



**Technical Advisory Committee**

**AGENDA**

**September 28, 2006**

**1:30 P.M.**

Santa Rosa Public Works, Conference Room 5  
69 Stony Circle, Santa Rosa, California

**Directors**

**Robert Jehn, Chair**  
Cloverdale

**Mike Kerns, V. Chair**  
Sonoma County

**Bob Blanchard**  
Santa Rosa

**Stanley Cohen**  
Sonoma

**Patricia Gilardi**  
Cotati

**Mike Healy**  
Petaluma

**Linda Kelley**  
Sebastopol

**Paul Kelley**  
Sonoma County

**Jake Mackenzie**  
Rohnert Park

**Warin Parker**  
Windsor

**Mike Reilly**  
Sonoma County

**Lisa Schaffner**  
Healdsburg

**ITEM**

- I. Introductions
- II. Public Comment
- III. Approval of Minutes, August 24, 2006 Meeting\* – **DISCUSSION/ACTION**
- IV. Reports – **INFORMATION/DISCUSSION**
  - A. SCTA Staff Report
    - i) Way to Go Expo
    - ii) Draft Administrative Modeling Guidelines
    - iii) Inactive Obligation 6-Month Look Ahead\*
    - iv) STP/CMAQ 06/07 Obligation Requests
  - B. MTC Report
- V. TFCA Criteria\* - **INFORMATION/ACTION**
- V. Update on Caltrans' Projects – **INFORMATION/DISCUSSION**
- VI. Prioritizing Caltrans' Project Study Reports (PSR's) – **DISCUSSION/ACTION**
  - Airport
  - Hearn
  - Old Redwood
  - Rainer
  - Bike/Ped OC at SRJC
  - Bellevue
  - Route 12 at 4<sup>th</sup>/Farmers
  - Forestville
  - Others?

**Suzanne Wilford**  
Executive Director

520 Mendocino Avenue  
Suite 240  
Santa Rosa, CA 95401  
PH: 707-565-5373  
FAX: 707-565-5370

Continued on next page

VII. Measure M – **INFORMATION/DISCUSSION**

- A. Measure M Cash Flow Report\*
- B. Bonding for 101 Program\*
- C. Annual Reporting Summary/Invoicing\*

VIII. Other Business/Comments/Announcements

IX. Adjourn – **ACTION**

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The next **S C T A** meeting will be held **October 16, 2006**

The next **T A C** meeting will be held **October 26, 2006**

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.

# TECHNICAL ADVISORY COMMITTEE

MINUTES  
August 24, 2006

## ATTENDEES

Adams, Nancy, City of Santa Rosa	Lee, Anthony, Caltrans
Babauta, Nancy, Santa Rosa CityBus	March, Lynne, SCTA
Baker, Ed, City of Santa Rosa	Penry, Frank, City of Petaluma
Burt, Richard, Town of Windsor	Preston, Guy, SCTA
Gause, Seana, SCTA	Schmitz, Steven, SoCo Transit
Helfrich, Gary, SoCo PRMD	Silva, Bill, City of Cotati
Jenkins, Darrin, City of Rohnert Park	Spilman, Janet, SCTA
Kelly, Sue, City of Sebastopol	

## ITEM

### I. Introductions

Round table introductions were made.

### II. Public Comment

There were no public comments.

### III. Approval of Minutes, June 22, 2006 Meeting – **DISCUSSION/ACTION**

The minutes were approved unanimously with a correction to be made to last paragraph in item VIII noting that Mr. Bonnoitt is from Sonoma and not Cloverdale.

### IV. Reports – **INFORMATION/DISCUSSION**

#### A. SCTA Staff Report

##### i) Master Bike/Ped Plan (Contract with Wtrans)

Ms. Wilford reported that the SCTA and the Countywide Bicycle & Pedestrian Committee prepared a Request for Proposal (RFP) and Scope of Work for the preparation of the SCTA Countywide Bicycle & Pedestrian Master Plan. The SCTA Board authorized both an application for TDA 3 funds and the issuance of the RFP for consultant services at the June 12, 2006 Board meeting.

An Evaluation Committee interviewed the candidates on August 11, 2006, and Whitlock & Weinberger Transportation, Inc. (W-Trans) was selected.

When the contract and funding agreements are finalized they will be presented to the Authority for approval.

ii) Modeling Administrative Guidelines

Ms. Spilman requested input from the TAC on the draft administrative / operational Travel Demand Modeling guidelines included in the agenda packet.

The TAC had no comments, questions or concerns.

iii) Way to Go Expo

Ms. March handed out the Way to Go Expo flyer and stated that the event grew out of the transit forum into an alternative mode fair. The event will take place on Thursday, October 19, 2006, from 3:00 to 6:00 PM and will be held at the Santa Rosa Veterans Memorial Building.

The fair will feature transit operators, other transit modes and alternative vehicles.

Mr. Moshier suggested that SCTA staff contact Jon Meriam, City of Santa Rosa staff to include the City of Santa Rosa transit clean air, natural gas vehicles, pool cars, and electric vehicles. The City has won many awards on these vehicles.

Mr. Burtt inquired if there were any other brands of electric cars than ZAP, such as the Global Electric Motorcars, LLC (Gem cars)? The Gem dealership is located in Ukiah.

Ms. Adams suggested that SCTA staff contact Jason Nutt about the Street Smart program.

B. MTC Report

i) Routine Accommodation

Ms. Spilman reported that the MTC Routine Accommodation policy is attached to the agenda packet. The MTC Commission approved the Routine Accommodation policy on June 28, 2006. The next step for Routine Accommodation is that the Regional Bicycle Working Group is hiring a consultant to put together MTC's Regional Bike plan. As part of the scope of work they will be doing the facilitation and the outreach in developing a checklist that is including in the Routine Accommodation. All projects that are going into the TIP will be required to be signed off this checklist. MTC will be seeking input on the development of the checklist.

Mr. Moshier expressed his concerns with three items on the recommended review process and suggested the TAC discuss further.

First, item 8 implies that the checklists will be completed and go to the Countywide BPAC for review. The City of Santa Rosa's BPAC has been elevated to the Board. The City would like their checklists to go to their Board and not both. This may also apply to other jurisdictions. The City would like the SCTA to delegate their checklists from the County BPAC to the City of Santa Rosa BPAC to review their checklists. Stated in simpler terms, the City of Santa Rosa recommends that the SCTA delegate that the local committees rather than the countywide committees review the checklists.

Second, Item 5 recommends including up to 20% of the project cost to address non-motorized access improvements; MTC encourages local agencies to adopt their own percentages. Should we adopt a percentage and what should it be? This is a good forum to discuss this item and be aware of what each is doing.

Finally, there is a push from the Bicycle Coalition that we adopt this policy for the County, not an MTC policy, not only would it be applied to regional funded projects, but would be applied to every project, i.e., Measure M, Gas Tax, and possibly development projects. We should discuss this to determine if this is a good idea or not.

After further discussion it was decided that SCTA staff would bring the policy to the SCTA Board as an informational item. Staff would communicate to the Board that more will follow once the checklist is developed and that the TAC and the CBPAC are actively working on it.

ii) Local Streets & Roads Update

Ms. Gause reported that the Local Streets & Roads Committee met and the majority of the discussion was about the Local Streets and Roads Strategic Plan and whether MTC would officially adopt it as an MTC policy before they start using it as a reference document for a brochure that they want to use as outreach for the November election. They are still working towards that goal. They want to make sure that it is edited and approved. They want the MTC Commission to approve the Strategic Plan. However, in the meantime they are happy with it as a draft document. MTC staff will use the information in the document and will it water down and make a glossy brochure that will be used for outreach for the November election.

iii) Pavement Needs Assessment Survey

Ms. Gause reported that MTC is preparing to release their biennial pavement needs assessment survey in October. MTC is currently requesting comments on the previous survey's forms to make sure they are effective for collecting data. If anyone has comments on those forms staff will take input back to MTC.

