



May 26, 2026

ECA Newsletter

CONSTRUCTING A WAY FOR A BETTER FUTURE

Evolution, Not Revolution?

Reducing carbon emissions is a worthwhile goal. Transportation policy should be grounded in measurable outcomes and realistic assumptions, not “slogans” that may be impossible to define or attain.

It is not my intent to say climate change is not real. I am not crafting a position so we can build more roads so we can all drive lots more miles and buy more gallons of carbon fuel that does go into the air. I am simply stating my opinion that maybe we should refine our collection of facts in such a way that our goals for transportation and construction can evolve rather than change so abruptly.

I have the highest respect for Chris Barney and the crew at SCTCA. But it is my opinion, that the premise that some of the policies that Sonoma County Transportation and Climate Authority state and adhere to, may be based on inaccurate and unattainable ideological climate theories/assumptions.

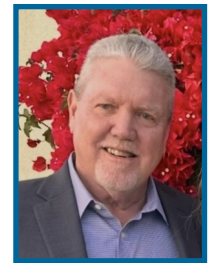
To put it succinctly, one of the main thrusts of the “50 Year CTP” is to get to zero emissions by the year 2050. Please, if you are still reading, let me explain my opinion on this.

First, zero emissions are not a well-defined term. I could argue that it would be far more accurate if you described the term “zero emissions” as “exhaust tailpipe measurements of emissions from locally owned and registered civilian driven vehicles only”. Zero-emissions will not consider manufacturing and disposal emissions, nor airline emissions, nor even automobiles and trucks driving across the border from Oregon, Arizona, Mexico, and Nevada. So “zero-emissions” if used as a goal, should be clearly defined, quantifiable, measurable for progress, and reasonably attainable. Otherwise, it is my opinion that it should not be listed as a goal for our local transportation plan.

I am applauding the reduction of carbon emissions of our vehicles, I am only finding fault with the stated goal of having zero emissions as one of the top goals for deciding transportation policies in our area. I am suggesting in this Soapbox that maybe we should develop our emissions policies based on facts rather than slogans.

John’s Soapbox

Remember my disclaimer -this Soapbox is my own opinion and does not necessarily reflect any official ECA position, nor any opinion of any ECA member firm. This is my stuff only and is intended to be thought-provoking as well as educational.



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Key goals include:

- **Connected and reliable** multimodal networks that are affordable and easy to use.
 - **Safety-first** infrastructure, including Vision Zero initiatives.
 - **Equitable access** to transportation for all residents.
- Climate resilience** and reduced greenhouse gas emissions.

Scope and Timeline

The plan covers **transportation needs and projects over the next 30 years**, aligning with regional climate goals and funding opportunities [Sonoma County Transportation Authority](#). It integrates:

- **Public transit** (local bus, SMART, paratransit)
 - **Active transportation** (walking, biking)
 - **Road and highway improvements**
- Transportation demand management** strategies

Funding and Implementation

SCTA funds the plan through a mix of **State, local, and federal sources**, including:

- **Measure M (Go Sonoma Act)** – 0.25% county sales tax, split between bus transit (10%) and SMART (5%).
 - **State Transit Assistance (STA)** – from fuel tax revenues.
- Transportation Development Act (TDA)** – from State sales tax [Northern California Engineering Contractors Association](#).

The **SCTCA Funding Program** allocates these resources to projects that align with the 2050 CTP, with upcoming cycles (e.g., Cycle 2 for FY 2025–31) prioritizing alignment with the plan and major funding programs like the State Transportation Improvement Program (STIP) and SB 1 Local Partnership Formulaic Program [LinkedIn](#).

Community Engagement

Public input is central to the plan’s development. SCTA has conducted surveys, webinars, and outreach with community-based organizations to gather transportation needs and priorities [Sonoma County Transportation Authority](#).

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Related Initiatives

The plan supports broader regional and county climate strategies, such as the **Regional Climate Protection Authority's (RCPA)** greenhouse gas inventory and climate dashboard, and integrates with the **Strategic Transit Plan** for the next five years sonomacountylocalleaders.org+1.

In summary: The SCTCA's 50-year CTP is a forward-looking, multimodal, climate-resilient transportation framework that guides investment, policy, and community engagement for Sonoma County through 2050, with funding and project prioritization tied to both long-term vision and immediate funding cycles.

