

**Project Title:** Climate Adaptation and Resilience Plan

**Department Lead:** Regional Parks

**Requested:** \$125,000

**Recommended:** \$100,000

### **Key points from review**

#### Analysis of expected impacts

- This project would produce a planning document that could lead to critical mitigation and/or resiliency projects across Park units. Expected impacts from this document are extremely difficult to quantify and qualify, but Regional Parks could rely on the findings and recommendations from this plan to align with the Board's Strategic Plan goal of achieving carbon neutrality. Project also builds upon the recently completed Regional Parks greenhouse gas inventory.

#### Ability to score using the CARE Framework

- Project was likely not able to achieve full potential in mitigation and resiliency evaluations due to uncertainty in the expected impacts from CARP implementation. Staff evaluated conservatively due to this uncertainty and indirectness of impacts; thus the project could likely result in stronger benefits than were estimated in the project evaluation.

#### Other extrinsic factors not considered in the CARE Framework

- N/A

#### Quality of information provided in proposal

- Proposal was somewhat lacking in detail, especially with expected impacts. These were inherently difficult to quantify or qualify given the nature of the project.
- Proposal could have committed to a scoping a target % reduction in GHG emissions based on the GHG inventory prepared for Regional Parks, for example, reductions needed to meet the Board's Strategic Plan goal for carbon neutrality by 2030.

#### Outside leveraging considerations

- \$25,000 leveraged from Sonoma County Regional Parks Foundation (outside leverage), and \$100,000 secured from Regional Parks FY 22-23 budget (County contribution). Climate adaptation, action and resiliency planning projects can be funded through multiple state and federal funding opportunities, such as the California State Coastal Conservancy Grant Program or the Hazard Mitigation Grant Program: Planning Grants. The Sonoma County Regional Parks Foundation contribution could also be increased.

**Project Title:** Rainwater Catchment

**Department Lead:** Regional Parks

**Requested:** \$379,561

**Recommended:** \$303,320

### **Key points from review**

Analysis of expected impacts

- Drought resiliency infrastructure project that includes the development of designs for jump-starting similar, future projects at other Regional Parks.

Ability to score using the CARE Framework

- Drought is a critical climate hazard that is currently impacting Sonoma County, however it is not mentioned in the County's 5-Year Strategic Plan. Thus, though the project has obvious alignment with the County's general priority of increasing drought resiliency, this project did not score well with its Strategic Plan alignment.

Other extrinsic factors not considered in the CARE Framework

- N/A

Quality of information provided in proposal

- Proposal was detailed and the calculations for expected impact were robust and well-supported.

Outside leveraging considerations

- \$25,000 leveraged from Sonoma County Regional Parks Foundation (outside leverage), and \$10,000 secured from Regional Parks Measure M funds (County contribution). Since this is largely an infrastructure project for better maintenance at Park units, additional funds could be sourced from Measure M. The Sonoma County Regional Parks Foundation contribution could also be increased.
- Drought resiliency projects can be funded through multiple local, state and federal funding opportunities, such as the Building Resilient Infrastructure and Communities program or opportunities through the California Department of Water Resources and the US Environmental Protection Authority.

**Project Title:** Fare-Free Youth

**Department Lead:** Public Infrastructure – Sonoma County Transit

**Requested:** \$907,195

**Recommended:** \$861,756

### **Key points from review**

#### Analysis of expected impacts

- This project shows strong coordination between all three transit operators in Sonoma County, and has great community-wide and equity-focused benefits.

#### Ability to score using the CARE Framework

- Improving public transit and lowering vehicle miles traveled are critical climate-related goals across Sonoma County organizations and agencies. However, these are not mentioned in the County's 5-Year Strategic Plan. Thus, though the project has obvious alignment with the County's general priority of improving public transit and lowering vehicle miles traveled, this project did not score well with its Strategic Plan alignment.

#### Other extrinsic factors not considered in the CARE Framework

- Implementing Fare-Free for Youth does not necessarily lead to new data to inform us on how to improve ridership

#### Quality of information provided in proposal

- Proposal was detailed and the calculations for expected impact were robust and well-supported.

#### Outside leveraging considerations

- This funding would cover fare-free transit for 2 years, which would act as a bridge period between now and when GoSonoma sales tax dollars become available.
- \$150,000 leveraged from CityBus from Bay Area Air Quality Management District, and \$70,000 from all three transit operators' funds from CA Transportation Development Act
- Fare-free or fare reimbursement projects can be funded through multiple state and federal funding opportunities offered through state and federal transportation departments and agencies. Contributions from Santa Rosa CityBus or Petaluma Transit could also be increased.

