



City of Sebastopol Climate Action Committee Staff Report

Meeting Date: September 22, 2021
To: Climate Action Committee
From: Kari Svanstrom, Planning Director
Subject: Gas Station Ban
Recommendation: Review and provide direction

Introduction:

This item was previously discussed by the CAC, and is now returning for continued discussion. The Sonoma County RCPA heard a report on this topic and passed a resolution (attached to this report) supporting the actions.

The City of Sebastopol City Council has requested the Climate Action Committee (CAC) and Planning Commission review and provide direction/recommendations on a potential gas (fossil fuel) station ban.

Analysis:

The "Ban" would apply to any new fossil fuel infrastructure, whether at

Modifications to the City's municipal Code would need to change by modifying the below table to delete the "C" (conditionally permitted) to "-" (not permitted):

**RESOLUTION OF THE SONOMA COUNTY REGIONAL CLIMATE PROTECTION
AUTHORITY RECOMMENDING CEASING ALL CONSTRUCTION OF NEW GAS
STATION INFRASTRUCTURE IN SONOMA COUNTY TO REDUCE FOSSIL FUEL
EMISSIONS AND PREPARE FOR THE TRANSITION TO ZERO-EMISSION
VEHICLES.**

WHEREAS, human activities have warmed the Earth to a point that threatens climate stability, and climate change has already set in motion catastrophic changes; and

WHEREAS, critical tipping points must be avoided, as they will have cascading feedback effects that are predicted to cause an increasingly uncontrollable climate emergency; and

WHEREAS, abrupt anthropogenic climate change is a real and increasingly urgent threat to public health and safety that demands action at every level of government; and

WHEREAS, the current scale and speed of local government action has not resulted in the necessary reductions in global greenhouse gas (GHG) emissions to limit global temperature increases; and

WHEREAS, on January 26, 2018, Governor Brown issued Executive Order B-48-18¹ calling for five million zero-emission vehicles by 2030 and the installation of 250,000 electric vehicle charging stations in the State; and

WHEREAS, on September 12, 2018, Governor Brown issued, and Governor Newsom has since affirmed, Executive Order B-55-18², calling for the State to achieve carbon neutrality by 2045; and

WHEREAS, on September 9, 2019, the Sonoma County Regional Climate Protection Authority adopted a Climate Emergency Resolution³, and new gasoline stations are not consistent with this policy; and

WHEREAS, between May 2019 and March 2021, the County of Sonoma and each of the incorporated jurisdictions adopted Climate Emergency Resolutions and committed to working on activities to address this state of climate emergency; and

¹ <https://www.ca.gov/archive/gov39/2018/01/26/governor-brown-takes-action-to-increase-zero-emission-vehicles-fund-new-climate-investments/index.html>

² <https://www.ca.gov/archive/gov39/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf>

³ <https://scta.ca.gov/wp-content/uploads/2019/09/4.1.1-Climate-Emergency-Resolution.pdf>

Resolution Number 2021-003

Sonoma County Regional Climate Protection Authority
Santa Rosa, California
September 13, 2021

WHEREAS, on September 23, 2020, Governor Newsom issued Executive Order N-79-20⁴ setting 2035 as the year by which all new vehicles sold in California must be zero-emission; and

WHEREAS, on March 1, 2021, the City of Petaluma became the first local government in the nation to adopt a prohibition on new gas station land uses within their boundaries; and

WHEREAS, on March 8, 2021, the Sonoma County Regional Climate Protection Authority adopted a Sonoma Climate Mobilization Strategy⁵ which sets a goal of reaching countywide carbon neutrality by 2030; and

WHEREAS, transportation accounts for 60%⁶ of GHG emissions in Sonoma County with the burning of gasoline and diesel fuel for transportation as the leading cause of GHG emissions in this sector; and

WHEREAS, gasoline stations pose significant local impacts on public health and the environment, including toxic/carcinogenic air contamination, surface water runoff, leaking underground storage tanks, and more⁷; and

WHEREAS, a just transition away from fossil fuels requires that local government actions are ecologically sustainable, equitable, and just for all its members; and

WHEREAS, marginalized communities worldwide—including people of color, immigrants, indigenous communities, low-income people, those with disabilities, and the unhoused—are already disproportionately affected by climate change and must benefit from a just transition to a sustainable and equitable economy; and

WHEREAS, currently there are over 635,000 electric vehicles (EVs) in California and almost 10,000 EVs in Sonoma County, with the need for charging infrastructure inevitably growing as the need for gasoline stations correspondingly diminishes; and

⁴ <https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf>

⁵ <https://rcpa.ca.gov/wp-content/uploads/2020/12/Sonoma-Climate-Mobilization-Strategy-Adopted-2021-03-08.pdf>

⁶ <https://scta.ca.gov/wp-content/uploads/2020/06/2018-GHG-Report-FINAL-9-25.pdf>

⁷ <https://www.ucsusa.org/resources/hidden-costs-fossil-fuels>

Resolution Number 2021-003

Sonoma County Regional Climate Protection Authority
Santa Rosa, California
September 13, 2021

WHEREAS, in adopting the Sonoma Climate Mobilization Strategy, this Board prioritized Strategy 4—EV Access for All Partnership, calling for development of over 10,000 public and workplace charging stations in Sonoma County, addressing barriers for installing this charging equipment, and limiting fossil fuel infrastructure; and

WHEREAS, there are over 135 gasoline stations in Sonoma County⁸ and new gasoline stations have been and are continuing to be proposed throughout Sonoma County despite the associated negative environmental and climate impacts; and

WHEREAS, local government resources should be used to develop clean-emission, affordable, accessible, convenient public transportation networks; safe, connected pedestrian and bicycling infrastructure; and clean vehicle charging/fueling infrastructure;

NOW THEREFORE, BE IT RESOLVED, that the Regional Climate Protection Authority (RCPA), recommends ceasing acceptance of all applications for new gas stations or expansion of existing gas station infrastructure throughout Sonoma County; and

BE IT FURTHER RESOLVED, that the RCPA recommends that the County of Sonoma and the incorporated jurisdictions of Cloverdale, Cotati, Healdsburg, Rohnert Park, Santa Rosa, Sebastopol, Sonoma, and Windsor cease acceptance of all applications for new gas stations or expansion of existing gas station infrastructure in their local jurisdiction; and

BE IT FURTHER RESOLVED, as identified and adopted in the Sonoma Climate Mobilization Strategy, that the RCPA commits to working with its local government members to assist with policy development and implementation for those areas that provide the greatest impact to reducing emissions; and

BE IT FURTHER RESOLVED, as identified and adopted in the Sonoma Climate Mobilization Strategy, that the RCPA encourages the County of Sonoma and Sonoma County incorporated jurisdictions to continue developing clean-emission, affordable, accessible, convenient public transportation networks; installing safe, connected pedestrian and bicycling infrastructure; and expanding efforts to serve zero-emission vehicles through the installation of battery charging infrastructure and other necessary improvements for the essential transition to zero-emission vehicles.

8

<https://www.arcgis.com/apps/mapviewer/index.html?webmap=654c10243ed244aba13ec8bf9fe7b777&extent=-123.0739,38.1948,-122.25,38.5898>

Resolution Number 2021-003
Sonoma County Regional Climate Protection Authority
Santa Rosa, California
September 13, 2021

THE FOREGOING RESOLUTION was moved by Director Fischer, seconded by Director Giudice, and approved by the following vote:

Director Agrimonti	<u>Absent</u>	Director Gurney	<u>Aye</u>
Director Alvarez	<u>Aye</u>	Director Hopkins	<u>Aye</u>
Director Bagby	<u>Aye</u>	Director Kelley	<u>Aye</u>
Director Fischer	<u>Aye</u>	Director Landman	<u>Aye</u>
Director Gorin	<u>Aye</u>	Director Rabbitt	<u>Aye</u>
Director Giudice	<u>Aye</u>	Director Salmon	<u>Absent</u>
Ayes: 10	Noes: 0	Absent: 2	Abstain: 0

SO ORDERED

I, the undersigned, certify that the foregoing resolution was duly adopted at a regular meeting of the Board of Directors of the Sonoma County Regional Climate Protection Authority held on September 13, 2021.



Suzanne Smith, Executive Director
Clerk, Sonoma County Regional Climate Protection Authority

Staff Report

To: SCTA/RCPA Board of Directors Meeting Date: 9/13/21
From: BC Capps, Climate Change Program Specialist Item Number: 4.2
Subject: Prohibition on Construction of New Gas Stations

Consent Item: Regular Item: Action Item: Report:

Issue

Shall the Board adopt a resolution supporting a prohibition on construction of new gas stations throughout unincorporated Sonoma County and within each of the nine incorporated municipalities?

What additional near-term actions should RCPA staff take to support member jurisdictions in this effort?

Recommendation

Staff requests Board approval of a resolution supporting local action to ban the construction of new gas stations in alignment with our Sonoma Climate Mobilization goal of achieving carbon neutrality in Sonoma County by 2030.

Staff also recommends facilitating a meeting among planning staff from all interested jurisdictions to discuss a coordinated countywide approach and opportunities for resource sharing.

Advisory Committee Recommendation

None

Alternatives Considered

None

Executive Summary

The RCPA Board adopted the Sonoma Climate Mobilization Strategy in March 2021. The strategy sets a target of carbon neutrality by 2030, and outlines 13 countywide strategies focused on high impact measures to reduce greenhouse gas emissions and increase carbon sequestration to meet this goal.

Transportation produced approximately 60% of Sonoma County's greenhouse gas (GHG) emissions in 2018. To achieve the target of carbon neutrality by 2030, Sonoma County must reduce vehicle miles traveled (VMT) by increasing transit ridership, biking, and walking; and reduce fossil fuel consumption by replacing fossil fuel powered vehicles with electric vehicles.

To accelerate the shift from fossil fuel to electric vehicles, local jurisdictions are considering regulations to prohibit new gas station land uses. On March 1, 2021, the City of Petaluma became the first jurisdiction in the country to adopt a ban on new gas stations. The cities of Santa Rosa, Cotati, and Sebastopol are also working on gas station bans that will be presented to their City Councils at some point in the future.

On July 12, 2021, RCPA staff presented background information on gas station bans and potential areas of RCPA support for such bans to the RCPA Board. The RCPA Board directed staff to develop a resolution supporting gas station bans for consideration at its September meeting.

Consistent with the Sonoma Climate Mobilization Strategy and RCPA’s role in coordinating countywide climate action, RCPA seeks Board approval of a resolution supporting a prohibition on construction of new gas stations throughout unincorporated Sonoma County and within each of the nine incorporated municipalities.

Policy Impacts / Nexus to Agency Goals

The Sonoma Climate Mobilization has two strategies to reduce transportation related emissions – the Drive Less Sonoma County Campaign and EV Access for All Partnership. The EV Access for All Partnership includes an objective to reduce barriers to installing EV charging stations and limit permitting of new fossil fuel infrastructure.

Financial Implications

Is there a fiscal impact? Yes No N/A

Is there funding in the current budget? Yes No N/A

The funding source(s) to be used are: RCPA operational funding

Background

The RCPA Board adopted the Sonoma Climate Mobilization Strategy (Strategy) in March 2021 as the framework document that RCPA will use to coordinate countywide climate action over the next ten years. The Strategy sets a target of carbon neutrality by 2030, and outlines 13 countywide strategies focused on high impact measures to reduce greenhouse gas emissions and increase carbon sequestration to meet this goal.

Transportation produced approximately 60% of Sonoma County’s greenhouse gas (GHG) emissions in 2018. To achieve the target of carbon neutrality by 2030, Sonoma County must reduce vehicle miles traveled (VMT) by increasing transit ridership, biking, and walking; and reduce fossil fuel consumption by replacing fossil fuel powered vehicles with electric vehicles.

In addition to supplying the fuel that emits greenhouse gases when burned to power vehicles, gasoline stations also pose significant impacts on public health and the environment such as toxic air pollution, surface water runoff, and leaking underground storage tanks.

The magnitude of the climate crisis requires us to accelerate the transformation to a zero-emission transportation system. RCPA’s member jurisdictions have limited resources to focus on climate action. Supporting local action to ban new gas stations will enable RCPA’s member jurisdictions to focus their limited staff resources on developing new policies and infrastructure to support the electrification of the transportation infrastructure.

Beginning with its initial community outreach for the development of the Sonoma Climate Mobilization strategy, RCPA has heard support from the community for bans on gas stations. RCPA incorporated these inputs in Strategy 4. EV Access for All Partnership and Objective 4.2 Develop a package of local ordinances and

other actions to address remaining permitting barriers for installing charging equipment, *while also limiting permitting of new fossil fuel infrastructure.*

As of 2016, Sonoma County had roughly 138 gas stations primarily concentrated along major transportation corridors.¹ All jurisdictions have adopted urban growth boundaries and other land use policies designed to facilitate city-centered growth and prevent sprawl. With these policies in place, it is highly unlikely that significant new development will occur in locations not already well served with existing gas stations.

Sonoma County has 475,000 registered vehicles, of which approximately 10,000 are electric vehicles (BEVs and PHEVs). The Shift Plan calls for 100,000 EVs by 2030.

On March 1, 2021, the City of Petaluma adopted ordinances approving amendments to its Implementing Zoning Ordinance and SmartCode to prohibit new gas station land uses and enact new regulations for zero emission vehicles. By adopting this prohibition, Petaluma became the first jurisdiction in the country to enact a gas station ban.

On May 12, 2021, the City of Santa Rosa Climate Action Subcommittee received a staff presentation on gas station regulation options in Santa Rosa. As of 2016, the city had 56 gas stations and staff reported two gas station applications currently under review. Staff presented the subcommittee with three policy options for consideration: prohibit new gas stations, modify existing regulations, or make no regulation change and allow changes to be market driven. The subcommittee was supportive of moving forward with a gas station ban and directed staff to develop a draft ordinance for its review at a future meeting.

On July 12, 2021, RCPA staff presented background information on gas station bans and potential areas of RCPA support for such bans to the RCPA Board. The RCPA Board directed staff to develop a resolution supporting gas station bans for consideration at its September meeting.

On August 3, 2021, the City of Sebastopol City Council directed staff to draft a prohibition on new gas stations that would be submitted to the Climate Action Committee and the Planning Commission before being reviewed by the full Council in the fall.

Global Climate Emergency

All of these efforts come in the context of continued state, federal, and international recommendations for immediate action to avert a climate-related crisis. At the state-level, each of the past three California Governors have signed legislation and issued a series of executive orders aimed at reducing greenhouse gas emissions and transitioning to a clean-fuel economy. Most recently, in September 2020 Governor Newsom set a goal that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035². The executive order also directed the State Air Resources Board, the Energy Commission, Public Utilities Commission and other relevant State agencies to use their existing authorities to accelerate the deployment of affordable fueling and charging options for zero-emission vehicles.

¹ California Office of Emergency Services, based on retail fuel station gasoline sales information from 2010 to 2016 of the California Retail Station Annual Report.

² <https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf>

Nationally, the Biden Administration issued an executive order on August 5, 2021 setting a goal that 50 percent of all new passenger cars and light trucks sold throughout the country in 2030 be zero-emission vehicles, including battery electric, plug-in hybrid electric, or fuel cell electric vehicles³. The Executive Order also kicks off development of long-term fuel efficiency and emissions standards with the goals of saving consumers money, cutting pollution, boosting public health, advancing environmental justice, and tackling the climate crisis.

Finally, at the international scale the United Nations' Intergovernmental Panel on Climate Change (IPCC) released the latest working group report on August 9, 2021 for the comprehensive Sixth Assessment Report due in full next year. The report's conclusions are "a code red for humanity"⁴ with many of the identified climate impacts becoming irreversible. Despite its dire predictions, the IPCC report concludes that there is still time to limit climate change through strong and sustained reductions in greenhouse gas emissions. Such changes could quickly make air quality better in the short-term, with global temperatures stabilizing in 20 to 30 years.

Potential Areas of RCPA Support to Local Jurisdictions

Each jurisdiction will need to analyze their specific planning language and existing ordinances to determine the most appropriate pathway forward. In some jurisdictions, the zoning ordinance changes may be relatively easy (mirroring restrictions on drive through businesses for instance), while in other jurisdictions the needed changes may be much more complex.

There are multiple ways in which RCPA could support jurisdictions in their efforts to pass additional prohibitions on new gas station land uses. These include:

- Coordinating meetings or workshops among city/county staff to identify common barriers and develop consistent strategies for overcoming these barriers,
- Providing an analysis of the locations of existing gas stations countywide and their geographic relationship to population centers and travel corridors, and
- Compiling and distributing guidance documents to assist planning staff in developing ordinance changes tailored to their specific jurisdiction.

As a first step, RCPA proposes to facilitate a meeting among planning staff from all interested jurisdictions to discuss a coordinated countywide approach and opportunities for resource sharing.

Board Members may have additional items to suggest based upon knowledge of their specific jurisdiction and RCPA staff is open to any guidance provided by the Board that would facilitate the goal of passing gas station bans throughout the county.

³ <https://www.whitehouse.gov/briefing-room/presidential-actions/2021/08/05/executive-order-on-strengthening-american-leadership-in-clean-cars-and-trucks>

⁴ <https://news.un.org/en/story/2021/08/1097362>

Supporting Documents

- RCPA Resolution 2021-003
- Link: Sonoma Climate Mobilization Strategy adopted by RCPA Board on March 8, 2021: <https://rcpa.ca.gov/wp-content/uploads/2020/12/Sonoma-Climate-Mobilization-Strategy-Adopted-2021-03-08.pdf>
- Link: City of Petaluma's approval of General Plan Amendments and first reading of Zoning Text Amendments to prohibit new gas station land uses and enact new policy and regulations for Zero Emission Vehicles (February 22, 2021): https://petaluma.granicus.com/MetaViewer.php?view_id=31&event_id=45134&meta_id=482615
- Link: City of Petaluma's second reading of Zoning Text Amendments to prohibit new gas station land uses and enact new policy and regulations for Zero Emission Vehicles (March 1, 2021): https://petaluma.granicus.com/MetaViewer.php?view_id=31&clip_id=3218&meta_id=483708
- Link: City of Santa Rosa's staff presentation to Climate Action Subcommittee with potential options for prohibiting the construction of new gas stations within city limits: <https://santa-rosa.legistar.com/View.ashx?M=F&ID=9380885&GUID=87B7902F-CF49-4112-BD60-3F85B132C710>
- Link to City of Sebastopol's discussion about a ban on new gas stations and expansion of fueling infrastructure at existing gas stations: <https://ci.sebastopol.ca.us/getattachment/Meeting-Event/City-Council/2021/City-Council-Meeting-August-3,-2021/Agenda-Item-Number-25-Gas-Station-Ban.pdf.aspx>

Staff Report

To: SCTA/RCPA Board of Directors Meeting Date: 9/13/21
From: BC Capps, Climate Change Program Specialist Item Number: 4.2
Subject: Prohibition on Construction of New Gas Stations

Consent Item: Regular Item: Action Item: Report:

Issue

Shall the Board adopt a resolution supporting a prohibition on construction of new gas stations throughout unincorporated Sonoma County and within each of the nine incorporated municipalities?

What additional near-term actions should RCPA staff take to support member jurisdictions in this effort?

Recommendation

Staff requests Board approval of a resolution supporting local action to ban the construction of new gas stations in alignment with our Sonoma Climate Mobilization goal of achieving carbon neutrality in Sonoma County by 2030.

Staff also recommends facilitating a meeting among planning staff from all interested jurisdictions to discuss a coordinated countywide approach and opportunities for resource sharing.

Advisory Committee Recommendation

None

Alternatives Considered

None

Executive Summary

The RCPA Board adopted the Sonoma Climate Mobilization Strategy in March 2021. The strategy sets a target of carbon neutrality by 2030, and outlines 13 countywide strategies focused on high impact measures to reduce greenhouse gas emissions and increase carbon sequestration to meet this goal.

Transportation produced approximately 60% of Sonoma County’s greenhouse gas (GHG) emissions in 2018. To achieve the target of carbon neutrality by 2030, Sonoma County must reduce vehicle miles traveled (VMT) by increasing transit ridership, biking, and walking; and reduce fossil fuel consumption by replacing fossil fuel powered vehicles with electric vehicles.

To accelerate the shift from fossil fuel to electric vehicles, local jurisdictions are considering regulations to prohibit new gas station land uses. On March 1, 2021, the City of Petaluma became the first jurisdiction in the country to adopt a ban on new gas stations. The cities of Santa Rosa, Cotati, and Sebastopol are also working on gas station bans that will be presented to their City Councils at some point in the future.

On July 12, 2021, RCPA staff presented background information on gas station bans and potential areas of RCPA support for such bans to the RCPA Board. The RCPA Board directed staff to develop a resolution supporting gas station bans for consideration at its September meeting.

Consistent with the Sonoma Climate Mobilization Strategy and RCPA’s role in coordinating countywide climate action, RCPA seeks Board approval of a resolution supporting a prohibition on construction of new gas stations throughout unincorporated Sonoma County and within each of the nine incorporated municipalities.

Policy Impacts / Nexus to Agency Goals

The Sonoma Climate Mobilization has two strategies to reduce transportation related emissions – the Drive Less Sonoma County Campaign and EV Access for All Partnership. The EV Access for All Partnership includes an objective to reduce barriers to installing EV charging stations and limit permitting of new fossil fuel infrastructure.

Financial Implications

Is there a fiscal impact? Yes No N/A
Is there funding in the current budget? Yes No N/A
The funding source(s) to be used are: RCPA operational funding

Background

The RCPA Board adopted the Sonoma Climate Mobilization Strategy (Strategy) in March 2021 as the framework document that RCPA will use to coordinate countywide climate action over the next ten years. The Strategy sets a target of carbon neutrality by 2030, and outlines 13 countywide strategies focused on high impact measures to reduce greenhouse gas emissions and increase carbon sequestration to meet this goal.

Transportation produced approximately 60% of Sonoma County’s greenhouse gas (GHG) emissions in 2018. To achieve the target of carbon neutrality by 2030, Sonoma County must reduce vehicle miles traveled (VMT) by increasing transit ridership, biking, and walking; and reduce fossil fuel consumption by replacing fossil fuel powered vehicles with electric vehicles.

In addition to supplying the fuel that emits greenhouse gases when burned to power vehicles, gasoline stations also pose significant impacts on public health and the environment such as toxic air pollution, surface water runoff, and leaking underground storage tanks.

The magnitude of the climate crisis requires us to accelerate the transformation to a zero-emission transportation system. RCPA’s member jurisdictions have limited resources to focus on climate action. Supporting local action to ban new gas stations will enable RCPA’s member jurisdictions to focus their limited staff resources on developing new policies and infrastructure to support the electrification of the transportation infrastructure.

Beginning with its initial community outreach for the development of the Sonoma Climate Mobilization strategy, RCPA has heard support from the community for bans on gas stations. RCPA incorporated these inputs in Strategy 4. EV Access for All Partnership and Objective 4.2 Develop a package of local ordinances and

other actions to address remaining permitting barriers for installing charging equipment, *while also limiting permitting of new fossil fuel infrastructure.*

As of 2016, Sonoma County had roughly 138 gas stations primarily concentrated along major transportation corridors.¹ All jurisdictions have adopted urban growth boundaries and other land use policies designed to facilitate city-centered growth and prevent sprawl. With these policies in place, it is highly unlikely that significant new development will occur in locations not already well served with existing gas stations.

Sonoma County has 475,000 registered vehicles, of which approximately 10,000 are electric vehicles (BEVs and PHEVs). The Shift Plan calls for 100,000 EVs by 2030.

On March 1, 2021, the City of Petaluma adopted ordinances approving amendments to its Implementing Zoning Ordinance and SmartCode to prohibit new gas station land uses and enact new regulations for zero emission vehicles. By adopting this prohibition, Petaluma became the first jurisdiction in the country to enact a gas station ban.

On May 12, 2021, the City of Santa Rosa Climate Action Subcommittee received a staff presentation on gas station regulation options in Santa Rosa. As of 2016, the city had 56 gas stations and staff reported two gas station applications currently under review. Staff presented the subcommittee with three policy options for consideration: prohibit new gas stations, modify existing regulations, or make no regulation change and allow changes to be market driven. The subcommittee was supportive of moving forward with a gas station ban and directed staff to develop a draft ordinance for its review at a future meeting.

On July 12, 2021, RCPA staff presented background information on gas station bans and potential areas of RCPA support for such bans to the RCPA Board. The RCPA Board directed staff to develop a resolution supporting gas station bans for consideration at its September meeting.

On August 3, 2021, the City of Sebastopol City Council directed staff to draft a prohibition on new gas stations that would be submitted to the Climate Action Committee and the Planning Commission before being reviewed by the full Council in the fall.

Global Climate Emergency

All of these efforts come in the context of continued state, federal, and international recommendations for immediate action to avert a climate-related crisis. At the state-level, each of the past three California Governors have signed legislation and issued a series of executive orders aimed at reducing greenhouse gas emissions and transitioning to a clean-fuel economy. Most recently, in September 2020 Governor Newsom set a goal that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035². The executive order also directed the State Air Resources Board, the Energy Commission, Public Utilities Commission and other relevant State agencies to use their existing authorities to accelerate the deployment of affordable fueling and charging options for zero-emission vehicles.

¹ California Office of Emergency Services, based on retail fuel station gasoline sales information from 2010 to 2016 of the California Retail Station Annual Report.

² <https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf>

Nationally, the Biden Administration issued an executive order on August 5, 2021 setting a goal that 50 percent of all new passenger cars and light trucks sold throughout the country in 2030 be zero-emission vehicles, including battery electric, plug-in hybrid electric, or fuel cell electric vehicles³. The Executive Order also kicks off development of long-term fuel efficiency and emissions standards with the goals of saving consumers money, cutting pollution, boosting public health, advancing environmental justice, and tackling the climate crisis.

Finally, at the international scale the United Nations' Intergovernmental Panel on Climate Change (IPCC) released the latest working group report on August 9, 2021 for the comprehensive Sixth Assessment Report due in full next year. The report's conclusions are "a code red for humanity"⁴ with many of the identified climate impacts becoming irreversible. Despite its dire predictions, the IPCC report concludes that there is still time to limit climate change through strong and sustained reductions in greenhouse gas emissions. Such changes could quickly make air quality better in the short-term, with global temperatures stabilizing in 20 to 30 years.

Potential Areas of RCPA Support to Local Jurisdictions

Each jurisdiction will need to analyze their specific planning language and existing ordinances to determine the most appropriate pathway forward. In some jurisdictions, the zoning ordinance changes may be relatively easy (mirroring restrictions on drive through businesses for instance), while in other jurisdictions the needed changes may be much more complex.

There are multiple ways in which RCPA could support jurisdictions in their efforts to pass additional prohibitions on new gas station land uses. These include:

- Coordinating meetings or workshops among city/county staff to identify common barriers and develop consistent strategies for overcoming these barriers,
- Providing an analysis of the locations of existing gas stations countywide and their geographic relationship to population centers and travel corridors, and
- Compiling and distributing guidance documents to assist planning staff in developing ordinance changes tailored to their specific jurisdiction.

As a first step, RCPA proposes to facilitate a meeting among planning staff from all interested jurisdictions to discuss a coordinated countywide approach and opportunities for resource sharing.

Board Members may have additional items to suggest based upon knowledge of their specific jurisdiction and RCPA staff is open to any guidance provided by the Board that would facilitate the goal of passing gas station bans throughout the county.

³ <https://www.whitehouse.gov/briefing-room/presidential-actions/2021/08/05/executive-order-on-strengthening-american-leadership-in-clean-cars-and-trucks>

⁴ <https://news.un.org/en/story/2021/08/1097362>

Supporting Documents

- RCPA Resolution 2021-003
- Link: Sonoma Climate Mobilization Strategy adopted by RCPA Board on March 8, 2021: <https://rcpa.ca.gov/wp-content/uploads/2020/12/Sonoma-Climate-Mobilization-Strategy-Adopted-2021-03-08.pdf>
- Link: City of Petaluma's approval of General Plan Amendments and first reading of Zoning Text Amendments to prohibit new gas station land uses and enact new policy and regulations for Zero Emission Vehicles (February 22, 2021): https://petaluma.granicus.com/MetaViewer.php?view_id=31&event_id=45134&meta_id=482615
- Link: City of Petaluma's second reading of Zoning Text Amendments to prohibit new gas station land uses and enact new policy and regulations for Zero Emission Vehicles (March 1, 2021): https://petaluma.granicus.com/MetaViewer.php?view_id=31&clip_id=3218&meta_id=483708
- Link: City of Santa Rosa's staff presentation to Climate Action Subcommittee with potential options for prohibiting the construction of new gas stations within city limits: <https://santa-rosa.legistar.com/View.ashx?M=F&ID=9380885&GUID=87B7902F-CF49-4112-BD60-3F85B132C710>
- Link to City of Sebastopol's discussion about a ban on new gas stations and expansion of fueling infrastructure at existing gas stations: <https://ci.sebastopol.ca.us/getattachment/Meeting-Event/City-Council/2021/City-Council-Meeting-August-3,-2021/Agenda-Item-Number-25-Gas-Station-Ban.pdf.aspx>

BOARD OF DIRECTORS AGENDA

July 12, 2021 – 2:30 p.m.

PLEASE NOTE: The SCTA/RCPA Business Office is closed, and this meeting will be conducted entirely by teleconference pursuant to the provisions of the Governor’s Executive Orders N-29-20 and N-35-20, suspending certain requirements of the Ralph M. Brown Act.

SCTA/RCPA Board Members will be video-conferencing into the Board of Directors Meeting via Zoom. Members of the public who wish to listen to the Board of Directors meeting may do so via the following platform:

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/89549617370?pwd=aFhVQjFUVFlYs2dUamEyM1lYdlBzZz09>

Webinar ID: 895 4961 7370

Passcode: 398971

Telephone: (669) 900-9128

PUBLIC COMMENT: Public comment on specific agenda items will only be allowed during the meeting via Zoom Meeting by using the raise hand function. Verbal comments from call-in participants not using the Zoom Video platform can only be made by notifying Drew Nichols at drew.nichols@scta.ca.gov and identifying the item number, your name and phone number from which you will be calling. Please include “Public Comment” in the email subject line. The moderator will then ask for your comment.

Public comment will be limited to two (2) minutes. Public comment on items not on the regular agenda must be submitted in electronic written format as provided under Item 2 below.

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

2. Public comment on items not on the regular agenda

As authorized by Executive Orders N-29-20 and N-35-20, all public comment must be submitted in electronic written format. Please submit public comment by email before noon on 07/12/21. Include “Public Comment” and the meeting name in the subject line of your email and limit written comments to three hundred (300) words. Send comments to Drew.Nichols@scta.ca.gov and they will be shared with all Board members and identified by the Clerk verbally at the meeting.

3. Consent Calendar

A. SCTA/RCPA Concurrent Items

3.1. Admin – meeting notes from June 14, 2021 (ACTION)*

B. SCTA Items

3.2. Ridesharing – SR37 trip reduction program – agreement with Ride Amigos (ACTION)*

3.3. Measure M – cooperative agreement amendment and appropriation request for Petaluma River Trail (ACTION)*

- 3.4. Mitigation Fee – cooperative agreement with County of Sonoma Penngrove Main Street project (ACTION)*

4. Regular Calendar

A. SCTA Items

- 4.1. Planning – presentation on Draft Comprehensive Transportation Plan (REPORT)*
- 4.2. Planning – proposed comment letter of Plan Bay Area 2050 (ACTION)*
- 4.3. Highways – identify priority projects for the 2022 State Highway Operations and Protection Program (SHOPP) (ACTION)*
- 4.4. Transit – Future of Transit ad hoc report out (REPORT)

B. RCPA Items

- 4.5. Funding – Board appointment of a Funding for Climate ad hoc (ACTION)*
- 4.6. Mobilization – supporting local action to ban new gas stations and transition to electric vehicles (ACTION)*

5. Reports and Announcements

- 5.1. Executive Committee report
- 5.2. Regional agency reports
- 5.3. Advisory Committee agendas*
- 5.4. SCTA/RCPA staff report
 - 5.4.1. RCPA Activities (REPORT)*
 - 5.4.2. Community Affairs (REPORT)
 - 5.4.3. Planning Activities Report (ACTION)*
 - 5.4.4. Highways – update on State Highway projects (REPORT)*
- 5.5. Announcements

6. Adjourn

*Materials attached.

The next **SCTA/RCPA** meeting will be held **September 13, 2021**

Copies of the full Agenda Packet are available at <http://scta.ca.gov/meetings-and-events/board-meetings/>

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

SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the SCTA/RCPA after distribution of the agenda packet are available for public inspection in the SCTA/RCPA office at 411 King Street, Santa Rosa, CA, 95404, during normal business hours.

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

TO REDUCE GHG EMISSIONS: Please consider carpooling or taking transit to this meeting. For more information check www.511.org, www.srcity.org/citybus, www.sctransit.com or <https://carmacarpool.com/sfbay>

The SCTA/RCPA Business Office is closed, and this meeting was conducted entirely by teleconference pursuant to the provisions of the Governor’s Executive Orders N-29-20 and N-35-20, suspending certain requirements of the Ralph M. Brown Act

BOARD OF DIRECTORS MEETING
Meeting Minutes of June 14, 2021

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

Meeting called to order at 2:33 p.m. by Chair Susan Gorin.

Directors Present:

- Director Susan Gorin, Chair, County of Sonoma
- Director Madolyn Agrimonti, City of Sonoma
- Director Melanie Bagby, City of Cloverdale
- Director D’Lynda Fischer, City of Petaluma
- Director Gerard Giudice, City of Rohnert Park
- Director Sarah Gurney, City of Sebastopol
- Director Lynda Hopkins, County of Sonoma
- Director Ariel Kelley, City of Healdsburg
- Director Esther Lemus, Town of Windsor
- Director Mark Landman, City of Cotati
- Director David Rabbitt, County of Sonoma
- Director Chris Rogers, City of Santa Rosa

Directors Absent:

2. Public comment on items not on the regular agenda

Pete Gang commented on an email received from the White House that said climate change is the most consequential challenge in our time that

poses an existential threat to the health of our planet and to the survival of humanity. It is reassuring to have the support of the White House.

Among our council members and supervisors, there is widespread acknowledgement of the gravity and urgency of the climate crisis – Mr. Gang expressed his gratitude for this.

Mr. Gang continued by sharing his observation that an overwhelming majority of community members are largely ignorant of these matters. Few seem to be aware of the RCPA, aware of the Climate Emergency resolutions, and aware of the 2030 target date for carbon neutrality. Restoring climate stability is massive in scope and urgency. Policies alone are necessary but insufficient without the participation of an informed, engaged public.

Mr. Gang asked whose job is it to inform the wider community about the climate crisis: Are we leaving it our schools, faith communities, media, community groups, or ordinary citizens; or is it government’s job to inform or educate the public about a consequential challenge that poses an existential threat?

3. Consent Calendar

A. SCTA/RCPA Concurrent Items

- 3.1. **Admin** – meeting notes from May 10, 2021 (ACTION)*

3.2. **Admin** – Resolution of Commendation for Vice Chair Logan Harvey (REPORTS)*

3.3. **Admin** – Resolution of Commendation for Brant Arthur

B. SCTA Item

3.4. **Funding** –Quick Strike results (ACTION)*

There was no public comment received on the consent calendar.

The consent calendar was approved via acclimation through the following vote:

Aye: Agrimonti; Bagby; Fischer; Gurney; Gorin; Hopkins; Kelley; Kelley; Landman; Lemus; Rabbitt; Rogers.

Noes: n/a

Abstain: n/a

Absent: n/a

Each Director provided their heartfelt appreciation to outgoing Vice Chair Logan Harvey and to Brant Arthur for their service to SCTA/RCPA.

4. Regular Calendar

A. SCTA/RCPA Joint Items

4.1 **Admin** – Election of Officers 2021 – Vice Chair selection (ACTION)*

Chair Gorin opened for nominations for the Vice Chair. There was no public comment received on this item.

Director Giudice nominated Director Rogers as SCTA/RCPA Vice Chair, Director Bagby seconded.

The nomination of Director Rogers as SCTA/RCPA Vice Chair was approved through the following vote:

Aye: Agrimonti; Bagby; Fischer; Gurney; Gorin; Hopkins; Kelley; Kelley; Landman; Lemus; Rabbitt; Rogers.

Noes: n/a

Abstain: n/a

Absent: n/a

B. SCTA Items

4.2 **Funding** – Presentation on upcoming transportation funding opportunities (REPORT)*

James Cameron presented to the Board of Directors on upcoming transportation funding opportunities. The presentation can be found at the following link: <https://scta.ca.gov/wp-content/uploads/2021/06/4.2-FundingOpportunities-Final.pdf>

Chair Gorin asked what is the key to success for projects to receive funding.

Mr. Cameron responded it varies project by project. When it comes to the next big Call for Projects, the program with the most requirements will be the One Bay Area Grant (OBAG). Projects are scored on past performance on delivering federal grants, to requiring a certain percentage for Priority Development Areas and addressing equity and the climate.

