

SCTA

sonoma county transportation authority

RCPA

regional climate protection authority



FY 2013/2014 Annual Report



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Ridesharing
Highway101 Streets&Roads
Priorities ClipperCard CTP
BusService Efficient Local CleanEnergy
2013/2014 Adaptation Regional CA2020
ElectricVehicle Pedestrian TravelModel PAYS
Climate BayREN Highlights CleanAir Shift
Bicycle Conservation
GreenMyRide Projects ClimateProtection

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SCTA & RCPA FY 2013/2014 Highlights

Measure M sales tax revenue continued to rise for the fourth year.

The Measure M Strategic Plan was updated.

The SCTA Bicycle and Pedestrian Master Plan was adopted in May 2014.

SCTA kicked off the update to the Comprehensive Transportation Plan.

The innovative real time ridesharing program Carma reached over 5,300 users in the 3 county pilot, showing steady increases in every county.

Progress on widening Highway 101 included:

- Construction was completed at East Washington Blvd.
- Three Highway 101 interchanges are under construction at Airport Blvd, Old Redwood Highway, East Washington Blvd and Lakeville Highway;
- The interchanges and frontage roads at the Redwood Landfill and Petaluma Blvd South and Petaluma River Bridge replacement is under construction; and
- The design of the HOV lanes through Central Petaluma is nearly completed and from County Line to the Petaluma Boulevard South Interchange design is underway;

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

SCTA participated in implementing the first Sustainable Communities Strategy planning effort mandated by SB375 and the Bay Area's regional governments.

The RCPA advanced Climate Action 2020, an effort to produce community climate action plans for 8 cities and the County with environmental review and a focus on implementation to achieve greenhouse gas reduction goals.

The RCPA established a Stakeholder Advisory Group with community leaders from diverse perspectives on climate action, to provide input on the Climate Action 2020 planning process. The RCPA also conducted community outreach throughout the county via public meetings, community group presentations, and tabling at events.

The RCPA developed community wide greenhouse gas (GHG) inventories using current methodologies, including backcasts for 1990, a baseline for 2010, and projections through 2020 and beyond. These inventories will help the RCPA and jurisdictions prioritize GHG reduction efforts and update emissions reduction goals.

The RCPA partnered with the North Bay Climate Adaptation Initiative (NBCAI) to develop tools for climate adaptation planning.

RCPA supported the implementation of Sonoma Clean Power – the State's second community choice aggregation effort that began serving customers in May.

The RCPA delivered energy efficiency programs in Sonoma County through the Bay Area Regional Energy Network. In 2013-2014 over \$225,000 was paid to homeowners to support efficiency retrofits.

The RCPA and SCTA were awarded a planning grant to develop Shift Sonoma County – a strategic action plan to promote a shift in the fuel and mode used for personal transportation in Sonoma County towards low GHG options.

The RCPA continued to support and benefit from the Climate Corp program, hosting Climate Fellow Adriana Stagnaro.

SCTA & RCPA Composition

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

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

Transportation

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

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

Climate Protection

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

The RCPA has four main areas of focus: efficient buildings, clean energy, alternative transportation and conservation/adaptation. The RCPA is focused on securing grant funding for GHG reducing programs and projects as well as leading countywide climate planning efforts. In addition, data collection, public information and education are significant elements of the climate protection effort.

SCTA Mission

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

RCPA Mission

RCPA leads and coordinates countywide efforts to implement and advocate a broad range of programs and projects to reduce GHG emissions.

Transportation Committees

Citizens Advisory Committee

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

Curt Nichols, Home Builders Association
Chris Snyder, Central Labor Council
Ray Mulas, Farm Bureau
Willard Richards, League of Women Voters
Daniel Sanchez, North Bay Association of Realtors
Dennis Battenberg, Transit Paratransit Coordinating Committee
Mousa Abbasi, Santa Rosa Chamber of Commerce
Dusty Rhodes, Senior Community Liaison
Steve Birdlebough, Sierra Club
Vacant, Sonoma County Conservation Council

Barry Weitzenberg, Sonoma County Manufacturers Group
Michael Lavin, Sonoma County Taxpayers Association
Dennis Harter, Sonoma County Alliance
Brant Arthur, Transportation & Land Use Coalition
Bob Anderson, Chair, United Winegrowers
Thomas Petersen, 1st District
Vacant, 2nd District
Sandra Lupien, 3rd District
Craig Harrington, 4th District
Maddy Hirshfield, 5th District

Technical Advisory Committee

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

Public Works

Craig Scott, Cloverdale
Damien O'Bid, Cotati
Tom O'Kane, County
Mario Landeros, Healdsburg
Larry Zimmer, Petaluma
Eydie Tacata, Rohnert Park
Nancy Adams, Santa Rosa
Sue Kelly, Sebastopol
Dan Takasugi, Sonoma
Toni Bertolero, Windsor

Transit

Bryan Albee, Sonoma County Transit
Anita Winkler, Santa Rosa CityBus
Ron Downing, Golden Gate Transit
Joanne Parker, SMART
Joe Rye, Petaluma Transit

Transit Technical Advisory Committee

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

Bryan Albee, Sonoma County Transit
Anita Winkler, Rachel Ede, Santa Rosa CityBus
Joanne Parker, Linda Meckel, SMART

Joe Rye, Emily Betts, Petaluma Transit
Ron Downing, Barbara Vincent, Golden Gate Transit

Transit Paratransit Coordinating Committee

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

Dennis Battenberg, Transit Paratransit User of Limited Means
Debby Fries, Larry Hall, Earle Baum Center of the Blind
Vaughn Held, Disability Services & Legal Center
Stan Gow, Citizen/People with Disability
Gabriel Arevalo, Vet Connect
Tyler Hewitt, Becoming Independent
Tracy Repp, Rabon Saip, Area Agency on Aging, Advisory Council
Jodi Curtis, Steven Schmitz, Sonoma County Transit

Tony Senese, Volunteer Wheels
Michael Ivory, Rachel Ede, Santa Rosa CityBus
Peter Edwards, MV Transportation
Joe Rye, Emily Betts, Petaluma Transit
Dawne Ivory, MV Transportation
Joanne Leone, Golden Gate Transit
Terry Scussel, Whistlestop
Robert Cuneo, Citizen/ People over 60
Joanne Parker, Linda Meckel, Sonoma Marin Area Rail Transit (SMART)

Planning Advisory Committee

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

Karen Massey, Cloverdale
Vicki Parker, Cotati
Pete Parkinson, Tennis Wick, County
Barbara Nelson, Healdsburg
Scott Duiven, Petaluma
Marilyn Ponton, Rohnert Park
Chuck Regalia, Lisa Kranz, Santa Rosa
Kenyon Webster, Sebastopol
David Goodison, Sonoma

Jim Bergman, Ned Thomas, Windsor
Gillian Hayes, Federated Indians of Graton Rancheria
Richard Bottarini, LAFCO
Bryan Albee, Sonoma County Transit
Anita Winkler, Santa Rosa CityBus
Barbara Vincent, Golden Gate Transit
Linda Meckel, SMART
Joe Rye, Petaluma Transit

Countywide Bicycle & Pedestrian Advisory Committee

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

Karen Massey, Craig Scott, Cloverdale
Mario Landeros, Healdsburg
Alejandro Perez, Patrick Givone, Carl Euphrat, Windsor
Nancy Adams, Rachel Ede, Santa Rosa
Eydie Tacata, Tim Hensel, Rohnert Park
Vicki Parker, Cotati

Curtis Bates, Emily Betts, Petaluma
Sue Kelly, Geoffrey Skinner, Sebastopol
Wendy Atkins, Bryce Letcher, Sonoma
Steven Schmitz, Joe Morgan, County of Sonoma
Amy Lyle, Laura Peltz, Sonoma County PRMD
Elizabeth Tyree, Ken Tam, Sonoma County Regional Parks

Transportation Project Delivery



Highway 101

The Highway 101 corridor connects seven of Sonoma County's nine cities to each other, the Bay Area and the North Coast. This major lifeline for the movement of people and goods received a significant boost starting in FY 07/08 as plans to widen the freeway from 4 lanes to 6 were advanced thanks to an influx of state money that matched our local sales tax revenues. Measure M funds have leveraged over five dollars for every one Measure M dollar committed to the US 101 Corridor. Bond proceeds assisted in funding corridor projects and leveraging of several projects into construction earlier than originally anticipated. Bond proceeds are now exhausted, and SCTA has limited capacity to program future spending with remaining pay-go capacity, while it pays off the bond debt.

