

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

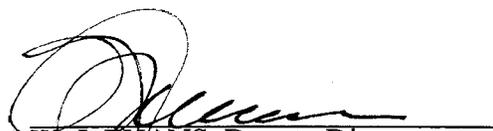
MASS TRANS FINANCIAL MATTERS  
STIP Rail/Transit Allocations  
Resolution: MFP-99-21

Prepared By:  
Ileen Jellison  
Program Manager,  
Budgets Program  
(916) 654-4556



CTC Meeting: March 29-30, 2000

Agenda Item: 2.6c.(2)



W. J. EVANS, Deputy Director  
Finance  
March 1, 2000

**FINANCIAL ALLOCATION**  
**STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS**

**RESOLUTION MFP-99-21**

**RECOMMENDATION**

The Department of Transportation recommends the California Transportation Commission approve the following resolution, allocating a total of \$9,298,000 in State Highway Account (SHA) funds, and/or Public Transportation Account (PTA) funds for one (1) State Transportation Improvement Program (STIP) Intercity Rail project on the attached Vote List.

**FINANCIAL RESOLUTION**

**Resolved That:**

A total of \$9,298,000 in State Highway Account (SHA) funds, and/or Public Transportation Account (PTA) funds, programmed in the 1998 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 Department shall maintain an updated expenditure plan on a quarterly basis 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 Department shall award the 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 #<br>Allocation Amount<br>Recipient<br>RTPA/CTC<br>County   | Location<br>Project Description<br>Project Funding   | EA<br>Dist-PPNO<br>Program / Year<br>Programmed:<br>PA&ED<br>PS&E<br>R/W<br>CONST | Budget Year<br>Item #<br>Program Code | Allocation<br>Amount<br>State<br>Federal<br>Total Amount |        |       |       |           |             |               |               |       |   |   |   |   |       |           |             |               |               |  |                                      |             |
|---|--|---|---------------------------------------|--|--------|-------|-------|-----------|-------------|---------------|---------------|-------|---|---|---|---|-------|-----------|-------------|---------------|---------------|--|--------------------------------------|-------------|
| <b>2.6c(2) State Transportation Improvement Program (STIP) Intercity Rail Project</b>                           |  |   |                                       | <b>Resolution MFP-99-21</b>                              |        |       |       |           |             |               |               |       |   |   |   |   |       |           |             |               |               |  |                                      |             |
| 1<br>\$9,298,000<br>CALTRANS<br>SJCOG<br>KCOG<br>COFCG<br>75-Variou<br>Senate: 5,12,16<br>Assembly: 17,25,30,31 | <b>San Joaquin Corridor Capacity Improvements<br/>San Joaquin Corridor</b><br>Engineering and environmental analysis for double tracking and signal enhancements on three segments of the San Joaquin Corridor. Note: \$2,000,000 and \$3,711,000 is being advanced from FY 2000-01 and FY 2001-02, respectively.  | R534SA<br>75-9073<br>GFIIP / 99-00<br>\$3,587,000<br>\$0<br>\$0<br>\$0            | 1999-00<br>301-0042<br>30.20.020.520  | \$3,587,000  |        |       |       |           |             |               |               |       |   |   |   |   |       |           |             |               |               |  |                                      |             |
|   | <table border="1"> <thead> <tr> <th>FUNDING</th> <th>PRIOR</th> <th>CURRENT</th> <th>FUTURE</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>State</td> <td>\$600,000</td> <td>\$9,298,000</td> <td>\$104,414,023</td> <td>\$114,312,023</td> </tr> <tr> <td>Local</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>TOTAL</td> <td>\$600,000</td> <td>\$9,298,000</td> <td>\$104,414,023</td> <td>\$114,312,023</td> </tr> </tbody> </table> | FUNDING   | PRIOR                                 | CURRENT  | FUTURE | TOTAL | State | \$600,000 | \$9,298,000 | \$104,414,023 | \$114,312,023 | Local | 0 | 0 | 0 | 0 | TOTAL | \$600,000 | \$9,298,000 | \$104,414,023 | \$114,312,023 | R534SB<br>75-9074<br>GFIIP / 00-01<br>\$2,000,000<br>\$0<br>\$0<br>\$0 | 1999-00<br>301-0042<br>30.20.020.520 | \$2,000,000 |
| FUNDING   | PRIOR  | CURRENT   | FUTURE                                | TOTAL  |        |       |       |           |             |               |               |       |   |   |   |   |       |           |             |               |               |  |                                      |             |
| State   | \$600,000  | \$9,298,000   | \$104,414,023                         | \$114,312,023  |        |       |       |           |             |               |               |       |   |   |   |   |       |           |             |               |               |  |                                      |             |
| Local   | 0  | 0   | 0                                     | 0  |        |       |       |           |             |               |               |       |   |   |   |   |       |           |             |               |               |  |                                      |             |
| TOTAL   | \$600,000  | \$9,298,000   | \$104,414,023                         | \$114,312,023  |        |       |       |           |             |               |               |       |   |   |   |   |       |           |             |               |               |  |                                      |             |
|   |  | R534SC<br>75-9074A<br>GFIIP / 01-02<br>\$25,000,000<br>\$0<br>\$0<br>\$0          | 1999-00<br>301-0042<br>30.20.020.520  | \$3,711,000<br>(Partial)                                 |        |       |       |           |             |               |               |       |   |   |   |   |       |           |             |               |               |  |                                      |             |
|   |  |   | TOTAL                                 | \$9,298,000  |        |       |       |           |             |               |               |       |   |   |   |   |       |           |             |               |               |  |                                      |             |