Mr. Jenkins suggested that the forms be pre-filled with the past year's data on the forms.

Ms. Gause emphasized the need for receiving the TAC's comments by the end of August in order for her to return them to MTC.

V. Update on Caltrans' Projects – **INFORMATION/DISCUSSION**

Mr. Preston provided updates on the following Caltrans Projects:

Caltrans completed the Russian River Bridge several months ahead of time and held the opening on August 17, 2006.

There is important news regarding the 3 Caltrans projects within the California Tiger Salamander habitat. Upper management within USFWS is reviewing the Biological Opinion (BO). They expect the BO to be issued any day now. Once the BO is issued they can sign the environmental document the final Environmental Impact Report / Environmental Assessment (EIR/EA) for Wilfred and the right-of-way process can commence. It is estimated that about 20 months is needed for right-of-way on Wilfred, another 4 months to advertise and award. So, about two years from now, we could be looking at the project being in construction, if we can find the \$30 million we are short.

The North Project is in design phase and we can expect the draft Environmental document to be released in November or December of this year, with the final expected in the summer of 2007. Design is moving very well. Again that project is short money and the ability to go to construction is dependent upon receiving the necessary funds to make up the shortfall.

The Central document draft EA/EIR has been released for public comment. A Public Hearing was held on August 22, 2006. Most people were concerned with sound walls and the removal of trees. There are about 2,000 trees within the limits of the Central Project that are in jeopardy. They are looking for ways to minimize if at all possible. We expect the final document to be approved in the spring of 2007, at which point we can start right-of-way acquisition.

Caltrans is still working on the draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) document for the Marin Sonoma Narrows. The Value Analysis (VA) Team has been assembled and will start meeting to discuss strategies on delivering that project. They hope to incorporate the comments from the VA into the draft environmental document.

The 12 to Steele project is under construction and on schedule and within budget so far. Tonight they will reconfigure traffic at College Avenue. Traffic will be moved so that the west bound traffic will be on the north side of the column and east bound traffic will be on south side of the column, with the same number of lanes as they currently have now.

Petaluma City Council met last month and Caltrans put on a presentation regarding traffic control for the Highway 116 project at Stage Gulch. It was received very well.

Ms. Gause reported that a stakeholders meeting for the Highway 116 from Sebastopol to Cotati Project will be held on September 7, 2006, at 10 AM in the Sebastopol City Hall. There will also be a stakeholders meeting regarding the Laguna de Santa Rosa Bridge on Highway 12, on the same day, same location, at 1 PM. The Sebastopol to Cotati project is still in the environmental stage, and the environmental staff is coordinating with design to try to resolve some of the outstanding issues so that they can complete the environmental document.

Mr. Preston reported that he was informed that the Auxiliary lanes project south of East Washington has been advertised. We look to start and complete construction this year, if it gets awarded and approved before the rain starts.

Ms. Gause reported Caltrans continues to work on the environmental document for the East Washington ramp project. This project has other outstanding informational needs in order to complete it. Petaluma is working on providing that traffic volume data so they can complete the environmental document. They do hope to have the Environmental Document out by the end of the year. Caltrans revised the cost estimate of the project, and the cost has gone up at least \$8 million. That estimate does not take into consideration all outstanding items. Ultimately, we expect about a \$10 million increase in cost.

Mr. Preston reported that he is working with the financial consultants, KNN, on a cash flow model for the Highway 101 projects. The cash flow model will be presented at the next Board meeting on the September 11, 2006.

Mr. Preston reported that Caltrans notified him that the Airport Project Study Report (PSR) is not going to be delivered in September, but in December 2006. Caltrans did not provide an explanation for the delay at this point. Staff will be meeting with their planning staff, and will be addressing this question. They have not started the PSR for Hearn yet, which should have been started in July. The City of Petaluma has offered to pay for the PSR for Old Redwood, but has not received a response. Staff will work to get a response to Petaluma's inquiry.

Mr. Moshier mentioned that the City of Santa Rosa has a few outstanding PSR's with Caltrans; the Bicycle Overpass at the SRJC, Highway 12 at 4<sup>th</sup> and Farmers lane, and Bellevue at 101.

Mr. Jenkins commented that he would be interested in the seeing the cash flow model in advance of the Board meeting to be able to advise his policy makers.

Mr. Preston stated that he wanted to educate the Board what the cash flow model looks like, what the need for bonding would be, and how you actually go about bonding. Most likely, the Board will recommend that staff bring it back to the TAC for discussion.

VI. Penngrove Subcommittee Update – **INFORMATION/DISCUSSION**

Ms. Gause reported that the Penngrove Subcommittee would be collecting new traffic volume data and had planned to do an RFP. However, because the county process can take a considerable amount of time, the work would not be accomplished until the spring. Petaluma has decided they are going to be updating their own traffic model and were considering including the Penngrove area in their study. Petaluma staff brought that to the Subcommittee. The Subcommittee decided that for an economy of scale if Petaluma included the Penngrove area in the data collection with their existing contractor that the work could be accomplished this fall, forgoing the RFP process. The Subcommittee asked Petaluma to provide a cost estimate that included data collection, and analysis separately, so that if the cost were too great, or if the methodology were unacceptable, that data could still be collected.. The data may also be used in an analysis for an Origin & Destination (O&D) study. The committee expects to review the contractor's proposal on August 30<sup>th</sup> in Cotati.

VII. TFCA Criteria - **INFORMATION/DISCUSSION**

Ms. March reported that the issue is that the TAC needs to make a recommendation to take to the SCTA Board regarding the criteria to be used for distribution of future TFCA funding. The SCTA is the Program Manager for these funds and is charged with developing criteria for how these funds are to be distributed in Sonoma County. As of last year changes have been made that required holding public meetings for adopting the criteria. Historically, the distribution of funds has been population based and jurisdictions were allowed to accumulate balances. Carry over balances are no longer permitted. Last year the TAC recommended and the Board approved a distribution plan that gave the County and Santa Rosa their population based funds as guaranteed, and allowed Rohnert Park to use its accumulated balance. The remaining funds were to be distributed using a competitive approach.

Staff proposes developing a strategy that would keeps the stability of the existing programs for Santa Rosa, and the County that would also provide an opportunity for the smaller cities and make possible a competitive approach.

Ms. Kelly inquired about the rationale for keeping the city of Santa Rosa and the County population based, and not the others, when we were not asked to use population based formula?

Ms. Spilman stated that the Air District was not adamant that no population-based distribution was used. We could say that their programs have a much bigger pie to be funded. It doesn't have to be based on population.

Ms. Kelley suggested that it would be a better to say that these programs have a historical funding level whatever it was based on, certainly not population based. That we would want to make them whole rather than call it population based for two jurisdictions, and not for anyone else, if they want us to move away from a population based formula.

The City of Santa Rosa and the County briefly described each of their programs that are maintained by the TFCA funding.

There was discussion about inter-city bike paths, and a more robust marketing for transit.

Ms. Spilman stated that we have some time, but they need to see it this fall, and that she would like to get suggestions from the TAC and bring this item back next month. Some of the ideas to be explored are possibly regional bike programs.

Ms. Wilford summarized that we should avoid using the term population based but that there are certain programs that should be continued on an annual basis; the City of Santa Rosa and the County at their a historical funding level. Whatever the program costs each year would be the level.

VIII. Measure M – **INFORMATION/DISCUSSION**

A. Measure M FY05/06 Year End Financial Report

Mr. Preston reviewed the Measure M Cash flow report for the fiscal year end June 30, 2006.