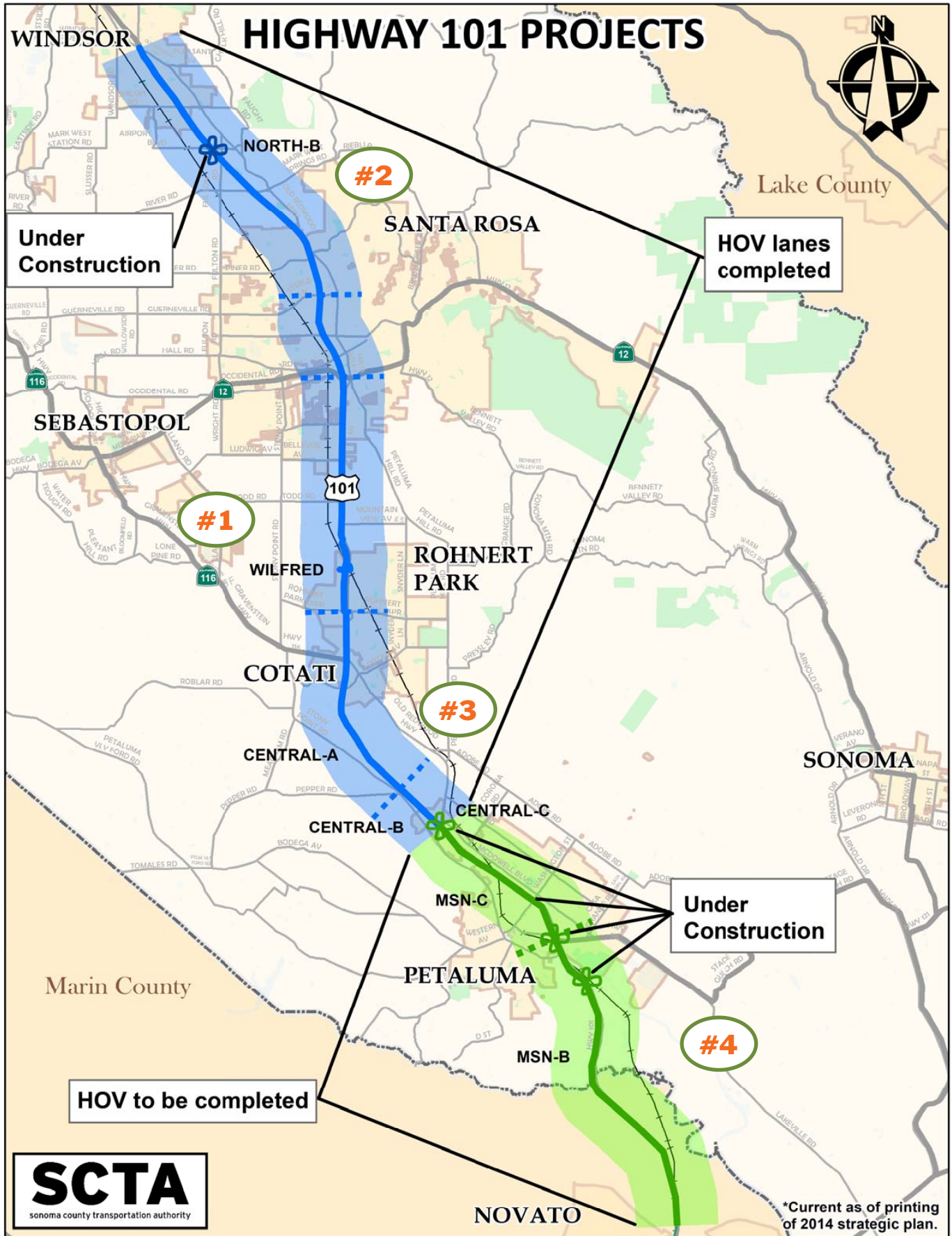
The SCTA has been working toward completion of a High Occupancy Vehicle (HOV) lane on 101 in each direction from Novato north to Windsor for well over a decade. In so doing, the freeway improvements have been divided into six major projects, with some of those projects being further divided into phases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

Measure M Project #1 (Wilfred) extended US 101 HOV lanes from Rohnert Park Expressway to Santa Rosa Avenue and constructed a new Golf Course Drive West - Wilfred Avenue Interchange. Golf Course Drive - West now crosses US 101 and connects to Wilfred Avenue in the City of Rohnert Park. Construction started in the spring of 2009 and was completed on June 28, 2013.

