

State of California
Business, Transportation and Housing Agency
Department of Transportation

MASS TRANS FINANCIAL MATTERS
Local STIP Rail/Transit Allocations
Resolution: MFP-00-22

Prepared By:
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CTC Meeting: June 6-7, 2001

Agenda Item: 2.6a.(3)

Original Signed By

W. J. EVANS
Chief Financial Officer
June 1, 2001

FINANCIAL ALLOCATION
LOCAL STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS

RESOLUTION MFP-00-22

RECOMMENDATION

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the following resolution, allocating a total of \$4,650,000 in State Highway Account (SHA) funds, and/or Public Transportation Account (PTA) funds for two (2) Local State Transportation Improvement Program (STIP) Rail/Transit projects on the attached Vote List.

FINANCIAL RESOLUTION

Resolved That:

A total of \$4,650,000 in State Highway Account (SHA) funds, and/or Public Transportation Account (PTA) funds, programmed in the 1998 or 2000 STIP, be allocated to the Recipient(s) for the project(s) on the attached Vote List. The project(s), as component phases or in their entirety, appear on the necessary State capital projects funding list and are entitled to participate in this allocation.

The Recipient(s) is committed to providing any required local matching funds and to fully fund implementation of the project(s) in compliance with grant funding requirements and Commission policy. For acquisitions of rail right-of-way properties, the Recipient(s) has performed, with diligence, the process of identification and remediation of any hazardous waste in the right-of-way, easements and properties, in accordance with the Commission's established "Hazardous Waste Identification and Clean-up Policy" (Resolution G-91-2).

Reimbursement of eligible costs is subject to the policies, restrictions and assurances as set forth in the Commission's policy for allocating, monitoring, and auditing local assistance grant projects, and is governed by the terms and conditions of the Fund Transfer Agreement (FTA), and subsequent amendments to the same if required, as executed between the Recipient(s) and the Department of Transportation (Department).

The Recipient(s) shall provide the Department with quarterly expenditure plans by category including any proposed changes for the balance of all funded project allocations commencing with the first quarter.

In the event that the recipient(s), or successor public entities, fail or cease to utilize the Project's properties for the intended public transit purposes or sell or transfer title of the Project(s), this Commission shall be entitled to a then present value refund, or credit, at State's option, equivalent to the proportionate funding participation by the State towards the Project(s). The credit due the Commission in each instance, will be measured by the ratio of State and other public funding to that provided from Recipient(s). That ratio will be applied to the fair market value of the Project's property.

The Recipient(s) shall provide the Department with notification of contract award within twelve (12) months from the date of this allocation, and must complete the work to be reimbursed and the actual reimbursement within thirty-six (36) months from award of said contract, unless the Commission authorizes a waiver that extends, if permitted by statute, the period of availability of the funds.

2.6 Mass Transportation Financial Matters

| Project # Allocation Amount Recipient RTPA/CTC District-County Legislative District | Location Project Description Project Funding | EA Dist-PPNO Program / Year Programmed: PA&E PS&E R/W CONST | Budget Year Item # Program Code | Allocation Amount State Total Amount |
|--|---|--|---------------------------------------|---|
| 2.6a(3) State Transportation Improvement Program (STIP) Intercity Rail Projects | | | | |
| Resolution MFP-00-22 | | | | |
| 1 | | | | |
| \$1,300,000 CALTRANS SANDAG 11-San Diego Senate: 39 Assembly: 76 | Sorrento To Miramar Double Track Pacific Surfliner Corridor Design work for double track and curve realignment. | R500SB 75-9069A GFIIIP / 00-01 | 2000-01 301-0042 30.20.020.520 | \$1,300,000 |
| | <u>FUNDING</u> <u>PRIOR</u> <u>CURRENT</u> <u>FUTURE</u> <u>TOTAL</u> | | | |
| | State \$1,723,224 \$1,300,000 \$28,694,376 \$31,717,600 | | | |
| | ST-Fed. 0 0 0 0 | \$1,300,000 | | |
| | Local 0 0 0 0 | \$0 | | |
| | L-Fed. 0 0 0 0 | \$0 | | \$1,300,000 |
| | TOTAL \$1,723,224 \$1,300,000 \$28,694,376 \$31,717,600 | | | |
| 2 | | | | |
| \$3,350,000 CALTRANS SANDAG 75-San Diego Senate: 38 Assembly: 73 | O'Neil to Flores Double Track Pacific Surfliner Corridor Extend double track and centralized signal system. | R719SA 75-9875 IIP / 00-01 | 2000-01 301-0042 30.20.070.720 | \$3,350,000 |
| | <u>FUNDING</u> <u>PRIOR</u> <u>CURRENT</u> <u>FUTURE</u> <u>TOTAL</u> | | | |
| | State \$400,000 \$3,350,000 0 \$3,750,000 | | | |
| | ST-Fed. 0 0 0 0 | \$0 | | |
| | Local 0 0 0 0 | \$0 | | |
| | AMTRAK 0 \$1,250,000 0 \$1,250,000 | \$3,350,000 | | \$3,350,000 |
| | L-Fed. 0 0 0 0 | | | |
| | TOTAL \$400,000 \$4,600,000 0 \$5,000,000 | | | |