B. Annual Reporting Letters

Mr. Preston reported that the Annual Reporting letters are due by September 15, 2006, and remember to enclose photographs. If we do not receive Annual Reporting letters from the Transit and Local Streets Maintenance projects by September 15, 2006, the next quarterly allocation, or annual allocation, will be held up.

IX. State Infrastructure Bond - **INFORMATION/DISCUSSION**

Ms. Wilford reported that the infrastructure bond has a couple of different programs in it that we talked about before. Since the last time we met there have been a number of discussions at the regional and state level about the Corridor Mobility Improvement Account (CMIA). That is the \$4.5 billion pot of money for the highway. That pot of money is split North-South, 40-60. So, Northern California is going to get \$1.8 billion. How do you further regionalize the amount of money, how does the Bay Area fight for the money. We are all suggesting that the Bay Area is number 1. The rural counties will have a

different argument. The good news is that our projects are ready to go and have a local match.

X. Other Business/Comments/Announcements

The deadline to apply for Caltrans State Grants is October 15, 2006.

XI. Adjourn – **ACTION**

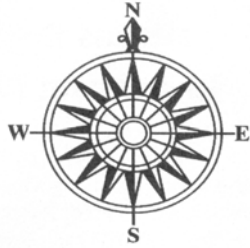
The meeting adjourned at 3.55 PM.

**6-Month Look Ahead  
(Project will be inactive within next 6 months, Dec 06)**

Project Number	FADSEA	Dist	TRAMSEA	County	Responsible Agency	Description	Total Cost	Federal Funds	Expended Funds	Unexpended Funds	Last Billed	No. of Months	Auth Date
3644001	04928705L	04	928705	Son	Sonoma County	SONOMA COUNTY AT VARIOUS LOCATIONS , CONSTRUCT VIADUCTS ,REPAIR STORM D	\$1,015,467.00	\$898,992.00	\$226,539.41	\$672,452.59	11/22/2005	7	9/7/2004
3644001	04928705L	04	928705	Son	Sonoma County	SONOMA COUNTY AT VARIOUS LOCATIONS , CONSTRUCT VIADUCTS ,REPAIR STORM D	\$266,484.00	\$266,484.00	\$140,019.43	\$126,464.57	11/22/2005	7	9/7/2004
5003010	04923427L	04	923427	Sol	Benicia	WB ROUTE 780 AT E. 2ND ST. ON/OFF RAMPS , INSTALL TRAFFIC SIGNALS	\$194,000.00	\$146,000.00	\$136,000.00	\$10,000.00	12/9/2003	31	4/29/2002
5012059	04923800L	04	923800	Ala	Oakland	8TH STREET FROM PINE TO MANDELA (PHASE II) , STREETSCAPE	\$1,229,195.00	\$1,074,525.00	\$779,758.02	\$294,766.98	11/1/2005	8	9/1/2002
5012059	04923800L	04	923800	Ala	Oakland	8TH STREET FROM PINE TO MANDELA (PHASE II) , STREETSCAPE	\$694,305.00	\$605,129.00	\$421,740.91	\$183,388.09	11/1/2005	8	9/1/2002
5012059	04923800L	04	923800	Ala	Oakland	8TH STREET FROM PINE TO MANDELA (PHASE II) , STREETSCAPE	\$476,154.00	\$415,000.00	\$289,231.36	\$125,768.64	11/1/2005	8	9/1/2002
5043019	04924040L	04	924040	Mrn	San Rafael	MEDWAY--FRANCISCO E. AND CANAL STREET , BEAUTIFY ST. S.W. PLANT TREES ETC.	\$926,240.00	\$820,000.00	\$36,716.27	\$783,283.73	12/27/2005	6	8/2/2004
5043019	04924040L	04	924040	Mrn	San Rafael	MEDWAY--FRANCISCO E. AND CANAL STREET , BEAUTIFY ST. S.W. PLANT TREES ETC.	\$90,365.00	\$80,000.00	\$3,564.88	\$76,435.12	12/27/2005	6	8/2/2004
5043019	04924040L	04	924040	Mrn	San Rafael	MEDWAY--FRANCISCO E. AND CANAL STREET , BEAUTIFY ST. S.W. PLANT TREES ETC.	\$0.00	\$0.00	\$0.00	\$0.00	12/27/2005	6	8/2/2004
5057019	04072124L	04	072124	Ala	Berkeley	SAN PABLO AVE. CORRIDOR IN CITY OF BERKELEY , BICYCLE RELATED - OTHER	\$2,098,909.00	\$1,034,000.00	\$0.00	\$1,034,000.00	12/16/2005	7	8/1/2001
5057019	04072124L	04	072124	Ala	Berkeley	SAN PABLO AVE. CORRIDOR IN CITY OF BERKELEY , BICYCLE RELATED - OTHER	\$692,139.00	\$344,900.00	\$27,265.23	\$317,634.77	12/16/2005	7	8/1/2001
5057019	04072124L	04	072124	Ala	Berkeley	SAN PABLO AVE. CORRIDOR IN CITY OF BERKELEY , BICYCLE RELATED - OTHER	\$60,130.00	\$53,100.00	\$26,127.04	\$26,972.96	12/16/2005	7	8/1/2001
5176002	04923722L	04	923722	Mrn	Ross	SFD BLVD. FROM TOWN LIMIT TO 700'NORTH , SURFACE REHAB.	\$90,312.00	\$75,000.00	\$7,082.40	\$67,917.60	10/28/2004	20	8/17/2002
5176002	04923722L	04	923722	Mrn	Ross	SFD BLVD. FROM TOWN LIMIT TO 700'NORTH , SURFACE REHAB.	\$0.00	\$0.00	\$0.00	\$0.00	10/28/2004	20	8/17/2002
5303009	04923896L	04	923896	CC	San Pablo	SAN PABLO DAM ROAD, 23RD STREET,& CHURCH LANE , PAVEMNT REHAB, I/S REDESIGN, SIGNAL	\$1,093,910.00	\$820,000.00	\$41,529.43	\$778,470.57	12/20/2005	7	9/1/2002
5303009	04923896L	04	923896	CC	San Pablo	SAN PABLO DAM ROAD, 23RD STREET,& CHURCH LANE , PAVEMNT REHAB, I/S REDESIGN, SIGNAL	\$0.00	\$0.00	\$0.00	\$0.00	12/20/2005	7	9/1/2002
5303009	04923896L	04	923896	CC	San Pablo	SAN PABLO DAM ROAD, 23RD STREET,& CHURCH LANE , PAVEMNT REHAB, I/S REDESIGN, SIGNAL	\$53,090.00	\$47,000.00	\$47,000.00	\$0.00	12/20/2005	7	9/1/2002
5361007	04927759L	04	927759	Mrn	Novato	SIMMONS LANE AT NOVATO CREEK BRIDGE, 27C-0090 , BRIDGE REHABILITATION	\$669,472.00	\$592,683.00	\$0.00	\$592,683.00	12/27/2005	6	6/7/2006