A project sponsor should show an ability to deliver projects in the past, address what goals are shared with the region, and have a match fund ready is part of the success.

Director Rabbitt commented on the competitive natures of these funding programs and on ongoing coordination with partners.

Suzanne Smith added staff brought this to the Board today, as well as to Public Works directors,

because it is not often large funding programs are available at the same time. Staff would like to hear from each jurisdiction on their priority projects, so SCTA can help support which funding program fits their need.

Director Hopkins asked about the role of the Board of Directors in terms of community engagement, or if it up to the individual jurisdiction to ask the community for their priorities.

Mr. Cameron responded that community engagement is critical for a competitive project when it comes to grant funding and is typically done by the implementing agency.

Director Lemus asked if the list of qualifying projects have gone out.

Ms. Smith responded the funding source SCTA will be allocating has been distributed. SCTA has not done the Call for Projects yet, just starting the prepare jurisdictions for it.

Mr. Cameron responded the Call for Projects will have to be after October and will be dependent on the information from MTC regarding OBAG 3 requirements.

Public Comment:

Eris Weaver commented that the Sonoma County Bicycle Coalition is paying attention to the OBAG discussions as it is a major funding source for the Safe Routes to School and expressed interest to hear about other kinds of programmatic options besides engineering projects.

Ms. Weaver is interested in addressing the absence bicycle parking, as this has become a more frequent barrier to people using bicycles for their daily errands.

Steve Birdlebough commented on the interest to close gaps on the bicycle/pedestrian network and

that the Governor has recently put more money into the state budget for these kinds of projects.

Mr. Birdlebough asked if there is a chance to receive an increase in funding for those types of projects.

Director Fischer asked about regional projects and if there is a process for a countywide overview.

Mr. Cameron responded that a presentation on the Countywide Transportation Plan will be coming in the next month to provide a countywide view. SCTA will also begin to update the countywide bicycle plan if the grant application is successful. Vision Zero is also another program that looks at the county as a whole.

Ms. Smith added there are regional programs SCTA could apply for if there is a consensus on a regional project, such as EV charging stations, with multiple jurisdictions and is based on jurisdictional interest.

Director Gurney asked if there is any one place for a regional overview of programs, for example EV charging networks, that one can see everything together.

Ms. Smith responded the Comprehensive Transportation Plan, Shift Sonoma County Low Carbon Transportation Plan, and the Countywide Bike and Pedestrian Plan also provides a countywide overview of the bicycle/pedestrian and EV network.

4.3 **Funding** – obligation history of prior projects by jurisdiction (REPORT)

Seana Gause provided an overview of the obligation history by jurisdiction. SCTA acts as a liaison and a resource between both jurisdictions and all agencies, including regional, state, and federal. In order to ensure we are successful

delivering projects, staff developed a list of past obligations for each jurisdiction.

Ms. Gause explained the requirements set forth by MTC for federal aid projects and described the contents in the matrix developed for each jurisdiction.

Director Landman supported the need and benefit for this and asked for rationale behind providing this twice annually versus once a year.

Ms. Gause referenced the Federal Highway Administration's federal inactive obligation and stated FHWA requires that when the authorization to proceed is issued, an accurate, complete invoice must be submitted every six months.

4.4 **Transit** –Future of transit ad hoc report out and draft presentation to MTC about coordination and unified brand proposal (REPORT)

Suzanne Smith reported the Ad Hoc invited the Golden Gate Transit's General Manager to present on how they provided service to Sonoma county and how the service was disrupted by the pandemic.

In addition to Golden Gate Transit, the Ad Hoc also heard from the three transit operators in Sonoma County and on MTC's Blue Ribbon Task Force related to coming out of the pandemic.

Chair Gorin announced that with the departure of immediate past Vice Chair Logan Harvey, there is an open seat on the Ad Hoc and asked the Board of Directors to contact her or Ad Hoc Chair Chris Rogers if interested to serve on this committee.

Vice Chair Rogers expressed his impressed with the transit agencies in that all three are taking their charge seriously and making incredible progress;

they are lightyears ahead of where we expected to be.

Director Kelley volunteered to join the Future of Transit Ad Hoc.

C. RCPA Items

4.5 **Funding** – Board discussion on local climate measure options (REPORT)*

Tanya Narath presented to the Board of Directors on local climate measure options. The presentation can be found at the following link: <https://scta.ca.gov/wp-content/uploads/2021/06/Climate-Measure-Options.pdf>

Chair Gorin commented that within the context of the reauthorization of Measure M, the community pushed the Board of Directors to consider funding options for roads and transit into a climate action-oriented measure. Although that piece did not make it in the measure, the Board declared to explore a revenue measure to fund and expand the work of the RCPA.

Director Landman expressed support for an Ad Hoc committee to explore a revenue measure to start this conservation.

Vice Chair Rogers expressed his support and recalled there was an implied promise to the community that the Board of Directors was not going to pay lip service in order to meet the climate goals as we move forward with the Go Sonoma Act. There is an obligation to bring this discussion to the public and lay it out for them, make the case for a measure, and explain how it will meet the climate goals.

Director Fischer supports exploring a climate measure and commented that it will be important

to decide what the role the RCPA plays; it may be unclear to the public.

Director Hopkins is excited to take this step and said it is critical to create this Ad Hoc. There is a hope to think outside the box for funding measures, noting the concerns of a regressive sales tax, and that we have an opportunity to put into action a just transition.

Director Kelley agreed and added that there is a lot of injustice and a lot of residents in our community who are paying the price for the inaction. We can be creative and wise on how to create a funding mechanism to move this mobilization strategy forward that is thoughtful about the taxing sources and how we use it to leverage the shift in behavior change.

Director Bagby asked if staff could comment on AB 897 (Mullin). This legislation would create a framework for regional climate organizations and Director Bagby asked if staff are working with the authors, providing feedback, and if they listening to us.

Suzanne Smith responded when the bill was introduced, contact was made to the Assembly member's Chief of Staff, and staff was informed this will be a two-year bill.

RCPA does not have taxing authority and Ms. Smith expressed curiosity if the author would be open to consider what local taxation options/authority entities might be able to gain through this legislation.

Director Bagby urged staff to continue that conservation as best as possible.

Director Gurney supports creating an Ad Hoc to explore a climate measure.

Director Lemus supports an Ad Hoc as well, stating that we cannot move our goals forward without funding.

Director Giudice noted Rohnert Park is in full support. The City of Rohnert Park will be adding a climate element to their General Plan update this cycle and will also be hiring a climate specialist.

Director Rabbitt supports moving forward with an Ad Hoc. the challenge will be convincing the public on a sales tax and how the expenditure plan will describe what can be done and delivered for the public.

4.6 **Mobilization** – update on Sonoma Climate Mobilization Strategy (ACTION)

Tanya Narath provided an update on the Sonoma Climate Mobilization Strategy. The presentation can be found at the following link:

<https://scta.ca.gov/wp-content/uploads/2021/06/SCM-Update-6-14-21.pdf>

Director Bagby asked about the request for chargers and solar on multifamily housing and where it fits in the strategy.

Ms. Narath responded staff have heard from cities on the EV charging locations and are working to update the location areas. Staff has not been actively involved with solar for multifamily housing at this time, but can be incorporated under building electrification initiative.

Director Landman commented on the ban on construction of new gas stations as an idea that is the best place for RCPA as a driving organization to move environmental policies forward by hearing and seeing actions by the cities.

Director Landman wondering if the Board of Directors would be willing to consider supporting a resolution that supports the concept of ceasing construction on new gas stations. Although this does not reduce GHG emissions, it does influence the public's perception on change.

Director Fischer supported the request from Director Landman, and asked, in the building decarbonization strategy, if it is new and existing buildings alike.

Ms. Narath responded there are two objectives in the strategy: one focuses on existing buildings with a goal 25% of existing residential/commercial building electrified by 2030.

All new buildings will support the all-electric reach codes.

Director Kelley supports the request from Director Landman to have that conservation on ceasing construction on new gas stations.

Director Kelley asked about the agricultural sequestration grant application, wondering if contact with Ag and Open Space was made for a potential partnership role.

Ms. Narath responded that contact with the Ag and Open Space has been made and are invited to conservations regarding the grant.

In terms of the energy codes, RCPA's role will be to look at the upcoming code changes and support jurisdictions on the policy changes.

Public Comment

Eris Weaver express disappointment with the relative weight given in the plan between the Drive Less Sonoma County and electric vehicles. Getting more people on busses and bikes reduces GHG emissions more than putting them in an EV; we need to change people's habits.

Furthermore, in the context of equity issues, EV incentive programs accrues to wealthier people, and that even with the electric bicycle program sponsored by Sonoma Clean Power, people still cannot afford the electric bike, much less an electric vehicle.

Ms. Weaver challenged the jurisdictions that for each EV charging station installed, to convert one parking space into a bike parking area. We need to stop placing the bicycles racks on the sidewalk that causes barriers on the sidewalk.

Pete Gang supported the comments from Eris Weaver, adding that we need to transition our county from a car culture to a walking and biking culture. In Santa Rosa's bicycle plan, it is stated that the majority of residents in the US would bike more if there were dedicated bicycle facilities. Since we do not have that, we see a small percentage of actual bicycle users.

The average cost of car ownership in the US is \$8,000-\$9,000 per year. We need to make it possible to live without owning a private vehicle. This is like putting thousands of dollars in individual's bank accounts each year and is meaningful and significant.

Director Rogers commented that Santa Rosa would not have been able to move forward with decarbonization/all electric reach codes if it was not for the support of the RCPA and the entire team.

5. Reports and Announcements

5.1. Executive Committee report

N/A

5.2. Regional Agency report

N/A

5.3. Advisory Committee agendas*

Included in the agenda packet

5.4. SCTA/RCPA staff report

5.4.1. RCPA Activities Report

Tanya Narath reported on the launch of the Water Updates \$ave Program. This has been successful in Sebastopol so far and as of today, there are 79 assessments sign up. Of the 79, 42 have completed their assessment and 18 homes are moving forward with some level of upgrades. Furthermore, staff are in active talks with a multifamily project that has a combined 240 units.

5.4.2. SCTA Planning Activities

Janet Spilman reported to the Board of Directors on the Comprehensive Transportation Plan update, the Plan Bay Area 2050 draft recently released, and on the Safe Routes to School program.

5.4.3. SCTA/RCPA Community Affairs Report

Included in the agenda packet.

5.4.4. Highways – update on State Highway projects

James Cameron reported on Highway 101 work in Petaluma. Staff are coordinating with Caltrans and SMART on the next stage of demolition that is tentatively scheduled for September.

Regarding the Highway 116/121 interchange, Parson has successfully submitted the 100% submittal to Caltrans and are on target to advertise the project the moment funds become available. Bids are sought to go out in late 2022.

5.5 Announcements

Director Gurney announced Sebastopol's Climate Action Committee has recommended to the City Council to apply for Civic Spark fellow and funding

for that position will be in next fiscal year's budget for consideration.

6. Adjourn

The SCTA/RCPA Board of Directors meeting adjourned at 4:55 p.m.

Staff Report

To: SCTA/RCPA Board of Directors Meeting Date: 7/12/21
 From: Dana Turrey, Senior Transportation Planner Item Number: 3.2
 Subject: SR37 trip reduction program – agreement with Ride Amigos

Consent Item: Regular Item: Action Item: Report:

Issue

Shall the SCTA authorize the Executive Director to enter into an agreement with Ride Amigos, to provide an online and mobile ridesharing platform to improve commute program offerings and participate in the State Route 37 Trip Reduction Pilot in collaboration with the North Bay county transportation authorities?

Recommendation

Staff recommends that the SCTA authorize the Executive Director to enter into an agreement with Ride Amigos for three-year term and enable SCTA to participate in the State Route 37 Trip Reduction Pilot.

Advisory Committee Recommendation

N/A

Alternatives Considered

None.

Executive Summary

The four North Bay County Transportation Agencies (CTA), Sonoma County Transportation Authority (SCTA), Napa Valley Transportation Authority (NVTA), Solano County Transportation Authority (STA), and the Transportation Authority of Marin (TAM), jointly applied for and were awarded funding to implement a pilot trip reduction program on the State Route 37 (SR 37) corridor. The SR 37 Trip Reduction Pilot goals are to reduce emissions and peak commute time congestion on SR 37 in the near-term utilizing an online and mobile app based platform to match drivers and riders, and provide incentives to carpools. Staff identified the Ride Amigos platform for this pilot because the three other of North Bay CTAs, STA, TAM, and NVTA, are already using the platform to match trips and incentivize shared and active modes. The SR 37 Trip Reduction Pilot grant includes \$25,000 for SCTA to subscribe to Ride Amigos for the purpose of this pilot. Ride Amigos agreed to reduce the subscription cost for SCTA for the first year with a three-year agreement (\$25,000 for the first year and \$36,000 in each subsequent year). The SR 37 Trip Reduction Pilot is a one-year program expected to begin in fall 2021. SCTA could utilize Ride Amigos to expand on alternative commute incentives and promotion throughout the county should funding be available in subsequent years.



Policy Impacts / Nexus to Agency Goals

The SR 37 Trip Reduction Pilot and Ride Amigos platform are consistent with the Comprehensive Transportation Plan goals for a connected and reliable transportation system and zero emissions.

Financial Implications

Is there a fiscal impact? Yes No N/A

Is there funding in the current budget? Yes No N/A

The funding source(s) to be used are: The annual cost for the initial year of use of the Ride Amigos platform is \$25,000, with funding from the BAAQMD grant passed through the Solano Transportation Authority.

Background

State Route 37 (SR 37) traverses through Sonoma, Marin, Napa, and Solano counties in highly sensitive marshland in the northern portions of the San Francisco Bay wetlands. The 21-mile corridor is an important regional connection linking the east and west portions of the North Bay Area by connecting 1-80 and SR 101. Portions of SR 37 are highly congested during weekday commute periods but also on the weekends. The corridor is heavily traveled on the weekends by recreational travelers visiting the wine country in both the Napa and Sonoma valleys. Portions of the corridor between SR 121 and Mare Island experience large amounts of delay due to the highway narrowing down from four to two lanes.

The four North Bay CTAs formed a policy committee to address congestion and sea level rise along the corridor. The SR 37 Policy Committee is currently meeting regularly and evaluating near-and long-term improvements for the corridor.

NVTA published a SR 37 Travel Behavior and Transit Feasibility Study, in coordination with SCTA, STA, and TAM, to understand the demand and propensity to use transit and non-single occupant vehicle options on SR 37 to relieve congestion and address equity concerns. The study presented a summary of a four-step right-sized transit analysis approach and methodology along with an evaluation of potential transit options including future considerations. The intent is that the improvements recommended as part of this study will incrementally reduce the number of single-occupant vehicles, thus reducing congestion, along SR 37 as near-term and long-term highway infrastructure improvements are implemented. The study pointed out that the corridor serves lower density, dispersed development patterns with a high percentage mostly traveled by those earning below Bay Area median income and for long-distance work trips. The study also found that 19 percent of corridor commuters are already carpooling.

Staff from the four North Bay CTAs identified a more streamlined app-based approach with incentives for commuters to carpool on the corridor as a viable near-term improvement based on the study. The four North Bay CTAs jointly submitted an application for the SR 37 Trip Reduction Pilot through the Bay Area Air Quality Management District's (BAAQMD) Regional Transportation for Clean Air (TFCA) program. BAAQMD awarded funding for this project with STA as the project lead and fiscal sponsor.

Ride Amigos was identified in the grant application as the online and mobile app based platform for connecting and incentivizing carpoolers because the three other of North Bay CTAs, STA, TAM, and NVTA, have already been using the Ride Amigos platform. The grant budget includes \$25,000 for SCTA to subscribe to Ride

Amigos and participate in the pilot program. The four North Bay CTA staff will jointly coordinate pilot incentive programs, marketing, and commute support programs (i.e. Emergency Ride Home) for SR 37 commuters.

SCTA has managed and is currently managing various programs that support commute vehicle trip reduction. Since July 2018, SCTA has managed an Emergency Ride Home program that offers reimbursement for rides home in cases of emergencies when an employee or college student uses a shared or active transportation mode to commute to work or school. Staff, in coordination with the Spare the Air Resources Team, maintains and promotes the GoSonoma.org website with employer commute program resources and information about low-carbon travel options.

In 2019 and 2020, staff supported Sonoma County in development and implementation of the Clean Commute Program for County employees, which allows employees to set aside pre-tax income to pay for SMART Eco-Passes, e-Cash on Clipper, and Vanpools through Enterprise. From 2012 through 2014, staff collaborated with the Contra Costa Transportation Authority and Transportation Authority of Marin to pilot a dynamic rideshare program with Carma Carpool, which stopped providing these services after the pilot.

Staff has recently met with Ride Amigos regarding their online and mobile ridesharing platform and is familiar with the how TAM, NVTA, and STA have been utilizing the Ride Amigos platform. Ride Amigos is a premier web-based commuter management solution for ridesharing commuter networks, with multi-modal travel dashboards, incentive and reward systems, intelligent ridematching, automated trip tracking, certified transportation and air quality surveys and Geographic Information Systems (GIS) reporting tools. The Ride Amigos platform accommodates integration of Emergency Ride Home programs as well as other commute incentive programs. Their vision is to make managing commuter transportation as easy as possible and their platform is used by thousands of businesses and organizations including municipalities and transit authorities, enterprises and corporations, universities and K-12 schools, nonprofit groups, and transportation management associations. In addition to North Bay partners on the SR 37 Trip Reduction Pilot, transportation agencies such as San Mateo County's Transportation Demand Management Agency (Commute.org) and Santa Barbara County Association of Governments (Smartride) use the Ride Amigos platform and have been successful in increasing participants and engaging more commuters in their jurisdictions.

Supporting Documents

Ride Amigos Subscription Agreement

SR 37 Trip Reduction Funding Agreement

RideAmigos Subscription Agreement

COVER SHEET

This **Subscription Agreement** (the “Agreement”) is entered into this **X** day of July, 2021 (the “Effective Date”) by and between Sonoma County Transportation Authority at 411 King Street, Santa Rosa, CA 95404 (“Customer”), and Right-Click Solutions, Inc. (d/b/a RideAmigos Corp.), a California corporation, located at 230 Pacific Street, Suite 202, Santa Monica, CA 90405 (“RideAmigos”), (each a “Party” and collectively “Parties”).

A. INTRODUCTION.

RideAmigos provides transportation solutions by way of the RideAmigos’s proprietary Platform (as defined in the General Terms and Conditions attached hereto and incorporated herein by reference). Customer desires to enter into this Agreement for the Services as defined in the Order Form(s), which is attached hereto and incorporated herein by reference, upon the terms and conditions of this Agreement.

B. FORMAT.

This Agreement comprises all of the following:

- € This Cover Sheet (**to be SIGNED by the Parties**)
- € General Terms and Conditions attached hereto
- € Exhibit A to this Agreement: the Order Form(s) (**to be SIGNED by the Parties**)
- € Incorporated herein by reference (and Customer agrees to abide by same, as same may be amended from time to time): RideAmigos’s Privacy Policy, a copy of which can be found at: <https://rideamigos.com/privacy/>

By signing below, Customer and RideAmigos each confirm that they have read, understand and agree to all of the provisions set out in the Agreement and all of the foregoing documents, which are hereby incorporated by reference into the Agreement.

Right-Click Solutions, Inc. (d/b/a RideAmigos Corp.)

Customer: _____

By: _____

By: _____

Name: _____

Name: _____

Title: _____

Title: _____

Date: _____

Date: _____

General Terms and Conditions

1. Subscription rights. Subject to the terms herein, RideAmigos hereby grants to Customer a limited, non-exclusive, non-transferable, terminable and non-sublicensable subscription and limited right to use the Platform (as defined below) in accordance with and subject to the terms of this Agreement. Only Authorized Users (as defined in the Order Form) may use the Services. Passwords and access to the Platform may never be shared among users. If Customer's subscription under an Order Form terminates, all Authorized Users shall, at the time of such termination, no longer have access to the Platform. For purposes of these Terms and Conditions, the "Platform" means any website or mobile experience that is provided and/or otherwise delivered by RideAmigos for the primary purpose of transportation solutions.
2. Fees, payments and taxes. The Customer shall timely pay the Subscription Fees stated in the Order Form. All fees are non-refundable once paid other than as expressly provided in Section 9 of these Terms and Conditions. Fees shall be timely paid in United States dollars, on or before the payment date stated in the Order Form. In addition, Customer shall be responsible to timely pay all applicable taxes (including any and all withholding taxes, sales taxes, services taxes, value-added taxes (VAT), goods and services taxes (GST)) and/or duties as are now imposed or as may hereinafter at any time be imposed by any government entity, agency or collecting agency based on the Services except only for those taxes based on the net income of RideAmigos. In the event Customer fails to timely pay or otherwise satisfy Customer's tax and/or duty obligations as contemplated herein and/or as is required by applicable laws, Customer agrees to immediately pay and/or otherwise reimburse RideAmigos upon demand for any taxes and/or duties paid on behalf of Customer.
3. Proprietary rights.
 - a. RideAmigos shall retain at all times all worldwide rights in the intellectual property in and on the Platform, its "look and feel," its color combinations, layout, and all other elements (including graphical), and the copyrights and other rights in and to its content. The Platform is copyrighted, trademarked, and/or otherwise protected, and owned or licensed by RideAmigos exclusively and the Customer's rights, as they are, are only set forth in this Agreement. Except as expressly stated in or on the Platform, this Agreement and/or the Order Form, nothing contained on or within the Platform may be copied, reproduced, modified, distributed, transmitted, republished, displayed or performed without the prior written consent of RideAmigos in each instance. Nothing in this Agreement grants Customer or any Authorized User an express or implied right to use, license or sublicense any RideAmigos intellectual property except as expressly set forth herein, nothing in this Agreement grants Customer or any Authorized User an express or implied right to use, license or sublicense any RideAmigos intellectual property.
 - b. RideAmigos may, in its sole discretion, change, modify, upgrade or discontinue any aspect or feature of the Platform in whole or in part, including, without limitation, the content. Such changes, upgrades, modifications, additions or deletions will be effective immediately upon notice thereof, which notice may be made by posting such changes to the Platform.
 - c. RideAmigos reserves at all times the exclusive right to monitor use of the Platform and reserves the right, without notice, to permanently revoke and/or deny access to the Platform to any Customer or Customer's Authorized User(s). Access of the Platform beyond that of normal patterns of use or that suggests abuse of the Platform, as same is determined by RideAmigos in all instances, may result in immediate and permanent revocation or denial of access to the Platform in RideAmigos's reasonable discretion.
4. Representations, warranties and covenants. Each Party warrants and represents to the other Party that: (i) each Party is a duly incorporated and validly existing corporation in good standing under the laws of the State of which it is incorporated; and (ii) each Party has the necessary corporate power and authority to enter into this Agreement and to perform all of its obligations under this Agreement and no consent from any third party, person or entity is required for any Party to consummate the transactions contemplated herein. In addition, Customer shall never reverse engineer, decompile, disassemble, or work around technical limitations in the Platform. Customer shall also never license, sublicense, rent, lease, lend, resell, transfer, assign and/or host the Platform, or any portion thereof, to or for third parties or persons.

5. Confidential information; no restrictions. Each Party agrees to preserve as confidential and hold in trust for the benefit of the other Party all Confidential Information (defined below) learned in connection with or related to this Agreement and/or RideAmigos's engagement. Each Party will not directly or indirectly use or disclose Confidential Information outside the scope of Services or the delivery of the Deliverables of the other Party, regardless of why this Agreement ended. "Confidential Information" includes this Agreement and the contents hereof, the Services, the Deliverables, source code, library code, object code, know-how, deliverables, trade secrets, tech pack data and instructions, technical data, processes, designs, collection plans, graphic designs, production schedules, sourcing, marketing plans, designs and themes, inventions, discoveries, applications, business plans, pricing and other financial information, computer software designs and systems, routines and sub-routines, market studies, billing rates, billing records, employee pay rates, processing techniques, personally identifiable information, all intellectual property rights, and any other documents, materials and/or information (in any and all mediums) that the either Party maintains in confidence. If either Party requests, the non-requesting Party shall promptly return to the requesting Party or permanently destroy, or irretrievably delete and verify same in writing, as specified by the requesting Party, all of the requesting Party's Confidential Information, together with all copies, extracts, notes or summaries thereof.
- a) Notwithstanding the foregoing, it is agreed and understood that any affiliate and/or sister company of Customer shall at all times retain exclusive ownership of its proprietary and related data and information, including that which is in connection with the Platform and/or RideAmigos' services and said data and/or information of any affiliate and/or sister company of Customer may be used by such affiliate in its discretion at any time, including during and/or after termination of this Agreement.
 - b) This Agreement shall not in any way restrict RideAmigos from directly or indirectly offering the same or similar services to any third party or person, including any affiliate and/or sister company of Customer.
 - c) RideAmigos shall be permitted to keep one copy of all Confidential Information (after deleting all personally identifiable information) for, among other things, quality assurance, audits, analysis, demonstrations, evidence of performance and/or related purposes.
 - d) RideAmigos acknowledges Sonoma County Transportation Authority is a public entity and is subject to the requirements of the California Public Records Act. Disclosure by SCTA of documents or information in compliance with the California Public Records Act, or otherwise as required by law, shall not be a breach of the foregoing provisions.
6. Indemnification. Each Party shall indemnify and hold harmless to the fullest extent permitted by law the other Party and each of their respective affiliates, owners, lenders, directors, officers, investors, members, managers, employees, attorneys, agents, contractors, sublicensees, affiliates, subsidiaries, successors, and assigns from and against any and all damages, liabilities, costs, expenses, claims, and/or judgments, including, without limitation, reasonable attorneys' fees and disbursements that any of them may suffer from or incur and that may directly or indirectly arise and/or result from (i) either Party's gross negligence or willful misconduct; and/or (ii) either Party's pending or threatened breach of any of the terms and/or conditions set forth herein, which is not cured within 30 days (or such longer period of time as may be appropriate under the circumstances). Notwithstanding the foregoing or anything to the contrary contained herein or in any other writing, RideAmigos's aggregate indemnification obligations shall be capped at the Aggregate Liability Amount (defined below).
7. Limitation of Liability. IN NO EVENT SHALL RIDEAMIGOS BE LIABLE FOR: (I) ANY DAMAGES OR LOSSES ARISING FROM ANY FRAUD AND/OR NEGLIGENCE OF ANY THIRD PARTY OR PERSON (INCLUDING ANY END USER) AND/OR (II) ANY DAMAGES FOR LOSS OF PROFITS, LOSS OF BUSINESS, INTERRUPTION OF BUSINESS, OR FOR ANY PUNITIVE, INDIRECT, SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES OF ANY KIND OR OTHER ECONOMIC LOSS ARISING FROM OR RELATING TO THIS AGREEMENT OR THE RENDERING OF SERVICES OR DELIVERING THE DELIVERABLES, EVEN IF RIDEAMIGOS HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES, HOWEVER CAUSED. SUBJECT TO THE TERMS HEREIN, EACH PARTY'S AGGREGATE LIABILITY UNDER THIS AGREEMENT WILL NOT IN ANY EVENT, UNDER ANY THEORY OF LAW AND/OR AT ANY TIME EXCEED THE AMOUNT OF PAYMENTS RECEIVED BY RIDEAMIGOS FROM CUSTOMER IN THE PRIOR TWELVE MONTHS.

8. **DISCLAIMER.** THE SERVICES AND DELIVERABLES ARE DELIVERED “AS IS”, WITHOUT ANY REPRESENTATION OR WARRANTY OF ANY KIND WHATSOEVER, INCLUDING EXPRESSED OR IMPLIED AND/OR ANY WARRANTY OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, TITLE, AND NON-INFRINGEMENT.
9. **Term and termination.**
 - a. This Agreement shall commence on the Effective Date. Customer’s Subscription Commitment Term for accessing and using the Services under this Agreement shall commence on the date specified in the Order Form and shall continue for the duration stated therein. Thereafter, the Agreement shall renew automatically for successive one year terms until such time that either Party terminates this Agreement by providing at least 90 days’ advance written notice (e-mail confirmation shall suffice for this purpose) prior to the expiration of the applicable term (i.e., either the initial term or any annual renewal term) to the other Party. Notwithstanding any termination of this Agreement in accordance with the terms herein, RideAmigos shall be paid all fees and expenses through and including the date of any termination of this Agreement. Neither Party can terminate this Agreement for convenience, however Customer may, upon reasonable advance written notice to RideAmigos, terminate this Agreement for non-appropriation of funds by its Board of Directors either during the initial term or any annual renewal without penalty.
 - b. If either Party breaches in any material respect any of its duties or obligations under this Agreement and fails to cure such breach within 30 days or such additional time as is practicable under the circumstances after written notice thereof from one Party, then the other Party may, by giving written notice to the other party, terminate this Agreement in its discretion and in whole or in part as of the date specified in the notice of termination.
10. **Marketing.** Customer agrees that RideAmigos may identify Customer as a subscriber and customer. RideAmigos may use Customer’s name in RideAmigos’s marketing materials. RideAmigos may also use Customer’s logo (the “Marks”) in marketing materials, provided that RideAmigos has obtained Customer’s consent in writing in connection with any such marketing materials use. Upon receipt of Customer’s written consent in connection with any such marketing materials use, RideAmigos may use the Marks only in compliance with this Agreement and only in compliance with Customer’s intellectual property policy, provided that a copy of same is timely delivered to RideAmigos.
11. **General provisions.**
 - a. This Agreement:
 - (i) shall be governed by and construed under the laws of the State of New York, without regard to or application of conflicts of law principles;
 - (ii) expresses the Parties’ entire agreement as to the matters covered herein and supersedes all agreements previously made between the Parties relating to its subject matter; and
 - (iii) may not be modified in any way unless it is in writing and signed by the Parties.
 - b. If any provision (or part thereof) contained in this Agreement is determined to be void, invalid, or otherwise unenforceable by a court of competent jurisdiction or on account of a conflict with an applicable government regulation, such determination shall not affect the remaining provisions (or parts thereof) contained herein and the illegal, invalid, or unenforceable clause shall be modified in compliance with applicable law in a manner that most closely matches the intent of the original language.
 - c. It is further understood and agreed that money damages may not be a sufficient remedy for any pending and/or threatened breach of this Agreement and either Party shall be entitled to equitable relief, without the posting of any bond, including injunction and specific performance, as a remedy for any such breach, provided that any such equitable remedy shall not be deemed to be the exclusive remedies for a breach of this Agreement but shall be in addition to all other remedies available to either Party at law or in equity.

- d. The headings contained in this Agreement are for reference purposes only and will not affect in any way the meaning or interpretation of this Agreement.
- e. The failure of either Party to insist on strict performance of any covenant or obligation under this Agreement, regardless of the length of time for which such failure continues, shall not be deemed a waiver of such Party's right to demand strict compliance in the future.
- f. No consent or waiver, express or implied, to or of any breach or default in the performance of any obligation under this Agreement shall constitute a consent or waiver to or of any other breach or default in the performance of the same or any other obligation.
- g. Any notice or other communication provided for herein or given hereunder to a Party shall be in writing and shall be given in person, by overnight courier, or by mail (registered or certified mail, postage prepaid, return-receipt requested) to each Party's address as set forth below and a copy of same shall be delivered to each Party via e-mail at the e-mail address below.
- h. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original but all of which shall constitute one and the same instrument. Use of a facsimile, e-mail, or other electronic medium shall have the same force and effect as an original signature. The provisions of this Agreement shall inure to the benefit of, and be binding upon, the successors, assigns, heirs, executors and administrators of the Parties.
- i. Whenever in this Agreement the singular number is used, the same shall include the plural, and the masculine gender shall include the feminine and neuter genders, and, in each case, vice versa, as the context may require and the word "include", "includes", or "including" is used in this Agreement, it shall be deemed to be followed by the words "without limitation", unless already so followed.
- j. The Parties participated jointly in the negotiation and preparation of this Agreement, and were strongly encouraged to seek and have had the opportunity to obtain the advice of independent legal counsel selected by each Party to, among other things, review and revise this Agreement before signing same. As such, no rule of construction shall apply against the Parties.
- k. Sections 3-11 shall survive this Agreement's termination, irrespective of reason for same.
- l. If Customer now or hereinafter uses "CommuteRewards" (defined below), then Customer agrees that RideAmigos shall not at any time accept or otherwise assume any liability or responsibility whatsoever arising from any person creating multiple accounts, including under different email addresses or otherwise. RideAmigos provides an approval system which allows Customer to approve or deny rewards on an individual basis and Customer agrees to exclusively assume all liability and/or responsibility concerning same. For purposes of this Agreement, CommuteRewards means any program or reward-fulfillment process, branded CommuteRewards, Commute Rewards, or otherwise, in which RideAmigos facilitates the distribution of an e-Gift Card, a non-profit donation and/or any other physical or digital item supplied as a reward or incentive to a recipient.
12. Dispute Resolution. Any proceeding, dispute, claim and/or action (collectively, an "Action") shall be brought exclusively in the state or federal courts located in Manhattan or the Southern District of New York, in New York State. The Parties waive any objection which any Party may have now or hereafter to the laying of the venue of any Action and the Parties hereby irrevocably submit to the jurisdiction of the state or federal courts located in Manhattan or the Southern District of New York, in New York State in connection with any Action. The Parties further agree that the prevailing Party in any Action shall be reimbursed by the other Party for all of its reasonable attorneys' fees and expenses, court costs and fees and expenses as well as all collection costs and expenses.
13. Software/Computer Application Online Accessibility:
- a. Accessibility. Customer policy requires that all Customer websites and web-based applications must be accessible to staff members and members of the public with disabilities.
- i. Standards. RideAmigos shall certify that all Electronic and Information Technology ("EIT") products, services, or other deliverables (collectively "EIT Deliverables") furnished hereunder that will be made available to members of the general public in connection with Customer's ordinary course of business, comply with the following accessibility standards:

a. Federal accessibility standards established by 36 C.F.R. Section 1194, pursuant to Section 508 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794(d)), the County of Sonoma's Web Standards & Guidelines located at <https://sonomacounty.ca.gov/Services/Web-Standards-and-Guidelines/>, and the County of Sonoma's Web Site Accessibility Policy located at <https://sonomacounty.ca.gov/CAO/Administrative-Policies/9-3-Website-Accessibility-Policy/>.

The foregoing standards shall collectively be referred to hereinafter as "Customer Accessibility Standards." For the purposes of this Agreement, the term "EIT" shall include Information Technology (as defined below) and any equipment or interconnected system or subsystem of equipment that is used in the creation, conversion, or duplication of data or information including, but not limited to equipment that is used in the automatic acquisition, storage, manipulation, management, movement, control, display, switching, interchange, transmission, or reception of data or information. The term "Information Technology" includes computers, ancillary equipment, software, firmware and similar procedures, services (including support services), and related resources.

b. Noncompliant EIT; Obligation to Cure. If Customer, in its reasonable discretion, determines that any EIT Deliverable does not comply with Customer Accessibility Standards, Customer will promptly inform RideAmigos in writing. Upon such notice, RideAmigos shall, without charge to Customer, repair or replace the non-compliant EIT Deliverables within such period of time as reasonably specified by Customer and approved by RideAmigos in writing. If the required repair or replacement is not completed within the time specified as reasonably determined by Customer and RideAmigos, Customer shall have the right to do any or all of the following, without prejudice to Customer's right to pursue any and all other remedies at law or in equity:

- i. Cancel any delivery or task order; and/or
- ii. Terminate this Agreement

c. Upgrades Upon Renewal or Extension. Notwithstanding the foregoing, Customer may accept EIT Deliverables that are not strictly compliant with Customer Accessibility Standards if Customer, in its reasonable discretion, determines that acceptance of such products or services is in Customer's best interest. For every EIT Deliverable accepted by Customer that does not fully comply with Customer Accessibility Standards, RideAmigos shall, at the discretion of Customer, make every reasonable effort to replace or upgrade it with a compliant equivalent product or service, if reasonably available and cost neutral, upon the renewal or extension date of this Agreement.

d. Warranty; Indemnity. RideAmigos represents and warrants (i) that RideAmigos shall take reasonable steps so that the EIT Deliverables will be accessible as contemplated hereunder and (ii) that it shall, subject to the terms contained herein, defend, indemnify and hold Customer harmless from and against any and all third party claims and expenses, including attorneys' fees and litigation expenses, that may be incurred by or asserted against Customer, its officers, directors, agents, or employees arising out of or related to RideAmigos's breach of this Article 13.

