



**CALIFORNIA TRANSPORTATION COMMISSION**

**Commission Allocation Approval  
Federal Fiscal Year (FFY) 2004-05 Amtrak (Intercity Rail) Operating Support**

**Resolution MFP-04-01**

- 1.1 WHEREAS, under Section 99316 of the Public Utilities Code, the California Transportation Commission (Commission) has responsibility for allocating intercity rail operating funds that are appropriated to the Department of Transportation (Department) for Department-administered corridors; and
- 1.2 WHEREAS, Provision #1 of Item 2660-001-0046 of the proposed Budget Act of 2004-05 appropriates \$73,138,000 of Public Transportation Account (PTA) funds for intercity rail services; and
- 1.3 WHEREAS, Government Code Section 14031.8 specifies that the Secretary of the Business, Transportation and Housing (BT & H) Agency shall allocate intercity rail operating funds to those intercity rail routes administered by a local joint powers board. As of July 1, 1998, the Capitol Corridor Joint Powers Agency (CCJPA) assumed responsibility for administration of the Capitol Corridor. Thus, the Commission does not allocate funds for that route; and
- 1.4 WHEREAS, \$23,586,000 in budget funds are reserved for the Capitol Corridor, and the remaining \$49,552,000 in budget funds are reserved for the San Joaquin and Pacific Surfliner routes (including an additional Los Angeles to San Luis Obispo round-trip planned to begin later in 2004); and
- 1.5 WHEREAS, for the three state-supported intercity routes, Amtrak projects total operating expenses of \$139.4 million including minor capital costs. Subtracting passenger revenue of \$66.3 million, results in State support of \$73.1 million. The composite farebox ratio for the three state administered routes is projected at 48 percent (revenues/total operating expense), while the farebox ratio for the Capitol Corridor is projected at 41 percent; the Pacific Surfliner Route at 57 percent and the San Joaquin Route at 45 percent; and

- 1.6 WHEREAS, the Commission recognizes that actual expenditures on the Pacific Surfliner and San Joaquin route may differ from current estimates. For changes of ten percent or less, the Department has total flexibility to transfer funds between the Pacific Surfliner and San Joaquin routes and will report these changes to the Commission on a quarterly basis; changes above ten percent must be approved by the Commission prior to expenditure. Transfers can be made based upon actual expenditures or emergency situations.
- 2.1 NOW THEREFORE BE IT RESOLVED, that a total of \$49,552,000 be allocated to the Department for intercity rail and feeder bus services with Amtrak as follows:

Pacific Surfliner Route	\$20,949,000
San Joaquin Route	<u>\$28,603,000</u>
<b>TOTAL</b>	<b>\$49,552,000</b>

- 2.2 BE IT FURTHER RESOLVED, that authority is delegated to the Department to transfer funds between the Pacific Surfliner and San Joaquin routes if the changes are less than or equal to ten percent,
- 2.3 BE IT FURTHER RESOLVED, that the Department will report these changes to the Commission on a quarterly basis. Changes above ten percent must be approved by the Commission prior to expenditure.