**Project Title:** Fare-Free Youth and Express Lines

**Department Lead:** Public Infrastructure – Sonoma County Transit

**Requested:** \$1,771,475

**Recommended:** \$0

### **Key points from review**

#### Analysis of expected impacts

- This project shows strong coordination between all three transit operators in Sonoma County, and has great community-wide and equity-focused benefits.

#### Ability to score using the CARE Framework

- Improving public transit and lowering vehicle miles traveled are critical climate-related goals across Sonoma County organizations and agencies. However, these are not mentioned in the County's 5-Year Strategic Plan. Thus, though the project has obvious alignment with the County's general priority of improving public transit and lowering vehicle miles traveled, this project did not score well with its Strategic Plan alignment.

#### Other extrinsic factors not considered in the CARE Framework

- Implementing the additional express lines could potentially lead to new data to inform us on how to improve ridership

#### Quality of information provided in proposal

- Proposal was detailed and the calculations for expected impact were robust and well-supported for the fare-free component, but somewhat lacking in describing a need for the express lines and data to support the expected benefits from the added lines.

#### Outside leveraging considerations

- This funding would cover fare-free transit for 2 years, which would act as a bridge period between now and when GoSonoma sales tax dollars become available.
- \$150,000 leveraged from CityBus from Bay Area Air Quality Management District, and \$70,000 from all three transit operators' funds from CA Transportation Development Act
- Fare-free or fare reimbursement projects can be funded through multiple state and federal funding opportunities offered through state and federal transportation departments and agencies. Contributions from Santa Rosa CityBus or Petaluma Transit could also be increased.

**Project Title:** Bikeable Sonoma County

**Department Lead:** Public Infrastructure – Transportation

**Requested:** \$500,000

**Recommended:** \$500,000

### **Key points from review**

#### Analysis of expected impacts

- Expected benefits and quantified impacts from added bike lanes are strong and well-researched. This specific project location has also undergone robust planning and feasibility procedures in years prior.

#### Ability to score using the CARE Framework

- Project is overall well-aligned with County-identified goals, objectives, and priorities.
- Project costs are large and resulted in an overall lower Performance Score.

#### Other extrinsic factors not considered in the CARE Framework

- N/A

#### Quality of information provided in proposal

- Proposal was somewhat lacking in detail, but overall utilized supporting data effectively.

#### Outside leveraging considerations

- \$2,375,000 leveraged from Sonoma County Transportation Authority Measure M Funds (outside leverage) and committed \$800,000 from County Road funds (County-controlled). Remaining unfunded \$500,000 will be sought through Federal Stimulus funding programs.
- Bikeway infrastructure and active transportation projects can be funded through multiple state and federal funding opportunities offered through state and federal transportation departments and agencies, such as the Active Transportation Program through the California Transportation Commission.

**Project Title:** EV Infrastructure Expansion: ARC Chargers in Parks

**Department Lead:** Public Infrastructure – Facilities/Fleet

**Requested:** \$1,027,200

**Recommended:** \$941,760

### **Key points from review**

#### Analysis of expected impacts

- This project shows strong resiliency benefits as ARC charger units could be deployed in emergency situations.

#### Ability to score using the CARE Framework

- Project is overall well-aligned with County-identified goals, objectives, and priorities, but was somewhat difficult to estimate greenhouse gas emissions reductions. Project scored strongly.

#### Other extrinsic factors not considered in the CARE Framework

- Project utilizes new technology. This project should evaluate its performance and could determine if technology could be more widely used across the County.

#### Quality of information provided in proposal

- Proposal was detailed, however some of the data provided (pertaining to expected greenhouse gas impacts) could not be directly extracted for activities described in the proposal.

#### Outside leveraging considerations

- \$150,000 leveraged through Sonoma Clean Power.
- An expensive project with relatively low levels of outside leveraging.
- Electric Vehicle (EV) and EV infrastructure projects can be funded through multiple state and federal funding opportunities offered through state and federal transportation departments and agencies, air districts, infrastructure funds, and more. These are anticipated to be made available in historically high amounts in the near future and thus additional outside leveraging for this project seems highly likely.

**Project Title:** EV Infrastructure Expansion: Electrifying Patrol

**Department Lead:** Public Infrastructure – Facilities/Fleet

**Requested:** \$685,000

**Recommended:** \$685,000

### **Key points from review**

Analysis of expected impacts

- This project shows strong greenhouse gas reduction benefits and significantly and directly makes progress towards Strategic Plan Climate Action and Resiliency objectives.

Ability to score using the CARE Framework

- Project is overall well-aligned with County-identified goals, objectives, and priorities, but was somewhat difficult to estimate greenhouse gas emissions reductions.