Exhibit A - RideAmigos Order Form

Contact information	
Customer: Sonoma County Transportation Authority	<u>LDC OID:</u>
Address: 411 King Street, Santa Rosa, CA 95404 Phone:	Billing contact: Address: Phone: PO number (if available):
More contact information for the customer: Name/position: Address: E-Mail:	ACH/WIRE contact information for the customer: Phone: E-Mail:
RideAmigos	
Customer support: Matt McKimmy, Director of Support - matt@rideamigos.com - 765.993.8410 Kathryn Hagerman, Director of Customer Success - kathryn@rideamigos.com - 312.402.0004 Alex Temkin, Manager, Customer Success - alex@rideamigos.com - 310.739-6364 Also log issues at help.rideamigos.com	Legal notices Attn: Legal Department, Right-Click Solutions, Inc. (d/b/a RideAmigos Corp.) 230 Pacific Street, Suite 202. Santa Monica, CA 90405 Phone: (516) 864-3189 Email: daniel@rideamigos.com

A. Summary of Agreement and Fees:					
1.	System Administrator:	Dana Turr�y Senior Transportation Planner - dana.turrey@scta.ca.gov - 707.565.5373			
2.	Authorized Users: (Description of users authorized by the customer & eligible headcount)	All commuters living and commuting to and from Sonoma County, CA.			
3.	Location(s):	Sonoma County, CA			
4.	Subscription term: 3 Year	<u>Subscription date:</u> August X, 2021 <u>End of subscription:</u> August X, 2024 :			
5.	Fees, payment date, and maximum number of authorized users:	<u>Implementation Fees</u> (one-time)	<u>Subscription fees</u>	<u>Eligible User License Fee</u>	<u>Payment Terms</u>
		Waived	See Schedule	Unlimited	Net 30

6.	Configurations & Fee Schedule	1. RideAmigos Regional Core License Sonoma Fee Schedule: Year 1 Fees = \$25,000 Year 2 Fees = \$36,450 Year 3 Fees = \$36,450
-----------	--	--

PO Number: Is a Purchase Order (PO) required for the purchase or payment of the products on this Order Form?
Yes/No (Customer to complete)

Right-Click Solutions, Inc. (d/b/a RideAmigos Corp.)	Customer: Sonoma County Transportation Authority
By: Name: Position: Date:	By: Name: Position: Date:

***Custom Development Rates**

Rates Based on Developer Days
€ Snr. Developer: \$2000/Day
€ Developer: \$1600/Day

1. RideAmigos Regional License Scope

Commute Portal	
Branded Commute Platform	A personally branded, mobile-responsive web interface that integrates transportation program data, multimodal trip planning, map layers, and information into a single platform
Templated Home Page	A template-based landing page with a branded background image and general information about the site and service. Custom content can be included (*additional scoping may be required depending on the request).
Commute Dashboard	Dashboard displaying information, widgets, and portals pertinent to commuter programs.

Admin Dashboard	Centralized administrative hub for site users with Advanced Manager status.
Comprehensive Trip Logging (Mobile, Web and Third-Party Integrations)	Commuters can log their trips via the native web or mobile app accessible trip logging calendar and through Waze Carpool, Strava, or Scoop.
Mobile Apps for Commuters	Native mobile apps for iOS & Android with an integrated trip planner, predictive & passive trip logging, and an incentive tracking and redemption interface. Users can also connect Waze Carpool, Strava, and Scoop apps to their account.
Custom Site Content	Outside of the provided configuration abilities, RideAmigos can add personalized content to the Home Page or Dashboard to display important auxiliary information related to commuter programming.
System Integrations	
Single Sign-On	Option for users to login with their existing organizational credentials without needing to create a new account on RideAmigos.
Commuter Benefits Integration - Light	Direct access to a user's unique Commuter Benefits profile from the RideAmigos user Dashboard via Single Sign-On. eg. Edenred, Wageworks or the provider of your choice.
Mobility App Data Integrations	Integrations with Strava, Scoop, Trip Shop and Waze Carpool allow for automatic, verified trip logging.
Esri ArcGIS	RideAmigos' partnership with Esri grants clients access to powerful spatial visualizations and the capability to download compatible formats. Commuter data may also be exported directly to ArcGIS for advanced spatial analysis in combination with other data points and Living Atlas layers.
Transportation Integrations	
Enterprise Vanpool	Trip planning, space availability

Lyft	GRH/ERH code distribution
Tripshot	Mapping, *Trip planning
Zip Car	Current ZipCar locations
Rewards Programs & Gamification	
Programs (Point Programs and Incentives)	Industry-leading incentivization tools backed by behavior science principles. Point Programs and Incentives offer site managers the ability to reward users with instant prizes, accruable rewards, and raffle entries. The features also include an e-gift card platform integration (CommuteRewards) that facilitates the easy procurement and distribution of rewards.
Challenges	Gamified challenges with a live leaderboard that invoke friendly competition among participants. Organize Challenges by individuals, networks, or teams.
CommuteRewards	Powered by Tango Card, CommuteRewards is an integrated digital gift card distribution system that rewards behavior change. Client is responsible for the funding of CommuteRewards balance.
ERH/GRH Redemption	Ability to redeem Emergency or Guaranteed ride home credits through the website or mobile app.
Achievements	Users can earn special badges when they log trips and complete actions on the website. There are hidden badges that only appear once a user has completed the achievement associated with it, and site managers may create their own badges as well.
Trip Planning & Mapping	
Multimodal Trip Planner	Trip planning interface that displays travel options for carpools, vanpools, bikepools, transit, biking, walking, and shuttles (if applicable). Commute options will display step-by-step routing directions, travel time, cost and CO2 savings (vs.

	driving alone), and health benefits.
Localized Transit Routing	GTFS and GTFS-RT can be imported into the Trip Planner for up to date transit routing.
Shared Transportation Matching	Users can join available carpools, vanpools, and bikepools of their choice based on their usual commute route, time, mode, and space availability.
Rideboard	The Rideboard enables commuters to post, find, and connect with other carpoolers for one-time & ad-hoc ridesharing.
Events	Users can create an embeddable Events page to share with their event guests. The Events page allows event attendees to discover transportation options and form carpool matches for a specific one-time event.
Map Layers	Ability to import and view unlimited map layers for your organization’s geographic area(s).
Analytics & Data	
Advanced Reporting	<p>RideAmigos’ reporting tools allow for reporting on user behavior, program participation, eligibility, and hundreds of other criteria. Data can be exported directly to ArcGIS for advanced geospatial analysis.</p> <ul style="list-style-type: none"> ○ Carpool Verification - Admins can track and manage carpools, vanpools, and bikepools to generate reports for analytics and planning. ○ Payroll Reporting - Accounting ledger exportable to payroll systems. ○ Users - Easy to access user statistics. ○ Networks - Pull statistics for specific departments, worksites, etc. ○ Trip Logs - Track commuting progress and impact. ○ Trip Plans - Spreadsheet and GIS heat map showing workers’ commuting corridors. ○ Carpools - Find information about user-formed carpools.

Progress Tracking	Graphs and charts in the Admin Dashboard that detail mode share trends over time.
Custom Reporting*	We also support completely automated reporting specific to your organization's requirements.
Administration	
Email Communication Tool	Administrators can send canned or custom email messages to individual or targeted groups of users through the platform. Users can be targeted based on commute behavior, network association, participation in programs, and custom criteria. Custom email templates can be pre-configured and used in scheduled emails and redemption workflows.
Incentive & Points Program Administration	Create and administer an unlimited number of Incentives and Points Programs while generating valuable data and reports. Distribute rewards, e-vouchers and credits to winners through the platform.
GRH/ERH Administration	Distribute PDF or digital vouchers for local taxis, Uber, or Lyft as part of a Guaranteed/Emergency Ride Home Program. Manage, track usage, and create reports based on usage data.
Challenge Administration	Create Challenge criteria, rules, and track progress on a live leaderboard.
Network Administration	Group users into Networks based on shared characteristics. Programs, Challenges, privileges, and messages can be targeted towards specific Networks for a more precise approach.
Survey Tool	The customizable, drag & drop survey builder feature allows administrators to gather data on users travel behavior, use of the platform, or other information of choice.
Support	
Licensing RideAmigos not only grants you access to your own customized Commuter Platform, but to an abundance of resources that will help you reach your program's goals.	

Transportation Demand Management Program Configuration Assistance	Program configuration assistance from in-house TDM experts.
Multiple Avenues for Support	Access to the Support Team, the Client Success Team, and the online RideAmigos Academy to fulfill site and program related support needs.
Support Portal	An always accessible portal for requesting website updates and fixes.
Quick Responses	Customers receive responses within 2 business days of support ticket submission.
Customizations Upon Request	RideAmigos accommodates platform design adjustments including placement of banners, multiple color and/or logo changes, and dashboard reorganization.
Continued Support	Regular check-ins from your RideAmigos Account Manager to help manage and achieve program goals.
Beyond the Basics	While much of RideAmigos Commuter Platform is inherently customizable, if a support request far exceeds the reasonable expectation as mutually and reasonably agreed upon by both parties, Client agrees to discuss with RideAmigos the possibility of additional compensation.
Site Maintenance and Updates	
RideAmigos will never be a finished product. Our Product Development team is constantly dreaming up and creating new features and enhancements for the platform, while our Support Team diligently keeps it maintained.	
Maintenance and Improvement Included	Clients receive free platform upgrades during the term of subscription including daily site maintenance, general enhancements of the RideAmigos web platform, and Client-requested minor platform enhancements deemed effective and minimal in scope by the RideAmigos Support Team.
Product Announcements	Product announcements detail new sitewide features/fixes, and allow clients to request activation of the new feature(s).

New Feature Rollouts	Major updates deemed “vital” will eventually be distributed to all clients, even if not explicitly requested. Updates are often first made available to requesting clients to review at their own leisure, with full roll out to other clients’ systems following after.
Voluntary Upgrades	Updates that will hinder or change a customer's current workflow will not be pushed without being offered as a voluntary customizable feature.
Consistent Performance Monitoring	RideAmigos continuously monitors system server logs to identify and address potential issues.
Mobile Applications Support	Subscription includes Commute Tracker mobile applications upgrades and maintenance.
RideAmigos Academy	
The RideAmigos Academy is a space to collaborate with other transportation professionals to share ideas, solve common problems, and create solutions. Access to the RideAmigos Academy is included with every license, and is made available for the growth and development of your organization’s initiatives. Membership Details:	
Help Library	Access detailed help guides, tutorials, and informational articles about all aspects of the RideAmigos platform.
Comprehensive Support	Support materials for Admin and Basic users.
Office Hours	Monthly <i>Office Hours</i> webinars highlighting new updates, features, and achievements from our community of TDM professionals.
Support Material Updates	Support materials updated in real-time to reflect changes and improvements made to the RideAmigos product.
Feedback	Contribute ideas to the future development of the platform, programs, and opportunities.
Hosting	

Uptime	99.996% uptime SLA
Hosting	Hosting on an advanced cluster including application servers, database servers, trip planning servers, and use of third party APIs.
Redundancy	Geo-isolated redundancy.
SSL Cert	Purchase and management of a custom SSL certificate for your organization's domain.
Backup Management	Dedicated servers, geo-isolated fail-over/ backup secure data centers.
Performance Surveillance	24x7x365 server and support monitoring and maintenance with the emergency contact information provided.

**RECIPIENT FUNDING AGREEMENT BETWEEN
SOLANO TRANSPORTATION AUTHORITY AND NAPA VALLEY
TRANSPORTATION AUTHORITY, SONOMA COUNTY TRANSPORTATION
AUTHORITY AND TRANSPORTATION AUTHORITY OF MARIN**

This Recipient Funding Agreement ("Agreement") is entered into by the Solano Transportation Authority, a joint powers authority organized under Government Code section 6500 et seq. consisting of the County of Solano and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo ("STA") and Napa Valley Transportation Authority, Sonoma County Transportation Authority and Transportation Authority of Marin to be effective upon acceptance of this agreement.

RECITALS

WHEREAS, STA was created in 1990 through a Joint Powers Agreement between the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Fairfield, Vallejo and the County of Solano to serve as the Congestion Management Agency (CMA) for Solano; and

WHEREAS, STA, as the CMA and the County Transportation Authority (CTA) for the County of Solano, partners with various federal, state, regional and local transportation and planning agencies, and local government, to set countywide transportation priorities and to coordinate the delivery of transportation projects and programs in furtherance of the identified transportation priorities; and

WHEREAS, STA and the Bay Area Air Quality Management District (hereinafter "Air District") entered into a Funding Agreement dated January 23, 2021 hereinafter "Master Agreement") providing for STA's receipt, allocation and expenditure of certain Transportation for Clean Air funds (hereinafter "TFCA funds") from the Air District; and

WHEREAS, STA is obligated, pursuant to the Master Agreement, to require various commitments from any parties of the TFCA funds allocated by STA pursuant to the Master Agreement; and

WHEREAS, the Parties desire to work collaboratively with STA to meet the goals of the SR37 Ridesharing Project grant with BAAQMD, to increase/enhance ridesharing services and create first-last mile connections for commuters as they travel to/from the SR37 corridor; and

WHEREAS, Recipient is entitled to an allocation of TFCA funds upon completion of the Project or various phases thereof.

AGREEMENT

Part I

Purpose

California State Route 37 (SR37) follows 21 miles along the northern shore of San Pablo Bay linking US 101 in Novato with Interstate 80 in Vallejo. It serves as a vital transportation corridor between Marin, Sonoma, Solano, Contra Costa and the Central Valley. Due to the growing housing demand in the Greater Bay Area, many commuters live far away from their jobs, and this imbalance is one cause of congestion Bay Area wide. There are approximately 16,000 vehicles that travel through SR 37 daily during AM/PM peak periods with projections reaching 58,000 by 2040. Most trips are traveling westbound from Vallejo and Fairfield in Solano County to Novato in Marin County. A high percentage of these trips are made by those earning below the Bay Area median income (Vallejo is also in a Community Air Risk Evaluation (CARE) Area identified where air pollution contributes most to health impacts and where populations are most vulnerable to air pollution.

In partnership with the Northbay County CTA's, NVTA, SCTA and TAM, STA will act as the lead agency for the Commute 37 Subregional Ridesharing Project to increase/enhance ridesharing services and create first-last mile connections for commuters as they travel on, to/from the corridor. This project will consist of enhancing each agency's current ridesharing programs and merge into a coordinated service through an existing online application-based platform for this project. The platform enhancements will enable ridematching and commuter-based incentives across all four counties to allow for dynamic carpooling and vanpooling. The project will also encourage use of existing Park & Ride lots on the east and west sides of the corridor (and potential expansion of park and rides) for first/last mile connections to/from transit hubs and employment centers.

Part II

Respective Roles and Responsibilities

A. UVCa Role and Responsibilities.

STA shall:

1. Administer the various tasks of the SR37 Rideshare project including setting up meetings with coordinating staff; development and implementation of project plans; record-keeping procedures; reporting procedures; and financial tracking and payment disbursements to the Partners;
2. Coordinate with the project Partners following the process and the governance, legal, and financial relationships set out in the BAAQMD Master Agreement;

3. Initiate ongoing communication with the partners such as check-ins to track project progress and troubleshoot issues encountered.

B. Role and Responsibilities.

The Partners shall:

1. Participate as members of the SR37 Ridesharing Project team attending calls, meetings and events listed on the overall scope of work and serve as key stakeholders in the process providing feedback, perspective and guidance on the overall project;
2. Coordinate with STA on creating a process to work collaboratively and implement the SR37 Ridesharing project based on the Scope of Work as noted in the application and the SR 37 Marketing Plan.
3. Work with STA to ensure project activities include evaluations throughout implementation and adapt methods used accordingly.

NVTA shall:

- ◁ Enter into an agreement with a marketing consultant on retainer to assist with executing the SR37 Marketing Plan and Scope of Work; Cost of the marketing consultant will be managed by NVTA and invoiced to STA as part of the project budget.

SCTA shall:

- ◁ Enter into a subscription agreement with Ride Amigos to allow for SCTA to have its own platform that will be aligned with the 3 other counties who all have a subscription. Subscription cost will be handled by SCTA and invoiced to STA as part of the project budget.

TAM shall:

- ◁ Coordinate with STA and the other partners to set up ridesharing opportunities specifically targeting employers in Marin/Novato and residents in Vallejo and Fairfield based on previous data showing the greatest ridership opportunities.

C. Anticipated Schedule for the SR37 TDM Corridor Project

MILESTONES

- ◁ Establish project schedule: check-in meetings/calls, protocols, pre/post analysis and project goals with appropriate liaisons of each agency (9/30/2021)

- ◁ Review SR 37 study and determine needs, gaps and opportunities for using big data for additional data needs associated strictly with SR 37 commuters (9/30/2021)
- ◁ Set up and onboarding for SCTA with Ride Amigos platform and create a joint landing page and universal programs/incentives using technology to support all 4 counties focused on targeting SR 37 commuters (9/30/2021)
- ◁ Create a strategic marketing plan and coordinate joint marketing campaign efforts across 5 counties to promote carpooling and vanpooling along SR 37 (9/30/2021)
- ◁ Promote use of Park & Ride lots for first-last mile connections on both ends of the corridor; Based on participation, explore on-demand transit to park and ride lots to increase pooling options (10/01/2022)
- ◁ Implement subregional ridesharing incentive program and campaign using Ride Amigos technology (11/01/2022)
- ◁ Periodic check-ins especially before reports are due to monitor progress and adjust if necessary (6/30/2022)
- ◁ Post Evaluation Analysis of the project (9/01/2023)

D. Program Reporting Requirements

- | | |
|--|----------------------|
| 1. Report #1: Project Operational Period commence to June 30, 2022 | By September 1, 2022 |
| 2. Report #2: July 1, 2022 to December 31, 2022 | By March 1, 2023 |
| 3. Report #3 & Final: January 1, 2023 to end of Operational Period | By September 1, 2023 |

See Attachment C: Monitoring of Project Performance for more details about Program Reporting.

E. Mutual Responsibilities.

The Parties agree to communicate information in a timely format and provide direction as needed so as to not to impact the Project Schedule. To the extent that any Party is not performing its duties under this Agreement in such a manner as to impact either the schedule and/or Project funding, the Parties agree to meet and confer to resolve any dispute.

Part III

Funding

As the lead agency for this project, Solano Transportation Authority (STA) will administer financial responsibilities and disbursements for this grant to the Partners as noted in Attachment B, #5 - Section III.2 of the Master Agreement. The budget is as follows:

Solano Transportation Authority	\$25,000 + \$44,500 incentives to be used on Ride Amigos platform = \$69,500
Napa Valley Transportation Authority	\$25,000 + Marketing Consultant \$40,000 = \$65,000
Sonoma County Transportation Authority	\$25,000 for Ride Amigos subscription
Transportation Authority of Marin	\$25,000 for staff time/project support implementation within its Employers
TOTAL	\$184,500

Part IV

General Terms and Conditions

A. Term of Agreement

This Agreement shall begin on the date signed by this agreement and remain in effect until September 23, 2021 or until funding runs out, unless it is terminated or amended earlier as stipulated in this Agreement. This Agreement may also be terminated due to funding shortfalls or other unforeseen event(s), as mutually agreed to by the Parties.

B. Indemnification

1. Each party shall indemnify, defend, protect, hold harmless, and release the other, their elected bodies, officers, agents, and employees, from and against any and all claims, losses, fees and witness costs) arising from or in connection with, or caused by any negligent act or omission or willful misconduct of such indemnifying party. This indemnification obligation shall not be limited in any way by any limitation on the amount or type of compensation acts, disability benefit acts, or other employee benefit acts.
2. STA will require each consultant to indemnify each party for work performed on that

C. Insurance

1. Each Party agrees to maintain its status as a legally self-insured public entity for general, auto and professional liability insurance coverage with limits of no less than \$3,222,222 for general liability. Each Party agrees to endorse the other Party, its

officials, employees and agents, using standard ISO endorsement No. CG2010 or its equivalent for general liability coverage. Each Party also agrees to require all consultant, contractors and subcontractors engaged to work on this Project to name the other Party as an additional insured as well.

2. Each Party will provide the other with a Waiver of Subrogation endorsement for Workers Compensation. Each Party also agrees to require all consultants, contractors and subcontractors engaged to work on this Project to carry the same Workers Compensation insurance limits and endorsements.

3. Each Party will require all consultants, contractors, and subcontractors engaged to work on this Project to carry insurance in levels commensurate with the exposure of the respective work provided by the consultant, contractor or subcontractor.

D. No Waiver

The waiver by any Party of any breach or violation of any requirement of this Agreement shall not be deemed a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

E. Assignability

No Party to this Agreement shall assign or transfer any interest nor performing any duties or obligations, without the prior written consent of the other Parties, and any attempt by a Party to so assign or transfer this Agreement or any rights, duties or obligations arising shall be void and of no effect.

F. Governing Law and Venue

The construction and interpretation of this Agreement and the rights and duties of the Parties shall be governed by the laws of California with venue residing in Solano County.

G. Force Majeure

No Party shall be liable or deemed in default for any delay or failure in performance under this Agreement or for any interruption of services, directly or indirectly, from acts of god, civil or military authority, acts of public enemy, war, strikes, labor disputes, shortages of suitable parts, materials, labor or transportation, or any similar cause beyond the reasonable control of the Party.

H. Notices

All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that a Party desires to give to the other Parties shall be addressed to the other Parties at the addresses set forth below. A Party may change its address by notifying the other Parties of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

SOLANO TRANSPORTATION AUTHORITY

Daryl K. Halls
STA Executive Director
One Harbor Center, Suite 130
Suisun City, CA 94585
Staff Lead: Lloyd Nadal, Program Services Division Manager

NAPA VALLEY TRANSPORTATION AUTHORITY

Kate Miller
NVTA Executive Director
625 Burnell Street
Napa, CA 94559
Staff Lead: Diana Meehan, Senior Planner

SONOMA COUNTY TRANSPORTATION AUTHORITY

Suzanne Smith
SCTA Executive Director
411 King Street
Santa Rosa, CA 95404
Staff Lead: Dana Turrey, Senior Transportation Planner

TRANSPORTATION AUTHORITY OF MARIN

Ann Richman
TAM Executive Director
900 5th Avenue, #100
San Rafael, CA 94901
Staff Lead: Scott McDonald, Senior Transportation Planner

I. Subcontracts

Within the funds allocated by the Parties under this Agreement, any Party may be authorized to contract for any and all of the tasks necessary to undertake the projects or studies contemplated by this Agreement. Agencies must follow federal procedures in selecting consultants.

J. Prior Agreements and Amendments

This Agreement represents the entire agreement of the Parties regarding the matter described, and no representation, warranties, inducements or oral agreements have been made by the Parties except as expressly set forth in this Agreement. This Agreement may only be modified by a written amendment duly executed by the Parties.

K. Severability

If any provision or portion of this Agreement is found by any court of competent jurisdiction to be unenforceable or invalid such provision shall be severable and shall not impair the enforceability of any other provision of this Agreement.

L. Compliance with all Laws

The Parties shall observe and comply with all federal, state and local laws, ordinances, and codes including those of the Federal Highway Administration (FHWA) and Federal Transit Authority (FTA).

M. Non-Discrimination Clause

1. During performing this Agreement, the Parties and their subcontractors shall deny no benefits or privileges to any person on the basis of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. Each Party shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

2. The Parties shall comply with Title VI of the Civil Rights Act of 1964, the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated under it (Title 2, California Code of Regulations, section 7285.0, et seq.), Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement the foregoing, as such statutes and regulations may be amended from time to time.

N. Access to Records and Retention

All Parties, acting through their duly authorized representative, and any federal or state grantor agency providing all or part of the funding associated with this Agreement, the State Controller, the Comptroller General of the United States, and the duly authorized representatives of the Parties, shall have access to any books, documents, papers and records of any Party directly pertinent to the matter of this Agreement to make audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, the Parties shall maintain all required records for three years after final payment for any work associated with this Agreement, or after all pending matters are closed, whichever is later.

This Agreement was executed by the Parties on the day and year first written above.

SOLANO TRANSPORTATION AUTHORITY

APPROVED AS TO FORM

By: _____
Daryl K. Halls, Executive Director

By: _____
Bernadette Curry, STA Legal Counsel

NAPA VALLEY TRANSPORTATION
AUTHORITY

APPROVED AS TO FORM

By: _____
Kate Miller, Executive Director

By: _____
Agency Attorney

SONOMA COUNTY TRANSPORTATION
AUTHORITY

APPROVED AS TO FORM

By: _____
Suzanne Smith, Executive Director

By: _____
Agency Attorney

TRANSPORTATION AUTHORITY of MARIN

APPROVED AS TO FORM

By: _____
Anne Richman, Executive Director

By: _____
Agency Attorney

EXHIBIT A

SR37 RIDESHARING PROJECT PROPOSAL

EXHIBIT B

MASTER AGREEMENT BETWEEN STA & BAAQMD

Staff Report

To: SCTA/RCPA Board of Directors **Meeting Date:** 7/12/21
From: Seana L. S. Gause, Senior - Programming and Projects **Item Number:** 3.3
Subject: Measure M Cooperative Agreement Amendment and Appropriation Request:
 Petaluma River Trail
Consent Item: **Regular Item:** **Action Item:** **Report:**

Issue

Shall the Board authorize the Chair to execute the Cooperative Agreement Amendment #M70604-A2? Shall the Board subsequently appropriate funds to the City of Petaluma for the Petaluma River Trail Project, construction phase in the amount of \$331,000?

Recommendation

Staff recommends that the Board authorize the Chair to execute the above mentioned cooperative agreement amendment. Staff also recommends that the Board approve resolution number 2021-013 approving the City of Petaluma’s appropriation request.

Advisory Committee Recommendation

N/A

Alternatives Considered

N/A

Executive Summary

The City of Petaluma is requesting an appropriation for the Measure M Bicycle and Pedestrian Program Project: Petaluma River Trail. In order to accomplish this, the cooperative agreement must be amended to update the financial plan and schedule. The requested funding will be used for the construction phase of a segment of the trail on Water Street located in Downtown Petaluma.

Policy Impacts / Nexus to Agency Goals

None, it is within existing policy for the Board to execute cooperative agreements under Measure M Policy 4.6. It is also within policy for the Board to approve the appropriation request, as outlined in the 2019 Measure M Strategic Plan Policy 4.7.

Financial Implications

Is there a fiscal impact? Yes No



Is there funding in the current budget? Yes No

The funding source(s) to be used are: Measure M Bicycle and Pedestrian Program

The SCTA Board approved the most recent program of projects in May of this year which includes funding for the above mentioned project. The approval of the appropriation is consistent with the Strategic Plan, making \$331,000 available to the City of Petaluma for the Petaluma River Trail Project. Appropriation of these funds is consistent with the funding availability defined in the Measure M cash flow model.

Background

The SCTA adopted the *2019 Measure M Strategic Plan*, which sets forth the SCTA’s program and project implementation policies with regard to the use of funds provided under Measure M. Pursuant to Policy 4.6 (Cooperative Agreements), projects programmed in the Measure M expenditure plan need a cooperative agreement in order to make appropriations. Petaluma City staff have been working with SCTA to ensure that the existing cooperative agreement is up to date. To that end the Board is being asked to approve a cooperative agreement amendment to adjust the exhibit showing financial plan and schedule at the City’s request. The Petaluma City Council has approved this agreement prior to today’s Board meeting.

The 2019 Strategic Plan identifies within the Measure M Bicycle and Pedestrian Program the project known as Petaluma River Trail. Funding for this project will be used to construct a segment of the trail along Water Street in Downtown Petaluma between the pedestrian bridge and Washington Street. The Board approved funding to be programmed to the City as part of the update to the Measure M Strategic Plan in May of this year.

Pursuant to the Strategic Plan and the associated cooperative agreements, each jurisdiction must submit an appropriation request (attached) to initiate reimbursement of Measure M funding for the fiscal year in which the funds are programmed.

Coop Funding Agreement	Jurisdiction	Category	Description	Phase	Appropriation Amount
M70604-A2	Petaluma	Bike/Ped	Petaluma River Trail	Construction	\$331,000
				Total	\$331,000

Supporting Documents

Attached: Cooperative Agreement #70604 Amendment 2

Attached: Request for Funding Appropriation

Attached: Resolution #2021-013

AMENDMENT NO. 2 TO COOPERATIVE AGREEMENT M70604

BETWEEN

THE SONOMA COUNTY TRANSPORTATION AUTHORITY

AND

THE CITY OF PETALUMA

This Amendment (the "Amendment") is made and entered into as of _____ (Effective Date) by and between the CITY OF PETALUMA, hereinafter referred to as "CITY" and the SONOMA COUNTY TRANSPORTATION AUTHORITY, hereinafter referred to as "AUTHORITY."

RECITALS

1. AUTHORITY adopted that certain 2019 Strategic Plan that sets forth AUTHORITY's program and project implementation policies with regard to the use of funds provided under the 2004 Traffic Relief Act for Sonoma County Expenditure Plan and Ordinance approved by the voters of Sonoma County on November 2, 2004 (hereinafter referred to as "Measure M"). The 2019 Strategic Plan, as such plan may be amended from time to time, is hereinafter referred to as the "Strategic Plan."
2. Consistent with Measure M and the Strategic Plan, AUTHORITY and CITY previously entered into Cooperative Funding Agreement No M70406 (the "Original Agreement"), which was amended on February 5, 2018 to update the recitals, project information and funding plan.
3. CITY and AUTHORITY desire to amend the recitals, project information (Exhibit A-1), financial plan and schedule (Exhibit B-1) in order to update terms and reflect programming changes.

NOW, THEREFORE, in consideration of the foregoing, AUTHORITY and CITY do hereby agree as follows:

AGREEMENT

I. AMENDMENTS

Paragraph 1 of Section III to read as follows:

1. Funding Availability and Needs. The funding available to the Project for expenditure is limited by the funds identified in Exhibit B-2 and to the approved appropriation by the SCTA Board. If additional funds beyond those identified in 4 Exhibit B-2 are necessary to complete the Project, Authority will cooperative with CITY to identify and secure new or increased fund commitments; however, completion of the Project remains the responsibility of City.

Paragraph 5 of Section III is amended to read as follows:

5. Notices. Any notice which may be required under this Agreement shall be in writing, shall be effective when received, and shall be given by personal service, or by certified or registered mail, return receipt requested, to the addresses set forth below, or to such addresses which may be specified in writing to the parties hereto.

Cooperative Funding Agreement M70604 A-2
Between the Sonoma County Transportation Authority
And CITY of Petaluma

To CITY

Public Works Director
City of Petaluma
202 North McDowell Blvd
Petaluma, CA 94954
707-778-4514

To AUTHORITY

Suzanne Smith
Executive Director
Sonoma County Transportation Authority
411 King St
Santa Rosa, CA 95404
707-565-5373
suzanne.smith@scta.ca.gov

Exhibits.

The following Exhibits in the Original Agreement are replaced by the Exhibits attached hereto: Exhibit A-1 is replaced with Exhibit A-2; and Exhibit B-1 is replaced with Exhibit B-2. All references in the Original Agreement to Exhibit A-1 shall be read to refer to Exhibit A-2, and all references in the Original Agreement to Exhibit B-1 and shall be read to refer to Exhibit B-2.

Except to the extent the Agreement is specifically amended or supplemented by the Amendment No 2, the Agreement, together with exhibits and schedules, is and shall continue to be, in full force and effect as originally executed, and nothing contained herein shall be construed to modify, invalidate or otherwise affect any provision of the Agreement or any right of AUTHORITY or CITY arising thereunder.

COOPERATIVE FUNDING AGREEMENT NO. M70604

Between the SONOMA COUNTY TRANSPORTATION AUTHORITY

And CITY OF PETALUMA

EXHIBIT A-2: PROJECT INFORMATION

DESCRIPTION

The Petaluma River Trail, when completed, will be a Class 1 multi-use pathway from the Eastside urban limits to the Historic Downtown Area utilizing the creek and River natural corridors, including approximately 2 miles of the Petaluma River. This project carries out a portion of the Petaluma River Access and Enhancement Plan approved by City Council in 2000.

Phase I

In the summer of 2005, the first phase of this project was completed which extended the Lynch Creek Trail across Washington Creek, with a new ADA accessible prefabricated bike/pedestrian bridge, continuing downstream along the Petaluma River to just past Edith Street. Quarry fines were used on top of base rock for the pathway surface, which have proven to hold up very well. Lighting was installed along this portion as well as access points at main streets. This portion of the project was entirely funded by the Petaluma Community Development Commission (PCDC, the Economic Development and Redevelopment Agency).

Phase II

This phase replaced two failing retaining walls along the River near Washington Street to support the River Trail. The replacement wall was a sheetpile wall to match the floodwalls the Army Corps of Engineers installed upstream. Construction was completed in 2006.

Phase III

This phase of the project utilized Measure M Grant to continue the River Trail from Lakeville Street towards Washington Street. The work included the construction of an ADA accessible prefabricated bike/pedestrian across the Petaluma River. The project did not complete the pathway to Washington Street on the west side of the river due to access issues.

Phase IV

The final phase will utilize Measure M Grant to complete the River Trail from the prefabricated bridge at the Petaluma River to Washington Street. The work will include the installation of a new retaining wall, handrail, concrete sidewalk and curb and gutter in conjunction with the North Water Street Development which will redevelop North Water Street from East Washington Street to Oak Street up to Petaluma Boulevard North.

COOPERATIVE FUNDING AGREEMENT NO. M70604
Between the SONOMA COUNTY TRANSPORTATION AUTHORITY

And CITY OF PETALUMA

EXHIBIT B-2: PROJECT PLAN

	Prior	17/18	18/19	19/20	20/21	Totals
Phase I Measure M						
<i>Local Match</i>						
Phase II Measure M						
<i>Local Match</i>						
Phase III Measure M	\$1,637,000					\$1,637,000
<i>Local Match</i>						
Phase IV Measure M		\$32,000			\$331,000	\$363,000
<i>Local Match</i>						
Totals	\$1,637,000	\$32,000			\$331,000	\$2,000,000

Phase I Completed Prior to Measure M

Phase II Completed Prior to Measure M

Phase III

Project Development Phase	Begin	End
Scoping	July 2002	December 2004
Project Approval/Env Doc (PAED)	July 2002	December 2004
Right of Way	April 2006	March 2012
Plans, Specs, Estimates (PSE)	July 2005	March 2012
Construction	June 2012	September 2013

Phase IV

Project Development Phase	Begin	End
Scoping	June 2017	September 2017
Project Approval/Env Doc (PAED)	September 2017	July 2018
Right of Way	September 2017	June 2018
Plans, Specs, Estimates (PSE)	September 2017	June 2018
Construction	July 2021	April 2022

Cooperative Funding Agreement M70604 A-2
Between the Sonoma County Transportation Authority
And CITY of Petaluma

CITY OF PETALUMA

SONOMA COUNTY
TRANSPORTATION AUTHORITY

By: _____
Mayor

By: _____
SCTA Chair

ATTEST
By: _____
City Clerk

APPROVED AS TO SUBSTANCE
By: _____
Executive Director

APPROVED AS TO LEGAL FORM
FOR CITY
By: _____
City Attorney

By: _____
Legal Counsel
Authority



CITY OF PETALUMA

POST OFFICE BOX 61
 PETALUMA, CA 94953-0061

June 23, 2021

Teresa Barrett
 Mayor

D'Lynda Fischer
Mike Healy
Gabe Kearney
Dave King
Kevin McDonnell
Kathy Miller
 Councilmembers

SCTA Chair
 Sonoma County Transportation Authority
 490 Mendocino Avenue, Suite 206
 Santa Rosa, CA 95401

FUNDING APPROPRIATION REQUEST
PROJECT NAME: Petaluma River Trail
AGREEMENT NO. M70604

Dear SCTA Chair:

The City of Petaluma hereby requests that the Sonoma County Transportation Authority (SCTA) take action to appropriate funds at its next Board meeting for the Petaluma River Trail

The City has entered into a cooperative funding agreement with the SCTA (Cooperative Agreement No. **M70604** and is ready to begin work on the **Construction** phase of the project. Below is the specific appropriation request information.

