BOARD OF DIRECTORS 2019

From left to right (not including staff): Melanie Bagby, City of Cloverdale, David Rabbitt, County of Sonoma, Kathy Miller, City of Petaluma, Shirlee Zane, County of Sonoma, Sarah Gurney, City of Sebastopol, Susan Gorin, County of Sonoma, Mark Landman, City of Cotati, Joe Naujokas, City of Healdsburg, Logan Harvey, City of Sonoma, Chris Rogers, City of Santa Rosa, Joe Callinan, City of Rohnert Park, Sam Salmon, Town of Windsor (not pictured).

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2019 YEAR IN REVIEW

For the SCTA, 2019 was a year of milestones reached and new beginnings for the next era of transportation in Sonoma County. A major milestone came with the full funding of safety improvements and carpool lanes for Highway 101. This was the backbone of Measure M, the ¼-cent transportation sales tax passed in 2004, and has helped improve travel in Sonoma County for nearly all drivers.

The SCTA kicked off the next update to Sonoma County’s Comprehensive Transportation Plan (CTP) in 2019. The SCTA updates the CTP every five years to ensure that the plan is relevant, useful, and represents the community’s transportation needs. The new plan, called Moving Forward 2050, will look at transportation and projects over the next 30 years.

The SCTA also worked with public transit operators to study new models for operation and switch to zero emissions technologies. Other programs supported commuters with alternatives to driving alone and students in biking and walking to school.

This new decade is an opportunity to further the SCTA goals of a sustainable and seamless transportation network that integrates roads, transit, and active transportation for all Sonoma County residents. The Moving Forward 2050 plan will provide the roadmap on how we will get there, and in November when Measure M is put forward for reauthorization, we will be able to implement an updated set of transportation solutions.

For the RCPA, there were many changes with the conversation around the climate crisis changing most of all. At the start of the year, an October 2018 United Nations report sounded the alarm that we must sharply reduce greenhouse gas emissions by 2030; while Greta Thunberg, who was just named Time Magazine’s Person of the Year, was not yet a household name.

Later in 2019, Sonoma County residents were called once again to confront a dangerous wildfire, mandatory evacuations, and Public Safety Power Shutoffs that left thousands without electricity or gas for days at a time. As a result, RCPA pursued a range of initiatives designed to address the immediacy and scale of the challenge.

Then RCPA’s Board passed a Climate Emergency Resolution in September committing to deepen connections with our partners and each Sonoma County community to collectively develop a 2030 Climate Emergency Mobilization Strategy. The team also worked on projects to build community resilience, increase energy efficiency, develop new financing tools and reduce the use of fossil fuels.

Climate scientists tell us we will face greater challenges in the years ahead and this year’s wildfires have made it clear we are all in this together. Sonoma County is poised to make great strides toward an economy-wide decarbonization needed to preserve a world where we can still thrive.
Helping to keep Sonoma County moving!

The SCTA was formed as a result of federal and State legislation to address regional planning and funding matters. In 2004, the SCTA responsibilities expanded to include management of the Measure M sales tax program—a voter approved quarter cent sales tax that generates about $26M annually for transportation purposes.

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

The SCTA is responsible for managing Measure M funds and prioritizing most state and federal funds available to Sonoma County for roadway, transit, bicycle and pedestrian projects. The SCTA serves as the entity responsible for planning and prioritizing transportation improvement projects at a countywide level and provides project management in partnership with Caltrans on the State Highway system.
The Highway 101 corridor connects seven of Sonoma County’s nine cities to each other, the Bay Area, and the North Coast. This major lifeline for the movement of goods and people received a significant boost starting in FY07/08 as plans to widen the freeway from four to six lanes were advanced thanks to an influx of State money that matched our local sales tax revenues. The SCTA has leveraged over five dollars for every one Measure M dollar committed to the 101 Corridor. SB-1, the latest influx of state funding, will allow SCTA to complete the corridor in Sonoma County by the end of 2022.

The SCTA has been working toward completion of a third lane on 101 in each direction from Novato north to Windsor for about two decades. In so doing, the freeway improvements have been divided into six major projects, with some of those projects being further divided into phases to expedite construction.

From the Marin County Line to Windsor, the various Highway 101 high occupancy vehicle (HOV) and interchange projects are estimated to cost $991M, of which Measure M has committed approximately $164M with the remaining funding coming from State bonds, gas tax, and federal earmarks.

For information on completed segments see the SCTA website at http://scta.ca.gov/measure-m/highway-101/.

The challenges for future years will be obtaining funds to complete the landscaping of the entire corridor and supporting our partners to the south to complete the remaining segments of the MSN project in Marin. One carpool lane remains in Marin County (See map: MSN B7) and the Transportation Authority of Marin (TAM) is actively seeking funds to complete the final segment. If the legal challenges to Regional Measure 3 are unsuccessful, TAM will be at or near full funding.

**SUMMARY**

Twenty-three miles of HOV lanes have been constructed between Windsor and north Petaluma at a cost of approximately $562M. The current funding shortfall to complete the HOV lanes in Sonoma County is $0 because SB-1 Solutions for Congested Corridors Programming was confirmed in May of 2018. The Marin funding shortfall is dependent on the Regional Measure 3 legal challenges.

As of June 30, 2019, $144M of Measure M funds have been expended on the US 101 HOV and interchange projects, of which approximately $11M was spent in FY18/19.

Once the Marin Sonoma Narrows is completed, there will be 53 continuous miles of carpool lanes through Sonoma and Marin Counties.
State Route 37 follows 21 miles along the northern shore of San Pablo Bay linking US 101 in Novato, Marin County with Interstate 80 (I-80) in Vallejo, Solano County. It serves as a vital connection between Marin, Sonoma, Solano and Contra Costa counties and the Central Valley. It is the northernmost non-mountainous east-west link between US 101 and I-5 (via I-80 and I-505) in the State. More information and updates are available at http://scta.ca.gov/projects/highway37/

Complete Program:

- Improve traffic flow and peak travel times by relieving congestion and increasing person throughput
- Improve resiliency of transportation infrastructure to sea level rise and flooding
- Restore ecological and hydrologic flows to enhance productivity of wetlands and Baylands
- Provide accommodation for multimodal use and facilitate public access to natural resources
- Enhance the quality of life for residents and build stronger local and regional economy for all

SR 37 Policy Committee

On December 1, 2015, the Transportation Authorities of Marin, Napa, Solano and Sonoma Counties agreed to form a partnership through a Memorandum of Understanding (MOU) to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37 to withstand rising seas and storm surges while improving mobility and safety along the route. In February 2019, a second Memorandum of Understanding with the Bay Area Toll Authority (BATA), Caltrans and the four North Bay Transportation Authorities was established to further the Resilient State Route 37 Program.

The Policy Committee of 12-elected officials met three times in 2019 to further the delivery of the Resilient State Route 37 Program. Important topics include:

- Bus Transit Feasibly Study
- Water Transit Study
- TDM strategies (Ride Amigos)
- Grand Bayway - Public Access Study
- Advanced planning efforts for Interim and ultimate highway configuration to address both congestion and Sea Level Rise
- Bay Area Toll Authority (BATA) 8th Toll Bridge legislation
- Environmental Document for congestion relief between Highway 121 and Mare Island
- Near term and long term restoration projects in the Pan Pablo Baylands

RESILIENT STATE ROUTE 37
STREETS AND ROADS

Sonoma County has over 2,300 lane miles of city streets and county roads. The full cost to maintain in good condition and reconstruct this vast infrastructure is over $2 billion. In addition, Sonoma County has 250 miles of state roads, including Highways 1, 12, 37, 101, 116, 121 and 128.

Sonoma County is geographically large with an extensive system of streets and roads. Although most of the population is clustered within the incorporated cities and along the Highway 101 Corridor, a large percentage of the population lives scattered throughout the County. Many of these people live in areas zoned rural and commute into one of the cities or onto Highway 101.

Rebuilding California – Senate Bill 1 for Streets & Roads

Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017, and survived a ballot challenge in November 2018. This legislative package invests $54 billion over the first 10 years to fix roads, freeways and bridges in communities across California and puts more dollars toward transit, active transportation and safety projects. The SB-1 funds will be split equally between state and local investments. In Sonoma County, this will mean over $150 million for road repairs and maintenance over the first 10 years. Fiscal year 18/19 is the second year of funding in this cycle. SB-1 provides significant funding for projects that are of high priority to the SCTA, including enough funding to complete the third lane on Highway 101 from the Marin/Sonoma County border north to Windsor, though it does not come with funding to support the SCTA staff or the support work (soft costs) associated with most projects.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Amount Received in 18/19*</th>
<th>Amount Expended in 18/19*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cloverdale</td>
<td>$167,501</td>
<td>$23,275</td>
</tr>
<tr>
<td>Cotati</td>
<td>$141,498</td>
<td>$186,974</td>
</tr>
<tr>
<td>Healdsburg</td>
<td>$221,177</td>
<td>$0</td>
</tr>
<tr>
<td>Petaluma</td>
<td>$1,149,952</td>
<td>$1,280,853</td>
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<tr>
<td>Rohnert Park</td>
<td>$799,509</td>
<td>$77,066</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>$3,273,148</td>
<td>$824,221</td>
</tr>
<tr>
<td>Sebastopol</td>
<td>$142,781</td>
<td>$125,000</td>
</tr>
<tr>
<td>Sonoma</td>
<td>$208,872</td>
<td>$184,406</td>
</tr>
<tr>
<td>Windsor</td>
<td>$514,570</td>
<td>$160,382</td>
</tr>
<tr>
<td>County of Sonoma</td>
<td>$10,202,467</td>
<td>$11,032,203</td>
</tr>
<tr>
<td>Total</td>
<td>$16,821,474</td>
<td>$13,894,380</td>
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</tbody>
</table>

*Based on preliminary reports from the California Transportation Commission. Figures are not final.
The SCTA developed a funding plan for construction of HOV lanes through central Petaluma (Contract C2) using two different programs of SB-1 funds ($85M in Solutions for Congested Corridors, and $579K in Local Partnership Program). The project broke ground in October 2019. The current schedule will open all planned HOV lanes in Sonoma County by 2022.