Other extrinsic factors not considered in the CARE Framework

- N/A

Quality of information provided in proposal

- Proposal was detailed, however some of the data provided (pertaining to expected greenhouse gas impacts) could not be directly extracted for activities described in the proposal.

Outside leveraging considerations

- An estimated \$500,000 leveraged from PG&E, and an estimated \$31,000 leveraged from California Air Resources Board Low Carbon Fuel Standards Program.
- Electric Vehicle (EV) and EV infrastructure projects can be funded through multiple state and federal funding opportunities offered through state and federal transportation departments and agencies, air districts, infrastructure funds, and more. These are anticipated to be made available in historically high amounts in the near future and thus additional outside leveraging for this project seems highly likely.

**Project Title:** EV Infrastructure Expansion: Big EVs

**Department Lead:** Public Infrastructure – Facilities/Fleet

**Requested:** \$1,585,000

**Recommended:** \$0

### **Key points from review**

#### Analysis of expected impacts

- This project shows strong greenhouse gas reduction benefits and significantly and directly makes progress towards Strategic Plan Climate Action and Resiliency objectives, but very expensive project and scored poorly in Performance Cost.

#### Ability to score using the CARE Framework

- Project is overall well-aligned with County-identified goals, objectives, and priorities, but was somewhat difficult to estimate greenhouse gas emissions reductions.
- Project costs are large and resulted in the lowest overall Performance Score this round.

#### Other extrinsic factors not considered in the CARE Framework

- N/A

#### Quality of information provided in proposal

- Proposal was detailed, however some of the data provided (pertaining to expected greenhouse gas impacts) could not be directly extracted for activities described in the proposal.

#### Outside leveraging considerations

- An estimated \$1,500,000 leveraged from PG&E, and an estimated \$31,000 leveraged from California Air Resources Board Low Carbon Fuel Standards Program
- Electric Vehicle (EV) and EV infrastructure projects can be funded through multiple state and federal funding opportunities offered through state and federal transportation departments and agencies, air districts, infrastructure funds, and more. These are anticipated to be made available in historically high amounts in the near future and thus additional outside leveraging for this project seems highly likely.

**Project Title:** EV Infrastructure Expansion: Park and Charge

**Department Lead:** Public Infrastructure – Facilities/Fleet

**Requested:** \$100,000

**Recommended:** \$100,000

### **Key points from review**

#### Analysis of expected impacts

- This project shows strong alignment with RCPA’s Climate Mobilization Strategy and Strategic Plan Climate Action and Resiliency objectives, and has the potential for strong community and equity-focused benefits. Project also introduces a new and unique private-public partnership opportunity.

#### Ability to score using the CARE Framework

- Project is overall well-aligned with County-identified goals, objectives, and priorities, but was somewhat difficult to estimate greenhouse gas emissions reductions.

#### Other extrinsic factors not considered in the CARE Framework

- N/A

#### Quality of information provided in proposal

- Proposal was somewhat detailed. Some of the data provided (pertaining to expected greenhouse gas impacts) could not be directly extracted for activities described in the proposal.

#### Outside leveraging considerations

- An estimated \$2,500,000 leveraged from selected vendor, with very low County cost and potentially strong benefits.
- Electric Vehicle (EV) and EV infrastructure projects can be funded through multiple state and federal funding opportunities offered through state and federal transportation departments and agencies, air districts, infrastructure funds, and more. These are anticipated to be made available in historically high amounts in the near future and thus additional outside leveraging for this project seems highly likely.

**Project Title:** Promoting Prescribed Grazing

**Department Lead:** University of California Cooperative Extension

**Requested:** \$375,000

**Recommended:** \$300,000

### **Key points from review**

#### Analysis of expected impacts

- Project focuses on outreach, education, and engagement that promotes the use of managed grazing. Assumptions for GHG benefits were not well supported as expected increases in lands grazed over 2-year project life would require about 97,000 additional grazing animals (based on goats). Stronger equity and resilience benefits will likely result from workforce development, outreach, and education.

#### Ability to score using the CARE Framework

- Project is overall well-aligned with County-identified goals, objectives, and priorities, but assumptions related to GHG reductions were not supported, thus reductions provided in proposal were not included in their full amount in scoring.

#### Other extrinsic factors not considered in the CARE Framework

- N/A

#### Quality of information provided in proposal

- Proposal was detailed, however calculations on emissions reductions/sequestration were overly optimistic and not supported.

#### Outside leveraging considerations

- This was the only project with zero identified outside fund leveraging.
- Vegetation management and prescribed grazing projects can be funded through multiple local, state, and federal funding opportunities offered through Sonoma County Agricultural Preservation and Open Space District, US Department of Agriculture, California State Coastal Conservancy, and more.