Project Name & Description:	<i>The Petaluma River Trail is a multi-segment and multi-phase program. Prior Measure M funding was used to design and construct the majority of the segment of the trail from Washington Street to Lakeville. Due to the City's inability to acquire the property rights from one property owner, the trail was stopped short of the connection to the sidewalk on Washington Street.</i>
	<i>City is working with Spanos Group for the North Water Street Development which includes full reconstruction of all the facilities within the public right of way. The City partnered with</i>
Project Category:	<i>Bicycle/Pedestrian Project.</i>
Phase Development Phase of this Appropriation:	<i>Construction</i>
Amount of Measure M Appropriate Request:	<i>\$331,000</i>
Amount of Local Funding Match:	<i>\$0</i>
Sources of Local Funding Match:	<i>N/A</i>
Total Project Cost:	<i>\$331,000</i>

Public Works & Utilities

City Engineer
 11 English Street
 Petaluma, CA 94952
 Phone (707) 778-4303

Environmental Services
 Ellis Creek –
 Water Recycling Facility
 3890 Cypress Drive
 Petaluma, CA 94954
 Phone (707) 776-3777
 Fax (707) 656-4067

Parks & Facility Maintenance
 840 Hopper St. Ext.
 Petaluma, CA 94952
 Phone (707) 778-4303
 Fax (707) 206-6065

Transit Division
 555 N. McDowell Blvd.
 Petaluma, CA 94954
 Phone (707) 778-4421

Utilities & Field Operations
 202 N. McDowell Blvd.
 Petaluma, CA 94954
 Phone (707) 778-4546
 Fax (707) 206-6034

E-Mail:
 publicworks@cityofpetaluma.or

g

The current schedule for the *River Trail Project* is as follows:

Project Development Phase	Begin	Complete
Scoping	Complete	Complete
Environmental	Complete	Complete
Right of Way	Complete	Complete
PS&E	Complete	Complete
Construction	6/1/21	10/1/21

Thank you for your consideration.
Sincerely,



Jeff Stutsman
City Engineer

cc:

Resolution No. 2021-013
Cooperative Agreement Number: M70604-A-2
Project Sponsor: City of Petaluma
Amount: \$331,000
July 12, 2021

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY
TRANSPORTATION AUTHORITY, COUNTY OF SONOMA, STATE OF
CALIFORNIA, APPROPRIATING MEASURE M FUNDS TO THE CITY OF
PETALUMA IN ACCORDANCE WITH COOPERATIVE FUNDING AGREEMENT
NO. M70604-A2**

WHEREAS, the 2004 Sonoma County Traffic Relief Act Expenditure Plan (hereinafter “Expenditure Plan”) includes \$19,000,000 in 2004 dollars, for the Bicycle and Pedestrian funding category; and

WHEREAS, the Sonoma County Transportation Authority (hereinafter “Authority”) and the City of Petaluma (hereinafter “City”) have entered into Cooperative Funding Agreement No. 70604 –A2 (hereinafter “Cooperative Agreement”) regarding the Petaluma River Trail (hereinafter “Project”); and

WHEREAS, the City has submitted a Request for Appropriation of Funds dated June 23, 2021 in connection with the Project pursuant to the above referenced Cooperative Agreement; and

WHEREAS, funds are included in the Authority’s Strategic Plan and annual budget for such projects.

NOW, THEREFORE, BE IT RESOLVED that the Authority finds the Request for Appropriation of funds consistent with the Expenditure Plan, the Strategic Plan, and the Cooperative Agreement; and

BE IT FURTHER RESOLVED, that the Authority appropriates \$331,000 to the City pursuant to the Cooperative Agreement to be used for the purposes set forth in Attachment A attached hereto; and

BE IT FURTHER RESOLVED, that funds will be disbursed to the City in accordance with the provisions of the Cooperative Agreement but shall not exceed on an annual basis, the amounts programmed by fiscal year, as shown in the Program of Projects in the 2019 Strategic Plan, as such plan may be amended from time to time; and

BE IT FURTHER RESOLVED, that the funds appropriated by the Authority under the Cooperative Agreement are hereby reflected in Attachment B; and

BE IT FURTHER RESOLVED, that this appropriation shall expire three years from the date of this Resolution.

Resolution No. 2021-013
Cooperative Agreement Number: M70604-A-2
Project Sponsor: City of Petaluma
Amount: \$331,000
July 12, 2021

THE FOREGOING RESOLUTION was moved by Director ____, seconded by Director ____, and approved by the following vote:

Director Agrimonti	_____	Director Hopkins	_____
Director Bagby	_____	Director Kelley	_____
Director Fischer	_____	Director Landman	_____
Director Giudice	_____	Director Lemus	_____
Director Gorin	_____	Director Rabbitt	_____
Director Gurney	_____	Director Rogers	_____

Ayes: Noes: Absent: Abstain:

Susan Gorin, Chair

This RESOLUTION was entered into at a meeting of the Sonoma County Transportation Authority held July 12, 2021 in Santa Rosa, California

Attest:

Suzanne Smith, Executive Director
Clerk, Sonoma County Transportation Authority

Attachment: "A" Use of Appropriated Funds
"B" Chronological Listing of Fund Appropriation Resolutions

Resolution No. 2021-013
Cooperative Agreement Number: M70604-A-2
Project Sponsor: City of Petaluma
Amount: \$331,000
July 12, 2021

ATTACHMENT A
Use of Appropriated Funds

SONOMA COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. 2021-013

Date: July 12, 2021

Amount of Funds: \$331,000

Appropriated to: City of Petaluma

Program Category: Bicycle/Pedestrian Program

Specific Project: Petaluma River Trail

Appropriated For: Construction: \$331,000

Scope of Work: Phase IV – Complete the River Trail from the prefabricated bridge at the Petaluma River to Washington Street. The work will include the installation of a new retaining wall, handrail, asphalt pathway and striping.

Other Conditions: None

Staff Comments: This is the ninth and final appropriation for this project.

Resolution No. 2021-013
 Cooperative Agreement Number: M70604-A-2
 Project Sponsor: City of Petaluma
 Amount: \$331,000
 July 12, 2021

ATTACHMENT B

Chronological Listing of Fund Appropriation Resolutions

COOPERATIVE FUNDING AGREEMENT NO. M70604-A2

Between the Sonoma County Transportation Authority

and the City of Petaluma

Project Number	Resolution Number	Date	Funds Appropriated	Cumulative Total
M70604	2006-015	June 12, 2006	\$150,000	\$150,000
	2007-008	April 09, 2007	\$50,000	\$200,000
	2007-027	Dec 10, 2007	\$50,000	\$250,000
	2008-023	July 14, 2008	\$165,000	\$415,000
	2009-019	July 20, 2009	\$85,000	\$500,000
	2012-018	June 11, 2012	\$315,000	\$815,000
	2015-005	March 9, 2015	\$847,775	\$1,662,775
M70604	Board Action/No Reso	Jan 11, 2016	\$-26,672	\$1,636,103
M70604-A1	2018-001	Feb 5, 2018	\$32,000	\$1,668,103
M70604-A2	2021-013	July 12, 2021	\$331,000	\$1,999,103
TOTAL FUNDS APPROPRIATED				\$1,999,103

Staff Report

To: SCTA/RCPA Board of Directors **Meeting Date:** 7/12/21
From: Seana L. S. Gause, Senior - Programming and Projects **Item Number:** 3.4
Subject: Cooperative Agreement and Appropriation Request for use of Mitigation Fees on the Intersection Improvement Project at Adobe Road and Main Street in Penngrove
Consent Item: **Regular Item:** **Action Item:** **Report:**

Issue

Shall the Board authorize the Chair to execute the attached cooperative agreement for Mitigation Fees Collected by the City of Rohnert Park and held by the SCTA? Shall the Board subsequently pass Resolution 2021-014 to approve the attached appropriation requests for Scoping and Environmental Activities on the Intersection Improvements at Adobe Road and Main Street in Downtown Penngrove?

Recommendation

Staff recommends that the Board approve the cooperative agreement, previously approved by the County Board of Supervisors. Staff also recommends that the Board pass the attached resolution (2021-014) that will approve the attached appropriation requests for the Scoping and Environmental phases of the above mentioned project.

Advisory Committee Recommendation

N/A

Alternatives Considered

N/A

Executive Summary

The above listed project was approved for funding from the Regional Traffic Mitigation Fees collected by Rohnert Park and held by SCTA to make improvements to the intersection of Adobe Road and Main Street in Downtown Penngrove by this Board in June of 2019. A cooperative funding agreement (#SCTA-21012) has been approved by the County Board of Supervisors and is now seeking approval from SCTA. Subsequent to approving the agreement, the County is seeking approval of an appropriation request for completion of the scoping and environmental phases of the project in the amount of \$150,000 (\$50,000 for scoping and \$100,000 for Environmental).

Policy Impacts / Nexus to Agency Goals

None, it is within existing policy for the SCTA Board to approve projects for funding under this source (Rohnert Park Mitigation Fees).



Financial Implications

Is there a fiscal impact? Yes No
Is there funding in the current budget? Yes No
The funding source(s) to be used are: Regional Traffic Mitigation Fees

Background

In July 2000, the City of Rohnert Park adopted a General Plan which included Policy TR-21A. Policy TR-21A specifically recognized traffic congestion problems in the community of Penngrove and committed the City to work with SCTA to implement a regional transportation mitigation program that would assist in the resolution of these congestion problems.

Sonoma County’s General Plan also includes policy guidance with respect to congestion in Penngrove and regional traffic impact fees. Specifically Policy CT-7w commits Sonoma County to working with Rohnert Park, Cotati, Santa Rosa and Petaluma to fund and implement traffic calming and capacity improvements in Penngrove.

In December 2018 the SCTA approved a list of projects and selection criteria developed by a working group tasked with creating a distribution process for funds collected by Rohnert Park for traffic mitigation projects outside the city limits, with the ultimate intent of providing traffic relief in Penngrove.

In June of 2019 this board approved a project known as “Intersection Improvements at Adobe Road and Main Street, Penngrove” to be eligible to receive funding from the Regional Traffic Mitigation fees collected by the City of Rohnert Park and held by the SCTA. The County Transportation and Public Works Department is ready to begin development of the project and needs a cooperative funding agreement in order to appropriate funds for expenditure. TPW took a draft cooperative agreement to the Board of Supervisors for approval (attached) and is now seeking approval from SCTA.

TPW is also requesting an appropriation of funds in the amount of \$150,000 in order to complete the scoping and environmental phases of the project.

Pursuant to the the associated cooperative agreements, each jurisdiction must submit an appropriation request (attached) to initiate reimbursement of the Regional Traffic Mitigation funding.

Coop Funding Agreement	Jurisdiction	Description	Phase	Appropriation Amount
SCTA-21012	Sonoma Co TPW	Intersection Improvements at Adobe Rd/Main St, Penngrove	Scoping	\$50,000
			Environmental	\$100,000
			Total	\$150,000

Supporting Documents

Attached: Cooperative Funding Agreement SCTA-21012

Attached: Requests for Appropriation (2)

Attached: Resolution #2021-014

**COOPERATIVE FUNDING AGREEMENT NO. SCTA-21012
BETWEEN THE SONOMA COUNTY TRANSPORTATION AUTHORITY AND THE COUNTY
OF SONOMA**

This Agreement is made and entered into as of _____ (“Effective Date”) by and between the **COUNTY OF SONOMA** hereinafter referred to as “**COUNTY**” and the **SONOMA COUNTY TRANSPORTATION AUTHORITY** hereinafter referred to as “**AUTHORITY.**”

RECITALS

1. **AUTHORITY** entered into SCTA Agreement SCTA05003 (Exhibit A) with the City of Rohnert Park in February 2007 for SCTA to administer funds collected by the City of Rohnert Park from developers in the form of a per unit exaction in order to mitigate traffic impacts of the build out of University District.
2. On June 10, 2019, **AUTHORITY** approved a list of projects eligible to receive said funds as described in Exhibit A that includes the COUNTY project known as the Intersection Improvements at Adobe Road and Main/Petaluma Hill Road in the town of Penngrove (hereinafter referred to as “Project”).
3. Pursuant to the approved list of projects, **AUTHORITY** and **COUNTY** desire to enter into" a Cooperative Funding Agreement to define a framework to enable the two parties to work cooperatively in delivering the Project in an effort to mitigate traffic impacts related to the build out of University District.
4. COUNTY has submitted a financial plan and schedule for completion of the Project which is attached hereto as Exhibit B.
5. Pursuant to the list of projects approved on June 10, 2019, as described above," **AUTHORITY** is committed to make available up to \$750,000 to assist with the Project.

NOW, THEREFORE, in consideration of the foregoing, **AUTHORITY** and **COUNTY** do hereby agree as follows:

SECTION I

COUNTY AGREES:

1. Project Completion. To timely complete the Project in accordance with the deadlines set forth in the Project Plan.
2. COUNTY may submit to **AUTHORITY** invoices for reimbursements for expenses as described in the Project Scope of Work and Cost Schedule and as described in Exhibit B under the terms of this Agreement.

Invoices shall be submitted to **AUTHORITY** no more frequently than monthly, and no less frequently than every six months following initial invoice, provided however that if **COUNTY** is unable to invoice in this time frame a written request for time extension shall be provided, or the funds may be deobligated by **AUTHORITY**. Invoices shall be in a form reasonably acceptable to **AUTHORITY**'s Executive Director.

3. Compliance with Laws. With regard to administering and completing the Project, **COUNTY** shall at all times comply with all applicable laws of the United States, the State of California, the County, and with all applicable regulations promulgated by federal, state, regional, or local administrative and regulatory agencies, now in force and as they may be enacted, issued, or amended during the term of this Agreement. Notwithstanding, **AUTHORITY** recognizes and understands that legal challenges to the Project or aspects thereof may occur, and **AUTHORITY** agrees that **COUNTY** shall not be deemed to have breached this provision solely because a legal challenge to any aspect of the Project is filed or successful.
4. Records. To allow **AUTHORITY** to audit all expenditures relating to the Project funded through this Agreement. For the duration of the Project, and for five (5) years following completion of the Project, or earlier discharge of the Agreement, **COUNTY** shall make available to **AUTHORITY** all records relating to expenses incurred in performance of this Agreement.
5. Reporting Requirements. To provide annual updates on the Project to **AUTHORITY** in the form attached hereto as Exhibit C.

SECTION II

AUTHORITY AGREES:

1. Reimbursement of COUNTY Expenses. Consistent with Project Plan, to make available funds (currently set at \$750,000) to assist with the Project for Scoping, Environmental Compliance documentation and Design costs incurred, including those incurred since and retroactive to February 1, 2021, and after receipt of request for funds. **AUTHORITY** shall process **COUNTY** invoices within forty-five (45) days of receiving an invoice in a form reasonably acceptable to **AUTHORITY**'s Executive Director.
2. Notice of Audit. To provide timely notice to **COUNTY** if an audit is to be conducted.

SECTION III

IT IS MUTUALLY AGREED:

1. Funding Needs and Availability. If additional funds beyond those identified in Exhibit B are necessary to complete the Project, **AUTHORITY** will cooperate with **COUNTY** to identify and secure new or increased fund commitments; however, completion of the Project remains the responsibility of **COUNTY**. Any new or increased funding available to the Project for expenditure is limited to approved appropriations by the SCTA Board.
2. Term. This Agreement will remain in effect until discharged as provided in Paragraph 3 or 13 of this Section III.
3. Discharge. This Agreement shall be subject to discharge as follows:
 - a. This Agreement may be canceled by a party for breach of any obligation, covenant or condition hereof by the other party, upon notice to the breaching party. With respect to any breach which is reasonably capable of being cured, the breaching party shall have thirty (30) days from the

date of the notice to initiate steps to cure. If the breaching party diligently pursues cure, such party shall be allowed a reasonable time to cure, not to exceed sixty (60) days from the date of the initial notice, unless a further extension (which shall not be unreasonably withheld, conditioned, or delayed) is granted by the non-breaching party. Upon cancellation, the non-breaching party retains the same rights as a party exercising its right to terminate under the provisions of paragraph 3(b), except that the canceling party also retains any remedy for breach of the whole contract or any unperformed balance. If the Agreement is cancelled by **AUTHORITY** because **COUNTY** has failed to wholly or partially complete the Project, **AUTHORITY** may, at its option, demand repayment of all unexpended funds and funds determined by audit not to have been expended as provided for in this Agreement, with interest accrued thereon as would have accrued had such funds been invested in the Sonoma County Treasury Pool.

b. By mutual consent of both parties, this Agreement may be terminated at any time. Upon termination by mutual consent, **COUNTY** shall repay to **AUTHORITY** any unexpended funds originally provided to **COUNTY** under this Agreement, and any interest that has accrued thereon.

4. Indemnity. **COUNTY** agrees to accept all responsibility for loss or damage to any person or entity, including but not limited to **AUTHORITY**, and to defend, indemnify, hold harmless, reimburse and release **AUTHORITY**, its officers, agents, employees, successors and assigns from and against any and all actions, claims, damages, disabilities, liabilities and expense (“Liability”) including, but not limited to attorneys’ fees and the cost of litigation incurred in the defense of claims as to which this indemnity applies or incurred in an action by **AUTHORITY** to enforce the indemnity provisions herein, whether arising from personal injury, property damage or economic loss of any type, that may be asserted by any person or entity, including **COUNTY**, arising out of or in connection with the receipt or use of funds provided pursuant to this Agreement, whether or not there is concurrent negligence on the part of **AUTHORITY**, but, to the extent required by law, excluding liability due to the sole or active negligence or due to the willful misconduct of **AUTHORITY**. Notwithstanding, in no event shall **COUNTY** be obligated to defend, indemnify, hold harmless, reimburse, or release **AUTHORITY** as to any Liability regarding the University District traffic fees, the SCTA-City of Rohnert Park agreement for administration of such, or any other taxpayer or other interested party challenge to the fees, their imposition, collection, administration or disbursement. If there is a possible obligation to indemnify, **COUNTY**’s duty to defend exists regardless of whether it is ultimately determined that there is not a duty to indemnify. **AUTHORITY** shall have the right to select its own legal counsel at the expense of **COUNTY**, subject to **COUNTY**’s approval, which approval shall not be unreasonably withheld. This indemnification obligation is not limited in any way by any limitation on the amount or type of damages or compensation payable to or for **COUNTY** or its agents under workers’ compensation acts, disability benefits acts, or other employee benefit acts.

5. Notices. Any notice which may be required under this Agreement shall be in writing, shall be effective when received, and shall be given by personal service, or by certified or registered mail, return receipt requested, to the addresses set forth below, or to such addresses which may be specified in writing to the parties hereto.

To **COUNTY**: Johannes J. Hoevertsz, Public Works Director
Sonoma County Transportation and
Public Works
2300 County Center Dr., Suite B100
Santa Rosa, CA 95403
(707) 565-3585
johannes.hoevertsz@sonoma-county.org

To **AUTHORITY**: Suzanne Smith, Executive Director
Sonoma County Transportation
Authority 411 King Street
Santa Rosa, CA 95404
(707) 565-5373
suzanne.smith@scta.ca.gov

6. Additional Acts and Documents. Each party agrees to do all such things and take all such actions, and to make, execute and deliver such other documents and instruments, as shall be reasonably requested to carry out the provisions, intent and purpose of the Agreement.

7. Integration. This Agreement represents the entire agreement of the parties with respect to the subject matter hereof. No representations, warranties, inducements or oral agreements have been made by any of the parties except as expressly set forth herein, or in other contemporaneous written agreements.

8. Amendment. This Agreement may not be changed, modified or rescinded except in writing, signed by all parties hereto, and any attempt at oral modification of this Agreement shall be void and of no effect.

9. Independent Agency. **COUNTY** renders its services under this Agreement as an independent agency. None of the **COUNTY**'s agents or employees shall be deemed agents or employees of the **AUTHORITY**.

10. Assignment. The Agreement may not be assigned, transferred, hypothecated, or pledged by any party without the express written consent of the other party.

11. Successors. This Agreement shall be binding upon the successor(s), assignee(s) or transferee(s) of the **AUTHORITY** or **COUNTY** as the case may be. This provision shall not be construed as an authorization to assign, transfer, hypothecate or pledge this Agreement other than as provided above.

12. Severability. Should any part of this Agreement be determined to be unenforceable, invalid, or beyond the authority of either party to enter into or carry out, such determination shall not affect the validity of this Agreement which shall continue in full force and effect; provided that the remainder of this agreement can, absent the excised portion, be reasonably interpreted to give reasonable effect to the intentions of the parties.

13. Limitation. All obligations of **AUTHORITY** under the terms of this Agreement are expressly subject to **AUTHORITY**'s continued authorization to collect and expend the traffic impact

funds provided by the Agreement with the City of Rohnert Park. If for any reason **AUTHORITY**'s right to collect or expend proceeds from such traffic impact funds is terminated or suspended in whole or part, **AUTHORITY** shall promptly notify **COUNTY**, and the parties shall consult on a course of action. If, after twenty-five (25) working days, a course of action is not agreed upon by the parties, this Agreement shall be deemed terminated by mutual or joint consent; provided, that any future obligation to fund from the date of the notice shall be expressly limited by and subject to (i) the lawful ability of **AUTHORITY** to expend available funds for the purposes of the Agreement; and (ii) the availability, taking into consideration all the obligations of **AUTHORITY** under all outstanding contracts, agreements to other obligations of **AUTHORITY**, of funds for such purposes.

14. Third Party Beneficiaries. The parties to this Agreement do not intend to provide any person not a part of this Agreement with any benefit or enforceable legal or equitable right or remedy.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date.

COUNTY:

SONOMA COUNTY TRANSPORTATION

AUTHORITY:

By:

By:

Johannes J. Hoevertsz, Public Works

Susan Gorin, Chair, SCTA

Director

Approved as to Substance:

Suzanne Smith, Executive Director

Approved as to Legal Form:

County Counsel

SCTA Legal Counsel Authority

Exhibit A
SCTA-21012

**AGREEMENT FOR DISPOSITION OF REGIONAL TRAFFIC MITIGATION
FUNDS FROM THE UNIVERSITY DISTRICT SPECIFIC PLAN**

BETWEEN
THE SONOMA COUNTY TRANSPORTATION AUTHORITY
AND
CITY OF ROHNERT PARK

Contract No. SCTA05003

This Agreement for Disposition of Regional Traffic Impact Funds from the University District Project (hereinafter "Agreement") is made and entered into as of February 5, 2007 ("Effective Date") by and between the **CITY OF ROHNERT PARK** ("**CITY**") and the **SONOMA COUNTY TRANSPORTATION AUTHORITY** ("**AUTHORITY**").

RECITALS

1. On July 25, 2006, **CITY** adopted Ordinance No. 761 approving a development agreement ("UDSP Development Agreement") between **CITY** and University District LLC and Vast Oak Properties L.P. ("Developer") for development of that certain property known as the University District Specific Plan, which is described and depicted in Exhibit "A" attached hereto ("UDSP Project").

2. The UDSP Project environmental impact report ("UDSP EIR") identified regional traffic impacts that the Developer and **CITY** are unable to mitigate unilaterally primarily because they are outside **CITY**'s jurisdiction.

3. Section 4.02 of the UDSP Development Agreement (attached hereto as Exhibit "B" and incorporated by reference herein) includes a provision requiring Developer to pay to **CITY** \$3,500 per market rate residential unit toward mitigating regional traffic impacts ("Impact Fees") until such time as a regional traffic impact fee is established. After establishment of such a regional traffic impact fee, Developer shall pay the regional traffic impact fee in lieu of the \$3,500 per unit. Under the UDSP Development Agreement, Impact Fees are to be used exclusively for regional traffic improvements (projects located outside of the Urban Growth Boundary of the City of Rohnert Park) approved by **CITY** which mitigate regional traffic impacts identified in the UDSP EIR ("Regional Traffic Projects").

4. Regional Traffic Projects eligible for funding under this Agreement may include projects that will relieve traffic in the Penngrove area. Based upon the transportation and traffic analysis in Section 3.11 of the UDSP EIR, the unincorporated Penngrove area will experience a significant increase in the level of traffic congestion due to the UDSP development. The **AUTHORITY** will establish a process to allocate Impact Fees to Regional Traffic Projects in conjunction with Measure M sales tax funds and other available funding sources.

5. Mitigation of the regional traffic impacts of the University District Specific Plan through execution by **CITY** and **AUTHORITY** of this Agreement is a condition to approval

by the Local Agency Formation Commission of the County of Sonoma of the University District Specific Plan and the annexation of the area within the plan into **CITY**. In order to assist **CITY** to meet this condition of approval, **CITY** has proposed that those Impact Fees collected by Developer be transferred by **CITY** to **AUTHORITY** for use by **AUTHORITY** to fund Regional Traffic Projects.

6. **AUTHORITY** warrants to **CITY** that **AUTHORITY** is capable of and possesses the skill, experience, ability, background, certification, and knowledge to approve, fund, and oversee the Regional Traffic Projects and to allocate the Impact Fees to such projects only.

7. **CITY** wishes to transfer to **AUTHORITY** all Impact Fees collected from Developer, and **AUTHORITY** is willing to accept such Impact Fees and to allocate those Impact Fees exclusively to Regional Traffic Projects, in compliance with Section 4.02 of the UDSP Development Agreement.

8. **AUTHORITY** and **CITY** desire to enter into this Agreement to define a framework to enable the two parties to work cooperatively in funding and managing Regional Traffic Projects.

NOW, THEREFORE, in consideration of the foregoing, **AUTHORITY** and **CITY** do hereby agree as follows:

SECTION I

CITY AGREES:

1. Payment of Regional Traffic Impact Funds. **CITY** shall, on an annual basis, transfer all Impact Fees collected from Developer pursuant to Section 4.02 of the UDSP Development Agreement (the "Regional Traffic Impact Funds") to **AUTHORITY** for allocation to Regional Traffic Projects.

2. Delegation of Authority. **CITY** hereby delegates to **AUTHORITY** its authority and responsibility under Section 4.02 of the UDSP Development Agreement to approve Regional Traffic Projects for the specific purpose of mitigating regional traffic impacts identified in the UDSP EIR; provided, however, that **AUTHORITY** shall not approve any Regional Traffic Project without first consulting with **CITY** as provided in Section II, Paragraph 1 below.

SECTION II

AUTHORITY AGREES:

1. Performance of Regional Traffic Projects. **AUTHORITY** shall be responsible for approval of, and allocation of Regional Traffic Impact Funds to, Regional Traffic Projects to be implemented by eligible public entities. **AUTHORITY** shall consult with **CITY** prior to

making any final decision to approve any Regional Traffic Project.

2. Allocation of Funds. **AUTHORITY** shall allocate the Regional Traffic Impact Funds exclusively to those Regional Traffic Projects which serve the specific purpose of mitigating regional traffic impacts as identified in the UDSP EIR. If **CITY** consents to **AUTHORITY**'s approval of a Regional Traffic Project during the consultation required by Section II, Paragraph 1, it shall be conclusively presumed that such Regional Traffic Project serves the specific purpose of mitigating regional traffic impacts as identified in the UDSP EIR.

3. Segregation of Funds. **AUTHORITY** shall hold the Regional Traffic Impact Funds in a separate, unique account and allocate interest earned on held funds to said account.

4. Return of Funds. **AUTHORITY** shall return to **CITY** any funds in the Regional Traffic Impact Funds account that have not been committed in writing or expended by **AUTHORITY** for the construction of the Regional Traffic Projects as of August 24, 2021.

5. Administrative Expenses. **AUTHORITY** shall charge reasonable administrative expenses to the Regional Traffic Impact Funds account similar to those expenses incurred in administering Measure M monies.

6. Reporting Requirements. **AUTHORITY** shall provide **CITY** with an annual accounting of revenue, interest, and expenditures relating to the Regional Traffic Impact Funds.

7. Compliance with Laws. With regard to the Regional Traffic Projects, **AUTHORITY** shall at all times use reasonable care to comply with all applicable laws of the United States, the State of California, the County, and with all applicable regulations promulgated by federal, state, regional, or local administrative and regulatory agencies, now in force and as they may be enacted, issued, or amended during the term of this Agreement. Notwithstanding the foregoing, **CITY** recognizes and understands that legal challenges to the Regional Traffic Projects may occur, and **CITY** agrees that **AUTHORITY** shall not be deemed to have breached the provisions of this Paragraph solely because a legal challenge to a Regional Traffic Project is successful.

8. Records. For the duration of the Agreement, and for five (5) years following the discharge of this Agreement, **AUTHORITY** shall make available to **CITY** all records relating to the performance of this Agreement.

SECTION III

IT IS MUTUALLY AGREED:

1. Term. This Agreement will remain in effect until discharged as provided in Paragraph 2 or 12 of this Section III.

2. Discharge. This Agreement shall be subject to discharge as follows:

a. This Agreement may be canceled by a party for breach of any material obligation, covenant or condition hereof by the other party, upon notice to the breaching party. With respect to any breach which is reasonably capable of being cured, the breaching party shall have thirty (30) days from the date of the notice to initiate steps to cure. If the breaching party diligently pursues cure, such party shall be allowed a reasonable time to cure, not to exceed sixty (60) days from the date of the initial notice, unless a further extension is granted by the non-breaching party. On cancellation, the non-breaching party retains the same rights as a party exercising its right to terminate under the provisions of Paragraph 2(b) below, except that the canceling party also retains any remedy for breach of the whole contract or any unperformed balance. If the Agreement is canceled by **CITY** because **AUTHORITY** has failed to meet the requirements to use the Regional Traffic Impact Funds towards regional traffic impacts identified in the UDSP EIR, **CITY** may, at its option, demand repayment of all unexpended and uncommitted funds and funds determined by audit not to have been expended or committed as provided for in this Agreement, with interest accrued thereon.

b. By mutual consent of both parties, this Agreement may be terminated at any time. Upon termination by mutual consent, **AUTHORITY** shall repay to **CITY** any unexpended and uncommitted funds originally provided to **AUTHORITY** under this Agreement, and any interest that has accrued thereon.

c. Notwithstanding anything in this Section III, Paragraph 2 to the contrary, **CITY** may not discharge, cancel, or terminate this Agreement if **AUTHORITY** has entered into an agreement with any third party for the funding and implementation of any Regional Traffic Project to be funded, in whole or in part, by Regional Traffic Impact Funds provided or to be provided by **CITY** under this Agreement, and the discharge, cancellation, or termination would preclude **AUTHORITY** from fully performing its duties and obligations under the third-party agreement, unless such discharge, cancellation, or termination is due to **AUTHORITY**'s breach of any uncured, material obligation, covenant, or condition hereof, in which event **CITY** may discharge, cancel, or terminate this Agreement under the provisions of Section III, Paragraph 2(a) notwithstanding any third party agreement.

3. Indemnity. Each party to this Agreement (the "Indemnifying Party") agrees to accept all responsibility for loss or damage to any person or entity, and to defend, indemnify, hold harmless and release the other party (the "Indemnified Party") (including the Indemnified Party's supervisors, officers, agents, and employees) from and against any and all liabilities, actions, claims, damages, disabilities, or expenses that may be asserted by any person or entity, including the Indemnifying Party, to the extent resulting from the Indemnifying Party's own negligence or willful misconduct in connection with the performance of this Agreement, but excluding liabilities, actions, claims, damages, disabilities, or expenses to the extent caused by or due to the negligence or willful misconduct of the Indemnified Party. This indemnification obligation is not limited in any way by any limitation on the amount or type of damages or compensation payable to or for the parties hereto or their agents under workers' compensation acts, disability benefit acts, or other employee benefit acts.

4. Notices. Any notice which may be required under this Agreement shall be in writing, shall be effective when received, and shall be given by personal service, or by certified or registered mail, return receipt requested, to the addresses set forth below, or to such addresses which may be specified in writing to the parties hereto.

To **CITY**: Darrin Jenkins
 City of Rohnert Park
 6750 Commerce Blvd.
 Rohnert Park, CA 94928
 707-588-2200
 dajenkins@rpcity.org

To **AUTHORITY**: Suzanne Smith
 Executive Director
 Sonoma County Transportation Authority
 520 Mendocino Avenue, Suite 240
 Santa Rosa, CA 95401
 707-565-5373
 suzsmith@sctainfo.org

5. Additional Acts and Documents. Each party agrees to do all such things and take all such actions, and to make, execute and deliver such other documents and instruments, as shall be reasonably requested to carry out the provisions, intent and purpose of the Agreement.

6. Integration. This Agreement represents the entire agreement of the parties with respect to the subject matter hereof. No representations, warranties, inducements or oral agreements have been made by any of the parties except as expressly set forth herein, or in other contemporaneous written agreements.

7. Amendment. This Agreement may not be changed, modified or rescinded except in writing, signed by all parties hereto, and any attempt at oral modification of this Agreement shall be void and of no effect.

8. Independent Agency. **AUTHORITY** renders its services under this Agreement as an independent agency. None of the **AUTHORITY**'s agents or employees shall be agents or employees of the **CITY**.

9. Assignment. The Agreement may not be assigned, transferred, hypothecated, or pledged by any party without the express written consent of the other party.

10. Successors. This Agreement shall be binding upon the successor(s), assignee(s) or transferee(s) of the **AUTHORITY** or **CITY** as the case may be. This provision shall not be construed as an authorization to assign, transfer, hypothecate or pledge this Agreement other than as provided above.

11. Severability. Should any part of this Agreement be determined to be unenforceable, invalid, or beyond the authority of either party to enter into or carry out, such determination shall not affect the validity of the remainder of this Agreement, which shall continue in full force and effect; provided that, the remainder of this Agreement can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the parties.

12. Survival. The covenants and obligations in Section II, Paragraphs 4, 6, and 8, and indemnification in Section III, Paragraph 3 of this Agreement shall survive the discharge (by cancellation or earlier termination) of this Agreement.

13. Limitation. All obligations of **CITY** to transfer funds under the terms of this Agreement are expressly subject to **CITY's** continued authorization to collect and transfer the Impact Fees provided by Developer. If for any reason **CITY's** right to collect or expend such Impact Fees is terminated or suspended in whole or part, **CITY** shall promptly notify **AUTHORITY**, and the parties shall consult on a course of action. If, after twenty-five (25) working days, a course of action is not agreed upon by the parties, this Agreement shall be terminated.

[Signatures to Follow on Next Page]

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date.

CITY OF ROHNERT PARK

**SONOMA COUNTY
TRANSPORTATION AUTHORITY**

By: *Vicki Vidak-Martinez*

Vicki Vidak-Martinez, Mayor

Per Resolution No. 2007-15 adopted by the City Council at its meeting of January 23, 2007

By: _____

Robert John, Chairman

ATTEST:

APPROVED AS TO SUBSTANCE:

By: *Terri Griffin*
Terri Griffin, Deputy City Clerk



Suzanne Smith
Suzanne Smith, Executive Director

APPROVED AS TO LEGAL FORM:

APPROVED AS TO LEGAL FORM:

By: *[Signature]*
City Attorney

By: *[Signature]*
Authority Counsel

University District Specific Plan Regional Traffic Mitigation Funds Disposition Agreement

**Between the SONOMA COUNTY TRANSPORTATION AUTHORITY
and CITY OF ROHNERT PARK**

EXHIBIT A

DESCRIPTION AND DEPICTION OF UDSP PROPERTY

(For Staff Insertion)

Exhibit A

UDSP Regional Traffic Funds Disposition Agreement
City of Rohnert Park
Page 1 of 1

Exhibit A
Description and Depiction of UDSP Property

Real property in the unincorporated area of the County of Sonoma, State of California, described as follows:

Parcel One:

Lying in Rancho Cotati and being a portion of the lands of Henry Himebauch Anderson as described in Book 864 of Official Records at Page 194, being more particularly described as follows:

Beginning at a point on the Westerly property line of the lands of Anderson, said point being the Southeast corner of Parcel IV of the lands of the County of Sonoma as described in Book 2166 of Official Records, at Page 300 said point bears North 89° 23' 40" East 190.01 feet from a set iron pipe; thence leaving said line North 89° 23' 40" East 1692.29 feet to the Northwest corner of the parcel conveyed to the State of California by deed recorded March 28, 1967 in Book 2260 of Official Records, Page 173, Sonoma County Records; thence along the West line of said parcel South 0° 02' 40" West 300 feet to a point; thence North 89° 23' 40" East 95 feet to a point; thence South 0° 02' 40" West 80 feet to a point; thence South 89° 23' 40" West 95 feet to a point; thence South 0° 02' 40" West 510 feet to the South line of said Anderson parcel; thence West along said South line 1692.29 feet to the Southwest corner of said Anderson parcel; thence North 0° 02' 20" West 871.50 feet to the point of beginning.

Parcel Two:

An easement for private and public road and incidental purposes over the following described parcel:

Beginning at a point which bears North 89° 23' 40" East 95 feet distant from the Northeast corner of the above described parcel; thence North 89° 23' 40" East 100 feet; thence South 0° 02' 40" West 380 feet; thence South 89° 23' 40" West 100 feet to a point; thence North 0° 02' 40" East 380 feet to the point of beginning.