Other Local Partnership Formulaic Program funding has been allocated in FY18/19 to the City of Santa Rosa ($473K). The County of Sonoma requested to deprogram funds ($551K) in 18/19 and reprogram the same funds in the next programming cycle, to align with project delivery needs.

**One Bay Area Grant**

SCTA programmed the most recent federal funding to come through the Metropolitan Transportation Commission (MTC) known as the One Bay Area Grant (OBAG 2) in a previous fiscal year. The program provided $23.4 million worth of programming for the streets, roads, bridges and bike lanes of Sonoma County. Federal fund sources included Surface Transportation Funds (STP), Congestion Mitigation/Air Quality funds (CMAQ), Priority Conservation Area funds (PCA) and Federal Aid System funds (FAS). The funding was programmed into federal fiscal years 18/19 – 21/22. The projects that obligated funds in 2018/19 are as follows:

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project Name</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caltrans</td>
<td>Marin Sonoma Narrows</td>
<td>$3,400,000</td>
</tr>
<tr>
<td>Cloverdale</td>
<td>Safe Routes to School Phase 2</td>
<td>$100,000</td>
</tr>
<tr>
<td>Cotati</td>
<td>E. Cotati Avenue Street Rehab</td>
<td>$675,000</td>
</tr>
<tr>
<td>Petaluma</td>
<td>Petaluma Blvd South Road Diet</td>
<td>$276,000</td>
</tr>
<tr>
<td>SMART</td>
<td>Petaluma Pathway (SMART MUP)*see map</td>
<td>$400,000</td>
</tr>
<tr>
<td>Sonoma County (Reg Parks)</td>
<td>Joe Rodota Bridge Replacement</td>
<td>$241,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$5,092,000</strong></td>
</tr>
</tbody>
</table>

Finally, in FY2018/2019 the SCTA monitored delivery of the above listed projects funded with federal fund sources, specifically Surface Transportation Program (STP) and Congestion Mitigation/Air Quality Program (CMAQ), supported by STP and CMAQ funds.
Public transportation services provide access throughout Sonoma County with connections through Marin and Mendocino counties. The Clipper® card, which is accepted as a fare medium on all transit systems throughout the Bay Area, enables automated transfers between all transit operators with transfer agreements.

Fixed-route bus services are available in all Sonoma County cities, and have connections between cities through the unincorporated areas. Paratransit service, which is curb-to-curb public transportation for people with disabilities who meet eligibility requirements under the Americans with Disabilities Act (ADA), is also provided in parallel to fixed-route bus service.

Passenger rail service, provided by Sonoma-Marin Area Rail Transit (SMART), began operations in August 2017. In 2019, SMART added new stations in Larkspur and Downtown Novato to the existing stations at Sonoma County Airport, Santa Rosa North, Santa Rosa Downtown, Rohnert Park, Cotati, Petaluma Downtown, Novato San Marin, Novato Hamilton, Marin Civic Center, and San Rafael. The new Larkspur station provides a connection with the Golden Gate Ferry service to San Francisco.

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

**Transit Programs and Expansion**

SMART has secured funding to extend the rail line north to Windsor. Engineering, design, and environmental permitting work on the Windsor extension is underway and construction will begin in 2020. SMART continues to seek funding for expansion further north to Healdsburg and Cloverdale, and for an infill station in north Petaluma.

Sonoma County Transit began operating fare free routes in Cloverdale, Guerneville, Monte Rio, and the Sonoma Valley. These routes joined existing fare free routes in Sebastopol, Healdsburg, and Windsor; and helped increase cumulative ridership by 46% along the “Fare-Free” routes during fiscal year 2019. Free ride programs for college students on all three local bus systems continue with strong ridership.

Both Sonoma County Transit and Santa Rosa CityBus have both moved forward with the transition to battery electric buses, with one already in service and several more on the way. They were joined by Petaluma Transit and Mendocino Transit in developing a joint engineering study to identify charging strategies for further expansion of electric bus fleets.
Transit Planning

In 2019, the Transit Integration and Efficiency Study was completed in collaboration with SCTA, MTC, Santa Rosa CityBus, Petaluma Transit, and Sonoma County Transit. The study is a technical analysis of opportunities and feasible actions that the three local bus transit operators in Sonoma County (Sonoma County Transit, Santa Rosa CityBus, and Petaluma Transit) could take to deliver more seamless transit service to improve passenger experience, reduce operating and capital costs, and better integrate the existing operating systems. The study focuses on the governance and structural operations of the three transit systems. The project team expects that implementing recommendations in the study will achieve positive movement toward one or more of the goals.

In 2019, small transit operators began working on their Short Range Transit Plans (SRTPs) documenting transit operations, management, funding, and financial capacity for the next decade. SRTPs are generally updated every three years and are federally required. As part of their SRTPs, MTC requires that Santa Rosa CityBus, Petaluma Transit, Sonoma County Transit, and SMART include a joint appendix to document and facilitate coordination of transit operations in Sonoma County. The SRTP joint appendix was developed by SCTA in close collaboration with Santa Rosa CityBus, Petaluma Transit, Sonoma County Transit, SMART, and Golden Gate Transit. The SRTP joint appendix incorporates recommendations from the earlier phases of the above mentioned Transit Integration and Efficiency Study as well as strategies for enhanced coordination between local bus operators and the regional service providers—SMART and Golden Gate Transit. This collaborative document can serve as a work plan for transit coordination over the next several years.

PUBLIC TRANSIT FUNDING

COORDINATED FUNDING

The primary sources of transit operating revenue in Sonoma County are apportioned on an annual basis through the Coordinated Claim. Funds in the Coordinated Claim include the Transportation Development Act (TDA), which is the largest single source for transit and is generated by a statewide quarter cent sales tax; State Transit Assistance (STA), a statewide tax on fuel; and Measure M (countywide sales tax). Because the service areas of transit operators in Sonoma County cross jurisdictional boundaries, Metropolitan Transportation Commission (MTC) regulations require that a Coordinated Claim for these funds be prepared and adopted annually by each transit operator and the SCTA.

The SCTA approved the Coordinated Claim for fiscal year 2019/2020 in April 2019. The adoption of this Coordinated Claim established a revised framework for STA Population-Based funds, for a period of five years. Overall, the adequacy and sustainability of funding for transit operations is an ongoing challenge.
## Adopted Coordinated Claim for fiscal year 2019/2020

<table>
<thead>
<tr>
<th></th>
<th>TDA</th>
<th>STA Block-Grant</th>
<th>STA Revenue-Based</th>
<th>Measure M</th>
<th>Combined Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petaluma Transit</td>
<td>$1,958,734</td>
<td>$762,299</td>
<td>$45,571</td>
<td>$333,890</td>
<td>$2,690,104</td>
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<tr>
<td>Santa Rosa CityBus</td>
<td>$6,867,543</td>
<td>$2,321,780</td>
<td>$187,065</td>
<td>$950,362</td>
<td>$9,003,292</td>
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<tr>
<td>Sonoma County Transit</td>
<td>$10,186,939*</td>
<td>$3,156,071</td>
<td>$251,311</td>
<td>$1,395,748</td>
<td>$13,679,270</td>
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<tr>
<td>Golden Gate Transit</td>
<td>$6,287,443</td>
<td></td>
<td>$9,196,801**</td>
<td>-</td>
<td>$5,875,958</td>
</tr>
<tr>
<td>SMART</td>
<td>-</td>
<td>$510,944</td>
<td>$1,207,444**</td>
<td>$1,340,000</td>
<td>$811,203</td>
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<tr>
<td>Total</td>
<td>$25,300,658</td>
<td>$6,751,093</td>
<td>$10,888,192</td>
<td>$4,020,000</td>
<td>$46,959,945</td>
</tr>
</tbody>
</table>

*includes support for Mendocino Transit Authority’s coast service

**STA revenues shown for Golden Gate Transit and SMART are system wide, not specific to operations in Sonoma County

## TRANSPORTATION FUND FOR CLEAN AIR

SCTA administers the Transportation Fund for Clean Air (TFCA) County Program Manager Funds. These funds come from a $4 vehicle registration surcharge applied to all vehicles licensed in the Bay Area Air Quality Management District. The TFCA County Program Manager Funds comprise 40% of the total funds created in Sonoma County. SCTA is responsible for programming these funds annually. For the fiscal year ending in 2020, these funds totaled $630,336. The program supports transportation related projects and programs that demonstrate a positive effect on local air quality, including transit, transportation demand management programs, traffic control, alternative fuel vehicles and infrastructure, and facilities and amenities for bicyclists and pedestrians.