Let's go back to (arguably) the father of the climate theory policies that we have been basing our beliefs on for the past 20 years. Let's go back and see what is right, and what is wrong in Al Gore's "An Inconvenient Truth" from two decades ago. Don't take my word for it, here is a Newsweek editorial that you can read just like I did- [Data vs. Drama—the 20-Year Legacy of Al Gore's Climate Warnings | Opinion - Newsweek](#)

I will take the liberty to "cherry pick" some items to illustrate my point of using facts instead of slogans to base our policies on:

Zero emissions by 2050? -We're nowhere near a green transition. In 2006, the world got 82.6 percent of its total energy (not just electricity) from fossil fuels, according to the International Energy Agency. In 2023, the last year with global data, the share was 81.1 percent. On this slow trend, it will take over six centuries to get to zero.

Rich nations only account for 13 percent of the remaining 21st century emissions. Emerging giants like China, India and Africa drive the rest. Even if all rich countries achieved net-zero by mid-century, it would avert less than 0.2°F of warming by 2100, using the United Nations (U.N.) climate panel's own model.

It is not my intent for this soapbox to try and debunk climate change. I am simply looking at facts presented by Newsweek and some others that say it might be a more inconvenient truth to realize that we have may have overreacted to Al Gore and others.

Evolution not revolution.

Let's keep working towards protecting our environment, but let's not drive businesses and residents out of the State by dictating laws and policies that make it a lot tougher to live in this great state.

Just my opinion folks---

That's All Folks-

John

ECA COMMITTEE NEWS

Meetings:

1. ECA Executive Committee (Officers) Meetings are recurring every month and are held every Last Tuesday from 11:00-12:00pm, in the small NCBE conference room. Next meeting will be May 26, 2026, from 11am to 12pm.
2. ECA Board of Directors meetings are recurring every month and are held every last Tuesday from 12:00-1:30pm, in the main conference boardroom at NCBE. Next meeting will be May 26, 2026, from 12:00 noon to 1:30 pm. Special guests for 5/26/26 will include City of Santa Rosa CFO, Scott Wagner, Interim City Manager for Santa Rosa Lori Ann Farrell, and City of Santa Rosa Mayor Mark Stapp will all be discussing the City of Santa Rosa budget developments and possible “solutions” to the financial deficit Santa Rosa finds itself in. We will also hear from Mike Ghilotti and John Bly about a possible restructure of our venerable Public Officials Night. There is nothing official about possible change to our PO Night, but Mike and John will present an idea that the Board of Directors may want to consider for 2027 or 2028.
3. ECA Government Affairs Committee (GAC) meetings are recurring every month and are held every last Tuesday from 2:00pm-3:30pm in the main conference boardroom at NCBE. Next meeting will be May 26, 2026, from 2:00-3:30pm. David Guhin is our guest, and he is the new Sonoma County Administrator. Arguably, the most powerful position in the NorthBay region!
4. ECA Specifications Committee are recurring every month and are held every last Wednesday from 3:00-4:30pm in the main conference board room at NCBE. The next meeting scheduled for Wednesday, May 27, 2026, from 3:00pm to 4:30pm will be cancelled due to the big BoDean Mixer being held the same day!

June 2 ECA Endorsed Candidates as of 4-28-2026:

Sonoma County District 2 Supervisor-Sylvia Lemus

Sonoma County District 4 Supervisor-Tom Schwedhelm

Windsor Mayor-Tanya Potter

NEWS YOU CAN USE

1. Our very own Glenn Smith and Smith Dollar, Attorneys at Law are doing good for the community again. Please see flyer below. Website link: [Smith Dollar, Forces 4 Food | Food From The Bar](#)
2. Todd Lands is in the news again for “stirring up” the whole Potter Valley issue. It should come as no surprise that water rights are big business, but do we really want a Supervisor inviting a water district from 600-800 miles away to own our water rights? Here is the article in the PD this weekend that you might find interesting-[Todd Lands, candidate for Sonoma County supervisor, distances himself from Southern California water agencies interested in Eel River dams takeover](#)
3. A very interesting article on the troubled Fulton Road project-[Contractors file legal claim against Santa Rosa seeking to recoup costs tied to troubled Fulton Road project](#)
4. See my Soapbox for using climate change fears to dictate choices for residents-[Local residents take dim view of upcoming gas appliance ban – The Press Democrat](#)
5. Way to go Monica!!!- [Midstate Construction announces leadership changes](#)
6. SOSroads endorses Tom Schwedhelm for 4th District Sonoma County Supervisor. As Mayor and Councilmember of Santa Rosa, Tom has a proven record of maintaining and improving streets and infrastructure. We believe Tom will continue his commitment and fix our county roads. [SOSroads.org - Home](#)