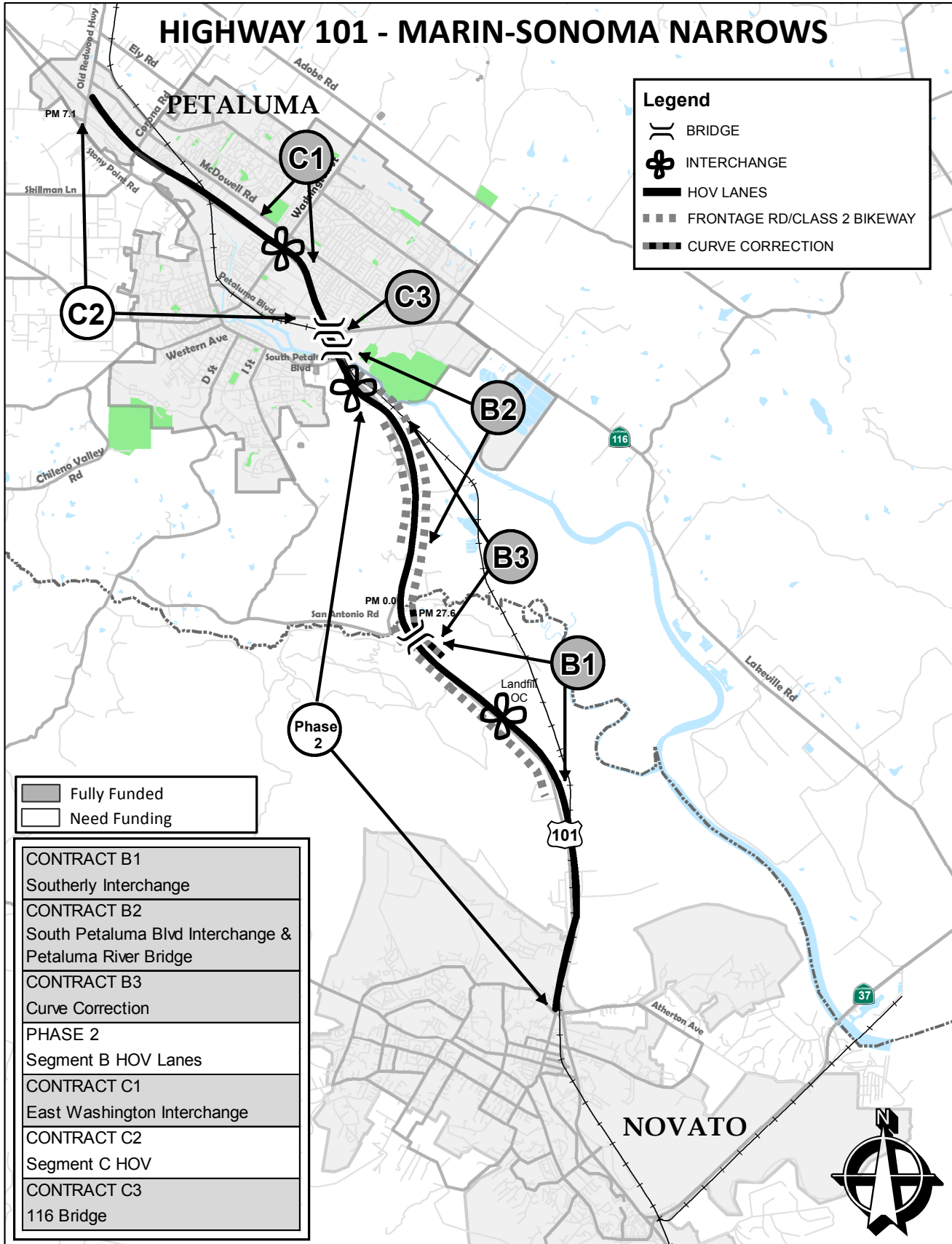
Project #2 (North) goes from Santa Rosa north to Windsor. The North Phase A HOV project extended HOV lanes from Steele Lane to Windsor River Road. This project was completed in December of 2010. The North Phase B project includes the US 101 - Airport Blvd Overcrossing and Interchange and US 101 sound walls in Windsor. Construction bid savings from the Wilfred and Central A projects were directed by the CTC to the North B project. Construction started on October 17, 2012 and was completed in 2014. Project #3 (Central) starts at Old Redwood Highway in Petaluma and goes north to Rohnert Park. The Central Phase A portion of the project from Pepper Road to Rohnert Park Expressway started construction in early 2010 and, while the carpool lanes opened in 2011, the full work was completed in December 2012. Construction bid savings from the Wilfred and Central A projects were directed by the CTC to the Central B project for construction. The Central Phase B project extended US 101 HOV lanes between Pepper Road to just south of Old Redwood Highway. This project started construction in 2011 and was completed in the summer of 2013. The Central C Old Redwood Highway project re-constructs the US 101 overcrossing and interchange. Construction started in the spring of 2013 and is on schedule to be completed in 2015. 2nd p

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

- The extension of HOV lanes in the northbound direction from SR 37 to Atherton Avenue and southbound from SR 37 to Rowland Avenue in Marin County (Contract A-1). Contract A-1 completed construction in December 2012.
- The replacement of the southbound Novato Creek bridge to extend the southbound HOV lane in Marin County (Project A-2). Project A-2 completed construction in December 2013.
- The extension on the northbound HOV lane from Atherton Avenue to 1.4 miles south of the Redwood Landfill Interchange (Contract A-3). Contract A-3 started construction in November 2012 and is expected to be completed by the end of calendar year 2014.
- The conversion of the existing Redwood Landfill overcrossing in Marin County into a full interchange, including the construction of frontage roads to access San Antonio Road (Sonoma County) and private properties in order to close uncontrolled access points to the freeway and provide a bike path (Contract B-1). Contract B-1 started construction in September 2012 and is expected to be completed by the end of calendar year 2014, ahead of schedule.
- The replacement of the Petaluma River Bridge and the Petaluma Boulevard South Interchange, including the construction of frontage roads to access Kastania Road and private properties in order to close uncontrolled access points to the freeway



Transportation Project Delivery



Transportation Project Delivery



Construction at Petaluma River Bridge

In summary, 23 miles of HOV lanes have been constructed between Windsor and north Petaluma at a cost of approximately \$458M;

Three Highway 101 interchanges are under construction at Airport Blvd (North B), Old Redwood Highway (Central C), and Lakeville Highway (MSN C-3) at a cost of approximately \$127M;

Improvements at East Washington Blvd (MSN-C1) were completed at a cost of approximately \$19 Million.

The interchanges and frontage roads at the Redwood Landfill (MSN-B1) and Petaluma Blvd South and Petaluma River Bridge replacement (B-2) is under construction at a cost of approximately \$225M; and

The design of the HOV lanes through Central Petaluma (MSN C-2) and from the County Line to the Petaluma Boulevard South Interchange (Median Widening) are funded and near completion.

As of June 30, 2014, \$95 M of Measure M funds have been expended on the US 101 HOV and interchange projects, of which \$16M was spent in FY13/14.

From the Marin County Line to Windsor, the various Hwy 101 HOV and interchange projects are estimated to cost \$970M, of which Measure M has committed approximately \$137M with the remaining funding coming from State bonds, gas tax, and federal earmarks.

and provide a bike path (Contract B-2). Contract B-2 started construction in November 2012 and is expected to be completed in 2016.

- The re-alignment of Highway 101 at the county line, including the replacement of the San Antonio Creek Bridge and the completion of frontage roads, in order to close uncontrolled access to the freeway from private properties and complete the Segment B bike path (Contract B-3). Contract B-3 has completed final design and obtained possession of all needed right of way. The project started to relocate utilities in 2014 and is on schedule to start roadway construction in 2015.
- The construction of a new northbound on-ramp and the re-construction of the southbound on-ramp at East Washington Street in Petaluma (Contract C-1). Contract C-1 started construction in 2011 and completed construction in June 2014.
- The replacement of the northbound and widening of the southbound Lakeville Highway undercrossing and partial reconstruction of the interchange ramps, in order to provide future HOV lanes (Contract C-3). Contract C-3 started construction in November 2012 and is expected to be completed in 2015.

The design of US 101 HOV lanes through central Petaluma (Contract C-2) has been completed to 95% design and has started to acquire needed right-of-way for the project. The design phase for the US 101 Median Widening project from the County Line to the Petaluma Boulevard South Interchange was funded with construction bid savings from the East Washington (Contract C-1) and has been completed to 95% design in 2014. The challenges for future years will include obtaining funds to complete the remaining MSN HOV lanes and landscaping the entire corridor.

Transportation Project Delivery



Cotati Train Depot - photo courtesy of Jake Mackenzie

Local Streets & Roads

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

The American Recovery and Reinvestment Act and Proposition 1b funds were programmed in previous fiscal years to help address Local Streets & Roads funding short falls. Additional sources of funding for roads did not present themselves in FY13/14, but SCTA continues to support and encourage the approach of “shovel-ready” projects that are available to receive funding when and if it becomes available.

Federal Funds

In FY2013/2014 the SCTA monitored delivery of projects funded with federal fund sources, specifically, Surface Transportation Program (STP), and Congestion Mitigation and Air Quality (CMAQ). Projects obligated include preliminary engineering for roadway preservation, as well as bicycle and pedestrian improvements along paths and at street intersections.

Federal Funds obligated FY 2013/2014		
Jurisdiction	Project	Funding
CMAQ Projects		
Windsor	Jaguar Lane/Windsor Road Traffic Signal Installation	\$108,000
Santa Rosa	Downtown Santa Rosa Streetscape	\$126,000
Cotati	Cotati Train Depot	\$200,000
STP Projects		
Petaluma	Petaluma Complete Streets	\$239,000
Priority Conservation Areas		
Sonoma County	Sonoma County Urban Footprint	\$250,000
Total		\$923,000

Bus Service

In Sonoma County public transportation services are operated to provide a viable alternative to the private automobile. Fixed-route services are available in all Sonoma County cities, and there are connections between cities through the unincorporated areas. Paratransit services are also provided, which is curb to curb public transportation available to people with disabilities who meet eligibility requirements under the Americans with Disabilities Act (ADA).