Over the years, a number of projects have contributed to the reduction of single occupant vehicles on the roads and enhanced air quality. Santa Rosa has successfully implemented a student bus pass subsidy and a voluntary trip reduction program with TFCA. Sonoma County Transit has used TFCA funds in multiple years toward the development of a fuel-efficient compressed natural gas (CNG) bus fleet, a marketing program to promote bus ridership, construction of intermodal transit stations and bus stop improvements across the county, and more recently purchasing all electric transit buses. Petaluma Transit has successfully implemented a student bus pass subsidy program, which accounts for a large portion of its ridership, and transit marketing programs. TFCA funds have also supported a countywide emergency ride home program, bicycle facilities, and public electric vehicle charging station projects in Petaluma, Santa Rosa, and the Sonoma County Airport.

### Transportation Fund for Clean Air projects programmed FY 2019/2020

<table>
<thead>
<tr>
<th>Project</th>
<th>Funding Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petaluma Transit Transit Marketing Program</td>
<td>$90,631</td>
<td></td>
</tr>
<tr>
<td>Santa Rosa City Bus Trip Reduction Incentive Program</td>
<td>$257,965</td>
<td></td>
</tr>
<tr>
<td>Sonoma County Transit Electric Bus Purchase</td>
<td>$139,309</td>
<td></td>
</tr>
<tr>
<td>Town of Windsor Faught Creek Multi-Use Trail</td>
<td>$142,431</td>
<td></td>
</tr>
<tr>
<td>Total programed</td>
<td></td>
<td>$606,132</td>
</tr>
</tbody>
</table>

2019 SCTA & RCPA Annual Report
BICYCLE AND PEDESTRIAN

Bicycle and Pedestrian Planning

Bicycling and walking are key components of vibrant, livable, healthy communities and are an integral part of a complete transportation system. These active transportation modes are important as alternatives to driving and as opportunities for recreational and physical activities. Bicycling and walking as a means of transportation helps reduce traffic congestion, greenhouse gas emissions, air and noise pollution, and energy consumption. Bicycling and walking are encouraged as significant strategies in creating environmentally and economically sustainable communities. SCTA supports inclusion of Complete Streets principles in roadway planning -- meaning that transportation facilities should serve users of all ages and abilities: motorists of various vehicle types, pedestrians, bicyclists, people who use mobility devices such as wheelchairs, and transit users. Complete streets designs should allow buses to run on time and make it safe for people to walk to and from transit stops and stations.

SCTA facilitates coordinated planning and the exchange of information through its Countywide Bicycle & Pedestrian Advisory Committee (CBPAC). This advisory body has representatives from every jurisdiction. It coordinates projects and funding, and makes recommendations to the SCTA for bicycle and pedestrian facilities. The SCTA’s Countywide Bicycle and Pedestrian Master Plan was developed and updated in close coordination with the CBPAC. In 2019, SCTA worked with the CBPAC to update the bicycle and pedestrian project list and map that make up Appendix A and Appendix B of the Countywide Bicycle and Pedestrian Master Plan. In 2019, Santa Rosa adopted its Bicycle and Pedestrian Master Plan Update funded through Transportation Development Act, Article 3.

Bicycle and Pedestrian Project Funding

While virtually all sources of transportation funding can be used for bicycle and pedestrian facilities, Transportation Development Act, Article 3 (TDA3) funds are specifically set aside for such uses. TDA funds are generated from a statewide ¼-cent sales tax. Article 3 of TDA (TDA3) is a set-aside of approximately 2% of those funds for bicycle and pedestrian planning and projects. The Metropolitan Transportation Commission (MTC) administers TDA3, with SCTA’s assistance.

Funding is distributed based on population in Sonoma County. For fiscal year 2019-2020, new TDA3 funds for Sonoma County totaled $516,340 and $1,390,719 was carried over from the previous year.

Examples of recently completed projects include pedestrian enhancements, bicycle and pedestrian signage, bicycle and pedestrian trails, and multiple Class I pathways and Class II bike lanes throughout the county.

| Transportation Development Act, Article 3 projects programmed FY 2019/2020 | |
|---|---|---|
| Cloverdale | S. Cloverdale Blvd./Santana Pedestrian and Green Bike Lane | $110,862 |
| Santa Rosa | Santa Rosa Ave Bike and Pedestrian Enhancements | $612,091 |
| Petaluma | Path Maintenance at Lynch Creek Trail and Prince Park Path | $131,210 |
| Sebastopol | ADA Curb Ramp upgrades SR 116 | $23,541 |
| Total programmed | | $877,704 |
Emergency Ride Home

SCTA administered the countywide Emergency Ride Home program for the second year, with increased promotion and branding. The Emergency Ride Home program will reimburse rides home in cases of a qualifying emergency for anyone who works in Sonoma County and gets to work using an alternative transportation option, such as carpooling, vanpooling, public transit, bicycling, or walking. The program encourages people to commute by shared or active modes by providing an insurance that the cost of their ride home is covered if there is an emergency. There is no need to preregister and the program is open to all employees and college or university students in Sonoma County.

Clean Commute Program for County of Sonoma Employees

In June 2019, the County of Sonoma, in partnership with the SCTA, launched the Clean Commute Program for County employees. The program allows employees to set aside pre-tax income to pay for cleaner modes of transportation to and from work, including discounted monthly SMART passes and vanpools. The program began with development of a comprehensive plan for County employees to help alleviate parking demand on campus and reduce greenhouse gas emissions through incentivizing and encouraging alternative commute modes.

Bike Share Pilot Program

Following a grant award for a bike share pilot program focused around SMART stations in both Sonoma and Marin counties, SCTA and the Transportation Authority of Marin (TAM) began a contractor procurement process in 2019. Staff is working toward the recommendation of a vendor to develop, implement, and operate a two-county bike share program with a minimum of 300-bikes. Goals for the bike share pilot program include reducing the need for single-occupancy vehicle travel for short city-centered trips and through providing a first/last mile solution for transit trips.
Safe Routes to School

Safe Routes to School (SRTS) is a national and international movement to create safe, convenient and fun opportunities for children to bicycle and walk to and from schools. The program has been designed to reverse the decline in children walking and bicycling to schools. Getting children out of cars and on the path to walk or roll to school safely has a critical role in improving health, safety, congestion reduction, and CO2 emissions reduction. Locally, there are also concerns about the numbers of cars on the road around schools for drop off and pick up, creating congestion that can be dangerous for pedestrians and drivers.

SCTA is currently engaged in the 2nd year of a five year program with the Sonoma County Bicycle Coalition to implement SRTS in schools throughout the county with funding received through the One Bay Area Grant. The SCBC/SCTA contract is through June 2023.

The goals of the Sonoma County’s SRTS Program are to:

- Increase the number of youth bicycling, walking, carpooling, and taking the bus or public transportation to and from school;
- Improve air quality by reducing greenhouse gas emissions, such as CO2, related to emissions from transportation to and from school, and
- Improve safety around schools by reducing pedestrian, bicycle and vehicle accidents.

The SRTS program accomplishes this through the Five E’s of encouragement, education, enforcement, engineering and evaluation. Participating schools receive technical support, materials, and promotional items to encourage families to utilize active and alternative transportation to/from school. Students and families are educated about bicycle and pedestrian safety and the benefits of active/alternative travel. Partnerships with local law enforcement and engineering departments help identify and potentially eliminate barriers to safe walking and bicycling.

And finally, schools and program activities are evaluated to determine impact as well as strategies for implementation and improvement. Additionally, the SRTS Program seeks to increase knowledge of and compliance with traffic laws and safety strategies, institutionalize SRTS program activities within agencies and organizations countywide, and secure funding to sustain the SRTS Program.
The Sonoma County Travel Model

The SCTA oversees the operation of the Sonoma County Travel Model (SCTM). SCTA’s travel demand model is used to forecast future travel patterns and congestion. Within the model, equations are used to estimate Why, When, Where, and How individuals travel and What routes they use to complete a trip. The travel model is a tool used to:

- evaluate the impacts of land use development,
- evaluate the effectiveness of transportation improvements and policies, as a starting point for local traffic analysis, and
- support countywide and local planning and engineering activities.