APN: 047-131-026-000 and 047-131-027-000

Exhibit A

Description and Depiction of UDSP Property

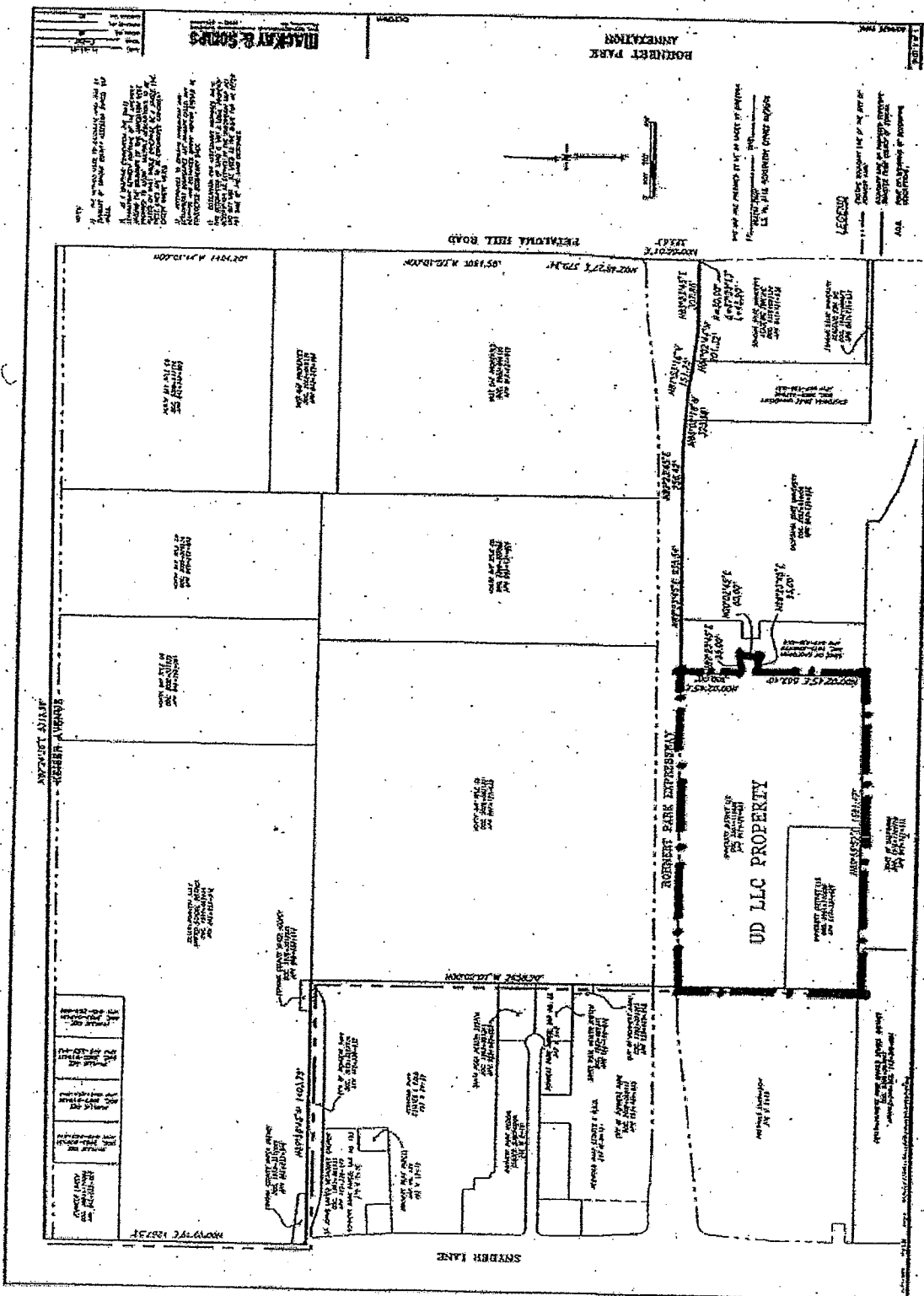


Exhibit A
Description and Depiction of UDSP Property

Real property in the unincorporated area of the County of Sonoma, State of California, described as follows:

TRACT ONE

Parcel One

Being a portion of that tract conveyed to Frank H. Denman and George B. Murphy and David R. Risk and James C. Risk, by Deed dated February 23, 1911 and recorded in Book 272 of Deeds, page 200, Sonoma County Records, and commencing at a stake marked 30 and 31, standing on the South boundary of the lands conveyed to Denman and Murphy by said Risk Brothers, from which a stake marked "Risk" standing at the Southwest corner of said land bears West 40.45 chains distant; thence along the South boundary of said lands East, 10.32 chains to a stake marked 32 and 33; thence North across said lands, at 19.15 chains a stake marked 32 and 33, standing on the South side of a road laid out across said lands of Denman and Murphy, at 19.45 chains to the center of said road; thence along the center of said road South 89° 30' West, 10.32 chains to a point from which a stake marked 30 and 31 standing on the South side of said road bears South 30 links distant; thence South 19.35 chains to the point of beginning.

Parcel Two

An easement 60 feet in width for general road and public utility purposes, the centerline of which is the same as the East line of the parcel of land conveyed to James Tasley by Deed recorded in Book 2307 at page 590, Sonoma County Records.

APN: 045-262-001

TRACT TWO

Parcel One

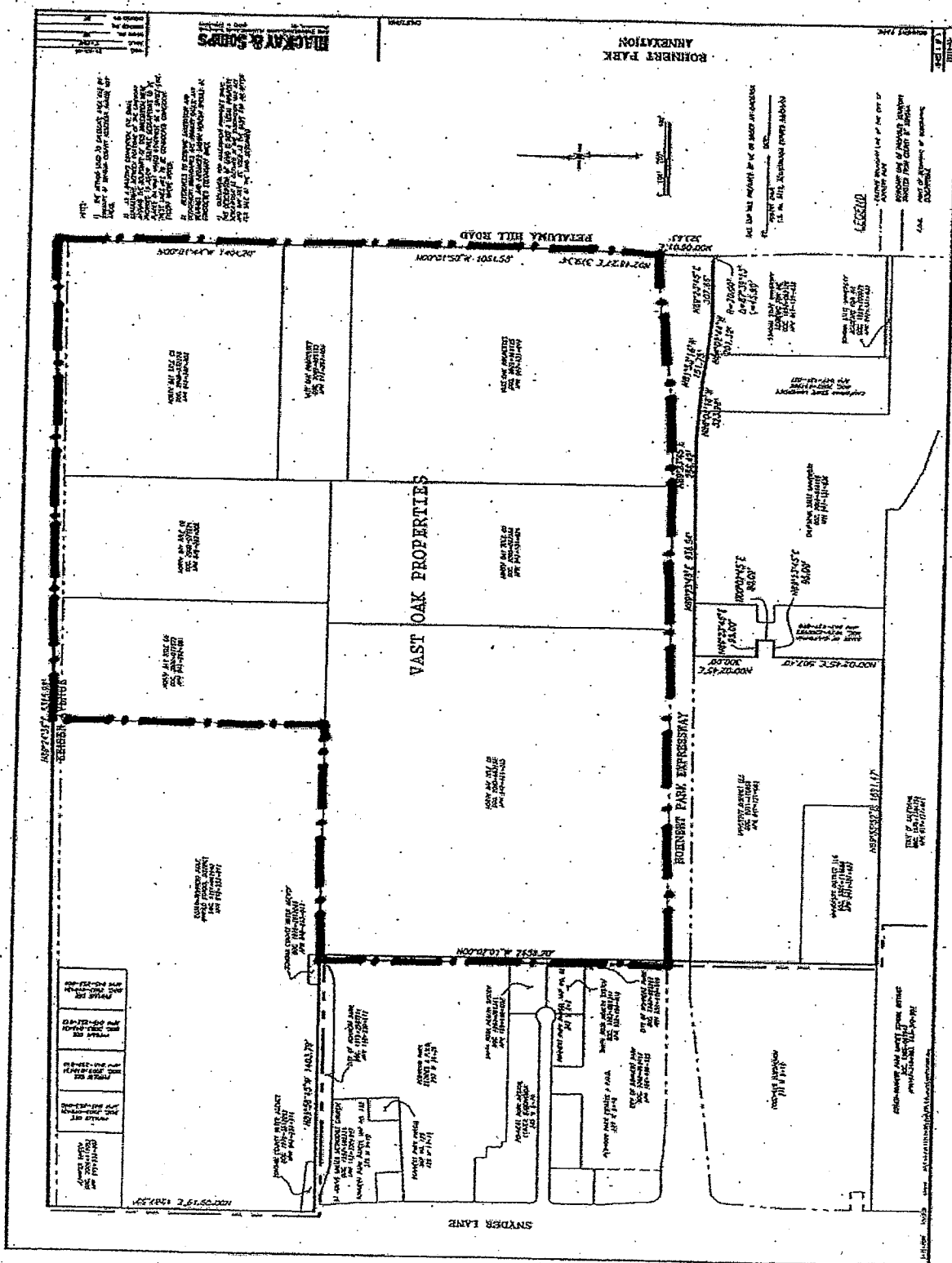
Being a portion of the tract conveyed to Frank H. Denman and Geo B. Murphy, by David R. Risk and James C. Risk by Deed dated February 23, 1911 and recorded in Book 272 of Deeds, Page 200, Sonoma County Records, and commencing at a stake marked "34", standing on the South boundary of said Lands and at the Northeast corner of Lands conveyed to Geo H. Anderson by Cotati Company, by Deed recorded in Book 181 of Deeds, Page 477, and Sonoma County Records; thence along said line West 10.26 chains to a stake marked 32 and 33; thence North 19.15 chains to a stake marked 32 and 33, standing on the South line of a 40 foot road laid out across said lands of Frank H Denman and Geo B. Murphy, and along South line of lands of H. Comstock, at 19.45 chains to center of road; thence along center of same, North 89° 30' East, 10.26 chains; thence leaving said road South 30 links, a stake marked 34 and 35, standing on the South side of said road, 19.57 chains the point of commencement.

Excepting therefrom any portion of said land lying Easterly of the agreed boundary line as described in that certain Boundary Line Agreement and Quitclaim Deed executed by and between North Bay Title Company and Cottonwood Enterprises recorded March 21, 1994 under Document No. 1994 0037474 Sonoma County Records

Also excepting therefrom any portion of said land lying Easterly of the agreed boundary line as

First American Title

Exhibit A
Description and Depiction of UDSP Property



University District Specific Plan Regional Traffic Mitigation Funds Disposition Agreement

**Between the SONOMA COUNTY TRANSPORTATION AUTHORITY
and CITY OF ROHNERT PARK**

SCTA 05003

EXHIBIT B

SECTION 4.02 OF UDSP DEVELOPMENT AGREEMENT

Section 4.02 Regional Traffic Improvement Fee.

Developer agrees to pay, at the time of issuance of a building permit for each residential and/or commercial unit or building within the Project, any future regional traffic improvement impact fee enacted by City (or by City, other area municipalities and/or the County of Sonoma) pursuant to the Mitigation Fee Act (Government Code Section 66000, *et seq.*) that is consistently applied on a city-wide basis to all substantially similar types of development projects. If no regional traffic impact fee has been enacted at the time of issuance of a building permit for such residential or commercial unit or building, then Developer shall pay City, at the time of permit issuance, a fee ("**Regional Traffic Fee**") equal to Three Thousand Five Hundred Dollars (\$3,500) for each market rate residential unit to mitigate the regional traffic impacts of the Project. Developer shall be entitled to a credit against the Regional Traffic Fee for Developer's actual out-of-pocket costs paid to unaffiliated third parties in connection with Developer's construction and installation of City approved regional traffic improvements, if any. For purposes of this Section 4.02, City approved regional traffic improvements shall include regional roadway and traffic improvements that mitigate regional traffic impacts identified in the EIR, as selected by City from time to time in its discretion. Roadway and traffic improvements included within the PFFP or required by the Project Approvals or the MMRP, including the Rohnert Park Expressway and Keiser Avenue improvements and various traffic signals on Petaluma Hill Road, shall not be considered City approved regional traffic improvements for purposes of this Section 4.02. All Regional Traffic Fees paid by Developer shall be held by City in a separate account and used exclusively for City approved regional traffic improvements which mitigate regional traffic impacts identified in the EIR. If, within fifteen (15) years of the Effective Date of this Agreement, such Regional Traffic Fees have not been committed in writing or expended by City for the construction of regional traffic improvements that meet the criteria set forth above, City shall return such unexpended and uncommitted Regional Traffic Fees to Developer.

In consideration of Developer's agreement to pay the Regional Traffic Fee as provided in subsection 4.02A, above, City covenants that for the five (5) year period commencing on the Effective Date and continuing until the fifth (5th) anniversary thereof, City will not enter into any development agreement pursuant to the Development Agreement Statute for any residential development within a Specific Plan area or for any other residential project that includes 100 or more market rate dwelling units, unless such development agreement contains a provision obligating the developer of such project to pay a regional traffic improvement fee, the amount of which shall be determined by City in its reasonable discretion based upon the project's regional traffic impacts, as identified in the applicable CEQA document

Exhibit B

UDSP Regional Traffic Funds Disposition Agreement
City of Rohnert Park
Page 1 of 2

for the project. City's obligations under this subsection 4.02B shall immediately terminate in the event that City, by itself or in cooperation with other area municipalities, enacts a regional traffic improvement impact fee pursuant to the Mitigation Fee Act.

**Exhibit A Project Description
SCTA-21012**

Intersection improvements to relieve congestion at Adobe Road and Main/Petaluma Hill Road.

The combination of Old Redwood Highway N to Main Street to Petaluma Hill Road has long functioned as a north-south parallel alternate to US 101 between Petaluma and Santa Rosa. The Main Street leg of this intersection does not have a dedicated left turn lane onto westbound Adobe Road. Left turning vehicles on Main Street can force northbound traffic to que waiting for a break in southbound Petaluma Hill traffic. The northbound traffic will sometimes opt to utilize the road shoulder/Class 2 Bike Lane to pass on the right of vehicles waiting to turn left. This creates an undesired conflict with bicyclists along Main Street/Petaluma Hill Road. Widening the Main Street Leg of this intersection to add a left turn lane will improve the flow of northbound traffic and enhance the safety of bicyclist through this intersection. This project concept was clearly outlined in Sonoma County Policy CT-7w and the County plans to construct the project in 2022/2023.

Exhibit B SCTA-21012

Scope of Work and Cost Schedule

Phase	Budget	2022 Construction Schedule	
		Begin	Complete
Scoping	\$50,000	2/2021	6/2021
Environmental	\$100,000	6/2021	11/2021
Right of Way (if necessary)	\$100,000	6/2021	12/2021
PS&E	\$150,000	7/2021	12/2021
Construction	\$1,200,000	3/2022	12/2022
Construction Eng.	\$100,000	3/2022	12/2022
Contingency 10% of Con	\$120,000		
Total	\$1,820,000		

Source	Rohnert Park Mitigation Fee	Measure M (to be programmed)	County Road Funds	Total
Amount	\$750,000	\$750,000	\$320,000	\$1,820,000
	Scoping			
	Environmental			
	Right of Way			
	PS&E			
	Construction	Construction	Construction	
		Construction Engineering	Contingency	



Integrated Waste
 Road & Bridge Operations
 Sonoma County Airport
 Sonoma County Transit

Johannes J. Hoevertsz, Director

Trish Pisenti, Deputy Director- Transportation & Operations
 Janice Thompson, Deputy Director- Engineering & Maintenance

Exhibit C

Date

Sonoma County Transportation Authority
 411 King Street
 Santa Rosa, CA 95404

[Name of Project] - Annual Reporting Letter – FY _____

Dear SCTA Chairman:

The City of/Town of / County of _____ is pleased to present information related to **Rohnert Park Mitigation Fee** funding for the following project for FY _____ Reported:

Work was performed on the following project using **Rohnert Park Mitigation Fee** funds including:

A.	Project Name:	
	Project Phase/Development Phase:	
B.	Amount Appropriated in Previous Fiscal Years	\$ -
C.	Total Amount of Unexpended Appropriations from Prior FY	\$ -
D.	Amount Appropriated in FY 00/00	\$ -
E.	Reimbursements Received in FY 00/00	\$ -
F.	Amount of Matching Funds Provided	\$ -
G.	Total Measure M Reimbursements Received in Prior Years	\$ -
H.	Total Measure M Funding Reimbursed to Date	\$ -
I.	Total Appropriation Remaining Balance to Rollover to FY 00/00	\$ -

J. Describe work completed this fiscal year.

K.	Overall Status of Project by Phase	% Complete	Est. Completion Date
	Scoping		
	Environmental		
	Design		
	Right of Way		
	Construction & Construction Management		

L.	Overall Project Funding				
	Phase	Total	Measure M LSP	Other	Need

	\$	\$	\$	\$
	\$	\$	\$	\$
	\$	\$	\$	\$
	\$	\$	\$	\$
Totals	\$ -	\$ -	\$ -	\$ -

(Insert additional table if necessary to provide each alternative fund source per project phase)

Report on Public Information Requirements:

- M. Provide digital pictures of projects before, during and after construction.
- N. Did you identify the project on your web site? Please provide link.
- O. Identify project benefits.

To meet our reporting requirements, we are submitting an original signed copy on our letterhead. In addition, we have also emailed an electronic copy to the SCTA.

We have also attached electronic photographs in jpeg file format.

If you have any questions regarding this project information, please contact:

Name:
 Phone:
 Email:

Sincerely,

SIGNATURE REQUIRED

Name
 Title (Public Works Director)



**Integrated Waste
Road & Bridge Operations
Sonoma County Airport
Sonoma County Transit**

Johannes J. Hoevertsz, Director

**Trish Pisenti, Deputy Director- Transportation & Operations
Janice Thompson, Deputy Director- Engineering & Maintenance**

June 25, 2021

Ms. Susan Gorin, Chair
Sonoma County Transportation Authority
411 King St
Santa Rosa, CA 95404

FUNDING APPROPRIATION REQUEST

**PROJECT NAME: Intersection Improvements to Relieve Congestion at Adobe Road and Main/Petaluma Hill Road
AGREEMENT NO. _____**

Dear Ms. Gorin:

The County of Sonoma hereby requests that the Sonoma County Transportation Authority (SCTA) take action to appropriate funds at its next Board meeting for the Intersection Improvements to Relieve Congestion at Adobe Road and Main/Petaluma Hill Road project.

The County has entered into a cooperative funding agreement with the SCTA (Cooperative Agreement No. _____) and is ready to begin work on the Scoping phase of the project. Below is the specific appropriation request information.

Project Name & Description:	Intersection Improvements to Relieve Congestion at Adobe Road and Main/Petaluma Hill Road – Addition of a left turn leg on Main/Petaluma Hill Road to the westbound lane of Adobe Road.
Project Category:	Local Street Project
Phase Development Phase of this Appropriation:	Scoping
Amount of Rohnert Park Mitigation Fee Appropriate Request:	\$50,000
Amount of Local Funding Match:	\$0
Sources of Local Funding Match:	N/A
Total Project Cost:	\$1,820,000

The current schedule for the Intersection Improvements to Relieve Congestion at Adobe Road and Main/Petaluma Hill Road project is as follows:

Project Development Phase	Begin	Complete
Scoping	2/2021	6/2021
Environmental	6/2021	11/2021
Right of Way	6/2021	12/2021
PS&E	7/2021	12/2021
Construction & Construction Eng.	3/2022	12/2022

Thank you for your consideration.

Sincerely,



Johannes J. Hovertsz

Director

cc: Janice Thompson, James Cameron, Seana Gause, Steve Urbanek, Hunter McLaughlin



**Integrated Waste
Road & Bridge Operations
Sonoma County Airport
Sonoma County Transit**

Johannes J. Hoevertsz, Director

**Trish Pisenti, Deputy Director- Transportation & Operations
Janice Thompson, Deputy Director- Engineering & Maintenance**

June 25, 2021

Ms. Susan Gorin, Chair
Sonoma County Transportation Authority
411 King St
Santa Rosa, CA 95404

FUNDING APPROPRIATION REQUEST

**PROJECT NAME: Intersection Improvements to Relieve Congestion at Adobe Road and Main/Petaluma Hill Road
AGREEMENT NO. _____**

Dear Ms. Gorin:

The County of Sonoma hereby requests that the Sonoma County Transportation Authority (SCTA) take action to appropriate funds at its next Board meeting for the Intersection Improvements to Relieve Congestion at Adobe Road and Main/Petaluma Hill Road project.

The County has entered into a cooperative funding agreement with the SCTA (Cooperative Agreement No. _____) and is ready to begin work on the Environmental phase of the project. Below is the specific appropriation request information.

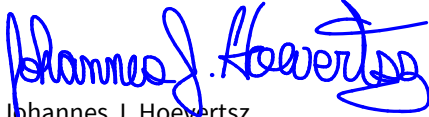
Project Name & Description:	Intersection Improvements to Relieve Congestion at Adobe Road and Main/Petaluma Hill Road – Addition of a left turn leg on Main/Petaluma Hill Road to the westbound lane of Adobe Road.
Project Category:	Local Street Project
Phase Development Phase of this Appropriation:	Environmental
Amount of Rohnert Park Mitigation Fee Appropriate Request:	\$100,000
Amount of Local Funding Match:	\$0
Sources of Local Funding Match:	N/A
Total Project Cost:	\$1,820,000

The current schedule for the Intersection Improvements to Relieve Congestion at Adobe Road and Main/Petaluma Hill Road project is as follows:

Project Development Phase	Begin	Complete
Scoping	2/2021	6/2021
Environmental	6/2021	11/2021
Right of Way	6/2021	12/2021
PS&E	7/2021	12/2021
Construction & Construction Eng.	3/2022	12/2022

Thank you for your consideration.

Sincerely,



Johannes J. Hovertsz

Director

cc: Janice Thompson, James Cameron, Seana Gause, Steve Urbanek, Hunter McLaughlin

Resolution No. 2021-014
Cooperative Agreement Number: #SCTA-21012
Project Sponsor: County of Sonoma
Amount: \$150,000
July 12, 2021

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA COUNTY
TRANSPORTATION AUTHORITY, COUNTY OF SONOMA, STATE OF
CALIFORNIA, APPROPRIATING REGIONAL TRAFFIC MITIGATION FUNDS
FROM THE UNIVERSITY DISTRICT SPECIFIC PLAN TO THE COUNTY OF
SONOMA IN ACCORDANCE WITH COOPERATIVE FUNDING AGREEMENT
NO. SCTA-21012**

WHEREAS, the 2000 the Rohnert Park General Plan (hereinafter “General Plan Plan”) includes Policy TR-21A, recognizing traffic in the town of Penngrove and committed Rohnert Park to work with SCTA to implement a regional transportation mitigation program that would assist in the resolution of these congestion problems; and

WHEREAS, Cooperative Funding agreement SCTA-05003 Establishes SCTA as the Agency responsible for holding and distributing mitigation fees collected by the City of Rohnert Park for the purpose of mitigating traffic impacts in and around Penngrove; and

WHEREAS, the Sonoma County Transportation Authority (hereinafter “Authority”) and the County of Sonoma (hereinafter “County”) have entered into Cooperative Funding Agreement No. SCTA-21012 (hereinafter “Cooperative Agreement”) regarding the Intersection Improvements at Adobe Road and Main Street in Penngrove (hereinafter “Project”); and

WHEREAS, The Authority has approved the project to receive a total of \$750,000 in funding from the Regional Mitigation Fees; and

WHEREAS, the County has submitted a Request for Appropriation of Funds dated June 25, 2021 in connection with the Project pursuant to the above referenced Cooperative Agreement; and

WHEREAS, funds are included in the Authority’s annual budget for such projects.

NOW, THEREFORE, BE IT RESOLVED that the Authority finds the Request for Appropriation of funds consistent with the Policy TR-21A and the Cooperative Agreement; and

BE IT FURTHER RESOLVED, that the Authority appropriates \$150,000 to the City pursuant to the Cooperative Agreement to be used for the purposes set forth in Attachment A attached hereto; and

BE IT FURTHER RESOLVED, that funds will be disbursed to the County in accordance with the provisions of the Cooperative Agreement but shall not exceed \$750,000,

BE IT FURTHER RESOLVED, that the funds appropriated by the Authority under the Cooperative Agreement are hereby reflected in Attachment B; and

Resolution No. 2021-014
Cooperative Agreement Number: #SCTA-21012
Project Sponsor: County of Sonoma
Amount: \$150,000
July 12, 2021

BE IT FURTHER RESOLVED, that this appropriation shall expire three years from the date of this Resolution.

THE FOREGOING RESOLUTION was moved by a vote of acclimation and approved by the following vote:

Director Agrimonti	_____	Director Hopkins	_____
Director Bagby	_____	Director Kelley	_____
Director Fischer	_____	Director Landman	_____
Director Giudice	_____	Director Lemus	_____
Director Gorin	_____	Director Rabbitt	_____
Director Gurney	_____	Director Rogers	_____

Ayes:

Noes:

Absent:

Abstain:

Susan Gorin, Chair

This RESOLUTION was entered into at a meeting of the Sonoma County Transportation Authority held July 12, 2021 in Santa Rosa, California
Attest:

Suzanne Smith, Executive Director
Clerk, Sonoma County Transportation Authority

**Attachment: "A" Use of Appropriated Funds
"B" Chronological Listing of Fund Appropriation Resolutions**

Resolution No. 2021-014
Cooperative Agreement Number: #SCTA-21012
Project Sponsor: County of Sonoma
Amount: \$150,000
July 12, 2021

ATTACHMENT A
Use of Appropriated Funds

SONOMA COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. 2021-014

Date: July 12, 2021

Amount of Funds: \$150,000

Appropriated to: County of Sonoma

Program Category: Regional Mitigation Fees, Penngrove

Specific Project: Intersection Improvements at Adobe Road and Main Street, Penngrove

Appropriated For: Scoping: \$50,000; Environmental: \$100,000

Scope of Work: The combination of Old Redwood Highway N to Main Street to Petaluma Hill Road has long functioned as a north-south parallel alternate to US 101 between Petaluma and Santa Rosa. The Main Street leg of this intersection does not have a dedicated left turn lane onto westbound Adobe Road. Left turning vehicles on Main Street can force northbound traffic to que waiting for a break in southbound Petaluma Hill traffic. The northbound traffic will sometimes opt to utilize the road shoulder/Class 2 Bike Lane to pass on the right of vehicles waiting to turn left. This creates an undesired conflict with bicyclists along Main Street/Petaluma Hill Road. Widening the Main Street Leg of this intersection to add a left turn lane will improve the flow of northbound traffic and enhance the safety of bicyclist through this intersection. This project concept was clearly outlined in Sonoma County Policy CT-7w and the County plans to construct the project in 2022/2023.

Other Conditions: None

Staff Comments: This is the first appropriation for this project.

Resolution No. 2021-014
 Cooperative Agreement Number: #SCTA-21012
 Project Sponsor: County of Sonoma
 Amount: \$150,000
 July 12, 2021

ATTACHMENT B

Chronological Listing of Fund Appropriation Resolutions
COOPERATIVE FUNDING AGREEMENT NO. SCTA-21012
Between the Sonoma County Transportation Authority
and the County of Sonoma

Project Number	Resolution Number	Date	Funds Appropriated	Cumulative Total
SCTA-21012	2021-014	July 12, 2021	\$150,000	150,000
TOTAL FUNDS APPROPRIATED				\$150,000

Staff Report

To: SCTA/RCPA Board of Directors **Meeting Date:** 7/12/21
From: Janet Spilman, Director of Planning **Item Number:** 4.1
Subject: SCTA Draft Comprehensive Transportation Plan

Consent Item: **Regular Item:** **Action Item:** **Report:**

Issue

SCTA is updating the Comprehensive Transportation Plan (CTP). The draft CTP is now available <https://scta.ca.gov/wp-content/uploads/2021/06/DRAFT-CTP2050.pdf> and staff will provide a summary presentation and take comments at the Board meeting and through other public outreach. The final CTP will be brought back to the Board this fall for approval.

Recommendation

Consider providing feedback and direction to staff on the Draft CTP.

Advisory Committee Recommendation

The Citizens Advisory Committee, Technical Advisory, and Planning Advisory Committee have received this presentation and provided feedback.

Alternatives Considered

Not applicable to this item.

Executive Summary

The CTP is a long range transportation document, last updated in 2016. The SCTA established an ad hoc CTP advisory committee that steered work on the engagement plan, vision and goals, and updates to the project list.

The Draft CTP includes the following: a review of existing conditions including demographics and travel behavior; forecasts; review of the transportation system, including new projects and trends; and performance results. Included in the appendices are details of the public engagement, the project list and other technical documents.

Key takeaways are that the projects and policies of the CTP make significant improvements in transit, bicycle and pedestrian options, better access and lower VMT and GHG on a per capita basis. Automobile traffic, collisions and potholes will continue to be problems that will need on-going solutions.



Policy Impacts / Nexus to Agency Goals

The CTP sets goals and policy priorities for the SCTA and identifies potential transportation projects countywide.

Financial Implications

Is there a fiscal impact? Yes No

Is there funding in the current budget? Yes No

The funding source(s) to be used are: CBTP planning funds

The CTP has been developed in house. Costs for public engagement totaled \$9,300 and there will be additional costs for graphic design.

Background

Moving Forward 2050 - The Comprehensive Transportation Plan (CTP) tells the story of Sonoma County's transportation system. The plan examines the current state of transportation in the county, and looks at future needs and goals and provides information on how these needs and goals can be met. The CTP is updated frequently enough to ensure that the plan is relevant, useful, and represents the current transportation needs and goals of SCTA and Sonoma County jurisdictions. The previous CTP was completed in 2016, and it is estimated that the CTP will be updated again in 2026.

The importance of maintaining an updated planning document is two-fold. First, the Metropolitan Transportation Commission (MTC) requires local Transportation Authorities such as the SCTA to establish transportation plans that can feed into the larger Regional Transportation Plan (RTP). The RTP is a federally required, long range planning document that is now called Plan Bay Area. Second, the SCTA is responsible for programming, or allocating, numerous State and federal funding sources to transportation projects. In order to meet these requirements, the SCTA needs a policy and planning document to help guide the programming process. If the SCTA does not meet these two requirements it is at risk of losing critical transportation dollars.

SCTA is committed to equitable transportation planning. To avert underinvestment in disadvantaged communities, SCTA identified targeted geographic areas for prioritizing funding to provide safe, accessible, and affordable mobility. This plan serves also as an update to the Community Based Transportation Plans: Roseland (2007); the River area (2009); a portion of Healdsburg (2009); and the Springs area (2010)

CTP Update Process

The CTP Update has included the following phases:

- Engage with Community Based Organizations, online feedback, public meetings, webinars, and regular updates to Advisory Committees and the Board. Polling for the Go Sonoma sales tax measure also provided insight into public sentiment about transportation.
- Review project list, update project objectives, call for projects – Board approved in June 2019
- Review and update Vision and Goals – Board approved in March 20, 2020
- Summarize current conditions. Include updated demographics, new conditions and travel behavior.
- Full review of transportation system. Include successes and needs as well as new technology and innovation.
- Estimate future conditions and set a future baseline. Provide an estimate of what future conditions could look like if we don't construct any projects or make improvements to the transportation system, and assess what impacts population, housing, and employment growth have on future travel conditions.
- Determine how CTP goals and targets could be achieved. Estimate what it will take to meet CTP goals and performance targets by assembling a future scenario in which promising transportation projects, policies, strategies, and technologies would be implemented.
- Produce and distribute the Draft CTP to members of SCTA Advisory Committees, the Board and public. June – July 2021

Identifying Plan Goals and Objectives

Moving Forward 2050 builds on the efforts of local elected officials and staff from the cities, town, and county government in Sonoma County. This update has been developed with the understanding that existing transportation needs outstrip funding levels, that there is increasing pressure on the existing transportation system, and that transportation impacts on the environment, public health, and safety are growing.

Overall, the CTP is meant to refine the vision, goals, and objectives for improving mobility on Sonoma County's streets, highways, the transit system and bicycle/pedestrian facilities, as well as to reduce transportation related impacts. To that end, it provides policy guidance and identifies transportation improvements for development over the next 29 years.

Vision and Goals 2050

Connecting people and places as we transition our transportation network to zero-emissions by 2050. Our guiding principles are to improve **safety, equity, and quality of life.**

Our transportation system should be:

Goal 1 - Connected and Reliable

Deliver a seamless network that allows people to use a variety of transportation types easily, affordably and dependably.

- Provide a robust and well-coordinated local and regional transit system.

- Create a high quality bike and pedestrian network.

- Optimize roadway operations to allow efficient movement of people.

- Ensure effective transportation options for youth and older adults.

- Guide innovation to the transportation system.

Goal 2 - Safe and Well-Maintained

Provide safe and well maintained transportation infrastructure.

- Employ Vision Zero policies and strategies.

- Use maintenance dollars efficiently and effectively.

- Design infrastructure for all ages and abilities.

- Deploy innovative technologies and best practices.

Goal 3 - Community Oriented and Place-Based

Implement place-based transportation projects, tailored to urban, suburban, and rural communities that will improve local mobility.

- Target high-traffic areas with right sized solutions to improve access.

- Focus on strategies that support high density, walkable and transit oriented communities.

- Prioritize resilient infrastructure in areas at risk for flooding, fire and other environmental challenges.

- Employ Complete Street policies and strategies that support a diversity of uses.

Goal 4 - Zero-Emissions

Provide zero-emission transportation opportunities that meet diverse community needs, improve health and enhance quality of life.

- Prioritize transportation funding for zero-emissions strategies.

- Emphasize strategies that incentivize transit and shared mobility.

- Take bold steps to achieve a zero-emission transportation network.

- Support climate-friendly land use practices through ongoing coordination and alignment.

- Implement the Shift Sonoma County Low Carbon Transportation Plan.

Performance Results

As part of each CTP performance is evaluated to determine how the projects and policies included in the plan can help us reach plan goals and objectives. During the performance evaluation, the Sonoma County Travel Model and other tools were used to evaluate projects, policies, technologies,

and behavior change in relation to CTP goals and associated performance measures. The CTP performance evaluation identified the following positive trends and ongoing challenges that will need to be addressed going forward.

Positive Trends

- Improved transit service coverage and transit ridership
- Expanded bicycle and pedestrian system and connectivity
- Shorter travel times and trips, or better access to employment and destinations
- Lower household travel costs
- VMT and GHG emissions trend downward on a per capita basis
- Local Benefits

Ongoing Challenges

- Continued reliance on automobiles
- Increased traffic congestion and delay
- Significant maintenance needs and funding shortfalls
- No countywide reduction in collision rates without specific action like the countywide Vision Zero project that is underway

What does it take to reach our goals?

 <p>Make Equity a part of every decision making process.</p>	 <p>Shift mode from single occupant vehicle trips to bicycle and pedestrian trips .</p>	 <p>Prioritize Transit Improvements increase service.</p>	 <p>Construct Selected Road and Highway Projects. Examples include HWY 101 Interchange, SMART Pathway, and other highway and large local road projects.</p>
 <p>Maintain the transportation infrastructure.</p>	 <p>Vehicle Fleet Fuel Economy increased to 55 MPG or better</p>	 <p>Implement Trip Reduction programs including working remotely or sharing rides</p>	 <p>Build neighborhood projects to enhance mobility and provide access.</p>
 <p>Population and Employment Growth Plan for population and employment city-centered, maintain jobs-housing balance with neighboring counties.</p>	 <p>Maximize Transit Ridership by filling vacant capacity on buses and trains.</p>	 <p>Implement System Efficiency Improvements - Deploy signal timing, metering, smart car technology, in road broadband.</p>	 <p>Implement Vision Zero policies to eliminate traffic injuries.</p>

Schedule and Next Steps

Release of CTP for review – July 12, 2021

Public Outreach – through September 13, 2021

Comments due – August 13, 2021

Anticipated adoption of CTP – September 13, 2021

Staff Report

To: SCTA/RCPA Board of Directors
From: Janet Spilman, Director of Planning
Subject: Response to draft Plan Bay Area 2050

Meeting Date: 7/12/21
Item Number: 4.2

Consent Item: **Regular Item:** **Action Item:** **Report:**

Issue

MTC/ABAG has released Plan Bay Area 2050 and is seeking public comments.

Recommendation

Review the attached letter to Therese McMillan, Executive Director of MTC/ABAG; consider approving the letter approve for the Chair’s signature and submittal to MTC/ABAG. Comments are due by July 20, 2021.

Advisory Committee Recommendation

N/A

Alternatives Considered

N/A

Executive Summary

Plan Bay Area 2050 (PBA) is the long range planning document for the region. Unlike the CTP which focuses on transportation, PBA studies housing, the economy, the environment and transportation. MTC/ABAG staff presented the Plan to SCTA in May.

Policy Impacts / Nexus to Agency Goals

Plan Bay Area 2050 serves as guidance for MTC/ABAG projects and policies.

Financial Implications

Is there a fiscal impact? Yes No

Is there funding in the current budget? Yes No

The funding source(s) to be used are: N/A

Background

The development of Plan Bay Area was a large multi-phased project spanning 4 years



Horizon (Spring 2018 to Fall 2019): A predecessor initiative to Plan Bay Area 2050, Horizon explored a suite of strategies to ensure a more resilient and equitable future in the face of uncertainty. It was in this phase that Transformative Projects, including SMART to Cloverdale were evaluated. The primary assessment was Benefit- Cost Assessment, followed by evaluation of performance in furthering PBA goals and Equity. See Project Performance Assessment for details. This phase concluded fall 2019 with recommendations on strategies

Draft Blueprint (Fall 2019 to Summer 2020): Known as the Preferred Scenario in previous plans, it integrated and tested the recommendations from Horizon. Comprised of 25 strategies, it was designed to advance the plan vision of a more affordable, connected, diverse, healthy, and vibrant Bay Area for all.

Final Blueprint (Summer 2020 to End of 2020): Building on the Draft Blueprint, the Final Blueprint refined and expanded strategies to make further progress on the five key challenges identified in the Draft Blueprint analysis, while integrating robust public feedback received during the summer of 2020.

Draft Plan Bay Area 2050 (Spring 2021 to Fall 2021): Released May 26, 2021, the draft plan sets the introductory context, outlines all 35 approved plan strategies, highlights the outcomes of the plan, and introduces the Implementation Plan.