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



Santa Rosa Transit Mall

Coordinated Funding

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

The Coordinated Claim was approved by the SCTA in April 2014. These funds are distributed annually by population and are the primary source of operating revenue for all of Sonoma County's transit operators. Because the service areas of transit operators in Sonoma County cross jurisdictional boundaries, Metropolitan Transportation Commission (MTC) regulations require that a Coordinated Claim for these funds be prepared and adopted annually by each jurisdiction and SCTA. The amounts shown below may be adjusted to reflect fluctuations in revenue sources.

Transit funding from annual sources FY 2013/2014				
	TDA	STA	Measure M	Combined Total
Sonoma County Transit*	\$8,259,917	\$1,539,807	\$1,125,402	\$10,925,126
Santa Rosa CityBus	\$5,294,006	\$1,001,618	\$731,947	\$7,027,571
Petaluma Transit	\$1,468,119	\$277,091	\$253,046	\$1,998,256
Golden Gate Transit	\$5,007,347	\$49,123	\$0	\$5,056,470
Total	\$20,029,389	\$2,867,639	\$2,110,395	\$25,007,423

*includes support for Cloverdale Transit, Healdsburg Transit and Mendocino Transit Authority's coast service

Transportation Project Delivery

TFCA projects programmed FY 13/14	
Windsor	
Arterial Management	\$132,941.84
Petaluma	
Transit Marketing Program	\$58,474
Student Bus Pass Subsidy	\$25,000
Santa Rosa City Bus	
Trip Reduction Incentive Program	\$241,452
Sonoma County Transit	
Transit Marketing Program	\$146,278
Total programmed	\$604,146.38

Clean Air Projects

SCTA administers the Transportation Fund for Clean Air (TFCA) County Program Manager Funds. These funds come from a \$4 vehicle registration surcharge applied to all vehicles licensed in the Bay Area Air Quality Management District. The TFCA County Program Manager Funds comprise 40% of the total funds created in Sonoma County. SCTA is responsible for programming these funds annually. For fiscal year ending in 2015, these funds totaled \$604,146.38. Funding is used for transportation projects that demonstrate a positive effect on local air quality. Projects include transit, traffic control, and facilities and amenities for bicyclists and pedestrians.

Over the years Santa Rosa has successfully implemented student bus pass subsidy and voluntary trip reduction programs with TFCA that have reduced the number of single occupant vehicles on city streets and enhanced air quality. Sonoma County Transit has used TFCA funds in multiple years to fund the development of a compressed natural gas (CNG) bus fleet, a marketing program to promote bus ridership, recently completed construction of an intermodal park and ride facility in Cotati, and construction of intermodal transit stations and bus stop improvements across the county. Petaluma and Sonoma County Transit have attributed increased ridership to transit marketing programs. With regard to bicycle and pedestrian projects, the City of Rohnert Park is using TFCA funds to install bicycle lanes, and the Town of Windsor is using TFCA funds for a pedestrian enhancement project that will install pedestrian countdown signals at multiple traffic signals throughout the town.

Carma Activity
5,339 Carma users in the 3-County program
25% of users take rides
15,346 passenger trips (7,673 carpools)
Average Distance = 15.2 Miles
Total VMT reduced = 233,199 miles
Total GHG reduced = 45.2 tons
1,500 users in Sonoma County
Steady increase in number of Sonoma County users



Carma Ridesharing

The Metropolitan Transportation Commission approved grants totaling \$1,975,000 to implement of the real time ridesharing program, Carma in Sonoma, Contra Costa and Marin counties.

The SCTA with its partners, has developed a region wide program, one of the largest in the world. In 2013-2014 coordination between non-profit activists, sponsors, and potential affinity groups and the private software vendor has created the “backbone” of a real time rideshare network. As the funding winds down in Sonoma County the project is being considered for region wide implementation.

Clipper Card

The Clipper card is a regional transit card, which allows users to ride a variety of different operators using one transit card. The Clipper card stores value on the card equivalent to cash, tickets, and/or passes (i.e. monthly pass). Clipper currently operates on 8 systems, which represent 95 percent of all transit riders in the Bay Area. The Clipper implementation has occurred in stages over several years; it began in 2006 and has slowly phased implementation to transit operators throughout the Bay Area. The operators in Sonoma County are all part of Phase III of this implementation. It is anticipated that the Clipper card will be available throughout Sonoma County in 2016, and to some Sonoma County operators in 2015.



Bicycle & Pedestrian Projects

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

Bicycle and pedestrian projects are funded through a variety of funding programs. Transportation Development Act (TDA) funds are generated from a statewide ¼ cent sales tax. Article 3 of TDA (TDA3) is a set-aside of approximately 2% of those funds for bicycle and pedestrian planning and projects. For fiscal year 2014-2015, new TDA3 funds for Sonoma County totaled \$596,623. The Metropolitan Transportation Commission (MTC) administers TDA3, with SCTA's assistance. Funding is distributed based on population in Sonoma County. Examples of recently completed projects include: bicycle lockers, a multi-use pathways, pedestrian flashers, bicycle education classes, as well as multiple bike lane projects throughout the county.

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



Cotati knitted bike rack

TDA 3 projects programmed in FY 2013/2014	
Petaluma	
East Washington Park Multi-Use Pathway Connection	\$306,623
Sonoma County	
Bodega Bay Bike & Ped Trail - Coastal Prairie Trail	\$260,000
Class I Path through Depot Park	\$65,000
SCTA	
Automated Bike / Ped Counters	\$5,000
Total programmed	\$596,623

Transportation Planning






Installing tube counters

Bicycle & Pedestrian Count Program

SCTA continues to work with all jurisdictions to collect peak hour bicycle and pedestrian counts. Counts were completed at thirteen locations in the fall of 2014. The SCTA has completed six consecutive years (2009–2014) of bicycle and pedestrian counts at specific locations around the county. This data is useful for improving bicycle and pedestrian planning, documenting need for funding, as well as updating our travel model.

SCTA has purchased automated counters to assist with the bicycle and pedestrian count program. These automated counters will allow SCTA to expand the data collection of bicycle and pedestrian travel, including: 24-hours, weekends, and for longer durations such as weeks or months. All jurisdictions in Sonoma County will have the ability to “borrow” the automated counters to conduct bicycle and pedestrian counts within their own jurisdiction. SCTA staff developed the automated counter program in 2014 and began testing and using the automated counters in the fall of 2014.

Countywide Commute Mode Share Data					
Year	Population	Employed persons 16+ years old			
2013	491,057	228,867	76%	1.0%	3.2%
2010	483,878	226,280	75%	1.2%	3.1%
2000	458,614	224,947	75%	0.8%	3.1%

Countywide Bicycle & Pedestrian

Master Plan Update

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

Countywide Bicycle & Pedestrian Master Plan Principal Goal To develop and maintain a comprehensive countywide bicycle and pedestrian transportation system, which includes projects, programs, and policies that work together to provide safe and efficient transportation opportunities for bicyclists and pedestrians.

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

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

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



Bicyclist in Cloverdale

Sonoma County currently has more than 317 miles of built bicycle infrastructure, over 75 of which were built in the last five years. The vast majority of the bicycle infrastructure is in the form of bike lanes on street networks. Almost 1,000 miles of bicycle and pedestrian infrastructure are planned to be built throughout Sonoma County in the years to come.

Transportation Planning



West County Trail

CTP 2015 DRAFT Goals

Goal 1. Maintain the system

Objective: Protect the investment in public transportation infrastructure.

Goal 2. Relieve Traffic Congestion

Objective: Reduce person hours of delay through strategic improvements, technology and changes in driving habits.