Modeling Activities in 2019:

In 2019, the travel model was used to support local and regional planning and engineering projects including the analysis of current and future traffic conditions in the Highway 101 and Highway 37 corridors. The travel model was used to analyze local traffic impacts as part of project analysis conducted in unincorporated Sonoma County, Santa Rosa, Petaluma, Healdsburg, and in the Town of Windsor. SCTA modeling staff continue to work with local planning and engineering staff to help agencies prepare for new state requirements (Senate Bill 743) that direct agencies to assess transportation impacts using estimates of total vehicle activity using vehicle miles traveled instead of congestion.
Travel model improvements in 2019 included land use revisions, model revalidation, and updates and improvements to the travel model application. Staff worked with local planning staff to update the model base year from 2010 to 2015 and revised model forecasts to reflect recent changes to local general plans and other planning documents. Travel model inputs and outputs were checked against real world travel conditions, or revalidated and recalibrated, to ensure that the model is able to produce accurate and reasonable estimates of existing and future travel conditions. Travel modeling experts helped SCTA staff update and improve travel model programming, improve user interfaces, revise reporting and visualization tools, and update model documentation.

**Travel Behavior Study**

SCTA partnered with local jurisdictions to conduct a countywide travel behavior study focused primarily on the collection and analysis of “big data” including mobile-source/cell phone data, GPS location data, and other travel data. The project team is producing a final report summarizing travel flows, trends, and behavior for Sonoma County jurisdictions along with background data and graphics that can be used to support local general plan updates, provide information useful for the development of station area and area specific plans, and to support other local planning and engineering activities.

This study provides detailed information on:

- Travel flows, or where Sonoma County residents travel and who is traveling to Sonoma County – 89% of trips starting in the county end in the county.
- Commuting, or where Sonoma County residents work and who works in Sonoma County – 84.1% of Sonoma County residents work in the county.
- Average trip lengths, or how far people travel – 60% of weekday trips are shorter than 5 miles.
- Trip purposes, or why people are traveling – 21% of weekday trips are commute trips.
- Travel peaks, or what time of day is most congested – Weekday congestion is highest during commute hours, weekend congestion is higher during the day.
- Weekend vs. weekday travel – Weekend travel is lower than weekday travel but is concentrated in different parts of the county and different times of the day.
- Visitor travel, or where people traveling to Sonoma County come from – 24% of weekend travelers come from outside of the county.

**Pending Development and Permitted Projects**

SCTA staff continues to track countywide housing and business growth through the pending development and permitted projects database. Staff coordinates with local planners to populate and refine this database, which summarizes housing, commercial, industrial, or other development projects by location, project type, size, and status. As of December 2019, 557 projects are logged in the database representing over 18,000 potential housing units and 287 employment or non-housing projects.

**Bicycle and Pedestrian Count Program**

To support bicycle and pedestrian planning and funding opportunities, the SCTA has made automated bicycle and pedestrian counters (Eco-Counters) available for loan to all jurisdictions in Sonoma County. Data collected from the EcoCounters are useful for improving bicycle and pedestrian planning, documenting need for funding, as well as updating our travel model. In 2019, the City of Santa Rosa, the City of Healdsburg, and the Sonoma County Department of Health Services utilized the Eco-Counters to gather data at various locations.
LONG RANGE PLANNING

MOVING FORWARD 2050

SONOMA COUNTY COMPREHENSIVE TRANSPORTATION PLAN

Moving Forward 2050 is a 30-year plan that takes the long view on transportation. The Comprehensive Transportation Plan, or CTP, includes a review of the current transportation systems, forecasts, community needs, and serves as the vision for transportation throughout Sonoma County.

Over the next 30 years Sonoma County will face many challenges in transportation. Some of these are familiar, such as funding, environmental and equity concerns. Addressing climate change requires us to plan for less driving alone and to consider infrastructure that will be at risk of sea level rise. Growth in population and in the number of jobs is forecasted. Additional people, new jobs, and destinations that attract visitors are expected to increase countywide travel. Data and analysis tools, described earlier, provide insight to address these challenging issues.

The primary tasks of 2019 were to identify and articulate the goals of the CTP, and to identify all the current and forecasted transportation needs. This work will continue in 2020.

An adhoc committee of the Board of Directors is providing guidance and insight. Members of the committee are Mark Landman, Susan Gorin, Sarah Gurney, Logan Harvey, Joe Naujokas and Chris Rogers.

CTP OUTREACH

Public Outreach kicked off in June with the first phase that focused on the transportation needs of Sonoma County residents. SCTA improved on the level of engagement from the previous plan (in 2016) by collaborating with community-based organizations (CBOs) in order to engage under-represented groups at existing meetings. This included partnering with CBO staff to conduct meetings in Spanish when needed.

SCTA held the first phase of outreach for the CTP from July to September 2019. The team held listening sessions with groups of residents who are often under-represented – such as seniors, youth, Latinos, recent immigrants, and other low income or disadvantaged communities.

Phase 2 of the CTP outreach began in October and focused on the community at large as well as specific groups, such as employers. The outreach team contacted community leaders throughout the county and gave presentations, by invitation, to groups such as chambers of commerce, Rotary clubs, and non-profit interest groups.
In order to reach the general public, the team held evening listening sessions at public libraries in Santa Rosa, Petaluma, Windsor, and the Sonoma Valley. Members of the public were also invited to complete an online survey addressing transportation needs, with over 450 responses collected in 2019.

For the first time, the SCTA team launched a webinar series to explore important topics and themes in the CTP. The first webinar, in October, covered the Sonoma County Travel Demand Model, while the second webinar, in December, covered Potholes and Pavement Condition. Outreach planning for 2020 continued ahead of the draft plan on track to be released in Fall 2020.

HOW YOUR INPUT WILL BE USED

When you share your input, SCTA staff will record your views and make sure they are represented to elected officials serving on the SCTA Board of Directors, as well as with planning staff at each of the jurisdictions in Sonoma County.

Your input may influence the types of projects found in the final plan. A summary of the input will be available on the SCTA website (scta.ca.gov) in September 2019 and shared through the community partners working with the SCTA.

More information on the plan can be found at:
https://scta.ca.gov/2050
Our County, our future, our responsibility

The Sonoma County Regional Climate Protection Authority (RCPA) coordinates community-wide climate solutions for a better future.

The RCPA was formed in 2009 to coordinate countywide climate protection efforts among Sonoma County’s nine cities and multiple agencies. The RCPA is governed by a twelve member Board of Directors comprised of representatives from the Sonoma County Board of Supervisors and Council Members from each of the nine cities – Cloverdale, Cotati, Healdsburg, Petaluma, Rohnert Park, Santa Rosa, Sebastopol, Sonoma and Windsor.

The RCPA fosters collaboration, helps to set goals, pools resources, formalizes partnerships and works across silos. The RCPA was created to enable local action to have a greater impact through coordinated regional efforts. By connecting the urgency of climate change to the urgency of local priorities, we can advance equitable actions that meet current needs and set us on a path to decarbonize and improve quality of life for our communities.
In the first half of 2019, RCPA staff conducted a robust Needs Assessment and Strategic Planning process to understand how the organization should focus its resources going forward to best support its ten member jurisdictions in achieving its ambitious climate goals. The assessment focused on identifying key gaps and critical needs and provided the opportunity to inform an update of RCPA’s mission, goals, and objectives to guide its strategic planning for 2019 and beyond.

RCPA’s first Strategic Plan was adopted by the Board in July 2019 and reflects how it will continue and expand its work with its members and partners to support, fund, and strengthen local action through regional cross-sector and cross-agency engagement. The Plan outlines goals, objectives, and outcomes for RCPA and includes an updated mission and vision statement.

- **Mission**: RCPA leads a local government coalition to mobilize regional climate action in Sonoma County
- **Vision**: Sonoma County is united in taking bold action to fight the climate crisis

The Plan clarifies RCPA’s role as that of a conductor, orchestrating regional climate action by connecting local government’s most critical needs to regional-scale solutions.
RCPA provides critical regional context that enables strategic implementation by partners and member jurisdictions. RCPA’s work includes developing and enabling the adoption of new policies and programs, sharing information, best practices and tools, convening members and partners, building regional support for local actions and securing regional-scale climate and adaptation grant funding. Three goals guide this work:

- **Focus** initiatives on regional decarbonization, carbon sequestration and resilience to directly reduce greenhouse gases and improve quality of life.
- **Engage** and support local governments to meet Sonoma County’s climate and resilience goals.
- **Sustain** the organization by ensuring RCPA grows revenues to achieve operational sustainability within the next five years and is able to expand services and fulfill its mission.

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1. **FOCUS**

Focus initiatives on regional decarbonization, carbon sequestration, and resilience to directly reduce greenhouse gases and improve quality of life.

2. **ENGAGE**

Engage and support local governments to meet Sonoma County’s climate and resilience goals.

3. **SUSTAIN**

Ensure RCPA grows revenues to achieve operational sustainability within the next 5 years and is able to expand services to fulfill its mission.

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**Objectives**

- Leverage RCPA’s regional role to accelerate climate action in focused areas.
- Directly assist local government members to address a range of climate and resilience needs.
- Increase the capacity of RCPA to provide additional benefits to members and partners through focused growth.