**6-Month Look Ahead  
(Project will be inactive within next 6 months, Dec 06)**

Project Number	FADSEA	Dist	TRAMSEA	County	Responsible Agency	Description	Total Cost	Federal Funds	Expended Funds	Unexpended Funds	Last Billed	No. of Months	Auth Date
5361007	04927759L	04	927759	Mrn	Novato	SIMMONS LANE AT NOVATO CREEK BRIDGE, 27C-0090 , BRIDGE REHABILITATION	\$72,701.00	\$39,200.00	\$31,200.00	\$8,000.00	12/27/2005	6	6/7/2006
5361007	04927759L	04	927759	Mrn	Novato	SIMMONS LANE AT NOVATO CREEK BRIDGE, 27C-0090 , BRIDGE REHABILITATION	\$57,878.00	\$28,800.00	\$28,800.00	\$0.00	12/27/2005	6	6/7/2006
5432006	040U0601L	04	0U0601	Ala	Dublin	DUBLIN BLVD. E. OF VILLIAGE P.TO E. OF SIERRA , WIDEN EXIST.RWDY.& OVERLAY STREET	\$3,571,327.00	\$2,743,946.00	\$2,691,061.41	\$52,884.59	11/23/2004	19	1/16/2002
5444007	04928209L	04	928209	CC	Orinda	SAN PABLO CREEK (BEAR CK RD) (BR NO 28C-0331) , SEISMIC RETROFIT	\$20,500.00	\$16,400.00	\$8,279.60	\$8,120.40	11/19/2003	32	9/12/1996
5444007	04928209L	04	928209	CC	Orinda	SAN PABLO CREEK (BEAR CK RD) (BR NO 28C-0331) , SEISMIC RETROFIT	\$25,000.00	\$22,132.00	\$19,774.62	\$2,357.38	11/19/2003	32	9/12/1996
5923054	04923527L	04	923527	Sol	Solano County	PLEASANTS VALLEY RD;CHERRY GLEN TO FOOTHILL. , ROAD REHABILITATION	\$1,296,684.00	\$1,131,000.00	\$621,147.27	\$509,852.73	12/27/2005	6	12/29/2003
6273031	04073704L	04	073704	Ala	Alameda County Congestion Management Agency	I-680 FROM RTE 237 TO STONRIDGE DR. , ROADWAY WIDENING	\$2,271,582.00	\$1,817,265.00	\$494,685.26	\$1,322,579.74	10/14/2005	9	8/31/2004



## Staff Report

**To:** SCTA Technical Advisory Committee  
**From:** Janet Spilman, Deputy Director of Planning and Public Outreach  
**Re:** Development of Fund Distribution Criteria for future TFCA Application  
**Date:** September 28, 2006

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**Issue:** Continued from the August TAC, there is a need to recommend criteria to be used for distribution of future Transportation Fund for Clean Air (TFCA) funding.

### Background:

The SCTA serves as “Program Manager” for the Bay Area Air Quality Management District (BAAQMD) “Program Manager” funds. The SCTA is thus charged with developing criteria for how such funds are to be distributed in Sonoma County. The “Program Manager” funds are the 40% of the \$4.00 vehicle registration surcharge guaranteed back to counties.

The SCTA Board has requested that the TAC develop a recommendation on how to approach funding distribution.

TFCA projects and programs must reduce air pollution. As part of the submittal of the annual “Program of Projects,” worksheets for proposed projects are completed that score the cost-effectiveness of proposals in achieving emission reductions. All projects must meet the minimum eligibility criteria for funding consideration.

The Bay Area air basin includes only the southern part of the County. The unincorporated areas north of Windsor, as well as the cities of Healdsburg and Cloverdale, are not within the TFCA funding area.

Historically, distribution of funds has been based on population. Also, in prior years jurisdictions were allowed to accumulate balances. Carry-over balances are no longer permitted. This different dynamic will make it much more difficult to have projects ready for implementation that match available funding. As of the 06/07 funding cycle, any funds not programmed within six months of air district approval will be programmed by BAAQMD.

Last year was atypical in that the TAC recommended and the SCTA Board approved a distribution plan that gave the County and Santa Rosa their population based funds as

“guaranteed;” allowed Rohnert Park its share and to use its accumulated balance; and distributed the remaining funds on a competitive basis.

Air district staff has indicated that they would like to see a different process---moving from an “entitlement” approach (such as population based) to a more “competitive” one. A major draw-back with a strictly competitive process, however, is that certain programs, specifically those for the County and Santa Rosa, are ongoing staffed programs, which depend on TFCA funding and cannot be easily expanded or contracted from year to year.

#### August 24, 2006 TAC Discussion Recap:

The TAC discussed whether “population based” was appropriate. Rather, some felt that “program based” had greater merit.

There seemed to be agreement that maintaining the ongoing Sonoma County Transit and Santa Rosa CityBus programs was desirable, although there was a request that the operators provide additional information about their programs at the next TAC meeting.

A variety of options were presented for consideration.

There was discussion about what sorts of programs could utilize TFCA funding to provide countywide benefits.

Ideas for future TFCA programs included a:

- 1) More robust countywide transit program(s)
- 2) Directed countywide bicycle-lane program
- 3) NWPR Trail build-out along the SMART/Highway 101 Corridor

Staff recommended devising a strategy that maintains stability for ongoing programs; provides equity of opportunity for the smaller cities; and facilitates some degree of competition basis to respond to BAAQMD.

Policy Impacts: Adopted criteria will impact how funding will be made available to the effected entities.

Fiscal Impacts: Fiscal impacts will occur as a result of the criteria ultimately adopted, because the criteria will determine not how much, but how funds are to be shared across the southern part of the County.

#### Staff Recommendation:

Based on the TAC discussions and further review by staff, we are recommending a two-part distribution:

First, existing transit programs would be maintained. Approved 2006/07 projects would establish the “base year” for funding three ongoing transit programs, which are:

Sonoma County Transit:

- 1) Marketing Program

Santa Rosa CityBus:

- 2) Student Youth Pass Subsidy
- 3) Voluntary Trip Reduction

Second, after this “off-the-top” program funding, the remainder would be distributed on a competitive basis via a call for projects. SCTA is particularly interested in seeing bicycle/pedestrian projects; transit coordination projects; and TCM/TDM/TSM projects, because these generally score well and can be readily defined and delivered.

All eligible entities would be able to compete for these funds, including for example Sonoma County Regional Parks.

The probable scenario of how the process would actually work would involve discussions between entities to reach agreements, so that projects “ready to go” could be funded in any given year. Given that carry-over balances are no longer allowed, this cooperative approach would favor ensuring that all available TFCA monies are utilized within the County each funding cycle.

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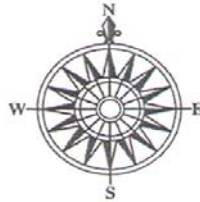
### Example

As an example of how this process would work, let us assume the allocation for 07/08 will be \$600,000. Of this amount, Sonoma County Transit would receive \$125,000 for its program; Santa Rosa CityBus \$225,000; and there would be \$250,000 available on a competitive basis to all eligible entities.

As the allocation grows (or diminishes) annually, the amount for the three programs would be adjusted proportionately. For example, if the 08/09 allocation increased by 10% to \$660,000, Sonoma County Transit would receive \$137,500; CityBus \$247,500; and the competitive portion would rise to \$275,000.

