



CALIFORNIA TRANSPORTATION COMMISSION

Policy for Allocation of Capital Support Funding  
for Local Grant Programs

Resolution No. G-95-05  
(Replaces Resolution #G-93-04)

1.1 WHEREAS local agencies are eligible for state funding reimbursement for capital support for projects in local grant programs (except for the State/Local Partnership program), and

1.2 WHEREAS capital support funds are available for projects in the Flexible Congestion Relief and Traffic System Management programs from state operations funds in Caltrans' budget, through cooperative agreement with Caltrans, and

1.3 WHEREAS the California Transportation Commission is responsible for allocating local grant funds for capital outlay and capital support in the Commuter & Urban Rail Transit, Intercity Rail, Transit Capital Improvement, federal Transportation Enhancement Activities, Proposition 116, and Aeronautics programs, and

1.4 WHEREAS the adopted Financial Guidelines lay out requirements for Commission allocation of local grant funds, including a description of project, environmental clearance, financial plan, and cash expenditure plan, which can be provided only after preliminary engineering and environmental studies have been completed, but also allow separate allocation of funds for capital support based on the inclusion of specified projects in an adopted program, and

1.5 WHEREAS the Commission intends that the number of fund allocations and submittal requests be held to a minimum and simplified as much as possible, in keeping with reasonable state oversight of local grant programs, and

1.6 WHEREAS the Commission recognizes the inclusion of a project in an adopted program, which means it has met all requirements of nomination, evaluation, and competition with other projects, to be sufficient basis to allocate funds for capital support, as described in the project or general program requirements,

2.1 NOW THEREFORE BE IT RESOLVED that the Commission delegates to Caltrans limited authority to make local grant allocations for capital support work leading up to project construction for local grant projects in the Commuter & Urban Rail Transit, Intercity Rail, Transit Capital Improvement, federal Transportation Enhancement Activities, Proposition 116, and Aeronautics programs, and

2.2 BE IT FURTHER RESOLVED that delegated authority may be used only for those projects where capital support work has been specifically identified in the programming of the project, and excluding any specific projects that the Commission may identify, but specifically may be used for projects in the Aeronautics program notwithstanding the criterion of identification of capital support work in the programming of the project, and

2.3 BE IT FURTHER RESOLVED that the Commission intends to review scope of work, schedule, and cost of programmed studies, where no construction is programmed subsequently, before making the allocation of funding for the study, so allocation of funding for engineering and environmental work as part of stand-alone studies cannot be done under this Caltrans delegation, and

2.4 BE IT FURTHER RESOLVED that an allocation by Caltrans is available for reimbursable capital support work to be done by a local agency or its consultant(s), covering preliminary engineering, environmental studies, and design engineering, on any project in the program, within the requirements of the Financial Guidelines, which include a capital support limit of 5% in the Proposition 116 program, 12% in the Aeronautics program, 20% in the federal Transportation Enhancement Activities program, and 25% in the Commuter & Urban Rail Transit, Intercity Rail, and Transit Capital Improvement programs, and

2.5 BE IT FURTHER RESOLVED that agencies getting direct reimbursement from Caltrans under this delegated authority must understand that the Commission is making the delegation of allocation from within funds programmed for individual projects, not from outside the program in the fund estimate, and any reimbursements for capital support activities will be charged against and deducted from the amount programmed for the project, which may result in a change in the local match needed for the eventual capital grant, and

2.6 BE IT FURTHER RESOLVED that the Commission allocates to Caltrans up to \$1 million for each of the Commuter & Urban Rail Transit, Intercity Rail, and Transit Capital Improvement programs, \$3 million for the federal Transportation Enhancement Activities program, \$2 million for the Proposition 116 program, and \$250,000 for the Aeronautics Program, to be used to set up a revolving fund for each program, which is to be replenished by assigning back to the revolving fund, from the Commission's subsequent capital grant allocation to each project, amounts previously reimbursed for capital support work, and

2.7 BE IT FURTHER RESOLVED that the Commission expects Caltrans to administer local grant capital support reimbursement, which includes drawing up funding agreements with local agencies for reimbursement, marking reimbursements against program amounts for projects, and tracking the amount of reimbursements made against and replenished to each revolving fund at any time, and

2.8 BE IT FURTHER RESOLVED that the Commission asks for a report at the end of each fiscal year on Caltrans' allocations and reimbursements made under this delegation and the status of each revolving fund to sustain expected levels of capital support work in the upcoming year, and

2.9 BE IT FURTHER RESOLVED that the Commission expects agencies that have included capital support costs in their state grant programming to inform the Commission or Caltrans of the amount and scheduling of capital support programming, either at the time of original program nomination or by February of the fiscal year preceding start of work, if they intend to seek reimbursement from Caltrans without an individual project allocation by the Commission, and

2.10 BE IT FURTHER RESOLVED that the Commission may adjust at any time the amount allocated to each revolving fund, against which Caltrans may make allocations, based on progress of work and usage by local agencies, upcoming program needs, or for another specified reason, and

2.11 BE IT FURTHER RESOLVED that any allocation of capital support funds in state bond programs is subject to later certification by the appropriate agency that funds are ready for expenditure, so that bonds can be sold and reimbursement authorized.