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**Outcomes**

- Members and partners prioritize and implement local climate actions that generate tangible, regional impact.
- Greater participation and capacity of local government members to direct and implement local climate action.
- Members and partners are supported and empowered to meet Sonoma County’s ambitious climate goals.
MEMBER SERVICES

Bay Area Regional Energy Network

Bay Area Regional Energy Network (BayREN) is a collaboration of the nine counties that make up the San Francisco Bay Area. Led by the Association of Bay Area Governments (ABAG), BayREN provides regional-scale energy efficiency programs, services, and resources. BayREN is funded by utility ratepayer funds through the California Public Utilities Commission, as well as other sources, drawing on the expertise, knowledge, and proven track record of Bay Area local governments. RCPA represents Sonoma County within BayREN.

New Partnership with Energy and Sustainability Division to Expand Capacity

In order to meet our countywide greenhouse gas reduction goals, RCPA identified the need to increase the impact of current energy efficiency programs and to build capacity to expand these programs in future years.

Beginning in spring of 2019, RCPA partnered with the Sonoma County Energy and Sustainability Division on BayREN program outreach and implementation. RCPA has been able to build on the work already being performed by Energy and Sustainability Division staff to increase energy and water efficiency through additional programs and grant opportunities.

Part of the County of Sonoma General Services Department, the Energy and Sustainability Division provides services to Sonoma County residents and businesses that increase energy and water efficiency through education and outreach, training, and technical assistance. The Division has partnered with RCPA in past years to help implement the Windsor Pay-As-You-Save® Program.

BayREN includes the next six programs.

WATER BILL SAVINGS PROGRAM

A New Solution for New Challenges

Population growth, housing shortages, and the climate crisis are posing significant new challenges for Bay Area cities and counties. From 2012 to 2016, California experienced its worst drought in 600 years and in 2018 the largest wildfire in state history. Scientists predict more extremely dry and extremely wet weather as the ocean and atmosphere continue to warm.1 Meanwhile, pumping, treating, and heating water comprise 20 percent of electricity and 30 percent of natural gas demand in California.

The pressure on our water, energy, and infrastructure resources is growing.

The regional BayREN Water Bill Savings Program (Program) offers a new solution for local governments that

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1 “Study forecasts a severe climate future for California,” University of California – Los Angeles Newsroom, April 2018
enables water customers to reduce their water and sewer costs; water utilities to manage existing demand and minimize new supply and infrastructure costs; and local Governments to ensure all citizens have access to no-upfront-cost efficiency services.

A collaboration between BayREN, the Association of Bay Area Governments (ABAG), and RCPA, the Program helps Bay Area municipalities respond to climate impacts and fulfill bold state policy to “make water conservation a California way of life.”

Beginning in 2020, the new regional Program will provide turn-key services to partner water utilities allowing them to provide water efficiency services without new staff or capital. Municipalities can use the Program to meet new state and local water efficiency goals, reach underserved customers (i.e., low- and moderate-income property owners and renters), and produce water and energy savings on the customer’s side of the meter.

INNOVATIVE FINANCING SERVICE

Based on the Pay-As-You-Save® model piloted by the Town of Windsor, City of Hayward, and East Bay Municipal Utility District,2 the regional Program makes the following customer offer:

“Install eligible water efficiency measures with no up-front cost — using a monthly onbill charge that is significantly lower than the estimated savings — and begin saving right away.” The Program helps customers save money and meet new code and water-use regulations with no risk or hassle by providing:

- No up-front payment, no debt obligation, or liens.
- Estimated savings exceeding by at least 25 percent a utility-approved monthly on-bill charge.
- Repayment required only while they are a utility customer at the project location.
- A guarantee that failed improvements are repaired or the efficiency charge is terminated.

The Program offers water efficiency improvements that comply with state conservation requirements and have been field tested since 2012 by its three Program pilots, which provide indoor and outdoor improvements for multifamily, single family, and commercial customers.

As of December 2019, these pilots completed 584 multi-family and 247 single family projects — reducing multifamily water use by 30 percent and single family water use by 20 percent, on average.3

3 Over the past 20 years, 15 PAYS® energy utility programs have financed $38M in efficiency and renewable residential and commercial proj-
How the Program Works

In coordination with the Metropolitan Transportation Commission (MTC), ABAG secures funding for the Program financing service. ABAG’s BayREN division and RCPA work with municipal water utilities to recruit and enroll eligible customers. The BayREN Program Operator qualifies projects and sends work orders to approved Program Contractors for final project scoping, installation, and close out. The BayREN Program Operator runs the Program on behalf of the water utility and its customers, including oversight of sales and marketing, contractors, and project quality assurance and quality control.

Customers at participating project locations repay project costs over time through a utility-approved onbill charge on that meter location’s water bill. The charge stops at the end of the financing term or if the equipment fails and can’t be repaired. If the water utility customer moves from the location, the new water customer automatically assumes both the continued savings and remaining on-bill charge.

**Utility Investment.** The Program is a utility investment service. Rather than make a loan to an individual water customer, capital is provided by the ABAG financing service to pay for “services rendered” (i.e., installing customer-side efficiency improvements) to the utility customers enrolled in the Partner Utility’s portfolio of Program projects, which is backed by rate-based charge obligations that the utility repays regardless of collections from individual participants.

The Program uses a voluntary fee schedule established by the Partner Utility using its regulatory authority for origination, contracting, servicing, and repayment. Participating water customers agree to pay the utility-approved efficiency charge assigned to their meter location. The utility resolves any non-payment through existing collection practices.

The Program uses a Master Agreement to define the financial relationship between ABAG and the Partner Utilities.

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### Indoor Improvements

**Basic Indoor Package** including a 1.06-gallon per flush or better toilet, a high efficiency (typically 1.5 gallon per minute [gpm]) showerhead; a 1.0-gpm bathroom faucet aerator; and a 1.5-gpm kitchen faucet aerator.

### Outdoor Improvements

Drought tolerant landscaping, irrigation system repair, weather-based irrigation controllers, central hot water, and common area lighting.
and set terms and conditions of the utility investment financing service. The agreement ensures uniform contract-
tual and financial processes throughout the Partner Utility membership. An enrolling utility may request minor
team, such as leading customer outreach or performing final site inspections, which will be included in the
accompanying Exhibits and Resources that include, among other items, the Program Operator, Contractor, and
Customer agreements.

The Program model is enabled by California Senate Bill 564 — The Water Bill Savings Act (2017), which authorizes
a joint powers authority to provide Program financing, which Bay Area water customers repay through an efficien-
cy charge on the water bill established by the water utility.

2019 Accomplishments

As Program Lead for the BayREN Water Bill Savings Program, RCPA’s team has integrated pilot lessons learned
and regional opportunities for streamlined financing and implementation to create a turn-key program design for
launch in 2020. Key 2019 accomplishments include:

HOME+

RCPA staff, in partnership with the Energy and Sustainability Division, supported the rollout of the new BayREN
Single Family program in Sonoma County in 2019. Through the Home+ program, single family residents can save
energy, increase the comfort and safety of their home, and save money. A Home Energy Advisor can help resi-
dents of detached single family and up to four attached units receive cash rebates for installing energy efficient
measures in their home. Heating, air conditioning, insulation, and other systems can all help strengthen a home’s
efficiency, lower energy consumption and bills, and improve the comfort and indoor air quality.

The Home+ program offers three main services:

1. Home Energy Advisor – Free resources available to help homeowners and contractors participate in energy
efficiency programs. The Advisors are available by phone or email before, during, and after an upgrade to
to select an appropriate contractor, and help navigate project installation and financing processes. The
Advisors are a clearinghouse of information on complementary residential resource efficiency programs,
and advise Sonoma County residents on programs available regionally and locally (e.g. Sonoma County
Energy Independence Program).

2. Cash Rebates – Homeowners work with a contractor to select single measures that increase the efficiency
and comfort of the home. Bundling upgrades together is a great way to boost comfort, lower your energy
costs and improve indoor air quality. Cash rebates are available for insulation and air sealing, duct sealing
and replacement, heating and cooling upgrades, and hot water systems.
3. Online Home Energy Evaluation and Energy Savings Kit

*Sonoma County Home+ Participation January 1, 2019-December 31, 2019*

<table>
<thead>
<tr>
<th>Number of households</th>
<th>487</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of paid rebates</td>
<td>1,623</td>
</tr>
<tr>
<td>Total amount of paid rebates</td>
<td>$662,216</td>
</tr>
<tr>
<td>Energy Efficiency Kits Delivered</td>
<td>27</td>
</tr>
<tr>
<td>Green House Calls Completed</td>
<td>135</td>
</tr>
</tbody>
</table>

More information is available at [www.BayRENSidential.org](http://www.BayRENSidential.org)

**BAY AREA MULTIFAMILY BUILDING ENHANCEMENT**

Through the Bay Area Multifamily Building Enhancement program, multifamily property owners can receive a free energy audit and are eligible for cash rebates for energy upgrades to their buildings. The program provides technical assistance with planning and financing energy and water saving improvements.