**Measure M Cash Flow**  
**Total Program to Date as of August 31, 2006**

<u>Description</u>	<u>Admin</u> 793109	<u>LSR</u> 793208	<u>LSP</u> 793307	<u>Hwy 101</u> 793406	<u>Transit</u> 793505	<u>Rail</u> 793604	<u>Bike &amp; Ped</u> 793703	<u>Total</u>
BEGINNING CASH BALANCE	-	-	-	-	-	-	-	-
<b>Revenue:</b>								
1140 Sales/Use Tax Receipts	207,577	4,151,539	4,151,540	8,303,078	2,167,546	1,037,885	830,307	20,849,472
1700 Interest on Pooled Cash	730	33,310	69,702	136,106	12,152	17,426	13,940	283,365
2500 ST - Cal-Trans Reimbursement	-	-	-	1,193,599	-	-	-	1,193,599
2510 ST - Mandated Cost	539	10,789	10,789	21,579	5,395	2,697	2,158	53,946
xxxx Receivable Adjustment	-	-	-	-	(91,776)	-	-	(91,776)
<b>TOTAL REVENUE</b>	<b>208,846</b>	<b>4,195,638</b>	<b>4,232,031</b>	<b>9,654,363</b>	<b>2,093,317</b>	<b>1,058,007</b>	<b>846,406</b>	<b>22,288,606</b>
<b>Expenses:</b>								
Cal-Trans Reimbursable Expenses:								
6300 Misc. Expense	-	-	-	-	-	-	-	-
6400 Office Expense	-	-	-	356	-	-	-	356
6500 Professional/Special Services	-	-	-	654,467	-	-	-	654,467
6570 Consultant Services	-	-	-	586,513	-	-	-	586,513
6610 Legal Services	-	-	-	3,312	-	-	-	3,312
7302 Travel Expense	-	-	-	2,950	-	-	-	2,950
7303 Private Car Expense	-	-	-	3,574	-	-	-	3,574
7400 Data Processing	-	-	-	2,510	-	-	-	2,510
7450 ISD Small Tools / Software	-	-	-	3,842	-	-	-	3,842
Total Cal-Trans Expenses				1,257,524				1,257,524
6300 November 2004 Election Costs	2,738	54,757	54,757	109,515	27,379	13,689	10,951	273,787
6300 Misc. Expense	334	1,686	1,686	3,372	843	422	337	8,680
6500 Professional/Special Services	69,378	-	93	20,029	-	-	-	89,500
6570 Consultant Services	7,520	-	-	706,308	-	-	-	713,828
6573 Administration Costs	66,478	-	-	-	-	-	-	66,478
6610 Legal Services	6,677	-	-	-	-	-	-	6,677
6629 Fiscal Accounting	16,220	-	-	-	-	-	-	16,220
7302 Travel Expense	-	-	-	21	-	-	-	21
7303 Sonoma	-	-	-	-	-	-	-	-
8010 Contributions to Other Govt's:	-	-	-	-	-	-	-	-
Cloverdale	-	40,143	-	-	-	-	-	40,143
Cotati	-	34,648	-	-	-	-	-	34,648
Healdsburg	-	61,735	-	-	-	-	-	61,735
Petaluma	-	274,681	-	-	-	-	-	274,681
Rohnert Park	-	180,519	-	-	-	-	-	180,519
Santa Rosa	-	766,168	-	-	91,776	-	-	857,944
Sebastopol	-	38,139	-	-	-	-	-	38,139
Sonoma	-	49,569	-	-	-	-	-	49,569
Windsor	-	123,296	-	-	-	-	-	123,296
Sonoma County Public Works	-	1,684,594	-	-	-	-	-	1,684,594
Sonoma County Regional Parks	-	-	-	-	-	-	-	-
Cal-Trans	-	-	-	70,000	-	-	-	70,000
Sonoma County Transit	-	-	-	-	973,180	-	-	973,180
Santa Rosa Citybus	-	-	-	-	506,665	-	-	506,665
Petaluma Transit	-	-	-	-	217,731	-	-	217,731
Healdsburg Transit	-	-	-	-	44,848	-	-	44,848
SMART	-	-	-	-	-	534,536	-	534,536
8700 Reimbursements (Error being corrected)	(1,619)	-	-	-	-	-	-	(1,619)
<b>TOTAL EXPENSES</b>	<b>167,726</b>	<b>3,309,936</b>	<b>56,536</b>	<b>2,166,769</b>	<b>1,862,421</b>	<b>548,647</b>	<b>11,288</b>	<b>8,123,324</b>
TOTAL ADJUSTMENTS	-	-	-	163,465	-	-	-	163,465
<b>ENDING CASH BALANCE</b>	<b>41,119</b>	<b>885,702</b>	<b>4,175,494</b>	<b>7,651,057</b>	<b>230,895</b>	<b>509,361</b>	<b>835,117</b>	<b>14,328,747</b>



**SCTA** Sonoma  
County  
Transportation  
Authority  
*Keeping Sonoma County Moving*

# **SCTA BOARD BRIEFING: BOND FINANCING OVERVIEW**

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**September 11, 2006**

**David Leifer & Mark Li**  
**Kelling, Northcross & Nobriga**  
1333 Broadway, Suite 1000  
Oakland, California 94612  
(510) 839-8200

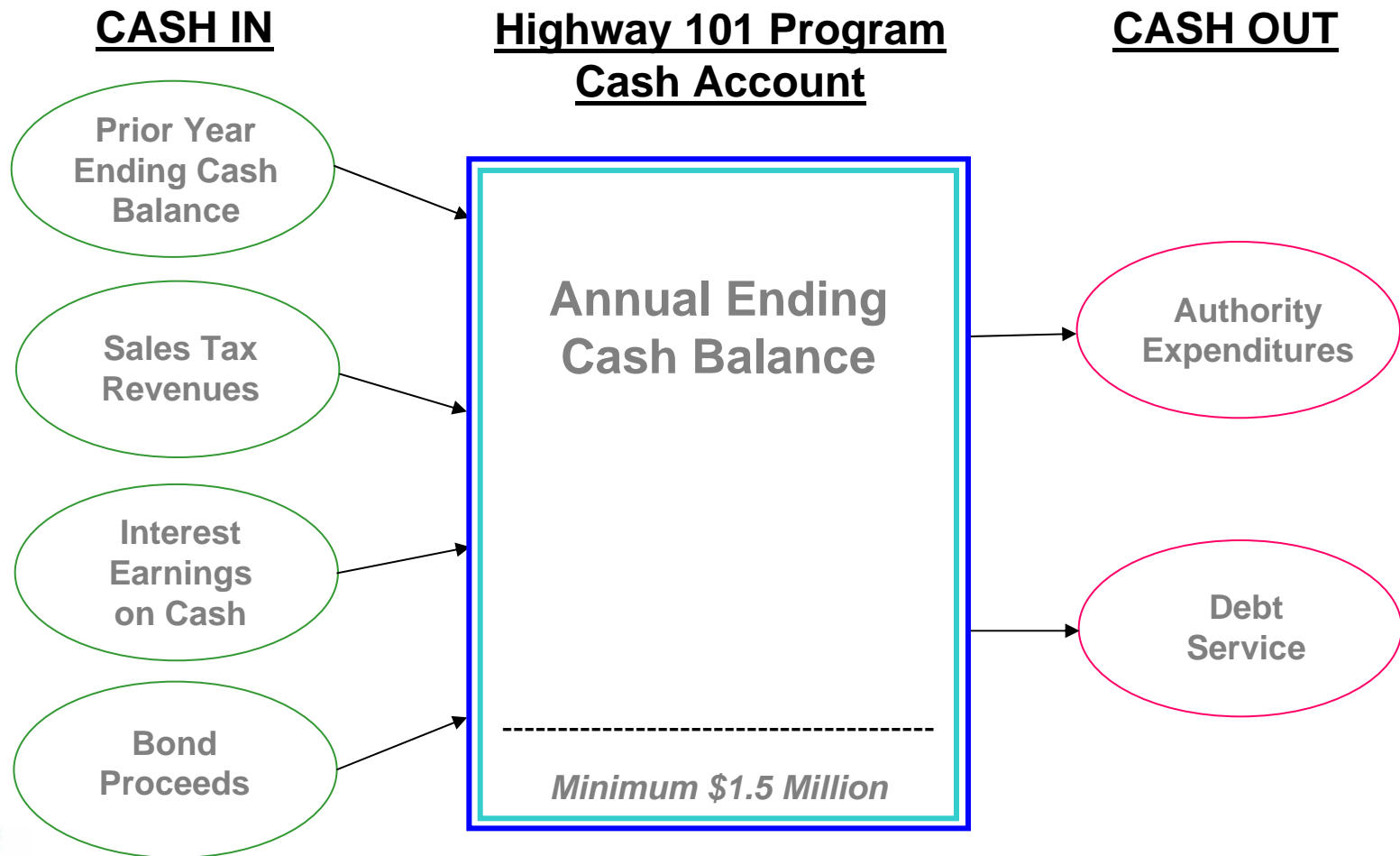
**KNN**

Kelling, Northcross & Nobriga  
*Financial Advisors to Public Agencies*

# Financial Forecast Determines If Bonds Are Necessary



- To determine if SCTA needs bonds, a financial forecast must be made to determine the amount and timing of any cash shortfalls.



