

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: November 3-4, 2010

Reference No.: 3.3
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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Program Manager
Recovery Act

Subject: **UPDATE ON IMPLEMENTATION OF RECOVERY ACT OF 2009**

SUMMARY:

The California Department of Transportation (Department) is implementing the American Recovery and Reinvestment Act of 2009 (Recovery Act) and has committed to report to the California Transportation Commission (Commission) as to the status of the implementation. This includes reporting on the amount of Recovery Act funds certified, obligated and awarded for state and local highway and transit projects to date. Attached is the current status for state and regional agency projects as of August 31, 2010 or as noted.

BACKGROUND:

The Recovery Act is a job and economic stimulus bill intended to help restart the nation's economy and stimulate employment during the worst economic downturn in over 70 years. In drafting this bill, President Obama and Congress recognized that investment in transportation infrastructure is one of the ways to create and sustain jobs, stimulate economic development, and leave a legacy to support the financial well-being of the generations to come. Nationally, the bill provides more than \$48 billion for transportation infrastructure and the state departments of transportation and other transportation stakeholders have been tasked to quickly move forward with mobility projects that bring real value to the local, state, and national economy.

The Recovery Act apportions, in formula programs, approximately \$2.57 billion for highways, local streets and roads in California. These funds are segregated by federal and state law to provide approximately \$1.6 billion to the regions (including \$48 million for TE) and \$964 million to the state (including \$29 million for TE). As of September 30, 2010 obligation deadline all remaining apportionments were obligated on 982 federally eligible projects.

California has received apportionments for transit formula grants of \$1.068 billion for urban (Section 5307), non-urban (Section 5311) and fixed guideway (Section 5309) projects. As of the September 30, deadline all apportionments have been obligated to eligible transit projects.

The Recovery Act also provides \$8 billion nationally for Capital Assistance for High Speed Rail Corridors. In late January of 2010, the Federal Railroad Administration announced that the San Diego-Los Angeles-San Luis Obispo (Surf liner), Oakland-Sacramento (Capital) corridors and the statewide upgrade of emissions control for locomotives received \$100.2 million in funding for specific projects. The rail funds remain available until September 30, 2012.

The Department was also awarded \$950,000 by the US Environmental Protection Agency from the National Clean Diesel Grant Program to retrofit 46 non-road engines with emission control devices. In addition, California airports have directly received to date \$100.7 million in aviation grants for 24 projects at 19 airports.

Lastly, the Recovery Act provides \$1.5 billion available nationally under the Transportation Investment Generating Economic Recovery (TIGER) program for competitive discretionary grants for highway, public transportation, rail, and port infrastructure projects. On February 17, 2010 the US Department of Transportation (USDOT) announced that California will receive awards for four projects that total \$130 million in TIGER funds, which leverage \$1.76 billion in total funds. These projects and TIGER awards are the Doyle Drive Replacement project in the City of San Francisco, \$46 million; the State Route 905 project near Otay Mesa in San Diego County, \$20.2 million; the Alameda Corridor East – Colton Crossing project \$33.8 million; and the Green Trade Corridor Marine Highway project at the Ports of Oakland, Stockton, and West Sacramento, \$30 million. In late September 2010, the USDOT and the Department signed the grant agreement for the State Route 905 project near Otay Mesa in San Diego County. The TIGER funds remain available until September 30, 2011.

Attachment
Recovery Act Program Status as of August 31, 2010.

Caltrans Recovery Act Program Status

Reference No.: 3.3
November 3-4, 2010
Attachment 1

HIGHWAYS - Formula Distribution, FHWA <i>(Status of dates shown below)</i>												
Appropriation ¹	Obligations ² <i>(As of August 31, 2010)</i>				Awards ³ <i>(As of August 31, 2010)</i>			Outlays ⁵ <i>(As of August 31, 2010)</i>		Forecast of Inactive Obligations ⁶ <i>(As of September 2, 2010)</i>		
	Recovery Dollars	Appropriation Source	Projects	Recovery Dollars	Projects	Recovery Dollars	Total Leveraged Dollars ⁴	Projects	Recovery Dollars	Identified Projects	Projects w/Invoice Submitted	Recovery Dollars
State	\$972,275,620	State Highway System Projects										
		State	95	\$687,566,598	89	\$643,154,228	\$761,829,641	84	\$217,558,213	1		\$1,152,094
		State & Region (State S) ⁷	7	\$269,380,884	6	\$549,186,007	\$1,151,748,199	6	\$145,260,346			
		State & Region (Region S) ⁷		\$319,086,007								
		Region (State Administered, Region S)	16	\$304,289,104	13	\$237,666,374	\$237,666,374	13	\$58,648,442			
		Region ⁸ (Region S)	21	\$80,076,879	18	\$74,631,995	\$154,009,415	12	\$7,875,672			
		Subtotal	139	\$1,660,399,472	126	\$1,504,638,604	\$2,305,253,629	115	\$429,342,673	1	0	\$1,152,094
Region⁹	\$1,597,292,700	Local Highway System Projects⁸										
		Region	823	\$860,793,655	724	\$783,309,840	\$793,659,194	549	\$275,390,426	14	9	\$11,449,965
		State & Region (Region S)	2	\$1,478,800	2	\$2,501,985	\$2,501,985	1	\$28,020			
		State & Region (State S)		\$1,023,185								
		State	1	\$1,200,000	1	\$1,200,000	\$1,200,000	1	\$152,067			
		Subtotal	826	\$864,495,640	727	\$787,011,825	\$797,361,179	551	\$275,570,512	14	9	\$11,449,965
Flex¹⁰	(\$28,741,870)											
Total	\$2,540,826,450	Total¹¹	965	\$2,524,895,113	853	\$2,291,650,429	\$3,102,614,808	666	\$ 704,913,185	15	9	\$ 12,602,059
		Total State Obligation¹¹		\$959,170,667								
		Total Region Obligation¹¹		\$1,565,724,446								