The Bay Area Multifamily Building Enhancement Program offers three main services:

1. **Free Energy Audit** - property owners can receive a free energy and water use analysis and site visit that results in recommendations about options and energy savings potential for various projects before committing any money.
2. **Cash Rebate** – Rebates of $750 per-unit are available for in-unit and common area improvements. Participants can choose their own contractors.
3. **Lender Referral Service** - An expert consultant can present a customized list of financing options to help fund the energy efficiency projects. The service provides flexible financing options and enables participants to cover up to 100% of project costs.

*Sonoma County BAMBE Participation January 1, 2019-December 31, 2019*

| Properties receiving free technical assistance | 7 properties (640 residential units) |
| Projects completed constructed | 3 properties (408 residential units) |
| Total amount of paid rebates | $306,000 |
| Average reduction in energy use | 13% |

More information is available at [www.BayAreaMultifamily.org](http://www.BayAreaMultifamily.org)

**CODES AND STANDARDS**

The BayREN Codes & Standards Program is an effort to achieve full compliance with provisions of the California Energy Code to reduce energy use in buildings through improved design and construction. The program also assists local governments to develop options for accelerating energy efficiency.

The primary mechanisms for improving energy code compliance and accelerating energy efficiency are:

1. **No-cost training to building departments** - BayREN trainings are available to educate local government officials and the private sector building community in key aspects of code compliance and enforcement.
2. Hosting quarterly regional innovation forums – in 2019, BayREN held four regional forums that drew over 480 participants. These forums focused on high-level policy and program design issues on energy efficiency and energy code compliance. Attendees included elected officials, appointed policy board members, local building department Chief Building Officials, and regional codes and standards

- Energy Reach Codes: Local Government Tools to Save Energy and Fight Climate Change
- Connecting Public Health & Energy Efficiency
- Improving Energy Efficiency in Existing Residential Buildings
- Preparing for the Growth of Energy Storage-- What Cities Need to Know

3. Assisting Bay Area communities in developing reach codes – BayREN provides support through coordination calls, workshops/forums, and hosting webpage with centralized information including templates. RCPA staff worked with Sonoma County jurisdictions to provide individualized assistance with implementation.

4. Providing technical assistance for zero net energy municipal demonstration projects - BayREN is providing zero net energy (ZNE) engineering analysis to support local governments to lead by example in their own facilities. With a focus on municipal buildings that are already funded for construction, BayREN supports city staff, contractors and design teams to identify ZNE efficiency opportunities from both an engineering and cost perspective.

More information is available at [www.bayrencodes.org](http://www.bayrencodes.org).

**COMMERCIAL**

The BayREN Commercial Program launched in 2019 to engage the small business community on energy efficiency opportunities. The projects proposed are implemented in a turnkey fashion and will reduce customer’s energy bill while offering improvements. Energy efficiency upgrades include lighting, HVAC, refrigeration and new technologies to reduce energy cost and usage. RCPA and Energy and Sustainability Division staff are working with the program roll out and will offer the program to Sonoma County businesses in 2020.

**GREEN LABELING**

BayREN engages with real estate professionals to encourage market value for energy efficient properties and green operating and maintenance practices. BayREN also provides four different trainings and mentoring including National Association of REALTORS (NAR) Green Designation Trainings, Certified Green Real Estate Professional (CGREP), Certified Green Lender Professional (CGLP) Training and Realtor and Realtist Mentoring and Advising.

Outreach to Realtor associations, brokerages and local MLS Boards was conducted in Sonoma County. A green labeling class for Appraisers was held in Petaluma in August 2019. 35 people attended the class.
Urban Land Institute Resilience Advisory Panel for Sonoma County

Over the last few years, wildfires have caused tremendous damage to life, infrastructure, and property in Sonoma County. The October 2017 Northern California Wildfires caused more than $9.4 billion in damages and killed 44 people. In the fall of 2019, PG&E de-energized the grid through widespread Public Safety Power Shutoffs (PSPS) to decrease the risk of wildfires. These efforts were not enough to prevent the ignition of the Kincade Fire on October 23, 2019. This wildfire burned 76,825 acres by October 30 and destroyed 206 structures, including the loss of 94 homes. Almost 200,000 Sonoma County residents were under mandatory evacuation orders during the Kincade Fire.

At the same time that the threat of wildfires is affecting energy grid reliability, RCPA’s members are striving to meet state and local climate mitigation goals. To meet these goals, RCPA’s members are shifting from fossil fuels to renewable energy sources, and enacting policies and programs to increase electrification of buildings and transportation.

In 2019, RCPA launched a new project to help its members become more resilient to increasing climate risks and achieve their climate mitigation goals. With support from the Kresge Foundation, RCPA worked with the City of Santa Rosa, the County of Sonoma, and the Urban Land Institute (ULI) to plan for a March 2020 Sonoma County Resilience Advisory Panel. The purpose of the advisory panel is to assess land use, development, and local energy grid strategies in relation to community preparedness and wildfire resilience. The advisory panel will produce a final report of its recommendations, which RCPA and its members will use in the years ahead to improve energy assurance and related hazard mitigation planning.
CLIMATE EMERGENCY RESOLUTIONS

Over 1280 local governments representing over 798 million people in 25 countries have declared a climate emergency. These cities, counties and countries have developed these resolutions to solidify their commitment to mobilizing an emergency response that is commensurate with the scale of the climate crisis.

On September 9, 2019, RCPA joined this movement by declaring a climate emergency that commits us to developing a 2030 Climate Emergency Mobilization Strategy (CEMS). RCPA also created a model resolution as a policy option for local jurisdictions to consider.

As of January 1, 2020, seven Sonoma County jurisdictions have adopted resolutions declaring a climate emergency. While most resolutions adopted to date are similar, they do vary by jurisdiction. All adopted resolutions, with the exception of Petaluma, commit to participating in RCPA’s 2030 Climate Emergency Mobilization Strategy. The reason being, Petaluma’s resolution was adopted before the RCPA was directed to develop a Strategy. Most adopted resolutions to date include the commitment to identify a liaison to RCPA. Most resolutions set specific goals to achieve net zero emissions by 2030. Some resolutions raised climate action to the highest or a top priority for Council/Board. Several jurisdictions created a new group to advance climate action.

Status of Climate Emergency Resolutions in Sonoma County

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cloverdale</td>
<td>Adopted September 11, 2019</td>
</tr>
<tr>
<td>Cotati</td>
<td>Adopted November 26, 2019</td>
</tr>
<tr>
<td>County of Sonoma</td>
<td>Adopted September 17, 2019</td>
</tr>
<tr>
<td>Healdsburg</td>
<td>Adopted October 7, 2019</td>
</tr>
<tr>
<td>Petaluma</td>
<td>Adopted May 6, 2019</td>
</tr>
<tr>
<td>Rohnert Park</td>
<td>Have not yet discussed</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>Discussed at September 3 City Council Climate Action Subcommittee Meeting, scheduled for January 21 City Council Meeting</td>
</tr>
<tr>
<td>Sebastopol</td>
<td>Adopted December 3, 2019</td>
</tr>
<tr>
<td>Sonoma</td>
<td>Discussed at Community Services &amp; Environment Commission</td>
</tr>
<tr>
<td>Windsor</td>
<td>Adopted September 4, 2019</td>
</tr>
</tbody>
</table>

Throughout 2020, RCPA will be working with members, partners, and the larger Sonoma County community, to develop a 2030 Climate Emergency Mobilization Strategy (including a 10-year policy package), the necessary internal structures, and ongoing funding to support this effort. RCPA will continue to support jurisdictions bringing climate emergency resolutions forward for adoption.
Reach Codes

Local governments have an opportunity to increase the stringency of both green building and energy efficiency requirements beyond what is required statewide, these are often called “reach codes” or “stretch codes”. Local energy efficiency requirements need to be adopted with a cost-effectiveness study and approval from the California Energy Commission.

RCPA staff worked closely with Sonoma Clean Power and BayREN to support member cities in exploring the benefits of and the process to establish reach codes to reduce energy use and increase use of renewable energy for new construction.

Hearing a need for resource support in Sonoma County, RCPA requested additional funding from BayREN to support member jurisdictions in successfully adopting reach codes. RCPA developed and built on existing materials to tailor information to Sonoma County, creating a template staff report, template presentation slides and providing answers to a list of frequently asked questions. RCPA will continue to work with partners to support member jurisdictions in adopting policies that help meet countywide greenhouse gas reduction goals.

2019 Sonoma County Energy Reach Code Highlights

- Town of Windsor passed an all-electric reach code on October 16 requiring low-rise (three stories and below) residential new construction to be all-electric
- City of Santa Rosa passed an all-electric reach code on November 19 requiring low-rise residential new construction to be all-electric
- City of Healdsburg passed reach code requiring electric space and water heating for new construction low-rise residential, new construction commercial buildings, and major renovations and significant remodels.
- City of Petaluma held a special joint meeting of the Petaluma City Council and the Planning Commission on July 1, directing staff to investigate all-electric reach code and bring the item back to Council for consideration
- City of Cloverdale held a Builder’s Roundtable on October 15 to discuss energy reach codes and are exploring different options

More information on BayREN Codes and Standards work at www.bayrencodes.org.
EV CHARGING PRIORITIZATION

The RCPA supported Sonoma County local governments to increase the adoption of electric vehicles by producing tailored EV Siting Resources for each jurisdiction that include 2030 targets for number of EVs and charging ports, a heat map of public charging needs, top priority zones for future installations, priority municipally owned locations and funding opportunities (current and near future). RPCA staff shared these customized EV siting resources with jurisdictions and met in person to discuss the data whenever needed.