# Bonds Are Needed To Meet Capital Expenditures As Planned



- Bonding enables the Authority to fund projects now and pay associated debt service from future sales tax revenues.

## Highway 101 Program Cash Flows (40% Sales Tax Revenue Allocation)

### NO BONDS

Fiscal Year Ending June 30,	2007 Forecast	2008 Forecast	2009 Forecast	2010 Forecast	2011 Forecast	2012 Forecast	2013 Forecast	2014 Forecast	2015 Forecast
Prior Year Ending Cash Balance	7,454,379	(1,177,176)	(15,690,884)	(35,968,239)	(53,742,629)	(67,182,704)	(70,533,495)	(71,578,054)	(70,359,083)
Sales Tax Revenue	7,172,298	7,423,329	7,683,145	7,952,055	8,230,377	8,518,440	8,816,586	9,125,166	9,444,547
<i>Growth &amp; Inflation</i>	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Interest Earnings on Cash	223,631	(35,315)	(470,727)	(1,079,047)	(1,612,279)	(2,015,481)	(2,116,005)	(2,147,342)	(2,110,772)
Bond Proceeds	0	0	0	0	0	0	0	0	0
Highway 101 Expenditures	(16,027,485)	(21,901,721)	(27,489,774)	(24,647,398)	(20,058,173)	(9,853,750)	(7,745,139)	(5,758,854)	0
Debt Service	0	0	0	0	0	0	0	0	0
<b>Ending Cash Balance</b>	<b>(1,177,176)</b>	<b>(15,690,884)</b>	<b>(35,968,239)</b>	<b>(53,742,629)</b>	<b>(67,182,704)</b>	<b>(70,533,495)</b>	<b>(71,578,054)</b>	<b>(70,359,083)</b>	<b>(63,025,309)</b>

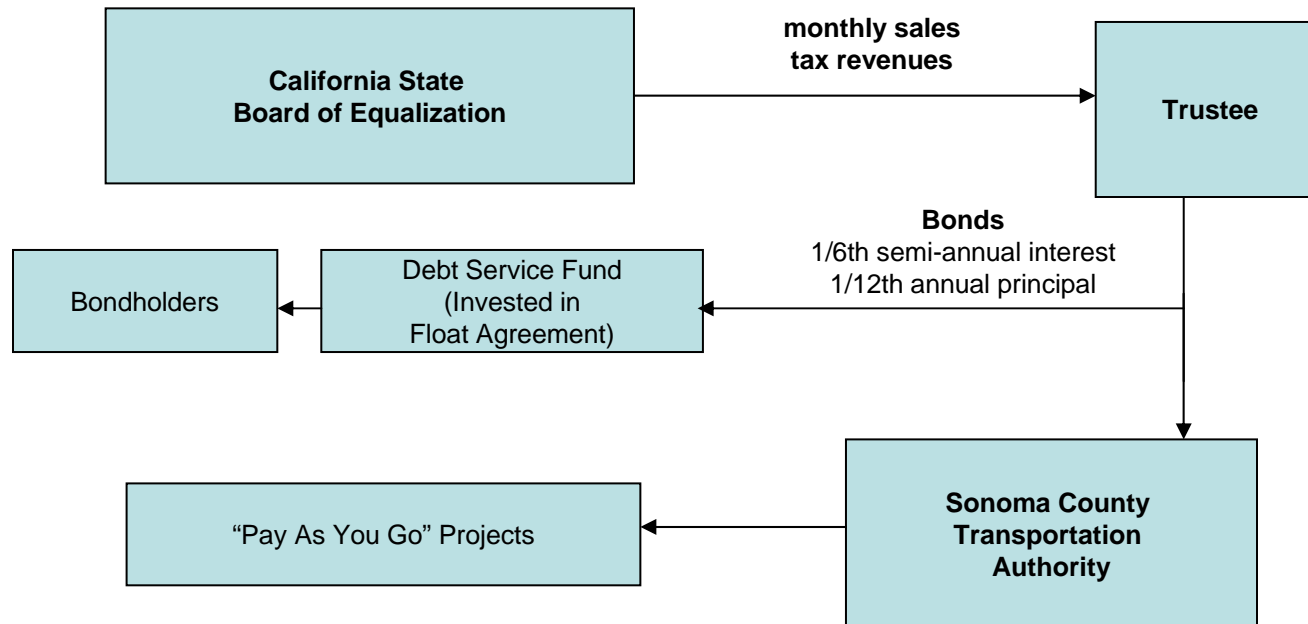
## Ordinance Allows For Bonds

- SCTA is authorized to bond for purposes of advancing the commencement of or expediting the delivery of transportation programs or projects.
- SCTA may issue limited tax bonds (i.e. secured by sales tax revenues) to finance any program or project.
- The maximum bonded indebtedness shall not exceed the total amount of the proceeds of the sales tax, estimated to be \$470 million in 2004 dollars.
- All costs associated with the issuance of bonds shall be accounted for within the program category in which the bond proceeds are used.
- Bonds are paid from the sales tax and may be issued any time before the expiration of the tax.

# Bonds Are Paid First – “Authority-Wide Coverage”



- Authority-Wide Sales Tax Revenues are used to pay debt service before all other Authority expenditures.
- The bond market requires that bonds are sized such that sales tax revenues exceed debt service to protect against fluctuations in revenues.
- Because not all SCTA programs require bonds, authority-wide coverage for the Highway 101 program bonds will be very strong.



# Bond Sizing Considerations



- Bonds for the Highway 101 Program should be carefully sized such that debt service for bonds does not exceed the sales tax revenues allocated to the program or an “internal” coverage of 1.00x.
  - There are a variety of methods to calculate internal coverage, some more conservative than others. Authorities typically adopt as policy a method for calculating internal coverage which we will discuss shortly.
- For the Highway 101 Program, we maintain a minimum cash balance of approximately \$1.5 million to provide for unforeseen expenditures or a downturn in Sales Tax Revenues.
- Tax Law requires that the Authority have a reasonable expectation of expending bond proceeds within three years of the issuance. Accordingly, SCTA needs to issue bonds in FY 2007 and in FY 2010 to address negative cash balances.

## Bond Sizing Considerations (Continued)

- Sales Tax Revenues are approximately \$17.3 million for Fiscal Year 2005-2006 and escalate at a conservative 3.5% through Fiscal Year 2025.
- No inter-program loans.
- The timing of program expenditures are as forecasted by the SCTA.
  - Highway 101 and Rail expenditures are a work-in-progress. Highway 101 expenditures are the maximum possible given the program's sales tax revenue allocation.
  - Local Roads (Capital, LSP) and Bike & Pedestrian program expenditures are as forecasted in the Strategic Plan.
  - Local Roads (Maintenance, LSR) and Transit will be pay-as-you-go expenditures.
- Bonds are structured with principal repayment delayed until 2015 to maximize pay-go revenues in early years.