Environmental Impact Report (Fall 2020 to Fall 2021): The Environmental Impact Report is analyzing the potential environmental effects of the Final Blueprint, as well as a range of alternatives, in compliance with the California Environmental Quality Act.

Implementation Plan (Fall 2020 to Fall 2021): The Implementation Plan is defining specific near-term actions for ABAG, MTC and partners to advance each of the strategies adopted in the Final Blueprint, focusing on the next five years.

Final Plan Bay Area 2050: Slated for release in fall 2021, the final Plan Bay Area 2050 will be adopted in a joint meeting of the Metropolitan Transportation Commission and the ABAG Executive Board.

Supporting Documents

Presentation to SCTA https://scta.ca.gov/wp-content/uploads/2021/05/PlanBayArea2050_ElectedOfficialsOverview_SCTA_Spring2021_v3.pdf

Plan Bay Area website <https://www.planbayarea.org/>

July 12, 2021

Therese McMillan, Executive Director
Metropolitan Transportation Commission
Association of Bay Area Governments
375 Beale Street
San Francisco, CA 94105

RE: Comments on Plan Bay Area 2050

Dear Ms. McMillan:

Thank you for the opportunity to review and comment on the draft Plan Bay Area 2050 (PBA2050). We recognize the very large and complex task of planning for housing, economic growth, transportation, and the environment for the next 30 years for the entire Bay Area Region. Added to that are the pressing policy needs related to climate change, equity, and a just transition to a regenerative economy. Success will require leadership and collaboration from local and regional partners.

Overall PBA2050 provides a robust policy approach to achieving regional goals and the SCTA concurs with the general themes and approaches of the plan. Specifically, we support the following:

- Infill development. Prioritizing housing with ready access to transit is baked into our local planning and we continue to support the Priority Development Areas (PDAs). There are now 17 PDAs in the County including five that were added in this cycle.
- Production Areas. The new designation of Priority Production Areas with locally identified industrial spaces for job growth recognizes the value of planning for job growth and the linkages to transit.
- Fix it first. SCTA supports prioritizing the maintenance of the existing transportation system. Our existing multi-use pathways, roads, and other transportation infrastructure are critical to ensuring mobility and access for all Sonoma County travelers today and into the future. Sonoma County provides access to diverse and valuable open space and recreation opportunities; maintaining our transportation system enables a broad cross-section of Bay Area residents to visit and enjoy these regional resources.
- Access. SCTA supports the PBA2050's emphasis on improving access to jobs and other destinations. All Sonoma County jurisdictions support city-centered growth policies and urban growth boundaries. A high proportion of Sonoma County residents live and work in the county (78%) and almost 90% of county trips stay in the county.
- Safety and Health. We support the focus on health and safety as proposed by the Complete Streets network and regional Vision Zero principles. In 2019, SCTA in partnership with the Sonoma County Department of Health Services, launched a countywide Vision Zero planning project. The Sonoma County Vision Zero project is gathering data and information to inform the development of a countywide action plan which is committed to achieving zero traffic deaths and severe injuries on Sonoma County roadways by 2035.

- Transit. SCTA supports a regional approach to transit recovery and aspirations to build a more robust system with enhanced frequency, reliability, capacity, and seamlessness. The SCTA adopted the Transit Integration and Efficiency Study (TIES) for our three local bus operators in 2019. In fall 2020, the SCTA established a Future of Transit Ad Hoc Committee to oversee implementation of TIES recommendations and coordination with regional transit integration efforts through the Blue Ribbon Transit Recovery Task Force. SCTA is pleased the enhancement of local bus service in Sonoma County is included explicitly in PBA2050.
- Resilience. The SCTA is pleased that PBA2050 recognizes the importance of State Route 37 as a vital corridor and of regional significance. Including the improvement project in the plan and providing regional discretionary funds is the right approach to ensuring this link across the North Bay is available into the future.

SCTA has concerns about how competing pressures and priorities are addressed in a few specific areas.

- Rural communities. Rural communities represent a unique part of the nine-county region with distinct transportation and housing challenges. PBA2050 would be well served to acknowledge the role they play and the importance of community planning for smaller cities and towns.
- Technology. New technology and innovation have the potential to either enhance or put additional strain on our transportation systems. SCTA recommends that implementation of transportation technologies be guided and regulated to ensure that they are beneficial to mobility, safety, and access in Sonoma County and the region.
- Modeling and data. Regional modeling and analysis tools may not be appropriate for accurately assessing the many smaller scale and local benefits locally focused projects could provide.
- Regional transit projects. Long distance commute trips in the North Bay deserve transit options. SCTA requests MTC reconsider the decision to exclude the SMART rail project north of Windsor to Healdsburg from the list of transportation projects. A funding partnership between Sonoma, Marin and MTC should allow for this transit expansion to be a part of PBA2050. Failure to include the project will hinder SMART's ability to receive funding at a time when rail funds are a high priority at the State and federal levels.
- Voter priorities. SCTA highly values the coordination of regional and local visions. Most of the Bay Area counties, including Sonoma, have voter mandated transportation sales tax programs that specify local projects. It is imperative that MTC continue to recognize these priorities and support delivering on the promises made.

Thank you again for the opportunity to comment on the draft document. We greatly appreciate the effort put forth by you and your staff on this important document.

Sincerely,

Susan Gorin, Chair
SCTA/RCPA

Staff Report

To: SCTA/RCPA Board of Directors Meeting Date: 7/12/21
 From: James R. Cameron, Chief Deputy Executive Director Item Number: 4.3
 Subject: Proposed letter to Caltrans regarding the 2022 State Highway Operations and Protection Program (SHOPP) and Sonoma County priorities
 Consent Item: Regular Item: Action Item: Report:

Issue

Shall the SCTA send a letter to Caltrans regarding local priorities to be considered as part of the 2022 State Highway Operations and Protection Program (SHOPP)?

Recommendation

Consider authorizing the Chair to sign a letter to Caltrans regarding SCTA priorities in the 2022 SHOPP.

Advisory Committee Recommendation

N/A

Alternatives Considered

Caltrans and the California Transportation Commission could use the Transportation Asset Management Plan (TAMP), State Highway System Management Plan (SHSMP) and the 10 year SHOPP list to select projects without direct input from SCTA.

Executive Summary

The Caltrans SHOPP is focused on maintaining the State Highway system. It is implemented by Caltrans and approved by the California Transportation Commission. This is the opportunity for the SCTA to influence the SHOPP with our local priorities as well as identify projects where SCTA may be a funding partner with Caltrans. There will be a draft version of the 2022 SHOPP programming released this fall. Now is the time to provide input on projects we would like to see included and later this year we can comment on the draft list provided by Caltrans.

Policy Impacts / Nexus to Agency Goals

Caltrans is charged with engaging local partners during the SHOPP process. Like many aspects of transportation the SHOPP is extremely underfunded given the needs and Caltrans has many responsibilities to address related to safety before they are able to free up funds for operations or maintenance projects. Caltrans is also adding complete streets and resilience needs as SHOPP programming categories though it is unclear if or how they will link those to their performance measures. Providing input on what the SCTA and local partners view as priorities for the SHOPP is also important. The SCTA typically sends a letter highlighting priorities and/or directs staff to represent the local perspective in discussion with Caltrans on non-capacity project needs on the State Highway System.



Financial Implications

Is there a fiscal impact?	Yes	No	N/A
Is there funding in the current budget?	Yes	No	N/A
The funding source(s) to be used are:	SHOPP funding that may leverage local fund sources		

Background

Every two years Caltrans proposes funding highway related projects in the SHOPP. These projects typically focus on safety, maintenance and operations of the highway system. The SHOPP need significantly outmatches the funding available thus there is a prioritization of projects with safety being the highest priority. The primary source of funding for the SHOPP is federal and State gas tax revenues.

As Caltrans works on the 2022 SHOPP, the SCTA may submit comments to highlight local priorities related to the safety, maintenance and operations of the State system. Attached is a proposed letter identifying areas of interest:

1. Intersection improvements at Lone Pine and Mt. Vernon southeast of Sebastopol on Route 116*
2. Intersection improvements at Green Valley Road near Graton on Route 116*
3. Rehabilitation, shoulder widening and intersection improvements along Route 116 between Sebastopol and Cotati- Complete Streets*
4. Widen Shoulders from Kenwood Inn & Spa to 0.125 mile W. of Babb Road on Route 12*
5. Widen Shoulder for Safety and Evacuation Routes from Santa Rosa to the Springs on Route 12
6. Complete Streets Sidewalk Improvement at Donald Street Gap on Route 12
7. Intersection improvements at 8th Street East on Route 121
8. Sea Level Rise and Flooding on Route 37 from US 101 to Route 29 - \$39M Environmental*

*Project Initiation Documents (PIDs) completed.

Projects are required to have a Project initiation Document (PID) completed prior to programming in the 2022 SHOPP. Staff is seeking guidance from the Board about other projects that may be viable candidates for the SHOPP.

Supporting Documents

STATE HIGHWAY OPERATION & PROTECTION PROGRAM TEN-YEAR PROJECT BOOK Fiscal Years 2019/20 – 2028/29 available at: https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/2021_q3_10-yr_project_book_combined_final_all.pdf



Sonoma County Transportation Authority
Regional Climate Protection Authority

July XX, 2021

Dina El-Tawansy, District 4 Director – Bay Area
Caltrans, District 4
PO Box 23660
Oakland, CA 94623

RE: 2022 State Highway Operations and Protection Program priorities from Sonoma County

Dear Ms. El-Tawansy:

Thank you for the opportunity to provide input on the 2022 State Highway Operations and Protection Program (SHOPP) as you develop recommendations from District 4 for Sonoma County.

The SCTA has identified the following priority areas on four highway corridors in Sonoma County that are both eligible and would benefit from investment by the SHOPP:

1. Intersection improvements at Lone Pine and Mt. Vernon southeast of Sebastopol on Route 116*
2. Intersection improvements at Green Valley Road near Graton on Route 116*
3. Rehabilitation, shoulder widening and intersection improvements along Route 116 between Sebastopol and Cotati- Complete Streets*
4. Widen Shoulders from Kenwood Inn & Spa to 0.125 mile W. of Babb Road on Route 12*
5. Widen Shoulder for Safety and Evacuation Routes from Santa Rosa to the Springs on Route 12
6. Complete Streets Sidewalk Improvement at Donald Street Gap on Route 12
7. Intersection improvements at 8th Street East on Route 121
8. Sea Level Rise and Flooding on Route 37 from US 101 to Route 29 - \$39M Environmental*

*Project Initiation Documents (PIDs) completed.

SCTA staff is looking forward to the receipt of the version #1 Draft SHOPP list later this year. We request that you consult with SCTA staff about how these local priorities might be included and how we might partner to ensure implementation can occur in a timely fashion.

Thank you for your consideration and we look forward to continuing to work with you on these critical projects.

Sincerely,

Susan Gorin

Chair, SCTA/RCPA

Cc: SCTA/RCPA Directors
Doanh Nguyen, Ron Moriguchi, Ahmad Rahimi – Caltrans

Staff Report

To: SCTA/RCPA Board of Directors Meeting Date: 7/12/21
 From: Tanya Narath, Director of Climate Programs Item Number: 4.5
 Subject: Board appointment of a Funding for Climate ad hoc

Consent Item: Regular Item: Action Item: Report:

Issue

Shall the RCPA Board appoint a Funding for Climate Ad Hoc committee to evaluate options for local funding for the implementation of the Sonoma Climate Mobilization Strategy and make recommendations to the RCPA Board on a funding strategy, expenditure plan, and timeline?

Recommendation

RCPA staff recommends that the RCPA Board appoint a Funding for Climate Ad Hoc Committee.

Advisory Committee Recommendation

None.

Alternatives Considered

None.

Executive Summary

At its June 14, 2021 meeting, the RCPA Board received a presentation from RCPA staff on options for funding the implementation of the Sonoma Climate Mobilization Strategy. The most promising option is to pursue some form of revenue measure in 2022 or 2024. The Board directed staff to add the appointment of an ad hoc committee of the Board to focus on funding for climate work to the July 12, 2021 Board agenda.

Policy Impacts / Nexus to Agency Goals

The Sonoma Climate Mobilization Strategy was adopted by the RCPA Board in March 2021. RCPA and its member jurisdictions do not currently have the resources to fully implement the strategy within the required timeframe. Board direction is needed to determine and implement an effective strategy for securing additional funding through some form of revenue measure.

Financial Implications

Is there a fiscal impact?	Yes	No	N/A
Is there funding in the current budget?	Yes	No	N/A



The funding source(s) to be used are: RCPA operational funding will be used to provide staff support for the Ad Hoc Committee.

Background

At its June 14, 2021 meeting, the RCPA Board received a presentation from RCPA staff on options for funding the implementation of the Sonoma Climate Mobilization Strategy. The most promising option is to pursue some form of revenue measure in 2022 or 2024. The Board directed staff to add the appointment of an ad hoc committee of the Board to focus on funding for climate work to the July 12, 2021 Board agenda.

Staff recommends that the ad hoc committee be responsible for the following tasks:

- Evaluate feasible revenue measure options
- Determine which agencies have authority to pursue revenue measure options
- Define expenditure plan to be funded by revenue measure
- Recommend funding strategy, expenditure plan, and timeline to Board
- Report out regularly to the full Board

Supporting Documents

Staff Report

To: SCTA/RCPA Board of Directors Meeting Date: 7/12/21
 From: Tanya Narath, Director of Climate Programs Item Number: 4.6
 Subject: Local Gas Station Land Use Prohibition

Consent Item: Regular Item: Action Item: Report:

Issue

What are the key elements of a resolution supporting local action to ban new gas stations? How should the RCPA support its member jurisdictions in adopting gas station bans?

Recommendation

Staff requests Board input on elements to include in a potential resolution supporting local action to ban new gas stations.

Advisory Committee Recommendation

None

Alternatives Considered

None

Executive Summary

The RCPA Board adopted the Sonoma Climate Mobilization Strategy in March 2021. The strategy sets a target of carbon neutrality by 2030, and outlines 13 countywide strategies focused on high impact measures to reduce greenhouse gas emissions and increase carbon sequestration to meet this goal.

Transportation produced approximately 60% of Sonoma County’s greenhouse gas (GHG) emissions in 2018. To achieve the target of carbon neutrality by 2030, Sonoma County must reduce vehicle miles traveled (VMT) by increasing transit ridership, biking, and walking; and reduce fossil fuel consumption by replacing fossil fuel powered vehicles with electric vehicles.

To accelerate the shift from fossil fuel to electric vehicles, local jurisdictions are considering regulations to prohibit new gas station land uses. On March 1, 2021, the City of Petaluma became the first jurisdiction in the country to adopt a ban on new gas stations. The cities of Santa Rosa and Cotati are also working on gas station bans that will be presented to their City Councils at some point in the future.

Consistent with the Sonoma Climate Mobilization Strategy and RCPA’s role in coordinating countywide climate action, RCPA seeks Board direction on the role it should play in supporting local gas station bans and input on the content of a resolution supporting gas station bans.



Policy Impacts / Nexus to Agency Goals

The Sonoma Climate Mobilization has two strategies to reduce transportation related emissions – the Drive Less Sonoma County Campaign and EV Access for All Partnership. The EV Access for All Partnership includes an objective to reduce barriers to installing EV charging stations and limit permitting of new fossil fuel infrastructure.

Financial Implications

Is there a fiscal impact?	Yes	No	N/A
Is there funding in the current budget?	Yes	No	N/A
The funding source(s) to be used are:	RCPA operational funding		

Background

The RCPA Board adopted the Sonoma Climate Mobilization Strategy (Strategy) in March 2021 as the framework document that RCPA will use to coordinate countywide climate action over the next ten years. The Strategy sets a target of carbon neutrality by 2030, and outlines 13 countywide strategies focused on high impact measures to reduce greenhouse gas emissions and increase carbon sequestration to meet this goal.

Transportation produced approximately 60% of Sonoma County’s greenhouse gas (GHG) emissions in 2018. To achieve the target of carbon neutrality by 2030, Sonoma County must reduce vehicle miles traveled (VMT) by increasing transit ridership, biking, and walking; and reduce fossil fuel consumption by replacing fossil fuel powered vehicles with electric vehicles.

The magnitude of the climate crisis requires us to accelerate the transformation to a zero-emission transportation system. RCPA’s member jurisdictions have limited resources to focus on climate action. Supporting local action to ban new gas stations will enable RCPA’s member jurisdictions to focus their limited staff resources on developing new policies and infrastructure to support the electrification of the transportation infrastructure.

In addition to supplying the fuel that emits greenhouse gases when burned to power vehicles, gasoline stations also pose significant impacts on public health and the environment such as toxic air pollution, surface water runoff, and leaking underground storage tanks.

As of 2016, Sonoma County had roughly 138 gas stations primarily concentrated along major transportation corridors.¹ All jurisdictions have adopted urban growth boundaries and other land use policies designed to facilitate city-centered growth and prevent sprawl. With these policies in place, it is highly unlikely that significant new development will occur in locations not already well served with existing gas stations.

On March 1, 2021, the City of Petaluma adopted ordinances approving amendments to its Implementing Zoning Ordinance and SmartCode to prohibit new gas station land uses and enact new regulations for zero emission vehicles. By adopting this prohibition, Petaluma became the first jurisdiction in the country to enact a gas station ban.

¹ California Office of Emergency Services, based on retail fuel station gasoline sales information from 2010 to 2016 of the California Retail Station Annual Report.

On May 12, 2021, the City of Santa Rosa Climate Action Subcommittee received a staff presentation on gas station regulation options in Santa Rosa. As of 2016, the city had 56 gas stations and staff reported two gas station applications currently under review. Staff presented the subcommittee with three policy options for consideration: prohibit new gas stations, modify existing regulations, or make no regulation change and allow changes to be market driven. The subcommittee was supportive of moving forward with a gas station ban and directed staff to develop a draft ordinance for its review.

Beginning with its initial community outreach for the development of the Sonoma Climate Mobilization strategy, RCPA has heard support from the community for bans on gas stations. RCPA incorporated these inputs in Strategy 4. EV Access for All Partnership and Objective 4.2 Develop a package of local ordinances and other actions to address remaining permitting barriers for installing charging equipment, *while also limiting permitting of new fossil fuel infrastructure.*

Recent City of Petaluma Actions

The City of Petaluma's recent prohibition of new gas station land uses consists of several related actions, including adoption of a General Plan amendment, amendments to multiple chapters of the Implementing Zoning Ordinance, and changes to two sections of the City's SmartCode. These actions made permanent a moratorium on new gas station uses that had been in temporary effect since May 2019.

Prior to making the prohibition permanent, Petaluma conducted an inventory of existing gas stations and determined that there are multiple stations located within a 5-minute drive of every existing residence within the city, as well as all areas planned for residential development by the 2025 General Plan but not yet constructed. Based upon this inventory, the City concluded that there are adequate gas stations to serve existing and future internal combustion vehicles to the extent that they continue to exist.

Specific amendments to existing City code included changes to the General Plan to "prohibit new fossil fuel gas stations and transition existing stations to serve Zero Emission Vehicles," as well as changes to the Implementing Zoning Ordinance and SmartCode related to managing non-conforming gas stations and to promote zero-emission vehicles. Public outreach was also conducted prior to adoption of the amendments, including providing notice to all existing gas station owners for their input. The gas station prohibition is also supported by the City's Climate Emergency Resolution adopted in May 2019, and the Climate Emergency Framework adopted in January 2021. All of the proposed changes were found by the City to be exempt under the California Environmental Quality Act (CEQA) because they have no potential for resulting in physical change in the environment, directly or ultimately, and it can prevent environmental impacts resulting from new gas station uses.

Potential Areas of RCPA Support to Local Jurisdictions

There are multiple ways in which RCPA could support jurisdictions in their efforts to pass additional prohibitions on new gas station land uses. These include:

- Providing an analysis of the locations of existing gas stations countywide and their geographic relationship to population centers and travel corridors,
- Compiling and distributing guidance documents to assist planning staff in developing ordinance changes tailored to their specific jurisdiction, and

- Coordinating meetings or workshops among city/county staff to identify common barriers and develop consistent strategies for overcoming these barriers.

Board Members may have additional items to suggest based upon knowledge of their specific jurisdiction and RCPA staff is open to any guidance provided by the Board that would facilitate the goal of passing gas station bans throughout the county.

Key Points of RCPA Resolution Recommending Ceasing All Construction of New Gas Station Infrastructure

Dependent upon direction given by the RCPA Board today, staff intends to present a resolution for discussion and potential adoption at the September Board meeting. Staff is currently working with representatives from several jurisdictions to draft the resolution, and is also working with legal counsel to review specific language for consistency with existing SCTA/RCPA Board Policy.

Key intended recitals include:

- Acknowledgement of human-induced global warming
- Desire to avoid the critical tipping points that will have cascading feedback effects
- Recognition that Sonoma County has a commitment to taking local climate action
- Recognition that local government action has not yet resulted in the necessary reductions in global greenhouse gas emissions
- Acknowledgement of State Executive Order calling for an increase of zero-emission vehicles and installation of electric vehicle (EV) charging stations
- Acknowledgement of State Executive Order calling for the State to achieve carbon neutrality by 2045
- Recognition of adoption by RCPA Board of a Climate Emergency Resolution
- Recognition of adoption by the County of Sonoma and each of the incorporated jurisdictions of a Climate Emergency Resolutions
- Acknowledgement of State Executive Order setting 2035 as the year by which all new vehicles sold in California must be zero-emission
- Recognition of the City of Petaluma as the first local government in the nation to adopt a prohibition on new gas station land uses within their boundaries
- Recognition of the Sonoma Climate Mobilization Strategy adopted by RCPA Board as the framework document that RCPA will use to coordinate countywide climate action over the next ten years
- Recognition that transportation accounts for 60% of greenhouse gas emissions in Sonoma County
- Acknowledgement that gas stations pose significant local impacts on public health and the environment
- Acknowledgement that government actions need to be equitable and just for all local residents
- Acknowledgement that marginalized communities worldwide are already disproportionately affected by climate change and must benefit from a just transition to a sustainable and equitable economy

- Recognition that there are over 635,000 electric vehicles (EVs) in California and almost 10,000 EVs in Sonoma County
- Recognition that new gasoline stations continue to be proposed throughout Sonoma County even given the shift toward electric vehicles
- Acknowledgement that existing rules continue to enable new gasoline stations to be permitted
- Recognition that there are over 135 gasoline stations in Sonoma County with no demonstrated need for any new gasoline stations in Sonoma County
- Desire to use local government resources to develop public transportation networks; pedestrian and bicycling infrastructure; and clean vehicle charging/fueling infrastructure

Key intended conclusions include:

- Recommendation to cease all construction of new gas station land uses and related on-site fossil fuel infrastructure throughout Sonoma County
- Recommendation that all local jurisdictions no longer accept for processing or permitting any applications for new gas station land uses or the expansion, enlargement, extension, reconstruction, or relocation of any related on-site fossil fuel infrastructure
- Commitment of RCPA to work with its local government members to assist with policy development and implementation of a prohibition on construction of all new gas station infrastructure within their jurisdictional boundaries
- Recommendation that local jurisdictions continue to increase the installation of battery charging infrastructure and other necessary improvements for the transition to zero-emission vehicles

Supporting Documents

- Link: Sonoma Climate Mobilization Strategy adopted by RCPA Board on March 8, 2021: <https://rcpa.ca.gov/wp-content/uploads/2020/12/Sonoma-Climate-Mobilization-Strategy-Adopted-2021-03-08.pdf>
- Link: City of Petaluma's approval of General Plan Amendments and first reading of Zoning Text Amendments to prohibit new gas station land uses and enact new policy and regulations for Zero Emission Vehicles (February 22, 2021) – https://petaluma.granicus.com/MetaViewer.php?view_id=31&event_id=45134&meta_id=482615
- Link: City of Petaluma's second reading of Zoning Text Amendments to prohibit new gas station land uses and enact new policy and regulations for Zero Emission Vehicles (March 1, 2021) -- https://petaluma.granicus.com/MetaViewer.php?view_id=31&clip_id=3218&meta_id=483708
- Link: City of Santa Rosa's staff presentation to Climate Action Subcommittee with potential options for prohibiting the construction of new gas stations within city limits– <https://santa-rosa.legistar.com/View.ashx?M=F&ID=9380885&GUID=87B7902F-CF49-4112-BD60-3F85B132C710>

Planning Advisory Committee

Thursday, June 17, 2021 – 9:00 a.m. – 11:00 a.m.

PLEASE NOTE: The SCTA/RCPA Business Office is closed, and this meeting will be conducted entirely by teleconference pursuant to the provisions of the Governor’s Executive Orders N-29-20 and N-35-20, suspending certain requirements of the Ralph M. Brown Act.

PAC members will be video-conferencing into the PAC Meeting via Zoom. Members of the public who wish to listen to the PAC meeting may do so via the following platform:

Join Zoom Meeting

<https://us02web.zoom.us/j/82640898485?pwd=WlBzZjRLR0hsMkQ3OXhsOGt1TWhadz09>

Meeting ID: 826 4089 8485

Passcode: 039206

Phone: (669) 900-9128

PUBLIC COMMENT: Public comment on specific agenda items will only be allowed during the meeting via Zoom Meeting by using the raise hand or chat function. Verbal comments from call-in participants not using the Zoom Video platform can only be made by notifying Drew Nichols at drew.nichols@scta.ca.gov and identifying the item number, your name and phone number from which you will be calling. Please include “PAC - Public Comment” in the email subject line. The moderator will then ask for your comment.

ITEM

1. **Introductions**
2. **Administrative**
 - a. Approval of the agenda – changes, additional discussion items- (ACTION)
 - b. Review Meeting Notes April 15, 2021* – (ACTION)
3. **Comprehensive Transportation Plan (CTP) Presentation****-- DISCUSSION - materials to follow
4. **Standing Updates (DISCUSSION)**
 - a. Member updates
 - b. SCTA Board Agenda and Planning Activities*
 - c. Regional Early Action Planning (REAP)– DISCUSSION
 - d. Regional Housing Needs Allocation (RHNA) -DISCUSSION
5. **Pending Development Database*** - update & preliminary results
6. **Public Comment**
7. **Adjourn -(ACTION)**

*Attachment

**Attachment to follow

The next **SCTA** meeting will be **May 10, 2021**

The next **PAC** meeting will be **June 17, 2021**

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

SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the Planning Advisory Committee after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 411 King Street, Santa Rosa, CA 95404, during normal business hours.

Technical Advisory Committee

MEETING AGENDA

PLEASE NOTE: The SCTA/RCPA Business Office is closed, and this meeting will be conducted entirely by teleconference pursuant to the provisions of the Governor’s Executive Orders N-29-20 and N-35-20, suspending certain requirements of the Ralph M. Brown Act. TAC Members will be video-conferencing into the TAC Meeting via Zoom. Members of the public who wish to listen to the meeting may do so via the following platform:

Join Zoom Meeting
<https://us02web.zoom.us/j/87428008878?pwd=Z2FaNFJLaDJ4WmVUQVJINzloWTd0dz09>

Meeting ID: 874 2800 8878
 Passcode: 135370

Phone: (669) 900-9128

Instructions for Public Comment: Please submit any comments in writing to Seana Gause at seana.gause@scta.ca.gov by 12:30pm on June 24, 2021 (please identify the agenda item related to your comment and indicate whether your comment should be read aloud or only submitted for the record).

June 24, 2021 – 1:30 p.m.

Sonoma County Transportation Authority

Meeting to be held remotely via Zoom. Information provided above.

ITEMS

1. Introductions
2. Public Comment
3. Approval of Minutes, May 27, 2021* **DISCUSSION/ACTION**
4. SB743/Travel Model Update
5. Presentation: Draft Comprehensive Transportation Plan
6. Vision Zero Working Group Update
7. Measure M **DISCUSSION / ACTION**
 - 7.1 Invoicing/Obligation Status*
 - 7.2 Measure M Projects Presentation Schedule*
 - 7.3. Measure M Reminder Letter*
8. Regional Information Update **DISCUSSION/ACTION**
 - 8.1 Inactive Federal Obligation Status*: **project sponsors should be prepared to address status of inactive obligations at the meeting:** <https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>



Currently Inactive: County of Sonoma, City of Petaluma and City of Rohnert Park

- 8.2 Transportation Funding Opportunities Presentation* **DISCUSSION**
- 9. SCTA/RCPA Board Meeting July 12, 2021** – DRAFT **DISCUSSION**
- 10. Other Business / Comments / Announcements **DISCUSSION**
- 11. Adjourn **ACTION**

*Materials attached.

**Materials distributed separately

The next **S C T A** meeting will be held **July 12th, 2021**

The next **TAC** meeting will be held on **July 22th, 2021**

Copies of the full Agenda Packet are available at www.scta.ca.gov

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

SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the **Technical Advisory Committee** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 411 King St, Santa Rosa, during normal business hours.

TAC Voting member attendance – (6 Month rolling - 2021)

Jurisdiction	January	February	March	April	May	June
Cloverdale Public Works	✓	✓	✓	✓	✓	
Cotati Public Works	✓	✓	✓	✓	✓	
County of Sonoma DHS*	✓	✓	✓	✓	✓	
County of Sonoma PRMD*						
County of Sonoma Regional Parks*	✓	✓	✓	✓		
County of Sonoma TPW*	✓	✓	✓	✓	✓	
Healdsburg Public Works	✓	✓	✓	✓	✓	
Petaluma Public Works & Transit	✓	✓	✓	✓	✓	
Rohnert Park Public Works	✓	✓	✓	✓	✓	
Santa Rosa Public Works**	✓	✓	✓	✓	✓	
Santa Rosa Transit**		✓				
Sebastopol Public Works	✓	✓	✓	✓	✓	
SMART	✓	✓	✓	✓		
Sonoma County Transit*						
Sonoma Public Works		✓	✓	✓	✓	
Windsor Public Works	✓	✓	✓	✓	✓	

NB: October TAC was cancelled and timely announcements were provided by email

*One Vote between all

**One Vote between all

Citizens Advisory Committee MEETING AGENDA

Please Note: The SCTA/RCPA Business Office is closed, and this meeting will be conducted entirely by teleconference pursuant to the provisions of the Governor’s Executive Orders N-29-20 and N-35-20, suspending certain requirements of the Ralph M. Brown Act. CAC members will be teleconferencing into the CAC meeting. Members of the public who wish to listen to the CAC meeting may do so via the following Zoom link:

Join Zoom Meeting

<https://us02web.zoom.us/j/83992276793?pwd=L0JyNitkUGMrdGVGMW90cTg1dytFQT09>

Meeting ID: 839 9227 6793

Passcode: 558823

Dial by your location: (669) 900-9128

Instructions for Public Comment: Please submit any comments in writing to Drew Nichols at drew.nichols@scta.ca.gov by 12:30pm on June 28 (please identify the agenda item related to your comment and indicate whether your comment should be read aloud or only submitted for the record).

June 28, 2021 at 4:00 p.m.

Sonoma County Transportation Authority
Meeting location: Zoom, information provided above.

1. Introductions
2. Public Comment

ACTION ITEMS

3. Administrative
 - a. Approval of April 26, 2021 Meeting Minutes* - ACTION

INFORMATIONAL ITEMS

4. Measure M – DISCUSSION/ACTION
 - a. Measure M Project Presentation – Sonoma Marin Area Rail Transit (SMART)
 - i. NWPRR/SMART Bike Trail
 - b. Measure M Project Presentation Schedule* - INFORMATION
 - c. Measure M Financials - INFORMATION
 - i. Statements*

5. Moving Forward 2050, Comprehensive Transportation Plan

6. Transportation Funding Opportunities – SCTA Board Presentation 6/14/2021*



7. Future of Transit Ad Hoc update - DISCUSSION

8. Highway Updates – DISCUSSION

a. Marin Sonoma Narrows Fully Funded

9. Announcements

10. Adjourn

*Materials attached

** Materials to be handed out

The next **SCTA** meeting will be **July 12, 2021**

The next **CAC** meeting will be **July 26, 2021**

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

SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the **Citizens Advisory Committee** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 411 King Street, Santa Rosa, CA 95404 during normal business hours.

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

Member Attendance –2021

<u>Organization</u>	January	February	March	April
Building Industry Association	✓	✓		✓
Engineering Contractors Association	✓	✓	✓	✓
League of Woman Voters of Sonoma County	✓	✓	✓	✓
North Bay Association of Realtors			✓	
North Bay Chapter of the Electric Auto Association	✓	✓	✓	
North Bay Labor Council	✓			
North Bay Organizing Project (<i>vacant</i>)				
Santa Rosa Metro Chamber of Commerce	✓	✓	✓	✓
Sierra Club	✓	✓	✓	✓
Sonoma County Farm Bureau				
Sonoma County Alliance	✓	✓	✓	✓
Sonoma County Area Agency on Aging				

Sonoma County Bicycle Coalition	✓	✓	✓	✓
Sonoma County Conservation Coalition	✓	✓	✓	✓
Sonoma County Taxpayers Association				
Sonoma County Tourism				
Sonoma County Transportation & Land Use Coalition	✓	✓	✓	✓
Sonoma County Winegrowers (<i>vacant</i>)				
SOSRoads	✓			
Transit-Paratransit Coordinating Committee (SCTA)				
1 st District	✓	✓	✓	✓
2 nd District				✓
3 rd District	✓	✓	✓	✓
4 th District		✓	✓	✓
5 th District				

Climate Action Advisory Committee MEETING AGENDA

The Climate Action Advisory Committee (CAAC) will be conducted pursuant to the provisions of the Governor's Executive Order, which suspends certain requirements of the Ralph M. Brown Act. CAAC members will be teleconferencing into the CAAC meeting. Members of the public who wish to listen to the CAAC meeting may do so via the following teleconference call-in number and access code:

Join Zoom Meeting

<https://us02web.zoom.us/j/83692607136?pwd=bnpQVHdQQW51eFZ2bDVobzF6Um5kZz09>

Meeting ID: 836 9260 7136

Passcode: 696126

Phone: (669) 900-9128

Instructions for Public Comment: Please submit any comments in writing to Drew Nichols at drew.nichols@scta.ca.gov by 9:30am on July 9 (please identify the agenda item related to your comment and indicate whether your comment should be read aloud or only submitted for the record).

July 9, 2021 at 11:30 a.m.

Sonoma County Regional Climate Protection Authority
Meeting location: Zoom, information provided above.

ITEM

1. Introductions
 - 1.1. Introduction of new members
2. Public Comment
3. Administrative – Approval of the April 9th, 2021 meeting notes*
4. Report-out from CAAC members by jurisdiction
5. Sonoma Climate Mobilization Strategy Update*

Link: <https://scta.ca.gov/wp-content/uploads/2021/07/4.6a-SCM-Strategy-Booklet-2021-06-04-v2.pdf>

6. Community-wide climate action coordination
7. RCPA update on activities*
8. Announcements
9. Adjourn

*Materials attached.

**Materials to be handed out.



The next **SCTA/RCPA** meeting will be held **July 12, 2021**

The next **CAAC** meeting will be held **October 8, 2021**

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

SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the **Climate Action Advisory Committee** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 411 King Street, Santa Rosa, CA 95404 during normal business hours.

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

Member Attendance -2020/21

***Special meeting**

**** Committee member appointed July 2021**

<u>Jurisdiction</u>	<u>Committee member</u>	<u>9/11/2020*</u>	<u>10/9/2020</u>	<u>11/20/2020*</u>	<u>1/15/2021</u>	<u>4/9/2021</u>	<u>7/9/2021</u>
Cloverdale	Jane Elias	✓	✓	✓	✓	✓	
	<i>Vacant</i>	-	-	-	-	-	
Cotati	Carl Mears						
	Judith Newton			✓	✓	✓	
Healdsburg	Tyra Benoit**	-	-	-	-	-	
	Merrilyn Joyce	✓	✓	✓			
Petaluma	<i>Vacant</i>	-	-	-	-	-	
	Pete Gang	✓	✓	✓	✓	✓	
Rohnert Park	Julie Royes**	-	-	-	-	-	
	Shirley Johnson**	-	-	-	-	-	
Santa Rosa	Kevin Conway	✓	✓	✓	✓	✓	
	Steve Birdlebough	✓	✓	✓	✓	✓	
Sebastopol	Zeno Swijtink		✓	✓	✓	✓	
	Steven Pierce	✓	✓	✓	✓	✓	
Sonoma	Matt Metzler	✓	✓		✓		
	David Leland		✓	✓	✓		
Town of Windsor	Michelle Gervais**	-	-	-	-	-	

	Christopher Peck					✓	
County of Sonoma (Gorin)	Tom Conlon				✓	✓	
	<i>Vacant</i>	-	-	-	-	-	
County of Sonoma (Rabbitt)	Jake Mackenzie**	-	-	-	-	-	
	<i>Vacant</i>	-	-	-	-	-	
County of Sonoma (Hopkins)	Julie Kawahara**	-	-	-	-	-	
	Kerry Fugett		✓	✓	✓		

Staff Report

To: SCTA/RCPA Board of Directors Meeting Date: 7/12/21
 From: Tanya Narath, Director of Climate Programs Item Number: 5.4.1
 Subject: RCPA Activities Report – July 2021

Consent Item: Regular Item: Action Item: Report:

Issue

Update on RCPA Activities related to Climate Change.