EV 101 CAMPAIGN

In 2018, the RCPA worked with Sonoma Clean Power to launch Sonoma EV 101 (http://ev101.driveev.org/). EV 101 continues to be a 24/7 responsive online resource for Sonoma County residents to answer their questions about electric vehicles. It provides easy-to-understand information about common questions and tips for getting the most out of a modern electric car.

In 2019, the team developed targeted marketing campaigns as part of the Shift Implementation project for the California Energy Commission. This brought over 1,000 local visits to the site over four months so that Sonoma County residents who were actively shopping for their next vehicle could learn more about going electric. The online campaigns and outreach will continue in 2020 through an agreement with the Climate Center.
New Incentives to Install EV Charging Stations (CALeVIP)

**Sonoma Clean Power** is partnering with three local air districts and the California Energy Commission to expand the network of public EV charging stations through the California Electric Vehicle Infrastructure Project (CALeVIP). The new incentives, potentially reaching $6.75 million, will expand publicly accessible electric vehicle (EV) charging infrastructure in Sonoma and Mendocino counties. The RCPA is supporting the project, scheduled to launch in October of 2020, with technical assistance to help identify charging locations sites in Sonoma County.
CA 2020 ASSESSMENT

In 2016, the RCPA adopted Climate Action 2020 and Beyond (CA2020), a regional plan to reduce greenhouse gas emissions 25% below 1990 levels by 2020.

In fall 2019, RCPA began working with its members to assess the successes and lessons learned from implementation of CA2020 measures. The assessment will be complete in early 2020, and the results will inform the development of a 2030 Climate Emergency Mobilization strategy. The strategy will identify the most impactful actions and policies that local governments in Sonoma County can implement over the next decade to respond to the urgency of the climate crisis. In 2020, RCPA will work collaboratively with each of our member jurisdictions and our partner agencies to identify new goals and to outline concrete steps to achieve them. RCPA will also be seeking funding to support full implementation of these actions.

RCPA Member Climate Action Highlights

<table>
<thead>
<tr>
<th>CLOVERDALE</th>
<th>City Council adopted resolution declaring climate emergency.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Subsidized Sonoma County Transit Fare-Free program for local shuttle service.</td>
</tr>
<tr>
<td>COTATI</td>
<td>Switched municipal electric accounts to Sonoma Clean Power’s 100% local and renewable option, EverGreen.</td>
</tr>
<tr>
<td></td>
<td>City Council adopted resolution declaring climate emergency.</td>
</tr>
<tr>
<td></td>
<td>Added Class 3 bike routes to “L” section neighborhood.</td>
</tr>
<tr>
<td>HEALDSBURG</td>
<td>City Council adopted resolution declaring climate emergency.</td>
</tr>
<tr>
<td></td>
<td>Adopted energy reach code requiring electric space and water heating for new construction low-rise residential, new construction commercial buildings, and major renovations and significant remodels.</td>
</tr>
<tr>
<td></td>
<td>Subsidized Sonoma County Transit Fare-Free program for local shuttle service.</td>
</tr>
<tr>
<td></td>
<td>Adopted zero waste resolution and adopted ordinance banning polystyrene food service ware.</td>
</tr>
<tr>
<td></td>
<td>Implemented DASH, a volunteer based door to door car service that uses electric vehicles.</td>
</tr>
<tr>
<td></td>
<td>Implemented a summertime leak alert program to reduce water waste.</td>
</tr>
<tr>
<td>PETALUMA</td>
<td>City Council adopted resolution declaring climate emergency.</td>
</tr>
<tr>
<td></td>
<td>Created Climate Action Commission.</td>
</tr>
<tr>
<td></td>
<td>Adopted ordinance banning polystyrene food service ware.</td>
</tr>
<tr>
<td></td>
<td>Completed LED streetlight retrofit project, upgrading 4,323 streetlights to LEDs.</td>
</tr>
<tr>
<td>ROHNERT PARK</td>
<td>Collaborated with Sonoma State University on water quality monitoring.</td>
</tr>
<tr>
<td></td>
<td>Collaborated with Sonoma State University on monitoring use of pedestrian paths and bicycle paths with radar and imagining processing.</td>
</tr>
<tr>
<td>SANTA ROSA</td>
<td>Created Climate Action Subcommittee of City Council.</td>
</tr>
<tr>
<td></td>
<td>Adopted energy reach code requiring low-rise residential new construction to be all-electric.</td>
</tr>
</tbody>
</table>
Santa Rosa Water’s Take it From The Tap Program engaged with approximately 9,000 students providing each of them with a stainless-steel reusable water bottle and educating about the economic, health and environmental benefits of choosing tap water over bottled water. Santa Rosa Water has recently installed multiple bottle filling stations at various locations around Santa Rosa with hopes of more to come.

Santa Rosa Water finalized their Energy Optimization Plan to evaluate potential projects for energy reductions, cost, cost savings, and ease of implementation.

<table>
<thead>
<tr>
<th>SEASTOPOL</th>
<th>City Council adopted resolution declaring climate emergency.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adopted zero waste ordinance and ordinance banning polystyrene and single use plastic. Launched Zero Waste Subcommittee.</td>
</tr>
<tr>
<td></td>
<td>Switched City utility accounts to 100% local and renewable electricity through SCP Ever-Green.</td>
</tr>
<tr>
<td></td>
<td>Initiated Bus Buddy pilot to encourage transit ridership.</td>
</tr>
<tr>
<td></td>
<td>Subsidized Sonoma County Transit Fare-Free program for local shuttle service.</td>
</tr>
<tr>
<td></td>
<td>Installed bicycle lanes throughout Highway 116 within city limits. Partnered with Sonoma County Bicycle Coalition to hold SebastoPedal Green, a guided bike ride along new bike lanes.</td>
</tr>
<tr>
<td></td>
<td>Sponsored “Sebastopol Walks” Program and sponsored “Bike to Work Day” energizer station.</td>
</tr>
<tr>
<td></td>
<td>Established new policy to purchase carbon credits to offset City travel.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SONOMA</th>
<th>Hired sustainability coordinator.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Subsidized Sonoma County Transit Fare-Free program for local shuttle service.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>WINDSOR</th>
<th>Began construction of 1.78 megawatt (MW) floating solar array on wastewater treatment pond.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adopted energy reach code requiring low-rise residential new construction to be all-electric.</td>
</tr>
<tr>
<td></td>
<td>Town Council adopted resolution declaring climate emergency.</td>
</tr>
<tr>
<td></td>
<td>Subsidized Sonoma County Transit Fare-Free program for local shuttle service.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SONOMA COUNTY</th>
<th>Board of Supervisors adopted resolution declaring climate emergency.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Sonoma County Transit completed first year of service for first electric bus on Sebastopol local route.</td>
</tr>
<tr>
<td></td>
<td>Subsidized Sonoma County Transit Fare-Free program for local shuttle service in Guerneville/Monte Rio.</td>
</tr>
</tbody>
</table>
Urban Sustainability Directors Network Membership

In August 2019, Sonoma County became the 28th county to join the Urban Sustainability Directors Network (USDN). USDN is a network of over 200 cities and counties in the US and Canada dedicated to accelerating sustainability through peer exchange and collaboration between local government sustainability leaders to catalyze the creation and implementation of urban sustainability solutions. USDN governments lead the way to sustainable, low-carbon futures by developing, adopting, and sharing practices that create equitable and prosperous communities and healthy environments.

RCPA staff represent Sonoma County in this nationwide network to collaborate with other local entities to further our climate goals through new partnerships, projects and best practices sharing. We participate in the following Learning and Action Groups to advance our work:

- Climate Action Planning Learning Group
- Building Electrification Learning Group
- Climate Resilience Learning Group
- County Affinity Group
- Deep Decarbonization Learning Group
- Electric Vehicle Strategy Learning Group
- Equitable Climate Action Planning Action Group
- Equitable Community Engagement Action Group
- Strategic Communications Learning Group

RCPA staff is also in the process of completing USDNs Equity Foundations Program available to all members. The program is designed to provide a foundational understanding of racial equity definitions and a pathway to building and integrating a deep understanding of how to develop equitable practices, policies and programs to achieve more successful and sustainable outcomes in climate action planning. Each of the five program workshops focuses on opportunities to understand, communicate and advance racial equity both internally and externally to provide organizational and community benefits.
213 USDN communities represent 87 million U.S. and Canadian residents
COORDINATION

The RCPA convened several standing committees in order to stay connected on climate action among members of the RCPA and the community.

STAFF WORKING GROUP

The Staff Working Group is comprised of planning staff from the ten RCPA member jurisdictions who were tasked with developing and implementing the regional climate action plan.