Goal 3. Reduce Greenhouse Gas Emissions

Objective: Meet the targets to reduce GHG emissions in the transportation sector.

Goal 4. Planning for Safety and Health

Objective: Increase safety and emphasize health aspects of transportation planning strategies.

Goal 5. Promote Economic Vitality - NEW

Objective (DRAFT): Reduce travel time and cost and increase mobility in communities of concern.

Comprehensive Transportation Plan

The CTP is a 25 year planning document that was created in 2001 and updated in 2004. The 2009 CTP was essentially a new plan, including a major policy shift to reduce greenhouse gas emissions. There is no required update schedule, however many funding sources require projects and programs to be listed in a CTP. The purpose of the 2015 update is to refresh the project lists, review the Goals, Objectives and Policies and assess progress and reach out to the public to confirm priorities. The 2015 CTP will update data and integrate new technology in the analyses.

2015 CTP update

The concepts of the 2009 CTP remain timely and have held up well over the years. However, every chapter needs updating, new information will be added and the project lists will be reviewed, refreshed and prioritized. The Goals, Objectives and Policies of the 2009 CTP have been refreshed. There are significant new planning efforts, in land use, climate protection, bike/ped planning and health and issues like equity and access that is being addressed in the CTP going forward.

Alignment with the SCS and other Plans

The CTP serves as the basis for input into the Regional Transportation Plan/Sustainable Communities Strategies. Plan Bay Area, the regional SCS was adopted in 2013 providing new concepts (i.e. Priority Development Areas) and data that will be applied to this CTP update. The next SCS is scheduled for adoption in 2017.

The Association of Bay Area Governments (ABAG) made significant updates to regional and Sonoma County population and housing growth forecasts as part of the development of Plan Bay Area and the SCS. New forecasts focus more growth into the urbanized core of the San Francisco Bay Area and concentrate growth in Priority Development Areas. Future growth forecasts have also been adjusted to account for the economic recession that impacted national and regional growth in the past decade. Future housing and employment growth estimates for Sonoma County in particular are lower than they were in past forecasts, and lower than the forecasts that were used to evaluate the 2009 CTP. The updated Plan Bay Area/SCS 2040 growth forecasts is being used to evaluate the CTP update.

The SCTAs Bicycle Master Plan project is completed and the RCPA is engaged in Climate Action 2020, both projects that will provide important new information to be included in the 2015 CTP.

Work on the CTP continues into FY 14/15.

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

Model Input and Output:

The two basic inputs for applying the travel demand model are; Land use inputs, which represent current and future development, and Transportation inputs, including the current transportation network and planned changes such as increases or decreases in capacity, new roads or highways, or new transit lines.

Travel demand model output includes:

- A table of Traffic Analysis Zones and the number of commute, school, and other trips produced by and attracted to each zone.
- An origin/destinations table, showing the number of trips moving between the different zones.
- A breakdown of what travel modes are being used for trips within the region.
- Estimated current and future traffic and transit ridership for specific road sections or transit routes.

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

Modeling Activities for 2013/2014

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

Climate Action 2020: The travel model was used to calculate countywide vehicle miles traveled (VMT) by speed category for 2010, 2020, 2040, and 2050. These VMT estimates were used to calculate updated transportation greenhouse gas emissions for the countywide greenhouse gas reduction plan – Climate Action 2020.

Countywide Transportation Plan: SCTA will be analyzing project and program performance as part of the 2015 CTP update. Staff updated model reporting functionality to support the CTP performance assessment and improve

model based performance tracking.

Regional Planning

Plan Bay Area

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

Plan Bay Area outlines a vision for the Bay Area that accommodates the growth that is anticipated in the next 25 years in a way that minimizes negative impacts, and provides healthy alternatives. Today's reality is that most people in Sonoma County drive alone to their destinations, and those trips can be long and slow. The Sustainable Communities Strategy process, as mandated by SB 375, has required land use planning to be an important part of transportation planning in the State, with the intention of allowing those people who want to live closer to their work or school, and give the option of taking the train, or bus or riding a bike or walking. It's an ambitious plan that crosses over into housing and employment development, and takes the long view.

Regional Representation

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

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

Climate Protection Priorities

RCPA Goals

- Reduce GHG emission levels by 25% below 1990 levels by 2015.
- Reduce GHG emission levels by 40% below 1990 levels by 2035.
- Employ a tracking system to effectively capture GHG emission data and assess progress in reduction efforts.

RCPA Objectives

Transportation and Land Use

1. Using the 2009 Comprehensive Transportation Plan, implement an effective strategy to reduce consumption of carbon based fuels and vehicle miles travelled within Sonoma County.
2. Promote regional solutions for effective land use policies to achieve GHG reductions.
3. Define healthy community strategies that reduce GHG emissions.

Energy Efficiency and Renewable Power

4. Retrofit 80% of buildings in Sonoma County to reduce energy use by an average of 30% and reduce GHG emissions from the built environment by 168,000 tons per year.
5. Promote the large and small scale development and installation of renewable power in the form of solar, wind, biogas, thermal, biomass, cogeneration, etc.
6. Reduce energy used for water delivery and wastewater collection by 25% through conservation, re-use and renewable energy.
7. Establish mechanisms to measure GHG emission reductions from locally administered projects and programs to ensure reductions are creditable for use in a future carbon market program.

Green Economy

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

Natural Resource Management

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

RCPA Coordination Committee

The Regional Climate Protection Authority Coordinating Committee (RCPACC) meets monthly for a Climate Action Forum focused on one of four main themes: Climate Action Planning, Building Energy, Conservation and Adaptation, and Transportation and Land Use. The purpose of the RCPACC is to share information and coordinate activities among the cities and county agencies designated as lead coordinators in the Mission, Goals and Objectives. The monthly Forums provide an opportunity for coordination between various RCPA member representatives and partners engaged on different aspects of the RCPA Mission. Discussion topics in the last year included:

greenhouse gas accounting methodology and Sonoma County results, drought response and water conservation programs, climate adaptation 101, and climate vulnerabilities in Sonoma County, and strategy development and review for Climate Action 2020.

Planning, Development & Implementation Team

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

Climate Action 2020 Stakeholder Advisory Group Members

The Stakeholder Advisory Group consists of stakeholders selected by the RCPA Board of Directors, to represent a diversity of viewpoints and areas of technical expertise from each jurisdiction. Three representatives from each city and two representatives from each County supervisorial district was chosen to represent a diversity of viewpoints and areas of technical expertise from each jurisdiction. The purpose of the Advisory Group is to provide information and advice to the RCPA, staff and project consultants during the preparation of the Climate Action 2020 plan.