Recommendation

This is an information item only.

Advisory Committee Recommendation

Not applicable to this item.

Alternatives Considered

Not applicable to this item.

Executive Summary

Update on activities of RCPA staff that are not on the regular agenda.

Policy Impacts / Nexus to Agency Goals

All activities support RCPA policies and goals to reduce greenhouse gas emissions at least 80% below 1990 levels by 2030 and increase carbon sequestration to achieve carbon neutrality by 2030.

Financial Implications

Is there a fiscal impact? Yes No

Is there funding in the current budget? Yes No

The funding source(s) to be used are:

RCPA operational funding and various agreements including Bay Area Regional Energy Network (BayREN), Bay Area Air Quality Management District (BAAQMD), and Sonoma Clean Power (SCP).

Background

Planning and Coordination

Sonoma Climate Mobilization Strategy

RCPA convened a meeting with the Carbon Sequestration working group to provide an update on the Sonoma Climate Mobilization Strategy and discuss future plans for the group. The group provided input on additional



stakeholders to include in future meetings and agreed to meet quarterly to share information and collaborate on sequestration plans. RCPA is working with staff from the Gold Ridge Resource Conservation District, Sonoma Resource Conservation District, Carbon Cycle Institute, Sonoma County Farm Bureau, Sonoma County Agricultural Preservation and Open Space District, and the Sonoma County Agricultural Commissioner on an application to the Sustainable Agricultural Lands Conservation Program from the California Strategic Growth Council. Several ideas are under consideration for the proposal including a more detailed implementation plan for the sequestration initiative in the Sonoma Climate Mobilization Strategy and a countywide carbon farm plan. A pre-proposal is due on July 1 and final proposals are due in September 2021.

RCPA researched options for creating and sharing a more comprehensive inventory of groups working on climate action in Sonoma County. The purpose of this inventory would be to improve communication and collaboration on climate action between local government, nonprofits, and community based organizations. Staff met with a subset of the Climate Action Advisory Committee to solicit input and guidance on moving forward. Based upon input at this meeting, RCPA identified the Bay Area Climate Action Mapping Project maintained by Drawdown Bay Area as a potential solution and have reached out to the project database manager to explore partnership opportunities. RCPA staff is also sharing this regional effort with local climate leaders to determine if it is a good option for Sonoma County. More information on the Bay Area Climate Action Mapping Project is available at <https://www.bayareaclimateactionmap.org/>.

Program Coordination

RCPA and the County of Sonoma Energy and Sustainability Division (ESD) staff coordinate our efforts related to energy, sustainability, and climate services. ESD provides support and implementation of programs through the BayREN partnership. RCPA refers all appropriate inquires to ESD for follow-up related to the following programs:

- Bay Area Regional Energy Network’s Single Family, Multifamily, and Codes and Standards programs
- Sonoma County Energy Independence Program
- Sonoma Public Energy Local Government Partnership
- Sonoma County Green Business Certification
- Better Buildings, Solar, and Battery Storage Consultations

RCPA staff met with Sonoma Clean Power staff to leverage resources and advance implementation of programs including:

- EV 101
- Electrify America collaboration
- EverGreen outreach
- Advanced Energy Center
- Municipal solar and storage
- CALeVIP
- E-bike incentive pilot program

Implementation

Electric Vehicles

RCPA is assisting the Decommissioning Internal-Combustion Vehicles Group at Stanford University to support community engagement and exploration of electric mobility incentive design in Sonoma County. The Stanford research team has received an Environmental Justice Grant to conduct community outreach in Sonoma County to help better understand what stands in the way of people obtaining clean transportation.

The team plans to schedule their first meetings this summer, targeting people who have typically been left out of decision making processes for designing transportation programs such as rebate supports for electric car purchases. More information on the Decommissioning Internal-Combustion Vehicles Group is available at <https://dived8.sites.stanford.edu/>.

Collaboration with Sonoma Clean Power

RCPA continued to support the development of Sonoma Clean Power's (SCP's) Advanced Energy Center. The website for the Advanced Energy Center is currently available to customers with incentives, 0% financing for energy efficiency technology upgrades, and connections to a network of qualified contractors at: <https://scpadvancedenergycenter.org/>.

RCPA staff also continued to support SCP's Bike Electric incentive program that offers income-qualified customers \$1,000 toward their purchase of an eBike. The program is designed to run for 6 months and provide incentives for up to 200 eBikes.

Bay Area Regional Energy Network

The Bay Area Regional Energy Network (BayREN) implements cost-effective energy saving programs on a regional level and draws on the expertise and experience of local governments to develop and administer successful climate, resource, and sustainability programs. BayREN is a collaboration of the nine counties that make up the San Francisco Bay Area. The RCPA represents Sonoma County in BayREN and partners with the County of Sonoma Energy and Sustainability Division (ESD) to implement the single family, multifamily, and codes and standards programs. More information is available at <https://www.bayren.org/>.

BayREN Single Family Home+

BayREN Home+ offers cash rebates for single-family home improvements, plus certified contractors and support every step of the way. Bay Area single-family residents can choose from a menu of single measure upgrades to save energy and improve their home. More information is available at <https://www.bayrenresidential.org/>.

- ESD is working with Rising Sun to promote the Green House Calls program which will still continue as a remote service due to COVID. Participants will receive a free energy tool kit including LEDs, faucet aerators, smart plugs strip and information about programs. The initial outreach will have an equity-based focused and then move into a more wide-spread effort.
- ESD is planning a contractor mixer that will be held on June 29th. Outreach includes email invitation and follow up phone calls.

- Table: Sonoma County Home+ and Green Labeling Participation January 1, 2020, to June 2, 2021

Number of Home+ Applications Submitted	166
Home Energy Scores Completed	907
Online Evaluations Completed	133
Rising Sun Energy Kits Delivered	568
Sum of incentives Paid*	\$506,163.99
Sum of kWh Savings	33,903.66
Sum of Therms Savings	31,396.25

**incentives paid since December 2019*

BayREN Business

BayREN designed its Business program to work with the schedule, budget, and needs of small and medium commercial business property owners. BayREN will offer specialized technical assistance and financial resources to help businesses find the best approach to reduce costs and improve the quality of a building and business. Services include online evaluations, on-site energy assessments, project recommendations, implementation of improvements, incentives, financing, and micro-loans.

BayREN has launched a microloan program administered by Mission Asset Fund. The program offers \$2,500 loans at 0% interest to entities (including tribal and public) that operate commercial space. The monies can be used for installing Energy Star certified equipment and appliances along LEDs.

- ESD continues to promote the microloan program through outreach that includes email and advertisements and outreach to the local Chambers of Commerce and Economic Development Board to share the information with their networks.
- ESD is working on promoting a regional BayREN Business workshop on June 30th. The workshop will focus on the mCloud pay for performance program that was recently launched.

BayREN Bay Area Multifamily Building Enhancement Program Supports Housing Affordability

The Bay Area Multifamily Building Enhancement (BAMBE) supports housing affordability by lowering energy costs at apartment complexes, making them more affordable for tenants. BAMBE offers free inspections of multi-family units, identifying possible energy savings in the areas of heating, cooling, domestic hot-water equipment, lighting fixtures, and appliances. The program also provides a \$750 per unit rebate to help pay for upgrades. More information is available at <https://www.bayren.org/multifamily>.

- ESD has been working on an outreach strategy for multi-family property owners that includes developing a list of multi-family properties in Sonoma county utilizing CoStar database with an overlay of a residential database, Faraday to identify renters in disadvantaged areas. These lists will be used for planning future forums to connect and educate owners and tenants on improvements that can be made.

- Once a viable list is developed, ESD will be creating both email and direct mail pieces to promote electrification for multi-family properties with information about resources such as financing, incentives, rebates, and consulting services.
- Table: Sonoma County BAMBE Participation (as of March 15, 2021)

In Technical Assistance	In Construction	Total Completed 2013-2021
<5 properties (662 units)	<5 properties (20 units)	19 properties (1,263 units)

BayREN Codes and Standards

RCPA staff continue to work with BayREN to support our member cities in exploring the benefits of and the process to establish and support the implementation of reach codes to reduce energy use and increase use of renewable energy for new construction. As RCPA’s representative, ESD continues to lead local codes and standards activities:

- As BayREN liaison to Redwood Empire Association of Code Officials (REACO), ESD continues to promote BayREN Codes & Standards program trainings and resources during monthly REACO International Code Council (ICC) meetings. REACO allows liaisons to share flyers with information about program resources and scheduled trainings and provide a summary during monthly meeting liaison reports. Information about BayREN’s upcoming live online trainings, the BayREN On-demand training library, Quarterly C&S Forums, the Municipal ZNE/C Technical Assistance Program, Reach Code Support resources, E-permit tool, etc. are shared with REACO members during these monthly meetings.
- ESD staff participated in the BayREN Codes & Standards Quarterly Forum: *Building Permits and Clean Technology: Innovations and Challenges* on Wednesday, June 9, 2021 as County of Sonoma representative.
- ESD is continuing to act as host for the REACO, 6-part monthly training series requested by the REACO education committee. There are three more trainings scheduled in the series. Since the topics are applicable to any jurisdiction in the BayREN territory, registration is open to all. The REACO education committee is promoting to REACO members and other ICC chapters.
 - BayREN Codes & Standards REACO Training Series:
 - July, 21, 2021 — 2019 Energy Code Changes – Nonresidential
 - August 25, 2021 — Nonresidential New Construction
 - September 22, 2021 — Nonresidential Tenant Improvements
- ESD continues to provide CA Energy Code technical advisory support for city and county building department staff, municipalities, contractors and property owners and the BayREN Codes & Standards program. ESD staff assisted with technical review and comments for inclusion in the

BayREN Codes & Standards program Comments on 2022 Energy Code Update, 45-day Language to the California Energy Commission (CEC).

- ESD continues to work with the BayREN C&S Municipal ZNE/ZNC Technical Assistance Program to bring ZNE technical engineering/analysis support to municipalities in Sonoma County. After ESD staff presented information about Sonoma County’s experience with the BayREN Municipal ZNE Technical Support program during the RCPA Partners meeting on 5/24/2021, Patrick Carter from the City of Petaluma followed up and ESD staff coordinated connecting him with the ZNE/ZNC Technical Assistance Program for City of Petaluma facilities. ESD staff is also assisting with connecting the City of Petaluma with other resource programs.
- Karen Kristiansson, the BayREN Codes & Standards Program Manager, is developing a *Resource Guide for Reducing Energy Use and Carbon Emissions from Municipal Buildings*. The Codes & Standards County reps have been reviewing and providing feedback and additional content. ESD staff will share with the RCPA BayREN team when the guide is finalized.
- ESD continues to offer Energy Code technical support rebuilding and retrofit projects and to enhance the ESD Existing Building Retrofit Better Building and New Construction Rebuild presentations, outreach/marketing materials and consultation support materials that ESD developed for the 2016 CA Energy Code to the 2019 CA Energy Code, including information about Sonoma County local jurisdiction reach codes.

BayREN Water Upgrades \$ave

RCPA staff continued to develop Water Upgrades \$ave — formerly known as the Water Bill Savings regional program — in collaboration with the BayREN administrator; Program Circle members representing BayREN’s single family, multifamily, and codes and standards programs and BayREN County members; Sonoma County Energy and Sustainability Division representatives; and Partner Utilities.

During May-June, the RCPA program team:

- Highlights:
 - To-date, the City of Sebastopol’s Water Upgrades \$ave program has received 68 requests for a free water assessment, completed 61 assessments, spoken with 24 customers considering enrollment, scheduled 16 customer projects, and installed 7 indoor projects. We also have interest from two multifamily properties. *This is a very strong beginning.* We want to thank City of Sebastopol staff, Vice Mayor Sarah Glade Gurney, and Sebastopol City Councilmember Diana Rich, a Water Upgrades \$ave customer, for their guidance and support during program launch.
 - On June 16, the program team met with three members of the Petaluma Climate Action Commission to discuss the Water Upgrades \$ave tariff on-bill program design and ideas for establishing a pilot program to add electrification upgrades to the program.
- Met with BayREN Administrator Jenny Berg to provide monthly program update (June 24).
- Met with the Sonoma County Energy and Sustainability Division (ESD) for a monthly check-in (June 22) to discuss BayREN 2022-2023 Biannual Budget Advice Letter funding needs and provide updates on BayREN program implementation in Sonoma County.

- Attended the BayREN Coordinating Circle meeting (June 18) of BayREN member representatives and program leads to discuss BayREN Strategic Framework draft and impacts on the new Biannual Budget Advice Letter (2022-2023) process, as set forth in the California Public Utilities Commission's recent R.13-05-011 Decision.
- Attended the Regional Energy Network (REN) meet and greet (June 17) to share REN programs, governance structures, and seek collaboration opportunities with [BayREN](#) (nine Bay Area counties), [3CREN](#) (San Luis Obispo, Santa Barbara, and Ventura counties) and [SoCalREN](#) (Los Angeles, San Bernardino, Riverside, Ventura, Inyo, Imperial, and Mono, as well as portions of Orange, Kern, Tulare, Santa Barbara, and Kings counties).
- Convened program launch meetings with EUtility Company, the Program Operator, to discuss logistical tasks required to begin customer services in Sebastopol (June 7, 11, 13, 18, and 21).
- Convened weekly meetings with BluePoint Planning marketing consultant to develop customer enrollment tools including customer-facing infographics and video, next steps for marketing outreach to City of Sebastopol customers, and collateral for multifamily property owners (June 9 and 23).
- Convened the monthly Water Upgrades \$ave program circle meeting (June 2) to provide updates on program launch progress including the Program Operator contract, utility enrollment marketing campaign, and outdoor improvement development, and to discuss how to better capture committee feedback on challenges and missed opportunities.

Supporting Documents

None

Staff Report

Issue

To: SCTA/RCPA Board of Directors
 From: Janet Spilman, Director of Planning
 Subject: Planning Activities Report

Meeting Date: 7/12/21
 Item Number: 5.4.3

Consent Item: Regular Item: Action Item: Report:

Recommendation

Information only

Advisory Committee Recommendation

Not applicable to this item.

Alternatives Considered

Not applicable to this item.

Executive Summary

Update on activities of planning staff that are not on the regular agenda.

Policy Impacts / Nexus to Agency Goals

Not applicable to this item.

Financial Implications

Is there a fiscal impact?	Yes	No
Is there funding in the current budget?	Yes	No

The funding source(s) to be used are:

Background

DATA MANAGEMENT AND FORECASTING

- Modeling and analysis support** – Staff is continuing to work with local planners on the annual update of the Sonoma County Pending and Permitted Development Database. This database tracks pending housing and employment related development projects that are in the development pipeline throughout the county. This database is used in the Sonoma County Travel Demand Model and is available to support local planning activities. Modeling consultants have updated travel model land use to reflect 2019 existing development conditions. Staff is in the process of reviewing and updating the updated 2019 land use files. Project level modeling and data support has been completed for projects in Santa Rosa and unincorporated Sonoma County.



- **Senate Bill 743 implementation** – Senate Bill 743 requires that vehicle miles traveled (VMT) be used to estimate transportation related environmental impacts under CEQA. SCTA is supporting local planning and engineering staff as they implement SB 743/VMT estimation requirements. In May, staff provided VMT and travel model data for projects in Santa Rosa, the Town of Windsor, and in unincorporated Sonoma County.
- **Vision Zero Sonoma County Data Dashboard** – The Vision Zero data dashboard and story map are being finalized. The Vision Zero data team has developed a multi-model High Injury Network and is in the process of identifying High Injury Intersections. Staff is working with the project consultant team to automate updating crash data on an annual basis.

PLANS

- **Comprehensive Transportation Plan (CTP)** – The draft CTP is on this agenda

Plan Bay Area 2050 (PBA 2050)

- **Regional Housing Needs Allocation (RHNA)** – Local Planners are beginning the process of updating the Housing Elements of General Plans to align with the RHNA. MTC/ABAG is providing technical assistance in the form of online tools and consultant help with the numerous challenges of this cycle. Several jurisdictions are not satisfied with the methodology and may appeal.
- **Plan Bay Area -Regional Transportation Plan** – MTC/ABAG is taking comments on Draft Plan Bay Area 2050 until July 20, 2021. See <https://www.planbayarea.org/2050-plan/plan-bay-area-2050-final-blueprint/> for the plan and details. Response letter on this agenda.

PROGRAM MANAGEMENT – MOBILITY INITIATIVES

- **Safe Routes to School** – During the month of June, SRTS staff continued to implement virtual, Bike/Ped safety lessons for our final school of the 2020-21 school year, Jefferson elementary school in Cloverdale, where we delivered virtual bicycle and pedestrian safety lessons to all the 3rd and 4th grade classrooms. SCBC also continued implementing their on-bicycle series in Windsor, Petaluma, and Santa Rosa. In June, they have held or will hold the following lessons: Teen Independent Riding (6/9, 6/10, 6/11), Learn to Ride a Bike (6/16, 6/17, 6/18, 6/30), Kids Bike Skills (6/2, 6/23, 6/24, 6/25), and Family Bicycling 2 (6/3, 6/4). SRTS staff also partnered with Chops Teen Club to promote and hold two middle/high school youth engagement bicycle rides on 6/18 and 6/25. In addition to the youth engagement rides, SRTS staff engaged with a group of middle school youth to film & produce video footage of bicycle education and encouragement scenes to be utilized in the SRTS program during the 2021-22 school year.

SRTS staff have begun planning, developing collateral for, and scheduling both education and encouragement initiatives for the Summer of 2021 and the 21-22 school year, beginning with a Summer community/family bike education initiatives, including an on-bike-education/encouragement camp with Santa Rosa City Recreation and Parks from July 12-16th targeting 4th-6th grade students who missed out on in-school on-bike ed, a Cloverdale Kid's Health & Safety Fair/Bike Rodeo on July 17th, and a Family Bicycling Workshop in the town of Sonoma on August 18th. Next, SRTS staff reviewed all schools who enrolled in the SRTS program for the 21-22 school year, and held in-person meetings with the 42 sites requesting comprehensive education services, to review available services and obtain agreement to conduct data collection, provide addresses for GIS maps, and implement ongoing encouragement programs. Finally, SRTS staff conducted evaluation in the form of both online parent surveys and online "SRTS Champion/Administrator" surveys during the months of May and June. Finally, the SRTS Program was nominated for two of the Center for Volunteer & Nonprofit Leadership's "Heart of Sonoma County" Awards – Excellence in Innovation and Achievement in non-profit Leadership. Although they did not win either award, they were proud to be nominated by several school principals/champions for their persistence, innovation and creativity this year.

- **Regional Bike Share Pilot Program** – Staff worked with Bolt to refine a proposed bike share network map, which was shared with participating agencies for review and discussion. The map includes proposed 1,000-foot radius zones of interest in which specific hub locations will be sought. The SMART Board of Directors approved operations of the bike share system and authority to sign the coordination agreement. Staff held a working group meeting as well as meetings with Bolt Mobility to review planning and the overall work plan. www.scta.ca.gov/bikeshare
- **Emergency Ride Home Program** – Staff continues to manage the program. The Emergency Ride Home program will reimburse rides home in cases of qualifying emergencies for anyone who works in Sonoma County and gets to work using a shared or active transportation option, such as carpooling, vanpooling, public transit, bicycling, or walking. Program rules, restrictions, and reimbursement forms are available online. scta.ca.gov/ERH
- **State Route 37 Trip Reduction Program** – Staff has been working with the county transportation authorities in Solano, Napa, and Marin to design and implement a ride share program with incentives and marketing for State Route 37 commuters. Agreements for this program are on this agenda.

ADMINISTRATION OF ALTERNATIVE TRANSPORTATION FUNDING

- **Transportation Development Act, Article 3 (TDA3)** –Staff continues to track project expenditures, fund revenues, and develop quarterly reports. <http://scta.ca.gov/projects/funding/>
- **Transportation for Clean Air Fund, County Program Manager (TFCA, CPM)** – The funding agreement and fund transfer agreements for the FY21-22 program are underway. Staff continues to track project expenditures, fund revenues, program policies, and develop quarterly reports. <http://scta.ca.gov/projects/funding/>

COORDINATION & OUTREACH

Local Activities

- Spare the Air Resources Team meeting with local and regional agencies, non-profit advocacy groups, and citizens
- Area Agency on Aging, Transportation and Mobility Committee

Regional Coordination

- MTC/ABAG committees: Regional Modeling Working Group, Transit Finance Working Group, Active Transportation Working Group, Transportation Demand Management Working Group, Blue Ribbon Transit Recovery Task Force
- Bay Area Trails Collaborative
- Bay Area Air Quality Management District Transportation Fund for Clean Air Working Group
- CTA Planners meeting
- Bay Area County Transportation Authority meeting
- Regional and Statewide SB 743 Implementation Working Groups

Supporting Documents

None

Highway Projects

SCTA Update and Caltrans SHOPP Report

July 12, 2021

Highway 101

1. North B-Airport Interchange and Windsor Sound Walls Project

Permits/Mitigation

- Monitoring and reporting of mitigation planting:
 - On-site work complete.
 - Off-site work will continue through 2021 to address corrective measures at Cresta due to 2017 fire damage. California Department of Fish and Wildlife permit sign off in 2022.

Project Close Out

- Caltrans accepted the construction contract on August 3, 2015.
- Final close out in 2022.

2. Central C (Old Redwood Hwy I/C)

Project Close Out

- Final right of way mapping funded at February 2019 SCTA Board meeting. Scheduled completion summer 2021. Record of Survey submitted to County Surveyor in May 2021.

3. MSN B-2 (Petaluma River Bridge and Petaluma Blvd. South interchange)

Project Close Out

- Project accepted in June 2017 and close out activities through 2021.
- Utility closeout requires resolution of the City of Petaluma sewer easements and utility vault water intrusion.

4. MSN C-2 (Central Petaluma HOV lanes)

Right of Way

- Cooperative agreement amendment 4 approved at the March 2021 Board meeting funded temporary construction easement extensions and utility relocation cost increases.
- Caltrans is extending temporary construction easements. Easements were intended for Sewer work only, but are needed for bridge construction.

Construction

- First working day was October 8, 2019 and carpool lanes will open by the end of 2022.
- Sound walls scheduled to be completed by the summer of 2021.
- SMART multiuse path (MUP) in Petaluma between Payran Street and Southpoint Boulevard is closed for the demolition of existing bridges and construction of new bridge over railroad. The path is schedule to be reopened in 2023. Closure applies to the path; construction will not affect passenger train schedules.
- Stage 2 construction activities include retaining wall construction, sound wall construction, paving, utility relocation and bridge work at 2 locations, including the bridge over the railroad and the future Rainier undercrossing.
- Stage 2 completion
 - August 2021: Weekend full closure of the northbound East Washington off ramp to realign the ramp. Press Release with specific weekend will follow for a Friday to Sunday full closure.
 - Fall 2021: Opening of northbound carpool lane and northbound auxiliary lane between Lakeville Highway and East Washington off ramp.
- Stage 3 demolition work over the railroad tracks is tentatively scheduled for September. Construction Team is putting together a public outreach plan and evaluating ways to minimize the number of nights of demolition.
- Consultant budget for design services during construction is nearly expended. March 2021 additional funding was a temporary solution, a future amendment will be required once additional funds are identified.
- Caltrans Capital Outlay Support expenditures are projected to exceed budget in 2022. Mitigating measures to reduce support cost expenditures

are being implemented but will not be enough to keep the support costs within budget.

5. MSN B-3 (San Antonio Creek Bridge at Sonoma/Marin County Line)

Construction

- Bike route under the new Highway 101 San Antonio Creek Bridge opened on August 30, 2019.
- Construction Contract Acceptance (CCA) was achieved on 4/30/2020, close out work is expected through 2021.
- Storm water mitigation work pending approval.
- Won a 2021 IPI Partnered Project of the Year Award
 - www.partneringinstitute.org
 - IPI Awards Ceremony: Friday, June 4, 2021, from 2 pm – 4 pm, PDT

6. MSN – B2 Phase 2 - Sonoma Median Widening

Construction

- The project opened over 4 miles of the carpool lanes (south of San Antonio Creek to north of Lakeville interchange).
- Construction Contract Acceptance (CCA) was achieved 11/24/2020.
- Close out work is expected through 2021.

7. State Route 37 Corridor Protection and Enhancement Project

- Four North Bay counties Policy Committee established November 2015
- Memorandum of Understanding with the Bay Area Toll Authority (BATA), Caltrans and four North Bay Counties regarding the Resilient State Route 37 Program established February 2019.
- SCTA hosting Policy meetings and Drew Nichols is the Clerk of the Policy Committee.

- Resilient 37 Town Hall from April 15, 2021 – www.resilient37.org
 - Video: <https://youtu.be/3umF5VmfBu4>
 - Slides: https://scta.ca.gov/wp-content/uploads/2021/04/Resilient37_Townhall_Slides_041521.pdf
 - Full Recording: <https://youtu.be/wZ1IPmamOWA>
- Thursday June 3, 2021 Policy Committee Meeting agenda included:
 - Public Engagement Opportunities – 4/15 Town Hall and 5/26 PEL
 - Corridor Planning and Environmental Linkages (PEL)
 - Caltrans Project Updates
 - US 101- SR121 – Design Alternative Analysis (DAA)
 - SR 121- Sears Point to Mare Island – Interim Project
 - Vehicle Miles Traveled Analysis
 - Funding update
 - Federal Funds Requested
 - Regional Conservation Investment Strategy
- Future Policy Meeting Schedule:
 - 9:30 AM, October 7, 2021
 - 9:30 AM, January 7, 2022 (Proposed)
 - 9:30 AM, March 3, 2022 (Proposed)
- Future Policy Meeting Topics:
 - Public Engagement
 - Legislation to Toll SR 37.
 - Restoration Projects and Funding Opportunities in San Pablo Bay
 - SR 121- Mare Island Interim Delivery Update
 - MTC/Caltrans -Ultimate Environmental Phase
 - Advance Planning including: Corridor Planning and Environmental Linkages (PEL) and US 101 – SR 121 Design Alternative Assessment (DAA)
 - Comprehensive Multimodal Corridor Plan (CMCP)
 - Alternative Modes and TDM -Implementation

Final Corridor plan dated June 2018 with technical revisions to Exhibit 12 Environmental Resources and Exhibit 18A Bicycle / Pedestrian Access is now available at:

http://scta.ca.gov/wp-content/uploads/2018/06/SR-37-Corridor-Plan_Final_June2018_wAppendices.pdf

SCTA Project Web site: <http://scta.ca.gov/projects/highway37/>

Project Facebook: <https://www.facebook.com/route37/>

Caltrans Project Web site: <http://www.SR37CorridorProjects.com>

8. Highway 116/121 Intersection Improvements

Environmental

- Project Approval and completion of the Environmental Documentation (PAED) was April 13, 2018. A roundabout is the preferred alternative.
- A revalidation of the Environmental Document was completed in September 2019. Additional studies for another revalidation are occurring now (see Right of Way section below).

DESIGN (PS&E)

- A contract for Parsons to complete the Plans Specifications and Estimates (PSE or DESIGN) phase of the project was approved by the Board in June 2017. Parsons submitted 100% plans to Caltrans on May 26, 2021. The County Transportation and Public Works Department (TPW) has tentatively agreed to maintain the center of the roundabout and the sidewalks/pedestrian facilities and lighting. Further details will be resolved in on-going cooperative meetings prior to signing of the maintenance agreement. Caltrans has provided comments back to the County on the draft agreement to be resolved before signature. Constructability reviews were completed in December 2018 and January 2019. On December 20, 2019 Supervisor Gorin held a meeting with a number of adjacent property owners to discuss the aesthetics of the interior of the roundabout. The next Project Development Team (PDT) meeting is scheduled for August 4, 2021.

Right of Way

- In June of 2017 SCTA entered into a cooperative agreement with Caltrans to complete the R/W Phase. The agreement was amended to increase support and capital costs at the September 2020 Board meeting. Appraisals are completed. Outreach and negotiations with property owners and their representatives are on-going. Agreement has been reached with the property owner of the NE parcel and access to the parcel for completion of environmental studies has begun. Studies will contribute to an additional revalidation prior to readying the project to go to bid.

Construction

- The 2020 State Highway Operation and Protection Program (SHOPP) was approved by the California Transportation Commission (CTC) in May 2020. This project was included in the SHOPP for \$19M. The funding becomes available in Fiscal Year 22/23. This project is fully funded.

9. Hearn Avenue Interchange Improvements

PAED (Environmental) was completed in December 2016.

DESIGN (PS&E)

The City of Santa Rosa selected AECOM as the consultant and is actively working on completion of the Design Phase. AECOM submitted the 100% Plans Specifications and Estimate Documents to Caltrans in July 2019. Both a constructability and management review were completed in October and December 2018 and no unplanned issues arose from the review. Right of Way acquisition with willing sellers is progressing. The City is actively seeking construction funding. Santa Rosa staff, along with AECOM is preparing an application for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE, formerly BUILD) grant, the notice of funding opportunity (NOFO) of which was released April 13, 2021. The next PDT meeting is scheduled for August 4, 2020.

Draft Caltrans Report, Sonoma County Projects-June 2021

Link to California State Routes & Post Miles: <https://postmile.dot.ca.gov>

About the SHOPP (State Highway Operation and Protection Program): SHOPP is a four-year programming document, continually updated/amended, and adopted by the California Transportation Commission in each even-numbered year. SHOPP projects are identified through periodic condition assessments and field reviews, and include capital improvements relative to the maintenance, safety, operation, and rehabilitation of the state highway system that do not add new capacity. For more information please visit the following link:

<https://catc.ca.gov/programs/state-highway-operation-and-protection-program>

PROJECT INITIATION DOCUMENTS

EA 0AC30

SON-116-9.2

NEAR GUERNEVILLE, AT 0.2M WEST OF REDWOOD DR, CONSTRUCT DRAINAGE

PID: 6/2021 2022 SHOPP CANDIDATE

Con. Cap.: \$1,000K

EA 4AA90

SON-116-10.4

NEAR GUERNEVILLE, AT 0.3M WEST OF RIVERSIDE DR, CONSTRUCT DRAINAGE

PID: 6/2022 2024 SHOPP CANDIDATE

Con. Cap.: \$1,000K

EA 4Q800

SON 1-24.2/30.5

IN SONOMA COUNTY FROM 0.4 MILE NORTH OF RUSSIAN GULCH BR. TO 2.15 MILE SOUTH OF MEYERS GRADE RD.; CAPM

PID: 4/5/21 2022 SHOPP CANDIDATE

Con. Cap.: \$13,000K

EA 4AC50

SON 12-T17.34 /17.70

IN SONOMA COUNTY FROM 0.2 MILE EAST OF BRINGHAM AVE TO FOURTH ST.; CAPM

PID:6/2021 2022 SHOPP CANDIDATE

Con. Cap.: \$2,700K

PID (Project Initiation Document)

PAED (Project Approval/Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

TBD (To Be Determined)

EA (Project Number)

RTL (Ready to List)

BO (Bid Open)

Con. Cap. (Construction Capital Cost Estimate)

SON- ## - ## (County-Route-Postmile)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

Draft Caltrans Report, Sonoma County Projects-June 2021**PROJECT INITIATION DOCUMENTS (Continued)****EA 4AC40****SON ALL ROUTES - VARIOUS**

IN SONOMA COUNTY AT VARIOUS LOCATIONS, INSTALL CURVE WARNING SIGNS

PID:6/2021 2022 SHOPP CANDIDATE

Con. Cap.: \$2,100K

EA 0W670**SON 128-11.4/24.3**IN SONOMA COUNTY FROM ALEXANDER VALLEY ROAD TO FOSS HILL ROAD;
REHABILITATE CULVERTS

PID:6/2021 2022 SHOPP CANDIDATE

Con. Cap.: \$3,500K

EA 2Q430**SON 128-0/24.8**

IN SONOMA COUNTY GEYSERVILLE MAINLINE; CAPM

PID:6/2021 2022 SHOPP CANDIDATE

Con. Cap.: \$36,472K

EA 2Q580**SON 128-11.4/24.3**

SANTA ROSA MAINTENANCE STATION RELOCATION

PID:5/20/20 2022 SHOPP CANDIDATE

Con. Cap.: \$17,581K

EA 3Q640**SON 116-22.130/22.130**NORTHWEST OF CITY OF SEBASTOPOL AT GREEN VALLEY ROAD, NEAR GRATON;
IMPROVE INTERSECTION

PID:6/2021 2022 SHOPP CANDIDATE

Con. Cap.: \$5,000K

EA 4Q830**SON 12-27.83/31.667**IN KENWOOD, FROM KENWOOD INN & SPA TO 0.125 MILE W. OF BABB ROAD; WIDEN
SHOULDERS, AND INSTALL SHOULDER AND CENTERLINE RUMBLE STRIPS

PID:6/2021 2022 SHOPP CANDIDATE

Con. Cap.: \$8,700K

PID (Project Initiation Document)

PAED (Project Approval/Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

TBD (To Be Determined)

EA (Project Number)

RTL (Ready to List)

BO (Bid Open)

Con. Cap. (Construction Capital Cost Estimate)

SON- ## - ## (County-Route-Postmile)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

Draft Caltrans Report, Sonoma County Projects-June 2021**PROJECT INITIATION DOCUMENTS (Continued)****EA 1Q250****SON 1-24.5/24.6**

IN SONOMA COUNTY; RUSSIAN GULCH BRIDGE RAIL REPLACEMENT/UPGRADE

PID:6/28/19 2022 SHOPP CANDIDATE

Con. Cap.: \$4,000K

EA 1Q650**SON 101-24.86/25.0**

IN SANTA ROSA; RIVER ROAD BRIDGE RAIL REPLACEMENT/UPGRADE

PID: TBD 2024 SHOPP CANDIDATE

Con. Cap.: \$1,530K

EA 0P870**SON 116-30.1/30.5**

IN SANTA ROSA AT LONE PINE ROAD/ MT VERNON ROAD; IMPROVE INTERSECTION

PID: TBD TBD SHOPP CANDIDATE

Con. Cap.: \$TBD

EA 0Q880**SON 116-27.9/34.1**

BETWEEN SEBASTOPOL AND WEST OF COTATI; PAVEMENT REHABILITATION

PID: TBD 2024 SHOPP CANDIDATE

Con. Cap.: \$TBD

EA 0W740**SON 1-51.1/55.0**

IN SONOMA COUNTY, FROM MOONRAKER ROAD TO GULALA RIVER; DRAINAGE SYSTEM RESTORATION

PID: 06/2021 2022 SHOPP CANDIDATE

Con. Cap.: \$5,300K

PID (Project Initiation Document)

PAED (Project Approval/Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

TBD (To Be Determined)

EA (Project Number)

RTL (Ready to List)

BO (Bid Open)

Con. Cap. (Construction Capital Cost Estimate)

SON- ## - ## (County-Route-Postmile)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

Draft Caltrans Report, Sonoma County Projects-June 2021**ENVIRONMENTAL****EA 2Q780****SON 12-19.83**

SAFETY IMPROVEMENTS - INSTALL SIGNALS/ROUNDAABOUT

PAED:2/2022 **PS&E:**6/2023 **RWC:**11/2023 **RTL:**11/2023 **CCA:**6/2025**Con. Cap.:** \$2,100K**EA 0AA63****SON 116-1.130**

NEAR JENNER AT SHEEPHOUSE CREEK; RECONSTRUCT WINGWALLS

PAED:1/2023 **PS&E:** 01/2024 **RWC:** 01/2024 **RTL:** 03/2024 **CCA:**01/2026**Con. Cap.:** \$2,750K**EA 4G780****SON 1-0/58.36**

FROM MARIN/SONOMA COUNTY LINE TO SONOMA/MENDOCINO COUNTY LINE; INSTALL CENTERLINE AND SHOULDER RUMBLE STRIPS

PAED:2/2023 **PS&E:**5/2024 **RWC:**5/2024 **RTL:**6/2024 **CCA:** 12/2026**Con. Cap.:** \$13,500K**EA 2Q770****SON 116-38.72**

IN PETALUMA AT INTERSECTION OF STAGE GULCH ROAD AND LAKEVILLE ROAD; INSTALL SIGNALS OR ROUNDAABOUT

PAED: 2/2023 **PS&E:** 02/2024 **RWC:** 05/2024 **RTL:** 6/2024 **CCA:** 09/2026**Con. Cap.:** \$5,140K**EA 1Q700****SON 101-22.8/32.79**

AT MENDOCINO AVE, FULTON ROAD, SHILOH ROAD, & LIMERICK LANE OVERCROSSINGS; BRIDGE RAIL UPGRADE/REPLACEMENT

PAED:10/2022 **PS&E:**3/2024 **RWC:**4/2024 **RTL:**5/2024 **CCA:**8/2026**Con. Cap.:** \$8,100K**EA 1Q480****SON 37-3.78/4.0 & SON 121-0.0/0.15**