NO ONE SHOULD BE HUNGRY. Help Support Local Families in Sonoma County



Glenn Smith and Smith Dollar's "Forces 4 Food" team are once again participating in the annual Food From The Bar campaign benefiting the Redwood Empire Food Bank.



Food From The Bar is a Sonoma County fundraising effort where local law firms and businesses come together to help fight hunger in our community.



Thanks to the Redwood Empire Food Bank's purchasing power, **every \$1 donated helps provide \$3** worth of food support to local families and individuals in need.



Donations for this year's Food From The Bar campaign will be accepted through **May 31, 2026.**



To Donate: Scan QR Code or Visit
refb.org/smithdollar



THANK YOU FOR SUPPORTING OUR COMMUNITY.



TOGETHER, WE CAN MAKE A DIFFERENCE.

ECA EVENTS

1. Mixer-May 27 Hosted by BoDean (a CRH Company) and Sponsored by NCBE and ECA. Event Flyer is on the next page.
2. June 21, 2026-ECA Show and Shine Car Show will be held at Julliard Park at 227 Santa Rosa, Ave. in Santa Rosa from 9:00am-3:30pm. Sign up forms can be found here: [Fathers Day 31st Annual "Show & Shine" – Northern California Engineering Contractors Association](#)
3. July 10, 2026-The ECA Golf Tournament will be held at the Windsor Golf Course at 1340 19th Hole Drive in Windsor, CA from 11:00am-7:00pm. Sign up forms can be found here: [ECA Golf Tournament – ECA](#)
4. November 7, 2026-The ECA Annual Days of Wine and Dozers Dinner. We need trips, dinners, and donations please!!



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Hosted by

WHEN
Wednesday
May 27, 2026
4:00pm-7:00pm

WHERE
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ECA & NCBE SAFETY & EDUCATION TRAINING

ECA MEMBERS PAY THE NCBE PRICE

MAY

Thursday 5/28: [Trenching/Excavation “Competent Person” - English and Spanish](#) 9 am - 11 am

JUNE

Tuesday 6/2: Competent Person Course CPT (Excavation Safety) 8 am - 2 pm; Lunch provided
(More info on pages 10 & 11)

Monday 6/8: [Fall Protection “Competent Person” - English](#) and Spanish 9 am - 11 am

Tuesday 6/9: [CPR + First Aid May - English and Spanish](#) 9 am - 11 am

Wednesday 6/10: [Confined Space “Competent Person” - English and Spanish](#) 1 pm - 3 pm

Wednesday 6/17: [Scaffolding Training “Qualified Person” - English and Spanish](#) 1 pm - 3 pm

Tuesday 6/23: [Trenching/Excavating “Competent Person” - English and Spanish](#) 9 am - 11 am

Thursday 6/25 (Day 1; 8:30 am - 5 pm) & Friday 6/26 (Day 2; 1 pm - 4 pm): [OSHA 10 Hour Construction - English and Spanish](#) BOTH DAYS ATTENDANCE REQUIRED FOR CERTIFICATION

From the Desk of Jim Persons

Back Hoe Safety

Back hoes are one of the most common types of construction equipment found today. And rightly so as their versatility and maneuverability make the backhoe the equipment of choice for most construction jobs. Backhoe loaders can dig, scrape, load material, lift and with specialized attachments do almost any required task.