Melanie Bagby, Sirius Mac Solutions, City of Cloverdale Planning Commissioner	Gillian Hayes, Federated Indians of Graton Rancheria	Stacey Meinzen, Climate Protection Campaign
Jane Bender, Climate Protection Campaign Board Member	Philip Harriman, PhD, Osher Lifelong Learning Institute, Sonoma State University	Valerie Minton, Sonoma Resource Conservation District
Renata Brillinger, California Climate & Ag Network (Cal CAN)	Craig Harrington, Quaker Hill Development	John Nagle, E&J Gallo Winery
David Brin, Sonoma Ecology Center	Susan Haydon, Rohnert Park Planning Commissioner, SCWA staff	Tanya Narath, Leadership Institute for Ecology & Environment
Linda Collister, City of Healdsburg Fire Marshall	Gary Helfrich, Sonoma County Bicycle Coalition	Michael Nixon, Nixon Financial
Mitch Conner, Archilogix	Herman G. Hernandez, Sonoma County Latino Leaders	Carolyn Pistone, Green Key Commercial
Chris Cone, Efficiency First California	Katie Jackson, Jackson Family Wines/ United Wine Growers	Dennis Pocekay, UC Davis Professor of Public Health
Tom Conlon, President, GeoPraxis, Inc. Transition Sonoma Valley Board	Judy James, Republic Services	Daniel Sanchez, North Bay Association of REALTORS
Laura Declercq, City of Sonoma resident	Rody Jonas, Pure Power Solutions	Daniel Smith, Zero Energy Associates
Jane Elias, Sonoma County Energy Independence Program	Edward J. Kinney, Windsor Resident	Denise Souza, IBEW Local 551
Victoria Garduno, Windsor Democratic Club	Andrew Krause, eEcosphere Inc.	Kristin Thigpen, SC Reg Parks Found Board, Ag & Open Space Advisory Commit
Jim Glessner, Clean Concrete Technologies	Dr. Carl Mears, Remote Sensing Systems	Bill Wolpert, Green Building Architects Petaluma Planning Commissioner

Climate Action Planning

Goals of Climate Action 2020

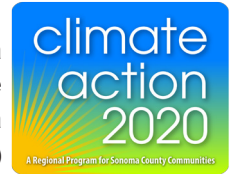
- **Empower communities** to create a local framework to strategically respond to climate impacts and state climate policies.
- **Provide a consistent and comprehensive assessment** of greenhouse gas emissions across all Sonoma County communities.
- **Determine feasible reduction and adaptation strategies**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

Climate Action 2020

Climate Action 2020 (CA2020) is a collaborative effort among all nine cities and the County of Sonoma to reduce greenhouse gas (GHG) emissions and respond to the impacts of climate change. Climate Action 2020 builds upon prior commitments to reduce greenhouse gas emissions by evaluating progress to date and identifying new short and long term opportunities. Through the effort, the RCPA is supporting the development of a community-wide climate action plan for all communities in Sonoma County that will identify measures to reduce GHG emissions from buildings energy, transportation, water use and transport, waste, agriculture, and wastewater and define climate adaptation objectives.

Stakeholder Advisory Group: The Stakeholder Advisory Group is described on page 21.

Public Outreach: The first series of workshops for Climate Action 2020 were held in December 2013 and January 2014, one in each jurisdiction. Each meeting lasted about 2 hours in open house format to encourage open communication and dialogue with the public and staff. In addition, sector specific meetings, outreach presentations to various community groups, and community events around the county continued throughout the year. Community input informed the creation of a GHG Reduction Planning Tool that was developed to help jurisdictions analyze potential GHG reduction measures that could be relevant to their jurisdiction.



2010 Baseline Community Inventory

The community inventory includes GHG emissions occurring within each city's and the county's geographic or jurisdictional boundaries. The emissions sources included are those that each community can influence or control. The community-wide inventory developed by the RCPA includes the following sectors:

- **Building Energy:** natural gas and electricity consumption by residences, businesses and industrial facilities,
- **Stationary Sources:** stationary fuel combustion and process emissions for industrial and commercial facilities,
- **On-Road Transportation:** fuel consumption for on-road vehicles (Buses, passenger cars/trucks, heavy duty trucks, municipal fleet),
- **Off-Road Transportation and Equipment:** fuel consumption for off-road vehicles and equipment,
- **Solid Waste Management:** methane emissions from waste generated and deposited in landfills,
- **Wastewater Treatment:** fugitive emissions from domestic wastewater treatment,
- **Water Conveyance:** electricity consumption associated with water conveyance, including groundwater pumping, local water distribution, and surface water diversion,
- **Agriculture:** enteric fermentation and manure management from livestock and fertilizer application on crops.

Next Steps

Over the next year into 2015, an extensive outreach campaign will continue. RCPA staff is working with RCPA member planning staff, the Stakeholder Advisory Group, and consultants to develop a draft plan to be released in Spring 2015. This plan also will include a development review checklist to help streamline review of GHG impacts of new projects under the California Environmental Quality Act (CEQA). CEQA guidelines allow for project streamlining where a comprehensive GHG-reduction plan is adopted by a jurisdiction and new projects are found to be consistent with the adopted plan.

To help with the implementation of the planning document, an implementation toolkit will be prepared with best practices on the various implementation measures that are selected by the jurisdictions. Additionally, working with program and project staff to create a simplistic and useful monitoring and reporting tool so that progress towards the community goals can be tracked and accountability can be maintained.



RCPA Staff at the Santa Rosa Farmers Market

Climate Protection Programs

Efficient Buildings

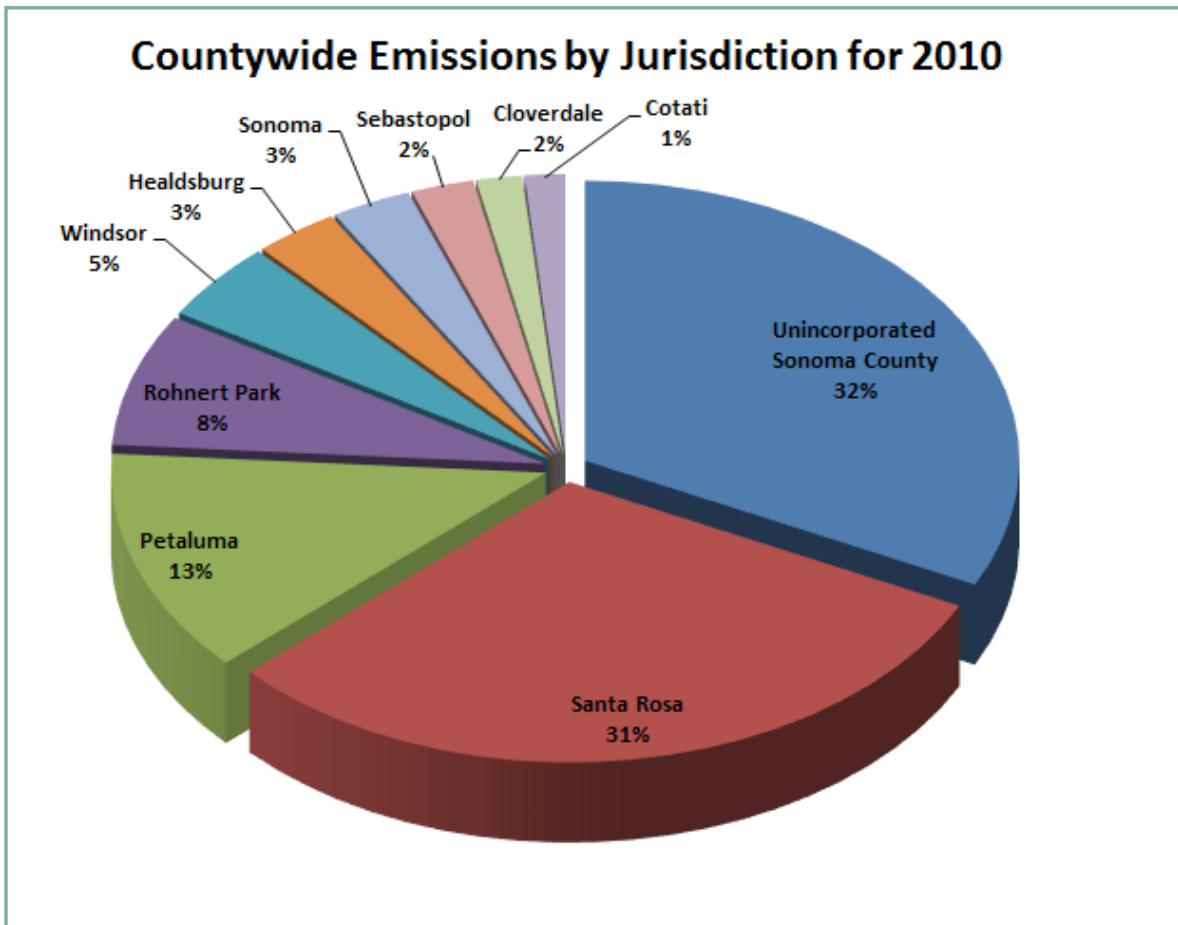
Bay Area Regional Energy Network (BayREN)

“Bay Area communities working together for a sustainable energy future.”
In 2012, the RCPA joined the Bay Area Regional Energy Network (BayREN) to represent the jurisdictions of Sonoma County in regional, local government lead energy efficiency efforts. In 2013 and 2014, the RCPA continued to represent Sonoma County as a member of BayREN and to implement local and regional energy efficiency programs.