# Bonding Scenarios – Maximize Bonding and Pay-go For Highway 101 Projects



## MAXIMUM PROCEEDS FOR HIGHWAY 101 PROGRAM - 1.00x COVERAGE "WITH NO GROWTH"

Fiscal Year Ending June 30,	2007	2008	2009	2010	2011	2012	2013	2014	2015
Prior Year Ending Cash Balance	7,454,379	34,160,871	20,161,832	2,000,000	17,962,636	5,914,814	2,703,853	1,506,479	2,411,066
Sales Tax Revenue	7,172,298	7,423,329	7,683,145	7,952,055	8,230,377	8,518,440	8,816,586	9,125,166	9,444,547
Interest Earnings on Cash	223,631	1,024,826	604,855	60,000	538,879	177,444	81,116	45,194	72,332
Bond Proceeds	<b>35,156,645</b>			<b>31,640,980</b>					
Highway 101 Expenditures	(15,846,082)	(20,906,001)	(24,908,641)	(21,790,038)	(17,839,211)	(8,928,979)	(7,117,208)	(5,287,906)	0
Debt Service	0	(1,541,192)	(1,541,192)	(1,900,361)	(2,977,868)	(2,977,868)	(2,977,868)	(2,977,868)	(8,027,868)
<b>Ending Cash Balance</b>	<b>34,160,871</b>	<b>20,161,832</b>	<b>2,000,000</b>	<b>17,962,636</b>	<b>5,914,814</b>	<b>2,703,853</b>	<b>1,506,479</b>	<b>2,411,066</b>	<b>3,900,078</b>
Internal Annual Coverage (Growth)	N/A	4.82x	4.99x	4.18x	2.76x	2.86x	2.96x	3.06x	<b>1.18x</b>
Internal No Growth Coverage	1.70x			<b>1.00x</b>					
Authority Wide Coverage	4.26x			2.48x					
<b>Maximum for Projects</b>	<b>122,624,065</b>								

## MAXIMUM PROCEEDS FOR HIGHWAY 101 PROGRAM - ANNUAL 1.00x INTERNAL COVERAGE "WITH GROWTH"

Fiscal Year Ending June 30,	2007	2008	2009	2010	2011	2012	2013	2014	2015
Prior Year Ending Cash Balance	7,454,379	37,885,762	22,832,794	2,000,000	23,239,419	8,583,255	3,979,891	1,645,184	1,535,300
Sales Tax Revenue	7,172,298	7,423,329	7,683,145	7,952,055	8,230,377	8,518,440	8,816,586	9,125,166	9,444,547
Interest Earnings on Cash	223,631	1,136,573	684,984	60,000	697,183	257,498	119,397	49,356	46,059
Bond Proceeds	<b>39,062,939</b>			<b>40,039,512</b>					
Highway 101 Expenditures	(16,027,485)	(21,901,721)	(27,489,774)	(24,647,398)	(20,058,173)	(9,853,750)	(7,745,139)	(5,758,854)	0
Debt Service	0	(1,711,149)	(1,711,149)	(2,164,750)	(3,525,551)	(3,525,551)	(3,525,551)	(3,525,551)	(9,495,551)
<b>Ending Cash Balance</b>	<b>37,885,762</b>	<b>22,832,794</b>	<b>2,000,000</b>	<b>23,239,419</b>	<b>8,583,255</b>	<b>3,979,891</b>	<b>1,645,184</b>	<b>1,535,300</b>	<b>1,530,355</b>
Internal Annual Coverage (Growth)	N/A	4.34x	4.49x	3.67x	2.33x	2.42x	2.50x	2.59x	<b>1.00x</b>
Internal No Growth Coverage	1.53x			<b>0.84x</b>					
Authority Wide Coverage	3.84x			2.09x					
<b>Maximum for Projects</b>	<b>133,482,294</b>								

# Board Policy Decision... Method to Calculate Internal Coverage



- There are two basic methods to calculate internal coverage.
  1. Sales Tax Revenues at the time of the bond offering divided by the Maximum Annual Debt Service (MADS) in any one year over the life of the bonds.
    - This method does not allow for growth in the Sales Tax Revenues and is the most conservative.

1.00x Internal Coverage - No Growth	
Highway 101 Sales Tax Revenues at Bond Offering (FY 2010)	\$7,952,055
Maximum Annual Debt Service (FY 2020)	\$7,952,055
Internal Coverage -- No Growth	1.00x
Total Capital Expenditures from FY 2007 to FY 2014	\$122,624,065

2. Sales Tax Revenues in any one year divided by the Debt Service in that year.
  - This method allows for growth in the Sales Tax Revenues and is less conservative.

1.00x Internal Coverage - With Growth					
Fiscal Year Ending June 30	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Highway 101 Sales Tax Revenues	\$8,816,586	\$9,125,166	\$9,444,547	\$9,775,106	\$10,117,235
Debt Service	\$3,525,551	\$3,525,551	\$9,444,547	\$9,500,226	\$9,496,621
Internal Coverage - With Growth	2.50x	2.59x	1.00x	1.03x	1.07x
Total Capital Expenditures from FY 2007 to FY 2014	\$133,482,294				

# Internal Coverage Calculation Methods – Pros and Cons



	<b>1.00x Internal Coverage - No Growth</b> “Sales Tax Revenues at the time of the offering divided by maximum annual debt service over the life of the bonds.”	<b>Annual 1.00x Internal Coverage - With Growth</b> “Sales Tax Revenues each year divided by debt service in that year.”
<b>Cash for Projects</b>	<ul style="list-style-type: none"> <li>• Smaller bond sizing and less money available for capital projects prior to FY 2014.</li> <li>• Larger ending cash balance at the end of the sales tax.</li> </ul>	<ul style="list-style-type: none"> <li>• Allows for larger bond sizing and approximately \$10 million more in funds for capital projects prior to FY 2014.</li> <li>• Smaller ending cash balance at the end of the sales tax.</li> </ul>
<b>Risks</b>	<ul style="list-style-type: none"> <li>• Will have to “borrow” from other programs to pay debt service if sales tax revenues decline after the bond offering and all cash reserves are used.</li> </ul>	<ul style="list-style-type: none"> <li>• Will have to “borrow” from other programs to pay debt service if sales tax revenues growth is less than an average of 3.5% and all cash reserves are used.</li> </ul>
<b>Risk Considerations</b>	<ul style="list-style-type: none"> <li>• Large cash balances after FY 2007 bond offering provides cushion for temporary sales tax declines.</li> <li>• The ¼ cent Open Space Sales Tax has grown at an average of 3.9% over the past 3 years and 5.9% since 1993. Taxable sales declined 6.3% in FY 2002 and declined 1.8% in 2003. Possible sales tax declines in the early years of the SCTA Measure M Sales Tax can be further mitigated by having a larger bond offering in FY 2007.</li> <li>• Forecasts include a \$1.5 million ending cash balance cushion.</li> <li>• Can provide added cushion by setting the coverage constraint to higher than 1.00x.</li> </ul>	

# Sales Tax Revenue Forecast Is Critical

- The ¼ cent 20 year Sales Tax started in 2005 and will last until 2025. The first full year of Sales Tax collections, fiscal year 2005-2006, was approximately \$17.3 million<sup>1</sup>.

Sonoma County Open Space Authority 1/4 Cent Sales Tax Collections		
Fiscal Year Ending June 30,	Sales Tax Revenue	Percent Increase
1991	698,043	
1992	8,484,774	
1993	9,279,074	9.4%
1994	9,529,330	2.7%
1995	9,755,892	2.4%
1996	10,781,999	10.5%
1997	11,316,594	5.0%
1998	12,304,491	8.7%
1999	13,659,318	11.0%
2000	14,901,427	9.1%
2001	17,838,335	19.7%
2002	16,707,842	-6.3%
2003	16,399,538	-1.8%
2004	16,589,773	1.2%
2005	17,482,302	5.4%
2006	18,380,893	5.1%
Average		5.9%
10-year Ave.		5.7%
5-year Ave.		0.7%
3-year Ave.		3.9%

SCTA Measure M 1/4 Cent Sales Tax Collections		
Fiscal Year Ending June 30,	Sales Tax Revenue	Percent Increase
2005**	1,145,033	
2006**	17,324,392	
2007Est.	17,930,746	3.5%
2008Est.	18,558,322	3.5%
2009Est.	19,207,863	3.5%
2010Est.	19,880,138	3.5%
2011Est.	20,575,943	3.5%
2012Est.	21,296,101	3.5%
2013Est.	22,041,465	3.5%
2014Est.	22,812,916	3.5%
2015Est.	23,611,368	3.5%
2016Est.	24,437,766	3.5%
2017Est.	25,293,088	3.5%
2018Est.	26,178,346	3.5%
2019Est.	27,094,588	3.5%
2020Est.	28,042,898	3.5%
2021Est.	29,024,400	3.5%
2022Est.	30,040,254	3.5%
2023Est.	31,091,663	3.5%
2024Est.	32,179,871	3.5%
2025Est.	24,979,625	3.5%

\*\* Actual Data Provided by SCTA.