In 2019, RCPA gathered the Staff Working Group to share information and best practices on a variety of programs and issues to advance climate action in Sonoma County. A few of the topics covered were Sonoma County Energy Watch municipal energy programs, and new requirements for mandatory commercial organics recycling.

COORDINATION COMMITTEE

The RCPA Coordination Committee coordinates activities among cities, county agencies, and non-governmental partners described in RCPA’s Mission, goals and the regional climate action plan.

In 2019, RCPA gathered the Coordination Committee to share information relating to the Sonoma Climate Challenge and micro-mobility solutions.

New Coordination Structures Moving Forward

As part of the work to implement the Strategic Plan, RCPA staff will be updating and introducing a new coordination structures to better connect and inform members and partners and advance implementation.

CLIMATE ACTION ADVISORY COMMITTEE

RCPA convenes the Climate Action Advisory Committee (CAAC) quarterly in order to gather information and advice on the development and implementation of climate action programs. The CAAC is made up of 24 local experts with a background in a range of climate-related disciplines. Two representatives are chosen by each RCPA Board member to staggered two-year terms.

Sonoma Climate Challenge

The Sonoma Climate Challenge is an online community with tools to help residents reduce household greenhouse gas emissions. The Challenge launched in Spring 2019 and by the end of the year resulted in over 475 households taking over 600 climate actions and reducing over 175 tons of CO2 during the first five months. This level of activity outpaced the 17 other US jurisdictions using the same platform in 2019.

The RCPA used the Community Climate Solutions platform to launch the Challenge with a grant from the Bay Area Air Quality Management District. RCPA formed a strategic partnership with Daily Acts to build off their momentum and expertise from operating similar challenges over the past nine years. Together, the team worked to share local programs and resources to reduce household greenhouse gas emissions.
In July, the team launched a Summer Sprint competition to encourage households to form teams and take more actions in order to compete for team prizes awarded at the end of the Summer Sprint in September. The Summer Sprint showed the impact of team competitions by increasing the impact of each household. During the 6-week competition, the number of households increased by 20%, while the amount of CO2 reduction increased by 86% (going from 83.4 to 155 tons of CO2 reduced).

The platform provides a social feed to share about the Challenge and ask questions:

*I really appreciate this challenge. By reminding me of ways to reduce and reuse [it] brings a deeper awareness to my decisions, I remember to make positive choices each day.*

*We don’t have photovoltaic power yet, but we do have passive solar hot water pre-heating collectors on the roof. They cut our energy bill in half since we have an electric water heater. We also have a timer to turn on the water heater in the early morning before we get up. In summer, we can heat directly from the hot water collectors. We joined [the] Sonoma Clean Energy program.*

*Our gas water heater is near the end of its life, so we are looking into replacing it with an electric water heater or water heat pump. Looks like up-front costs are higher, but long-term costs are lower. Time to recoup investment is particularly low for the heat pump. Any advice or recommendations on brands or models?*

Staff is working to transition to using free tools in 2020 to replicate the core elements of Challenge and continue to engage the community as the RCPA works to fund a 2030 Climate Emergency Mobilization Strategy. The focus will expand beyond driving individual actions and move towards supporting systemic change to reduce climate impacts.

**New media alerts and blog structure and topics covered**

The RCPA started a new blog series in 2019 in order to communicate a deeper analysis of some of the key themes and challenges that surfaced in 2019. The first blog focused on the Climate Emergency Resolutions that were passed with the urging of residents in many Sonoma County jurisdictions. The second blog summarized the highlights of 2019 for the RCPA, and contrasted some of the commitments made by jurisdictions with the floods, fires and emergency power shut offs experienced earlier in the year. Future blogs will continue to highlight trends and progress in climate action in 2020.

The team also stepped up relations with the media in order to better share the work being done by the RCPA. In 2019, we launched a monthly media alert that highlighted three or more items from the regular board of directors meetings and provided materials to support news stories. The regular media alerts have been well received and have supported multiple news stories on the SCTA and RCPA.
# SCTA FINANCIAL REPORT

**year ending June 30, 2019**

<table>
<thead>
<tr>
<th></th>
<th>SCTA</th>
<th>TFCA</th>
<th>RED</th>
<th>Measure M</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenues</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sales/Use Taxes</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$26,798,285</td>
<td>$26,798,285</td>
</tr>
<tr>
<td>Interest Earnings</td>
<td>$55,543</td>
<td>$31,395</td>
<td>$10,520</td>
<td>$2,059,583</td>
<td>$2,157,041</td>
</tr>
<tr>
<td>Federal</td>
<td>$885,762</td>
<td>$0</td>
<td>$0</td>
<td>$758,978</td>
<td>$1,644,740</td>
</tr>
<tr>
<td>State</td>
<td>$224,049</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$224,049</td>
</tr>
<tr>
<td>Regional</td>
<td>$60,438</td>
<td>$629,355</td>
<td>$0</td>
<td>$0</td>
<td>$689,793</td>
</tr>
<tr>
<td>Local</td>
<td>$499,371</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$499,371</td>
</tr>
<tr>
<td>Other</td>
<td>$166,591</td>
<td>$0</td>
<td>$201,988</td>
<td>$0</td>
<td>$368,579</td>
</tr>
<tr>
<td><strong>Total Revenues</strong></td>
<td>$1,891,754</td>
<td>$660,750</td>
<td>$212,508</td>
<td>$29,616,846</td>
<td>$32,381,858</td>
</tr>
</tbody>
</table>

|                        |      |      |      |           |             |
| **Expenditures**       |      |      |      |           |             |
| Salaries & Benefits    | $2,316,866 | $0   | $0   | $0 | $2,316,866 |
| Services and Supplies  | $656,674 | $39,680 | $148,315 | $3,351,450 | $4,196,119 |
| Contributions to Other Govts | $0 | $530,239 | $53,673 | $19,431,454 | $20,015,366 |
| Other Expenses         | $0   | $0   | $0   | $9,170,658 | $9,170,658 |
| Reimbursements         | -$1,075,734 | $0   | $0   | $0 | -$1,075,734 |
| **Total Expenditures** | $1,897,806 | $569,919 | $201,988 | $31,953,562 | $34,623,275 |

|                        |      |      |      |           |             |
| **Starting Fund Balance** | $823,659 | $724,405 | $0   | $56,109,744 | $57,657,808 |
| **Total Revenue**       | $1,891,754 | $660,750 | $212,508 | $29,616,846 | $32,381,858 |
| **Total Expenditures**  | $1,897,806 | $569,919 | $201,988 | $31,953,562 | $34,623,275 |
| **Audit Adjustments**   |      |      |      |           |             |
| Change in Fund Balance  | -$6,052 | $90,831 | $10,520 | -$2,336,717 | -$2,241,417 |
| **Ending Fund Balance** | $817,607 | $815,236 | $10,520 | $53,773,027 | $55,416,391 |
## RCPA FINANCIAL REPORT

Year ending June 30, 2019

<table>
<thead>
<tr>
<th>Revenues</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interest</td>
<td>$6,344</td>
</tr>
<tr>
<td>County/Agency Contributions</td>
<td>$924,566</td>
</tr>
<tr>
<td>Cities Contributions</td>
<td>$165,830</td>
</tr>
<tr>
<td>Miscellaneous Revenue</td>
<td>$500</td>
</tr>
<tr>
<td>State Grants - CEC Shift EV Implementation</td>
<td>$124,784</td>
</tr>
<tr>
<td><strong>Total Revenues</strong></td>
<td><strong>$1,222,024</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Expenditures</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>RCPA Staff Time</td>
<td>$669,113</td>
</tr>
<tr>
<td>Consultant Services</td>
<td>$322,697</td>
</tr>
<tr>
<td>Legal Services</td>
<td>$8,064</td>
</tr>
<tr>
<td>Fiscal Accounting Services</td>
<td>$3,391</td>
</tr>
<tr>
<td>Annual Audit</td>
<td>$7,340</td>
</tr>
<tr>
<td>Operational Expenditures, Insurance, Supplies, etc.</td>
<td>$146,528</td>
</tr>
<tr>
<td><strong>Total Expenditures</strong></td>
<td><strong>$1,157,133</strong></td>
</tr>
</tbody>
</table>

| Starting Fund Balance                         | $140,169       |
| Total Revenue                                 | $1,222,024     |
| Total Expenditures                            | $1,157,133     |
| Change in Fund Balance                        | $64,891        |
| Ending Fund Balance                           | $205,060       |

**SCTA & RCPA Staff**

*Suzanne Smith, Executive Director*

- **Brant Arthur**, Community Affairs Specialist
- **Chris Barney**, Senior Transportation Planner
- **James Cameron**, Director of Projects & Programming
- **Marge Fernandez**, Department Analyst
- **Seana Gause**, Senior Project/Program Analyst
- **Carolyn Glanton**, Climate Action Coordinator
- **Tanya Narath**, Data Specialist
- **Drew Nichols**, Administrative Assistant
- **Aleka Seville**, Director of Climate Programs
- **Janet Spilman**, Director of Planning
- **Dana Turréy**, Transportation Planner
- **Susan Underwood**, Administrative Assistant