BayREN is a collaboration of the 9 counties that make up the San Francisco Bay Area. Led by the Association of Bay Area Governments (ABAG), BayREN implements effective energy saving programs on a regional level and draws on the expertise, experience, and proven track record of Bay Area local governments to develop and administer successful climate, resource, and sustainability programs. BayREN is funded by California utility ratepayers under the auspices of the California Public Utilities Commission. One of only two Regional Energy Networks in the state, BayREN represents 20 percent of the state’s population.

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



Single Family Residential

ENERGY UPGRADE CALIFORNIA® Home Upgrade

BayREN programs in the residential sector are part of ENERGY UPGRADE CALIFORNIA® Home Upgrade, a statewide program that offers homeowners incentives for energy improvements that increase the comfort of the home and reduce its energy use. BayREN provides several Home Upgrade resources including rebates (which can range from \$1,000 up to \$6,800), free technical support via Home Upgrade Advisors available to walk homeowners through every step of a Home Upgrade, and contractor trainings and certifications to promote quality.

In the first year since launching the Home Upgrade incentives in the fall of 2013, BayREN provided roughly \$225,000 in incentive payments to Sonoma County residents, and supported over 100 homeowners with free, personalized assistance via Home Upgrade Advisors, and participated in over 30 outreach events around the county in the form of community group presentations, event tables, and homeowner and contractor workshops.

A key value of the BayREN and RCPA approach is building partnerships with existing groups and other implementers to avoid duplication of effort and leverage local resources. RCPA has been collaborating with the Sonoma County Energy Independence Program to provide a seamless one-stop-shop experience for local property owners, providing energy upgrade incentive and rebate information, a list of certified contractors, and financing options in one convenient package. The Sonoma County Energy Independence Program Homepage connects Sonoma County residents with all resources available to them including BayREN resources: <http://sonomacountyenergy.org/homepage/>.

Sonoma County Home Upgrade in 2013-2014

Home Upgrade Advisor accounts:	Approx. 100
Homeowner rebates paid:	Approx. 130
Average customer rebate:	\$1,700
Community outreach events:	>30

Multifamily Residential – Bay Area Multifamily Building Enhancements (BAMBE)

Energy Upgrade California's Bay Area Multifamily Building Enhancements offers cash rebates and free energy consulting for multifamily properties that undertake energy upgrades. The program assists in planning energy saving improvements designed to save 10% or more of a building's energy usage and provides \$750 per unit in rebates to help pay for the upgrade. In November 2013, the RCPA held a free workshop for owners of multifamily properties to introduce them to the BAMBE program and enroll them for technical assistance. The result was that 13 properties totaling more than 650 residential units were served by the program as of summer 2014.

The program is open to multifamily buildings with five or more attached dwelling units in the nine county Bay Area (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma).



Building Efficiency Workshop

Climate Protection Programs



Santa Rosa Farmers Market

Windsor PAYS results

Homes and apartments served: >400

Average customer savings: \$30 per bill

Total estimated annual savings:

Water:	5.6 million gallons
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Electricity:	70,000 kilowatt hrs
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Natural gas:	24,000 therms
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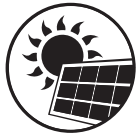
Pay As You Save (PAYS®)

As part of the BayREN financing programs, the RCPA is leading a regional expansion of the Pay As You Save (PAYS®) on bill repayment pilot implemented in Windsor by the RCPA in 2012. PAYS allows customers to implement packages of efficiency measures with no up-front cost and pay for these measures over time through a surcharge on their water bill. Certified program building contractors will offer to install efficiency measures such as clothes washers, shower heads, toilets, and compact florescent light bulbs, paid for by a surcharge on the participant's water bill. Based upon conservative estimates, total utility bill savings will be significantly greater than the measure surcharges, resulting in immediate positive cash flow for participants from the moment of measure installation.

In early 2013 the RCPA recruited three new municipal water utilities to participate in the BayREN Pay As You Save (PAYS®) pilot including the City of Hayward, the East Bay Municipal Utility District, and the San Francisco Public Utilities Commission. The RCPA was also able to extend continued partnership to the Town of Windsor to expand PAYS to commercial customers. In 2013 and 2014, the RCPA worked with these four partners in varying degrees to develop PAYS concepts, program designs, test project protocols, customer and contractor forms and marketing tools, and web content. Each utility is in different stages of implementation, which will be continued using BayREN funding through 2015.

Results from the Windsor residential pilot indicate the promise for PAYS to help utilities meet their water reduction targets while providing an offer that works for customers. The goal of the Windsor program is to install efficiency measures in 2,000 residential homes, help meet utility per-capita water use reduction targets for 2020, and help meet Town GHG reduction targets for 2015. In its first year of operations, the program reached over 400 residential units, achieving an average net bill savings of \$30 per customer per bill period. These projects are estimated to reduce water use by 5.6 million gallons per year, and energy use by 24,000 therms and 70,000 kilowatt hours per year.

Clean Energy



Sonoma Clean Power

The County Board of Supervisors/Water Agency Directors approved the formation of a joint powers authority (JPA) forming Sonoma Clean Power in December 2012. During the spring of 2013, the RCPA worked with its Directors to explore outstanding questions as each jurisdiction considered joining the JPA to participate in Sonoma Clean Power. In 2013-2014 and beyond the RCPA continued to support member jurisdictions in exploring how Sonoma Clean Power will help them meet their GHG and other goals, especially those communities who had not yet opted into Sonoma Clean Power.

The creation of a new local utility in Sonoma County affords many opportunities to promote the RCPA's Mission. As such staff from Sonoma Clean Power have been invited to join the RCPACC and PDIT, and are regularly engaged by RCPA staff on the design and implementation of RCPA programs.



Green My Ride



Electric Vehicle Partnerships

RCPA is working with city and county fleet managers and private sector partners to promote the purchase of electric vehicles and hybrids and to coordinate electric vehicle charging infrastructure. Specifically, the RCPA is working with the Sonoma County Local Governments Electric Vehicle Partnership to build out an electric vehicle (EV) infrastructure to support mass introduction of EVs. In 2013-2014, RCPA continued efforts to encourage a regionally consistent approach to EVs and EV charging stations.

The RCPA and SCTA also participate in the Bay Area EV Strategic Council, an initiative of the Bay Area Climate Collaborative. Participation in the EV Council has allowed for the RCPA to benefit from lessons learned in the creation of the Bay Area EV Readiness Plan and to identify critical local needs related to EV deployment.



Climate Protection Programs



Bike to Work Month - TEAM SCTA/RCPA

Shift Sonoma County

In early 2014, the RCPA applied for and was awarded a Strategic Growth Council Planning Grant to develop Shift Sonoma County – a strategic action plan to promote a shift in both the mode and fuel used for personal transportation in Sonoma County. The RCPA will be working with the SCTA in 2014-2016 to develop gap analysis, strategic planning, and implementation strategies for transportation demand management (including car share, bike share, rideshare, transit integration, education, incentives, and land use), as well as strategies to promote electric vehicle use. This planning effort was identified as the crucial next step towards implementation of the SCTA Comprehensive Transportation Plan, Climate Action 2020, and the regional Plan Bay Area.