AT JUNCTION OF SR 37 AND SR 121; INSTALL ROUNDAABOUT

PAED:10/2022 **PS&E:**1/2024 **RWC:**2/2024 **RTL:**3/2024 **CCA:**12/2025**Con. Cap.:** \$6,000K

PID (Project Initiation Document)

PAED (Project Approval/Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

TBD (To Be Determined)

EA (Project Number)

RTL (Ready to List)

BO (Bid Open)

Con. Cap. (Construction Capital Cost Estimate)

SON- ## - ## (County-Route-Postmile)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

Draft Caltrans Report, Sonoma County Projects-June 2021**ENVIRONMENTAL(Continued)****EA 2Q200****SON 37-3.92/4.12**

FROM SR 121 TO 1000 FEET EAST OF THE SMART FREIGHT RAILWAY CROSSING LANE;
WIDENING TO IMPROVE OPERATION

PAED:10/2022 **PS&E:**1/2024 **RWC:**2/2024 **RTL:**3/2024 **CCA:**12/2025

Con. Cap.: \$11,700K

EA 2Q440**SON 121-6.52/8.43**

AT PM 6.52 AT YELLOW CREEK BR#20-0021 AND AT PM 8.43 ARROYO SECO Br#20-0023;
BRIDGE RAIL UPGRADE/REPLACEMENT

PAED:11/2022 **PS&E:**1/2024 **RWC:**2/2024 **RTL:**6/2024 **CCA:**8/2026

Con. Cap.: \$7,800K

EA 1Q340**SON 1-19.2/21.8**

AT JENNER AT GOAT ROCK ROAD AND AT BURKE AVE REPAIR/REPLACE CULVERT

PAED: 8/2022 **PS&E:**10/2023 **RWC:**1/2024 **RTL:** 6/2024 **CCA:**8/2026

Con. Cap.: \$4,900K

EA 1K720**SON 1-1.0/28.7**

FROM 0.6 MILE SOUTH OF MIDDLE ROAD (.9 MILE NORTH OF VALLEY FORD) TO JEWELL
GULCH

PAED:10/2022 **PS&E:**1/2024 **RWC:**2/2024 **RTL:**4/2024 **CCA:**1/2026

Con. Cap.: \$3,600K

EA 2Q420**SON 116-19.90/33.40**

AT JONES CREEK, BLUCHER CREEK, AND GOSSAGE CREEK OVERFLOW ALONG SR-116;
BRIDGE RAIL UPGRADE/REPLACEMENT

PAED: 2/2023 **PS&E:**3/2024 **RWC:**4/2024 **RTL:**5/2024 **CCA:**8/2026

Con. Cap.: \$4,300K

EA 1K760**SON 1-45.4/45.4**

AT 2.7 MILE SOUTH OF SKAGGS SPRINGS ROAD; DRAINAGE SYSTEM RESTORATION-
REHABILITATE CULVERT

PAED: 1/2023 **PS&E:**4/2024 **RWC:**6/2024 **RTL:** 6/2024 **CCA:**10/2025

Con. Cap.: \$1,000K

PID (Project Initiation Document)

PAED (Project Approval/Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

TBD (To Be Determined)

EA (Project Number)

RTL (Ready to List)

BO (Bid Open)

Con. Cap. (Construction Capital Cost Estimate)

SON- ## - ## (County-Route-Postmile)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

Draft Caltrans Report, Sonoma County Projects-June 2021**ENVIRONMENTAL(Continued)****EA 2K360****SON 116-9.6**

NEAR MONTE RIO, AT 0.7 MILE EAST OF OLD MONTE RIO ROAD; STORM DAMAGE REPAIR

PAED: 3/2022 **PS&E:** 3/2023 **RWC:**4/2023 **RTL:**5/2023 **CCA:**12/2024**Con. Cap.:** \$6,000K**DESIGN****EA 4J120****SON-116-0.0/46.8**

ADVANCED MITIGATION BANKING CREDIT

PAED:5/5/17 **PS&E:**N/A **RWC:**N/A **RTL:**6/2017 **CCA:**N/A**Con. Cap.:** \$0 **R/W Cap.:** \$5,000K**EA 3G900****SON 121-6.5/7.0**

NEAR SCHELLVILLE, AT THE INTERSECTION OF ROUTES 121 AND 116. CONSTRUCT ROUNDABOUT

PAED:4/13/18 **PS&E:**4/2022 **RWC:**5/2022 **RTL:**5/2022 **CCA:**12/2024**Con. Cap.:** \$12,500K**EA 1K750****SON 1-41.2/54.6**

FROM 0.2 MILE NORTH OF MILLER CREEK TO 0.1 MILE NORTH OF VANTAGE ROAD AT VARIOUS LOCATIONS; DRAINAGE SYSTEM RESTORATION-REHABILITATE CULVERTS

PAED:10/15/20 **PS&E:**5/2022 **RWC:**6/2022 **RTL:**6/2022 **CCA:**5/2024**Con. Cap.:** \$4,761K**EA 2K350****SON 101-55.8**

NEAR CLOVERDALE 2 MILES NORTH OF SR 128 JUNCTION; STORM DAMAGE PERMANENT RESTORATION SOLDIER PILE WALL

PAED:6/12/20 **PS&E:** 7/2021 **RWC:**8/2021 **RTL:**9/2021 **CCA:**9/2022**Con. Cap.:** \$2,620K**EA 4J460****SON 116-11.8/R12.2**

IN GUERNEVILLE; INSTALL/UPGRADE CURB RAMPS & PEDSTRIAN FACILITIES

PAED:6/30/20 **PS&E:**4/2022 **RWC:**4/2022 **RTL:**5/2022 **CCA:**12/2023**Con. Cap.:** \$2,990K**PID** (Project Initiation Document)**PAED** (Project Approval/Environmental Document)**RWC** (Right of Way Certification)**ADV** (Advertise Contract)**TBD** (To Be Determined)**EA** (Project Number)**RTL** (Ready to List)**BO** (Bid Open)**Con. Cap.** (Construction Capital Cost Estimate)**SON- ## - ##** (County-Route-Postmile)**PSE** (Plans, Specifications, and Estimate)**CCA** (Construction Contract Acceptance)**AWD** (Award Contract)

Draft Caltrans Report, Sonoma County Projects-June 2021**DESIGN (Continued)****EA 0J300****SON 1-26.7/26.9**

NEAR JENNER, FROM 0.3 TO 0.4 MILE NORTH OF MYERS GRADE ROAD; PERMANENT RESTORATION OF ROADWAY SLIPOUTS

PAED:7/31/20 **PS&E:**10/2021 **RWC:** 10/2021 **RTL:**11/2021 **CCA:**12/2022

Con. Cap.: \$13,856K

EA 0K130**SON 12 & 116/ MRN-1 & 131/ NAP 29**

AT VARIOUS LOCATIONS; PEDESTRIAN SAFETY ENHANCEMENT; INSTALL HYBRID BEACONS, STOP AND YIELD LINES, CROSSWALKS AND BULBOUTS, & UPGRADE CURB RAMPS

PAED:6/5/2020 **PS&E:**9/2021 **RWC:**9/2021 **RTL:**1/2022 **CCA:**12/23

Con. Cap.: \$2,777K

EA 0K520**SON 12-11.0/17.4**

FROM LLANO RD TO NEAR FARMERS LANE; PAVEMENT PRESERVATION (CAPM) & UPGRADE CURB RAMPS

PAED:6/29/2020 **PS&E:** 9/15/2021 **RWC:**11/1/2021 **RTL:**12/1/2021 **CCA:**3/20/2024

Con. Cap.: \$27,681K

EA 1K730**SON 1-30.8/40.6**

FROM MILL GULCH TO 0.5 MILE SOUTH OF MILLER CREEK AT VARIOUS LOCATIONS; DRAINAGE SYSTEM RESTORATION-REHABILITATE CULVERTS

PAED:5/8/20 **PS&E:**5/2022 **RWC:**5/2022 **RTL:**6/2022 **CCA:**5/2024

Con. Cap.: \$4,256K

EA 2K240**MRN 101-15.57 & SON 101-16.5/19.0**

IN MARIN COUNTY IN SAN RAFAEL AT MILLER CREEK ROAD, & IN SONOMA COUNTY IN SANTA ROSA AT TODD ROAD & BAKER AVE. OVERCROSSINGS; REPLACE/UPGRADE BRIDGE RAILS

PAED:9/24/19 **PS&E:**6/2021 **RWC:**8/2021 **RTL:**9/2021 **CCA:**3/2023

Con. Cap.: \$4,343K

PID (Project Initiation Document)

PAED (Project Approval/Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

TBD (To Be Determined)

EA (Project Number)

RTL (Ready to List)

BO (Bid Open)

Con. Cap. (Construction Capital Cost Estimate)

SON- ## - ## (County-Route-Postmile)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

Draft Caltrans Report, Sonoma County Projects-June 2021**DESIGN (Continued)****EA 0G680****SON 121-3.4/6.5**

NEAR SCHELLVILLE FROM 1.8 MILES NORTH OF TOLAY CREEK BRIDGE TO YELLO CREEK BRIDGE; WIDEN FOR STANDARD SHOULDERS, UPGRADE CURVES TO STANDARD, AND INSTALL MEDIAN AND SHOULDER RUMBLE STRIPS

PAED:12/19/18 **PS&E:**9/2021 **RWC:**12/2021 **RTL:**12/2021 **CCA:**12/2023

Con. Cap.: \$25,000K

EA 4H050**SON 12-25.8/33.3**

IN AND NEAR SONOMA, AT SONOMA CREEK, STUART CREEK, AND HOOKER CREEK BRIDGES; REPLACE SCOUR CRITICAL BRIDGES

PAED:9/12/18 **PS&E:**5/2021 **RWC:**6/2021 **RTL:**6/2021 **CCA:**12/2024

Con. Cap.: \$13,200K

CONSTRUCTION**EA 0A020****SON 1-15.1/15.8**

NEAR BODEGA BAY, NEAR THE GLEASON BEACH AREA, FROM 0.2 MILE SOUTH TO 0.4 MILE NORTH OF SCOTTY CREEK CULVERT; REALIGN ROADWAY

PAED:6/30/16 **PSE:**8/18/20 **RWC:**12/17/20 **RTL:**12/18/20 **ADV.:** 2/22/21

BO: 4/21/21 **AWD:** 5/4/21 **CCA:**12/2023

Con. Cap.: \$24,300K

EA 1J360**SON 12-35.1/38.9**

IN AND NEAR SONOMA, FROM VALLEJO AVE TO EAST OF LEVERONI ROAD/NAPA ROAD; PAVEMENT REHABILITATION

PAED:4/3/2018 **PS&E:**8/14/2020 **RWC:**8/14/2020 **RTL:**8/14/2020 **ADV.:** 1/4/21

AWD: 3/4/21 **CCA:**1/2022

Con. Cap.: \$6,213K

EA 1A210**SON 37-2.6**

NEAR VALLEJO, EAST OF SR 121; REPLACE HIGH-SPEED WEIGH-IN-MOTION SYSTEM IN BOTH DIRECTIONS OF ROUTE 37

PAED:4/10/18 **PS&E:**4/11/19 **RWC:**4/11/19 **RTL:**6/12/19 **CCA:** 4/15/21

Con. Cap.: \$2,280K

PID (Project Initiation Document)

PAED (Project Approval/Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

TBD (To Be Determined)

EA (Project Number)

RTL (Ready to List)

BO (Bid Open)

Con. Cap. (Construction Capital Cost Estimate)

SON- ## - ## (County-Route-Postmile)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

Draft Caltrans Report, Sonoma County Projects-June 2021**CONSTRUCTION (Continued)****EA 0J100****SON 101-9.0**

NEAR PETALUMA NORTH OF PEPPER ROAD; REPAIR SLIDE/REGRADE SLOPE

PAED:6/29/2018**PS&E:**4/11/19**RWC:**4/22/19**RTL:**6/28/19**CCA:**1/2023**Con. Cap.:** \$1,324K**EA 0J642****SON 101-29.3/54.2**

IN AND NEAR WINDSOR, HEALDBURG, AND CLOVERDALE, FROM GEYSERVILLE (OLD REDWOOD HIGHWAY) TO CLOVERDALE, 2.0 MILES SOUTH OF MENDOCINO COUNTY LINE; BIG PAVE 2 - ROADWAY REHABILITATION

PAED:4/19/2018**PS&E:**6/21/2019**RWC:**6/21/2019**RTL:**6/28/19**CCA:**12/2021**Con. Cap.:** \$78,935K**EA 1G840****SON 116-26.6/26.9**

IN SEBASTOPOL, FROM KEATING AVE TO WILLOW STREET; ALSO, FROM MCKINLEY STREET TO JOE RODOTA TRAIL; UPGRADE CURB RAMPS, DRIVEWAYS AND SIDEWALKS

PAED:9/30/15**PS&E:**5/19/17**RWC:**6/1/17**RTL:**7/31/19**AWD:**10/11/19**CCA:**3/29/21**Con. Cap.:** \$3,123K**EA 0Q850****SON/MRN/NAP/LAK-VARIOUS LOCATIONS**

IN SONOMA, MARIN, NAPA, AND LAKE COUNTIES; REMOVE DROUGHT STRICKEN TREES

PAED:6/19/19**PS&E:**6/19/19**RWC:**6/20/19**RTL:**6/20/19**CCA:**8/2021**Con. Cap.:** \$6,370K**EA 4G380****SON 116-31/31.3**

NEAR SEBASTOPOL, AT THE INTERSECTION OF SR 116 AND NB LLANO ROAD; CONSTRUCT LEFT-TURN AND MERGE LANES

PAED:9/21/16**PS&E:**6/7/18**RWC:**6/18/18**RTL:**6/29/18**CCA:**12/2021**Con. Cap.:** \$6,446K**EA 2J500****SON 37-0.27**

NEAR NOVATO AT THE EAST APPROACH OF PETALUMA RIVER BRIDGE; SETTLEMENT RESTORATION-RECONSTRUCT PAVEMENT/CELLULAR CONCRETE SUBGRADE

PAED:9/13/17**PS&E:**5/25/18**RWC:**6/5/18**RTL:**6/15/18**CCA:**12/15/2020**Con. Cap.:** \$1,515K

PID (Project Initiation Document)

PAED (Project Approval/Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

TBD (To Be Determined)

EA (Project Number)

RTL (Ready to List)

BO (Bid Open)

Con. Cap. (Construction Capital Cost Estimate)

SON- ## - ## (County-Route-Postmile)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

Draft Caltrans Report, Sonoma County Projects-June 2021

The Above Information is Subject to Continuous Update

PID (Project Initiation Document)
PAED (Project Approval/Environmental Document)
RWC (Right of Way Certification)
ADV (Advertise Contract)
TBD (To Be Determined)

EA (Project Number)
RTL (Ready to List)
BO (Bid Open)
Con. Cap. (Construction Capital Cost Estimate)

SON- ## - ## (County-Route-Postmile)
PSE (Plans, Specifications, and Estimate)
CCA (Construction Contract Acceptance)
AWD (Award Contract)

Agenda Report Reviewed by:
City Manager: 

CITY OF SEBASTOPOL
CITY COUNCIL
AGENDA ITEM

Meeting Date: August 3, 2021
To: Honorable Mayor and City Councilmembers
From: Kari Svanstrom, Planning Director
Subject: Discussion about Ban on New Gas Stations and Expansion of Fueling Infrastructure at Existing Gas Stations; and Referral to Planning Commission and Climate Action Committee
Recommendation: Receive report and provide direction to staff, Planning Commission, and Climate Action Committee
Funding: Currently Budgeted: _____ Yes No _____ N/A
Net General Fund Cost: N/A
Amount: \$0

Account Code/Costs authorized in City Approved Budget (if applicable) AK (verified by Administrative Services Department)

INTRODUCTION:

This item is to request the Council decide if it is interested in further exploration of the topic of a potential ban on new gas stations within the City of Sebastopol, at Council level and/or by direction to the Planning Commission and Climate Action Committee.

DISCUSSION:

At its last meeting on July 12, 2021, the RCPA Board of Directions unanimously passed a motion to direct Staff to return to the Board on at its next meeting on September 13, 2021, with a Resolution prohibiting new gas stations and the expansion of fueling infrastructure at existing gas stations (Item 4.6). To be included in the Resolution is a request to all jurisdictions to consider agendizing discussion of this issue and hopefully adopt a similar ban. The resolution, as described, is to be simple and basic for all jurisdictions to use, and as legally defensible as possible.

The City of Petaluma has already passed a moratorium on new gas stations and followed its initial decision with a permanent ban. These actions, taken last January and February 2021, have received international recognition in the news.

Locally, the citizen group CONGAS has been working to stop the construction of new gas stations throughout the County. CONGAS has written a model ordinance (attached) for consideration by the Sonoma County Cities.

This item is to request the Council decide if it is interested in further exploration of this topic, at Council level and/or by direction to the Planning Commission and Climate Action Committee. Either body may, for instance: hold a study session; review for General Plan consistency; work with RCPA's Tanya Narath

to assess of availability of supply and impact of a ban; review the Zoning Ordinance for modification; and take other actions within its purview. If the Council were to move forward with revising the Zoning Ordinance to ban gas stations, this would require Planning Commission review/recommendation as with all Zoning Ordinance changes. Planning staff has noted that the zoning ordinance changes would be relatively easy and would likely mirror those for drive-throughs (which simply prohibits drive throughs in all zoning districts).

Council direction is important so that the Planning Commission and/or Climate Action Committee knows that they are dedicating their time and energy to valid work product, approved by the Council.

GOALS:

This item relates to Council Goal 4.1” Create a safe, healthy, and attractive environment for residents and visitors, as it would reduce potential future Greenhouse Gas emission sources within the City. It also relates to Goal 5.1.4 : “Expand and encourage community involvement in Government...” and “Enhance the use of the City of Sebastopol Committees, Commissions, and Boards,” as this is an item of interest of the Climate Action Committee.

PUBLIC COMMENT:

As of the writing of this staff report, the City has not received any public comment. However, public comment from interested parties following the publication and distribution of this staff report will be provided to the City Council as supplemental materials before or at the meeting.

PUBLIC NOTICE:

This item was noticed in accordance with the Ralph M. Brown Act and was available for public viewing and review at least 72 hours prior to scheduled meeting date.

FISCAL IMPACT:

There is no direct fiscal impact associated with the recommended action tonight.

RECOMMENDATION:

Attachments:

SCTA-RCPA Agenda Item on Gas Station Ban (7.12.2021)

Model Ordinance

Staff Report

To: SCTA/RCPA Board of Directors Meeting Date: 7/12/21
 From: Tanya Narath, Director of Climate Programs Item Number: 4.6
 Subject: Local Gas Station Land Use Prohibition

Consent Item: Regular Item: Action Item: Report:

Issue

What are the key elements of a resolution supporting local action to ban new gas stations? How should the RCPA support its member jurisdictions in adopting gas station bans?

Recommendation

Staff requests Board input on elements to include in a potential resolution supporting local action to ban new gas stations.

Advisory Committee Recommendation

None

Alternatives Considered

None

Executive Summary

The RCPA Board adopted the Sonoma Climate Mobilization Strategy in March 2021. The strategy sets a target of carbon neutrality by 2030, and outlines 13 countywide strategies focused on high impact measures to reduce greenhouse gas emissions and increase carbon sequestration to meet this goal.

Transportation produced approximately 60% of Sonoma County’s greenhouse gas (GHG) emissions in 2018. To achieve the target of carbon neutrality by 2030, Sonoma County must reduce vehicle miles traveled (VMT) by increasing transit ridership, biking, and walking; and reduce fossil fuel consumption by replacing fossil fuel powered vehicles with electric vehicles.

To accelerate the shift from fossil fuel to electric vehicles, local jurisdictions are considering regulations to prohibit new gas station land uses. On March 1, 2021, the City of Petaluma became the first jurisdiction in the country to adopt a ban on new gas stations. The cities of Santa Rosa and Cotati are also working on gas station bans that will be presented to their City Councils at some point in the future.

Consistent with the Sonoma Climate Mobilization Strategy and RCPA’s role in coordinating countywide climate action, RCPA seeks Board direction on the role it should play in supporting local gas station bans and input on the content of a resolution supporting gas station bans.



Policy Impacts / Nexus to Agency Goals

The Sonoma Climate Mobilization has two strategies to reduce transportation related emissions – the Drive Less Sonoma County Campaign and EV Access for All Partnership. The EV Access for All Partnership includes an objective to reduce barriers to installing EV charging stations and limit permitting of new fossil fuel infrastructure.

Financial Implications

Is there a fiscal impact?	Yes	No	N/A
Is there funding in the current budget?	Yes	No	N/A
The funding source(s) to be used are:	RCPA operational funding		

Background

The RCPA Board adopted the Sonoma Climate Mobilization Strategy (Strategy) in March 2021 as the framework document that RCPA will use to coordinate countywide climate action over the next ten years. The Strategy sets a target of carbon neutrality by 2030, and outlines 13 countywide strategies focused on high impact measures to reduce greenhouse gas emissions and increase carbon sequestration to meet this goal.

Transportation produced approximately 60% of Sonoma County’s greenhouse gas (GHG) emissions in 2018. To achieve the target of carbon neutrality by 2030, Sonoma County must reduce vehicle miles traveled (VMT) by increasing transit ridership, biking, and walking; and reduce fossil fuel consumption by replacing fossil fuel powered vehicles with electric vehicles.

The magnitude of the climate crisis requires us to accelerate the transformation to a zero-emission transportation system. RCPA’s member jurisdictions have limited resources to focus on climate action. Supporting local action to ban new gas stations will enable RCPA’s member jurisdictions to focus their limited staff resources on developing new policies and infrastructure to support the electrification of the transportation infrastructure.

In addition to supplying the fuel that emits greenhouse gases when burned to power vehicles, gasoline stations also pose significant impacts on public health and the environment such as toxic air pollution, surface water runoff, and leaking underground storage tanks.

As of 2016, Sonoma County had roughly 138 gas stations primarily concentrated along major transportation corridors.¹ All jurisdictions have adopted urban growth boundaries and other land use policies designed to facilitate city-centered growth and prevent sprawl. With these policies in place, it is highly unlikely that significant new development will occur in locations not already well served with existing gas stations.

On March 1, 2021, the City of Petaluma adopted ordinances approving amendments to its Implementing Zoning Ordinance and SmartCode to prohibit new gas station land uses and enact new regulations for zero emission vehicles. By adopting this prohibition, Petaluma became the first jurisdiction in the country to enact a gas station ban.

¹ California Office of Emergency Services, based on retail fuel station gasoline sales information from 2010 to 2016 of the California Retail Station Annual Report.

On May 12, 2021, the City of Santa Rosa Climate Action Subcommittee received a staff presentation on gas station regulation options in Santa Rosa. As of 2016, the city had 56 gas stations and staff reported two gas station applications currently under review. Staff presented the subcommittee with three policy options for consideration: prohibit new gas stations, modify existing regulations, or make no regulation change and allow changes to be market driven. The subcommittee was supportive of moving forward with a gas station ban and directed staff to develop a draft ordinance for its review.

Beginning with its initial community outreach for the development of the Sonoma Climate Mobilization strategy, RCPA has heard support from the community for bans on gas stations. RCPA incorporated these inputs in Strategy 4. EV Access for All Partnership and Objective 4.2 Develop a package of local ordinances and other actions to address remaining permitting barriers for installing charging equipment, *while also limiting permitting of new fossil fuel infrastructure.*

Recent City of Petaluma Actions

The City of Petaluma's recent prohibition of new gas station land uses consists of several related actions, including adoption of a General Plan amendment, amendments to multiple chapters of the Implementing Zoning Ordinance, and changes to two sections of the City's SmartCode. These actions made permanent a moratorium on new gas station uses that had been in temporary effect since May 2019.

Prior to making the prohibition permanent, Petaluma conducted an inventory of existing gas stations and determined that there are multiple stations located within a 5-minute drive of every existing residence within the city, as well as all areas planned for residential development by the 2025 General Plan but not yet constructed. Based upon this inventory, the City concluded that there are adequate gas stations to serve existing and future internal combustion vehicles to the extent that they continue to exist.

Specific amendments to existing City code included changes to the General Plan to "prohibit new fossil fuel gas stations and transition existing stations to serve Zero Emission Vehicles," as well as changes to the Implementing Zoning Ordinance and SmartCode related to managing non-conforming gas stations and to promote zero-emission vehicles. Public outreach was also conducted prior to adoption of the amendments, including providing notice to all existing gas station owners for their input. The gas station prohibition is also supported by the City's Climate Emergency Resolution adopted in May 2019, and the Climate Emergency Framework adopted in January 2021. All of the proposed changes were found by the City to be exempt under the California Environmental Quality Act (CEQA) because they have no potential for resulting in physical change in the environment, directly or ultimately, and it can prevent environmental impacts resulting from new gas station uses.

Potential Areas of RCPA Support to Local Jurisdictions

There are multiple ways in which RCPA could support jurisdictions in their efforts to pass additional prohibitions on new gas station land uses. These include:

- Providing an analysis of the locations of existing gas stations countywide and their geographic relationship to population centers and travel corridors,
- Compiling and distributing guidance documents to assist planning staff in developing ordinance changes tailored to their specific jurisdiction, and

- Coordinating meetings or workshops among city/county staff to identify common barriers and develop consistent strategies for overcoming these barriers.

Board Members may have additional items to suggest based upon knowledge of their specific jurisdiction and RCPA staff is open to any guidance provided by the Board that would facilitate the goal of passing gas station bans throughout the county.

Key Points of RCPA Resolution Recommending Ceasing All Construction of New Gas Station Infrastructure

Dependent upon direction given by the RCPA Board today, staff intends to present a resolution for discussion and potential adoption at the September Board meeting. Staff is currently working with representatives from several jurisdictions to draft the resolution, and is also working with legal counsel to review specific language for consistency with existing SCTA/RCPA Board Policy.

Key intended recitals include:

- Acknowledgement of human-induced global warming
- Desire to avoid the critical tipping points that will have cascading feedback effects
- Recognition that Sonoma County has a commitment to taking local climate action
- Recognition that local government action has not yet resulted in the necessary reductions in global greenhouse gas emissions
- Acknowledgement of State Executive Order calling for an increase of zero-emission vehicles and installation of electric vehicle (EV) charging stations
- Acknowledgement of State Executive Order calling for the State to achieve carbon neutrality by 2045
- Recognition of adoption by RCPA Board of a Climate Emergency Resolution
- Recognition of adoption by the County of Sonoma and each of the incorporated jurisdictions of a Climate Emergency Resolutions
- Acknowledgement of State Executive Order setting 2035 as the year by which all new vehicles sold in California must be zero-emission
- Recognition of the City of Petaluma as the first local government in the nation to adopt a prohibition on new gas station land uses within their boundaries
- Recognition of the Sonoma Climate Mobilization Strategy adopted by RCPA Board as the framework document that RCPA will use to coordinate countywide climate action over the next ten years
- Recognition that transportation accounts for 60% of greenhouse gas emissions in Sonoma County
- Acknowledgement that gas stations pose significant local impacts on public health and the environment
- Acknowledgement that government actions need to be equitable and just for all local residents
- Acknowledgement that marginalized communities worldwide are already disproportionately affected by climate change and must benefit from a just transition to a sustainable and equitable economy

- Recognition that there are over 635,000 electric vehicles (EVs) in California and almost 10,000 EVs in Sonoma County
- Recognition that new gasoline stations continue to be proposed throughout Sonoma County even given the shift toward electric vehicles
- Acknowledgement that existing rules continue to enable new gasoline stations to be permitted
- Recognition that there are over 135 gasoline stations in Sonoma County with no demonstrated need for any new gasoline stations in Sonoma County
- Desire to use local government resources to develop public transportation networks; pedestrian and bicycling infrastructure; and clean vehicle charging/fueling infrastructure

Key intended conclusions include:

- Recommendation to cease all construction of new gas station land uses and related on-site fossil fuel infrastructure throughout Sonoma County
- Recommendation that all local jurisdictions no longer accept for processing or permitting any applications for new gas station land uses or the expansion, enlargement, extension, reconstruction, or relocation of any related on-site fossil fuel infrastructure
- Commitment of RCPA to work with its local government members to assist with policy development and implementation of a prohibition on construction of all new gas station infrastructure within their jurisdictional boundaries
- Recommendation that local jurisdictions continue to increase the installation of battery charging infrastructure and other necessary improvements for the transition to zero-emission vehicles

Supporting Documents

- Link: Sonoma Climate Mobilization Strategy adopted by RCPA Board on March 8, 2021: <https://rcpa.ca.gov/wp-content/uploads/2020/12/Sonoma-Climate-Mobilization-Strategy-Adopted-2021-03-08.pdf>
- Link: City of Petaluma's approval of General Plan Amendments and first reading of Zoning Text Amendments to prohibit new gas station land uses and enact new policy and regulations for Zero Emission Vehicles (February 22, 2021) – https://petaluma.granicus.com/MetaViewer.php?view_id=31&event_id=45134&meta_id=482615
- Link: City of Petaluma's second reading of Zoning Text Amendments to prohibit new gas station land uses and enact new policy and regulations for Zero Emission Vehicles (March 1, 2021) -- https://petaluma.granicus.com/MetaViewer.php?view_id=31&clip_id=3218&meta_id=483708
- Link: City of Santa Rosa's staff presentation to Climate Action Subcommittee with potential options for prohibiting the construction of new gas stations within city limits– <https://santa-rosa.legistar.com/View.ashx?M=F&ID=9380885&GUID=87B7902F-CF49-4112-BD60-3F85B132C710>



Model Ordinance: Local Government Prohibition on the construction of new gasoline stations (California)

The model ordinance below is offered by the Coalition Opposing New Gas Stations (CONGAS) as a tool to help local governments (cities and counties) in California in crafting their own ordinance. County and city codes in each jurisdiction are not identical so each ordinance will not be identical.

Any ordinance prohibiting or restricting the permitting or construction of new gasoline stations should be kept as simple as possible. Cities and counties may consider including the prohibition of expansion of fueling infrastructure at existing gasoline stations. However, addressing any other fossil fuel-related infrastructure or existing gas station operations introduces complexity, invites controversy, and should be avoided.

The core language of any prohibition would be to this effect: *“Effective immediately upon adoption of this ordinance, [name of city/county] will no longer accept applications for the construction of new gasoline stations, or for the expansion of fueling infrastructure at existing gas stations. This ordinance prohibits the construction of new gasoline stations or the expansion of existing gasoline station infrastructure in (name of city/county).”*

This does not apply to any new gasoline station application which is complete at the time the ordinance is passed.

The “WHEREAS” clauses:

Local Governments will tailor these to their own circumstances, but below are some to consider:

WHEREAS, Abrupt anthropogenic climate change is a real and increasingly urgent threat to public health and safety that demands action at every level of government, and [city/county] has a well-established commitment to taking local action in order to do its part in helping to address the global climate crisis; and

WHEREAS, on [date], [name of city/county] adopted a Climate Emergency Resolution, and new gasoline stations are not consistent with this policy; and

WHEREAS, On September 23, 2020, Governor Newsom issued [Executive Order N-79-20](#) setting 2035 as the year by which all new vehicles sold in California must be zero-emission; and

WHEREAS, On September 12, 2018, Governor Brown issued, and Governor Newsom has since affirmed, [Executive Order B-55-18](#), calling for the State to achieve carbon neutrality by 2045 and subsequently called for full economic decarbonization no later than 2045. This very ambitious goal means that local governments must take action immediately to reduce

Coalition Opposing New Gas Stations ♦ (707) 238-2298 ♦ congas.contact@gmail.com www.con-gas.org

greenhouse gas (GHG) emissions and avoid prolonging dependency on fossil fuel infrastructure into the future, for example by permitting new gasoline stations; and

WHEREAS, In January 2018, Governor Brown issued [Executive Order B-48-18](#) calling for five million zero-emission vehicles by 2030 and the installation of 250,000 electric vehicle (EV) charging stations in the State; and

WHEREAS, Consequences of anthropogenic climate disruption have already severely impacted the lives, health, and livelihoods of nearly every family and business in [city/county], driven by a devastating increase in drought, wildfire, flooding, evacuations, electric power-shutoff episodes, extreme heat events, and other anomalous disruptions; and

WHEREAS, Climatic disruptions are increasing globally with [2020 tied with 2016 as the hottest year ever recorded](#) for global average temperature; and

WHEREAS, Transportation accounts for [x%] of GHG emissions in [city/county name] with the burning of gasoline and diesel fuel for transportation as the leading cause of GHG emissions in this sector; and

WHEREAS, Gasoline stations pose significant local impacts on public health and the environment. This includes toxic/carcinogenic air contamination, surface water runoff, leaking underground storage tanks, and more. These issues are well documented in Coltura's ["Governing the Gasoline Spigot: Gas station regulation and the transition away from gasoline"](#); and

WHEREAS, New gasoline stations frequently add to local traffic congestion and safety issues; and

WHEREAS, Fossil fuel use imposes deep and long-standing racial injustice. In every drop that comes out of a gasoline dispenser, there is a trail of devastation for communities of color and the environment around the world that leads all the way back to the point of extraction of the crude oil from the ground in places like Nigeria, Ecuador, and Kern County California. Low income communities of color in the US and around the world, "frontline communities" are poisoned and/or displaced by effluent and emissions from these operations; low income communities along rail and roadways are threatened by the hazard of oil and gas transportation; similar historically disadvantaged communities of color near refineries and gas processing facilities, "fenceline communities," face respiratory disorders, cancer, and death rates much higher than the national average. Indigenous communities around the world are severely impacted by pumping and pipelines; and

WHEREAS, Currently there are ~800,000 electric vehicles (EVs) in California and [~x number of EVs] in [name of city/county]. With the rapid rise of practical and affordable EVs, and many new models becoming available on a regular basis, the need for charging infrastructure will inevitably grow as the need for gasoline stations diminishes. [name of city/county] should encourage and

support private sector investments based on clear trends that indicate that any new gasoline or diesel capacity added in the 2020s is likely to be abandoned as unprofitable in a few short years; and

WHEREAS, New gasoline stations have been and are continuing to be proposed in [name of city/county]; and

WHEREAS, Outdated 20th century permitting rules continue to enable new gasoline stations to be permitted despite countervailing state and [city/county] climate policy and energetic community opposition; and

WHEREAS, there is an abundance of gasoline stations in [city/county] with no demonstrated need for any new gasoline stations in [city/county]; and

WHEREAS, limited [city/county] staff time, money and resources are wasted processing new gas station applications and potentially responding to public opposition to them; and

WHEREAS, limited [city/county] resources should be used instead to develop clean-emission, affordable, accessible, convenient public transportation networks; safe, connected, pedestrian and bicycling infrastructure; and clean vehicle charging/fueling infrastructure;

THEREFORE, Be it RESOLVED, that [city/county] Effective immediately upon adoption of this ordinance, [name of city/county] will no longer accept for processing or permitting any applications for new gasoline service stations or expansion of existing gasoline service station infrastructure...[city/county to add any specific actions that must be taken to resolve permissions embedded in existing code]

Table 17.25-1. Permitted and Conditionally Permitted Uses in the Commercial

Use	CO	CG	CD	M	OLM	CM
Commercial Uses						
Agriculture, outdoor and indoor growing and harvesting	-	-	-	-	C	-
Alcoholic beverage tasting establishment	C	C	C	-	-	C
Animal hospital and kennels	-	C	-	C	C	-
Animal hospital, office only	CD	CD	C	CD	CD	C
Automotive gas or fueling station	-	C	-	C	C	-
Automotive repair and service	-	-	-	P	-	-
Automotive sales, service, and repair	-	C	C	-	-	-
Beekeeping, commercial	-	P	-	P	P	P
Commercial manufacturing	-	-	-	P	-	P
Convenience sales and service	P	P/C ⁽¹⁾	P	-	-	P
Drive-through	-	-	-	-	-	-
Exercise facilities	CD	CD	C	C	P	C
Extensive commercial	-	C ⁽¹⁾	C	-	-	-

Staff recommends the Ordinance also clarify that any existing infrastructure be ‘grandfathered in’, and allow upgrades for safety/environmental (as generally required by State law) to fossil fuel infrastructure, but not allow further enhancements of the fossil fuel infrastructure. Upgrades to other components (EV chargers, retail areas, etc.) could still be enhanced, with a use permit.

Additionally, gas stations would become a ‘non-conforming use’, and subject to the requirements of Sebastopol Municipal Code Section 17.160: <https://sebastopol.municipal.codes/SMC/17.160> which outlines requirements for changes to such facilities, and also outlines when any existing gas stations’ use permits would expire after a period of non-operation/vacancy (12 months). This section could also include further clarifications/regulations desired by the City, such as was clarified when the City banned drive-throughs:

17.160.040(C): C. Drive-through uses existing as of December 18, 2012, may be modified for aesthetic, safety, or other reasons as determined appropriate by the City, but no modifications that would intensify or expand the use shall be permitted.

Recommendation:

Discuss and provide direction to staff.

Attachments:

SCTA Materials and Resolution