<sup>1</sup> Based on Sales Tax Deposits to SCTA by SBOE during Fiscal Year 2005-2006.

## Bond Structuring Alternatives

- A variety of bond structuring alternatives are possible in order to address timing of capital expenditures and their associated impacts to ending cash balance.
  - Non-level bond offerings in FY 2007 and FY 2010.
  - Delayed start of principal payments.
  - Capitalized interest.
  - Non-level debt service.
  
- Interest rate swaps, rate locks and other derivative products can be used; however, risks associated with derivative products should be carefully evaluated.
  - Issue variable debt and then swap to fixed rate to obtain a lower interest rate.
  - Lock in interest rates in advance of an offering.

# Bond Offering Time Table / Next Steps

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# Time Table / Next Steps – Before The Kick-Off Of The Bond Offering Process



**SCTA** Sonoma  
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Date	Activity
Late October 2006	<ul style="list-style-type: none"> <li>-Begin process to select working group.</li> <li>-KNN Drafts RFP for Bond Counsel, Disclosure Counsel and Trustee.</li> </ul>
Early November 2006	<ul style="list-style-type: none"> <li>-KNN Distributes RFP to candidate firms.</li> </ul>
Late November 2006	<ul style="list-style-type: none"> <li>-Receive RFP responses.</li> <li>-KNN assists SCTA staff in recommending a Bond Counsel, Disclosure Counsel and Trustee to the Board.</li> </ul>
December 2006	<ul style="list-style-type: none"> <li>-Board approves selection of Bond Counsel, Disclosure Counsel and Trustee.</li> </ul>

# Time Table / Next Steps – After The Kick-Off Of The Bond Offering Process



Date	Activity
Early January 2007	-Kick-Off Bond Offering Process.
January 2007 to March 2007	-Draft Bond Documents.
February 2007 to March 2007	-Pursue Bond Insurance Bids and Ratings. -Finalize Financial Model and Bonding Assumptions.
March 2007	-Board Approves Bond Documents.
Late March or Early April 2007	-Bond Pricing.
April 2007	-Bond Closing, Authority Receives Bond Proceeds.

Measure M Invoice Tracking

<b>Local Streets Projects</b>		<b>\$1,312,000.00</b>				
		Appr'd 05/06	AR Letter	Invoiced Amount	Carry Over	
<b>Airport Blvd</b>	<b>County of Sonoma</b>					
	Developmental Phase					
	Phase I	Environmental	\$125,000.00	e9/15/06	\$0.00	\$125,000.00
		PS&E	\$250,000.00	e9/15/06	\$0.00	\$250,000.00
Total Appropriation			\$375,000.00	\$0.00	\$375,000.00	
<b>Penngrove Area</b>	<b>County of Sonoma</b>					
	Developmental Phase	Scoping	\$200,000.00	e9/15/06	\$0.00	\$200,000.00
Total Appropriation			\$200,000.00	\$0.00	\$200,000.00	
<b>Hearn</b>	<b>City of Santa Rosa</b>					
	Developmental Phase					
	Phase I	Right of Way	\$250,000.00	9/15/2006	\$0.00	\$250,000.00
	Phase II	PS&E	\$50,000.00	9/15/2006	\$0.00	\$50,000.00
Total Appropriation			\$300,000.00	\$0.00	\$300,000.00	
<b>Farmers Lane</b>	<b>City of Santa Rosa</b>					
	Developmental Phase	Right of Way	\$437,000.00	9/15/2006	\$0.00	\$437,000.00
Total Appropriation			\$437,000.00	\$0.00	\$437,000.00	
			\$1,312,000.00		\$1,312,000.00	
<b>Bicycle-Pedestrian Projects</b>		<b>\$565,000.00</b>				
		Appr'd 05/06	AR Letter	Invoiced Amount	Carry Over	
<b>Santa Rosa Cr Tr</b>	<b>City of Santa Rosa</b>					
	Developmental Phase					
		Scoping	\$5,000.00	9/15/2006	\$0.00	\$5,000.00
		Environmental	\$15,000.00	9/15/2006	\$0.00	\$15,000.00
		PS&E	\$15,000.00	9/15/2006	\$0.00	\$15,000.00

Measure M Invoice Tracking

<b>Petaluma Riv Tr</b>		Total Appropriation	\$35,000.00		\$0.00	\$35,000.00	
	<b>City of Petaluma</b>	Developmental Phase					
		Phase III	PS&E	\$150,000.00	9/21/2006	\$0.00	\$150,000.00

<b>Foss Creek Trail</b>		Total Appropriation	\$150,000.00		\$0.00	\$150,000.00	
	<b>Healdsburg</b>	Developmental Phase					
		Phase I	PS&E	\$52,085.33	e9/15/06	\$0.00	\$52,085.33
		Phase I	Construction	\$327,914.67	e9/15/06	\$0.00	\$327,914.67

		Total Appropriation	\$380,000.00		\$0.00	\$380,000.00
			\$565,000.00			\$565,000.00

**Rail \$350,000.00**

		Appr'd 05/06	AR Letter	Invoiced Amount	Carry Over
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<b>SMART</b>	Developmental Phase	Environmental	\$350,000.00		\$337,242.82	\$12,757.18
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		Total Appropriation	\$350,000.00		\$337,242.82	\$12,757.18
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**Local Road Maintenance \$2,973,349.72**

		Allocated 05/06	AR Letter	Interest Reported	Funding Spent	Carry Over
	<b>County of Sonoma</b>	\$1,684,595.00	e9/14/06		\$1,684,595.00	\$0.00
	<b>Petaluma</b>	\$274,681.11	9/19/2006	\$0.00	\$274,681.11	\$0.00
	<b>Sonoma</b>	\$49,569.00	9/15/2006	\$0.00	\$49,569.00	\$0.00
	<b>Cotati</b>	\$34,648.46	9/14/2006	\$0.00	\$0.00	\$34,648.46
	<b>Rohnert Park</b>	\$180,518.72	9/13/2006	\$1,549.62	\$0.00	\$182,068.34

Measure M Invoice Tracking

<i>Santa Rosa</i>	\$526,168.00	9/15/2006	\$0.00	\$502,952.00	\$23,216.00
<i>Sebastopol</i>	\$38,138.67	9/11/2006	\$538.92	\$0.00	\$38,677.59
<i>Windsor</i>	\$123,295.74	8/31/2006	\$0.00	\$123,295.74	\$0.00
<i>Healdsburg</i>	\$61,735.02	e9/15/06		\$0.00	\$61,735.02
<i>Cloverdale</i>					
<b>Total</b>	<b>\$2,973,349.72</b>		<b>\$2,088.54</b>	<b>\$2,635,092.85</b>	<b>\$340,345.41</b>
<b>Transit \$1,190,911.27</b>					
	Allocated 05/06	AR Letter	Interest Reported	Carry Over	
<i>County of Sonoma</i>	\$973,180.00	e9/6/06	\$0.00	\$0.00	
<i>Petaluma</i>	\$217,731.27	9/19/2006	\$0.00	\$0.00	
<i>Santa Rosa</i>					
<i>Healdsburg</i>					
<b>Total</b>	<b>\$1,190,911.27</b>			<b>\$0.00</b>	