Conservation & Adaptation

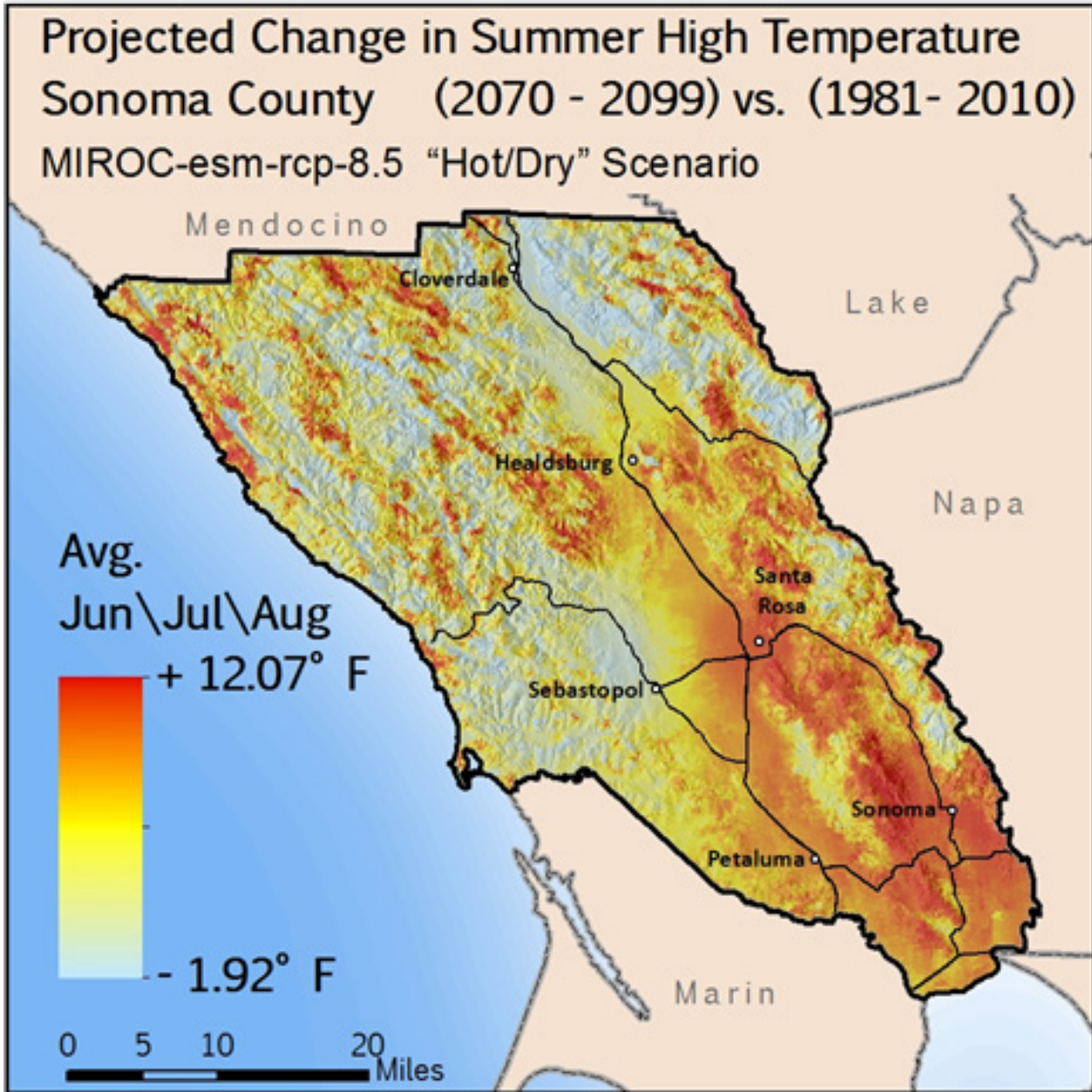


RCPA is working with many partners including the Sonoma County Agricultural Preservation and Open Space District and the Sonoma County Water Agency to promote conservation and restoration of the region's sequestration potential, as well as to develop adaptation strategies to protect natural resources from climate change impacts.

Since 2012, the RCPA has participated as an advisor to the Open Space District's Climate Action through Conservation project, and will be working with the District in future years to develop improved methodologies for weighing the GHG and climate adaptation benefits of open space and working lands.

In 2013, the RCPA began a formal partnership with the North Bay Climate Adaptation Initiative (NBCAI) to develop tools related to climate adaptation. A sub-task within Climate Action 2020 is the development of a Sonoma County Climate Hazards and Vulnerability Assessment, which began in 2013 and is expected to be completed in late 2014. Findings from the Vulnerability Assessment – such as the projected change in summer high temperatures illustrated below - will allow for RCPA members and partners to evaluate future climate scenarios and adopt objectives related to climate change adaptation. Future efforts will focus on the identification of specific implementation priorities to become more prepared for climate change in Sonoma County.





SCTA Financial Report

Year ending June 30, 2014

	SCTA	TFCA	Measure M	Total
Revenues				
Sales/Use Taxes	\$-	\$-	\$21,044,133	\$21,044,133
Interest Earnings	(\$163)	\$5,186	\$317,874	\$322,897
Federal	\$815,826	\$-	\$-	\$815,826
State	\$907,528	\$-	\$1,609,958	\$2,517,486
Regional	\$398,599	\$589,484	\$-	\$988,083
Local	\$325,000	\$-	\$10,666,183	\$10,991,183
Other	\$25,225	\$0	\$2,505	\$27,730
Total Revenues	\$2,472,015	\$594,670	\$33,640,653	\$36,707,338
Expenditures				
Salaries & Benefits	\$1,550,046	\$-	\$-	\$1,550,046
Services and Supplies	\$613,032	\$29,276	\$2,898,516	\$3,540,824
Contributions to Other Govts	\$563,802	\$549,231	\$49,636,544	\$50,749,577
Other Expenses	\$0	\$-	\$6,469,613	\$6,469,613
Reimbursements	(\$399,571)	\$-	\$-	(\$399,571)
Total Expenditures	\$2,327,309	\$578,507	\$59,004,673	\$61,910,489

SCTA & RCPA Staff

Suzanne Smith, Executive Director

Janet Spilman, Deputy Director, Planning & Public Outreach	Dana Turr�y, Transportation Planner
James Cameron, Deputy Director, Projects & Programming	Marge Fernandez, Administrative Assistant
Lauren Casey, Deputy Director Climate Protection	Nina Donofrio, Administrative Assistant
Chris Barney, Senior Transportation Planner	Adrianna Stagnaro, Climate Corps Associate
Seana Gause, Senior Program/Project Analyst	Jeremy Arroyo, Climate Corps Associate
Misty Mersich, Climate Action Planner	

RCPA Financial Report

Year ending June 30, 2014

Revenues	Total
Interest	\$749
Federal Grants - BayREN	\$585,787
County/Agency Contributions	\$88,246
Cities Contributions	\$76,857
Miscellaneous Revenue	\$0
State Grants	\$58,152
Total Revenues	\$809,791
Expenditures	
RCPA Staff Time	\$270,118
Consultant Services	\$440,276
Legal Services	\$6,554
Fiscal Accounting Services	\$4,500
Annual Audit	\$7,700
Contribution to Others	\$0
Operational Expenditures, Insurance, Supplies, etc.	\$65,533
Total Expenditures	\$794,681
Starting Fund Balance	\$127,837
Total Revenue	\$809,791
Total Expenditures	\$794,681
Audit Adjustments	\$0
Change in Fund Balance	\$15,110
Ending Fund Balance	\$142,947