To read more: [Click HERE](#)



USEFUL LINKS TO SUPPORT YOUR BUSINESS

- A. Resilient 37 Policy Committee Meetings (open to the public) --link [State Route 37 Policy Committee - Sonoma County Transportation Authority](#)
- B. Metropolitan Transportation Commission website-link [Meetings & Events | Metropolitan Transportation Commission](#)
- C. Sonoma County Transportation Authority-link [Sonoma County Transportation Authority | SCTA](#)
- D. Transportation Authority of Marin Website-link [Transportation Authority of Marin](#)
- E. Marin Builders Exchange website-link [Home - Marin Builders Association, CA](#)
- F. North Coast Builders Exchange website-link [North Coast Builders Exchange – NCBE Online](#)



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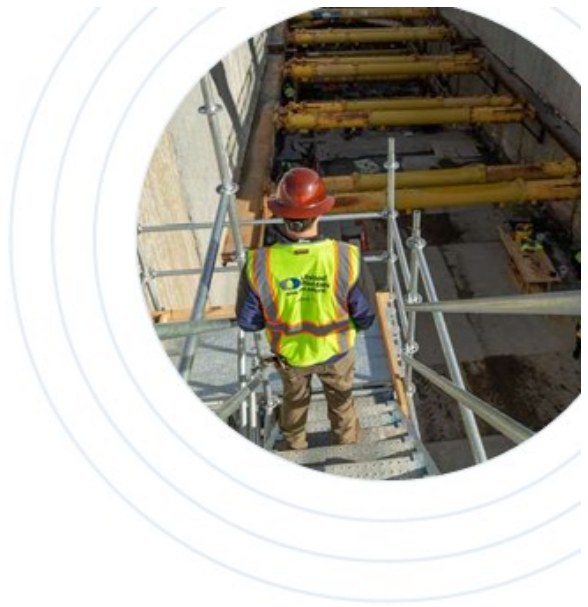
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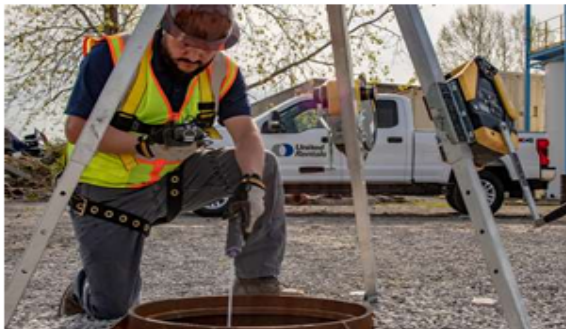
CONFINED SPACE SAFETY TRAINING

Confined Space Entry Training is available for all workers who may enter, supervise entry or be adversely affected from confined spaces. Our training courses are designed to help workers identify any potential hazards associated with a confined space.

The course addresses 29 CFR 1926 standards and requirements including the duties and responsibilities for an Authorized Entrant, Attendant, Entry Supervisor and Rescue Personnel.

▶ Training Topics

- Permit requirements for confined space
- Duties of supervisors, entrants and attendants
- Use of gas monitoring equipment
- Alternate entry procedures
- Proper ventilation of confined space



EXCAVATION SAFETY COMPETENT PERSON TRAINING

Introducing our all-new Excavation Safety Course, featuring a completely redesigned curriculum, interactive student activities, and updated training materials. Competent Person Training is designed for all employees involved in trenching work, including job foremen, job superintendents, engineers and any personnel involved in underground projects.

According to OSHA 29 CFR 1926 Subpart P, every excavation must have a designated Competent Person to manage the safety aspects of the site. To properly carry out Competent Person responsibilities, this individual must have training in, and be knowledgeable of, soil analysis, the use of protective systems and the requirements of the standard.

Additional responsibilities include identifying existing and predictable hazards in the work environment and possessing the authority to take prompt corrective action.

▶ Training topics

- Introduction to trench safety
- The OSHA excavation standard
- Competent person responsibilities
- Sloping, shoring, shielding guidelines
- Protective systems options
- Soil analysis
- Job planning

Upcoming Classes

June 2nd 2026



For more information contact:

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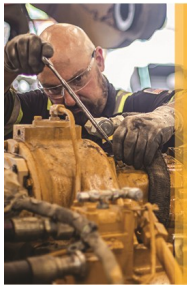
EMERGENCY RESPONSE MANUAL 2025—2026

In the event of an emergency, we have put together the Emergency Response Manual to help our community receive quick service from our members. The manual is sent to city and county agencies in case of an emergency so they will know who to call for services, equipment and materials.

Click [HERE](#) for the 2025-2026 manual.

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