

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

MASS TRANS FINANCIAL MATTERS
Local STIP Rail/Transit Allocations
Resolution: MFP-02-04

Prepared By:
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CTC Meeting: July 18, 2002

Reference No.: 2.6a.(4)

Original Signed By:
ROBERT L.GARCIA
Chief Financial Officer
July 1, 2002

ADVANCED
FINANCIAL ALLOCATION
LOCAL STATE TRANSPORTATION IMPROVEMENT PROGRAM RAIL/TRANSIT
PROJECT

RESOLUTION MFP-02-04

RECOMMENDATION

The California Department of Transportation (Department) does not recommend the California Transportation Commission (Commission) approve the following resolution, allocating an advancement total of \$10,886,000 in State Highway Account (SHA) funds, and/or Public Transportation Account (PTA) funds, contingent on the passing of Budget Act of 2002, for one (1) Local State Transportation Improvement Program (STIP) Rail/Transit project on the attached Vote List. Approving allocation requests for projects programmed in advanced years will cause the allocations to exceed the funds identified for current year STIP Fund Estimate and will effect the ability to fund currently programmed projects.

FINANCIAL RESOLUTION

Resolved That:

A total of \$10,886,000 in State Highway Account (SHA) funds, and/or Public Transportation Account (PTA) funds, programmed in the 2002 STIP, be allocated to the Recipient for the project on the attached Vote List. The project, as component phases or in their entirety, appear on the necessary State capital projects funding list and are entitled to participate in this allocation. Allocation is contingent on the passing of Budget Act 2002

The Recipient is committed to providing any required local matching funds and to fully fund implementation of the project in compliance with grant funding requirements and Commission policy. For acquisitions of rail right-of-way properties, the Recipient 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 and the Department.

The Recipient 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, 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, 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. 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. 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.

Or, Funds allocated for local project development or right of way costs must be expended by the end of the second year following the fiscal year in which the funds were allocated. For local grant projects, the local agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred 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 | ADVANCED PROJECT (NOT SUPPORTED) | EA Dist-PPNO Program / Year Programmed: PA&ED PS&E R/W CONST | Budget Year Item # Program Code | Allocation Amount State Federal Total Amount | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|--|--|---------------|--------------|-------|---|-------------|---|-------------|---------|---|-------------|---|-------------|-------|-----------|---|---|-----------|--------|-------------|---|---|-------------|--------------|--------------------|---------------------|----------|---------------------|--|--|--|
| | Location Project Description Project Funding | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.6a(4) Local State Transportation Improvement Program (STIP) Rail/Transit Projects | | Resolution MFP-02-04 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$10,886,000 Sacramento Regional Transit District SACOG 03-Sacramento Senate: 6 Assembly: 9 | Downtown Natomas Airport Light Rail Project In Sacramento County – Downtown Sacramento to Sac Int'l Airport – extend light rail (APDE). (Requesting funds for FY 2002-03, contingent on the passing of Budget Act of 2002. Request advancement of funds from FY 2003-04. Approving Allocation request for projects programmed in advanced years will cause the allocations to exceed the funds identified for current year STIP Fund Estimate and will affect our abilities to fund currently programmed projects.) <u>THE DEPARTMENT DOES NOT SUPPORT THE ADVANCEMENT OF THIS PROJECT.</u> | R111SA 03-3L34 RIP / 03-04 \$10,886,000 \$0 \$0 \$0 | 2002-03 101-0042 101-0890 30.10.070.625 | \$1,249,000 \$9,637,000 \$10,886,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <table border="1"> <thead> <tr> <th><u>FUNDING</u></th> <th><u>PRIOR</u></th> <th><u>CURRENT</u></th> <th><u>FUTURE</u></th> <th><u>TOTAL</u></th> </tr> </thead> <tbody> <tr> <td>State</td> <td style="text-align: right;">0</td> <td style="text-align: right;">\$1,249,000</td> <td style="text-align: right;">0</td> <td style="text-align: right;">\$1,249,000</td> </tr> <tr> <td>ST-Fed.</td> <td style="text-align: right;">0</td> <td style="text-align: right;">\$9,637,000</td> <td style="text-align: right;">0</td> <td style="text-align: right;">\$9,637,000</td> </tr> <tr> <td>Local</td> <td style="text-align: right;">\$573,000</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td style="text-align: right;">\$573,000</td> </tr> <tr> <td>L-Fed.</td> <td style="text-align: right;">\$4,427,000</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td style="text-align: right;">\$4,427,000</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$5,000,000</td> <td style="text-align: right;">\$10,886,000</td> <td style="text-align: right;">0</td> <td style="text-align: right;">\$15,886,000</td> </tr> </tbody> </table> | <u>FUNDING</u> | <u>PRIOR</u> | <u>CURRENT</u> | <u>FUTURE</u> | <u>TOTAL</u> | State | 0 | \$1,249,000 | 0 | \$1,249,000 | ST-Fed. | 0 | \$9,637,000 | 0 | \$9,637,000 | Local | \$573,000 | 0 | 0 | \$573,000 | L-Fed. | \$4,427,000 | 0 | 0 | \$4,427,000 | TOTAL | \$5,000,000 | \$10,886,000 | 0 | \$15,886,000 | | | |
| <u>FUNDING</u> | <u>PRIOR</u> | <u>CURRENT</u> | <u>FUTURE</u> | <u>TOTAL</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| State | 0 | \$1,249,000 | 0 | \$1,249,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ST-Fed. | 0 | \$9,637,000 | 0 | \$9,637,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Local | \$573,000 | 0 | 0 | \$573,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L-Fed. | \$4,427,000 | 0 | 0 | \$4,427,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | \$5,000,000 | \$10,886,000 | 0 | \$15,886,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |