportation Fund for Clean Air, Call for Projects – Discussion*
9. Lifeline Transportation Program, Call for Projects – Discussion**
10. Transit Operator Updates – Discussion
11. Clipper Update, if available – Discussion
12. Technology Update (real-time information, AVL, passenger counters, fare apps, etc.) – Discussion
13. Other Business / Comments / Announcements
14. Adjourn - ACTION

*Materials attached
**Materials to be handed out

The next SCTA/RCPA meeting will be held March 12, 2018
The next T-TAC meeting will be held March 14, 2018

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