¹ Total funds apportioned to state by FHWA and as distributed by California law AB 3X-20.

² Commitment by FHWA to reimburse eligible project expenditures.

³ Construction contracts awarded to contractors.

⁴ Total Leveraged Dollars include all fund sources.

⁵ Outlays are eligible project expenditures where Caltrans has been reimbursed by FHWA.

⁶ Forecasted of Inactive Obligations are projects are Tier 1 projects identified by the FHWA with obligations that occurred 270 days or earlier and do not have a federal expenditure. "Projects w/Invoice Submitted" are those projects with invoices submitted to Caltrans and are pending review & payment. Projects will be removed from this summary once the reimbursement is made by the FHWA.

⁷ Projects administered by Caltrans, Region, or Local agency.

⁸ Projects administered by Region or Local agency

⁹ Original appropriation is shown as provided by FHWA & AB 3X-20. At the request of the Regions, the appropriation is reduced by FHWA Flex Funds transferred to FTA for transit projects.

¹⁰ FHWA Funds transferred by Regions from FHWA to FTA for transit projects.

¹¹ Obligated amounts will increase or decrease to the maximum of the total apportionment amount to ensure that federal regulations are met and any unobligated funds are used by the September 30, 2010 deadline.

Caltrans Recovery Act Program Status for August 31, 2010

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Attachment 2

(Non-Highway Funds)

JOB TRAINING (Discretionary) - FHWA					
On-the-Job Training /Supportive Services ¹²	Appropriation ¹	Obligations ³		Awards ⁴	
	Recovery Dollars	Projects	Recovery Dollars	Projects	Recovery Dollars
	\$408,217	5	\$408,217	-	-

AVIATION (Discretionary) - FAA			
Nationally Available Grants	Grant Awards ⁶		
	Projects	Airports	Recovery Dollars
\$1,300,000,000	24	19	\$100,693,428

TRANSIT (Formula Distribution) - FTA			
Program	Appropriation ¹	Certifications ²	Grant Awards (Obligation) ³
	Recovery Dollars	Recovery Dollars	Recovery Dollars
5307 ⁵	\$968,313,640	\$1,005,700,724	\$968,313,640
5307 Flex ¹⁰	\$25,537,854	\$25,537,854	\$25,537,854
5309 ⁵	\$66,171,889	\$66,171,889	\$66,171,889
5309 Flex ¹⁰	\$3,200,000	\$3,200,000	\$3,200,000
5311	\$33,963,166	\$32,265,008	\$33,963,166
5311 Flex ¹⁰	\$1,977,134	\$1,977,134	\$1,977,134
Total	\$1,099,163,683	\$1,134,852,609	\$1,099,163,683

HIGH SPEED & INTERCITY PASSENGER RAIL (Discretionary) - FRA				
Nationally Available Grants (All Tracks) ⁸		\$8,000,000,000	Awards Announced	
Track	Applications		Projects	Recovery Dollars
	Applications	Requested Recovery Dollars		
1	38	\$1,149,322,000	TBD	TBD
2	0	\$0	0	\$0
3	4	\$3,033,000	TBD	TBD
4	1	\$6,200,000	1	\$6,200,000
Total	42⁹	\$1,158,555,000	TBD	\$100,200,000

TIGER (Discretionary) - USDOT		
Nationally Available Grants		\$1,500,000,000
Grant Awards Announced ⁷		
Project	TIGER Dollars	Total Leveraged Dollars
Doyle Drive Replacement (US-101)	\$46,000,000	\$1,045,000,000
Otay Mesa POE (805/905 Interchange)	\$20,200,000	\$198,300,000
Alameda Corridor East - Colton Crossing	\$33,800,000	\$449,000,000
CA Green Trade Corridor Marine Highway	\$30,000,000	\$69,300,000
Total	\$130,000,000	\$1,761,600,000

NATIONAL CLEAN DIESEL GRANT PROGRAM (Discretionary) - USEPA	
Division of Equipment Grant from US EPA for Engine Emission Retrofit	
Non-Road Engines	Awarded Recovery Dollars
46	\$951,431

¹ Total funds apportioned to state by FTA.

² Section 1511 certification may exceed appropriation due to the certification of State and/or Region funds and the capturing of cost savings on previously certified projects. Certifications as of February 2010.

³ Commitment by FHWA/FTA to reimburse eligible project expenditures.

⁵ Grants awarded by FTA directly to transit agencies.

⁶ Grants awarded by FAA directly to airports.

⁷ Grants will be awarded by the USDOT to the agency best suited to administer the project.

⁸ Specific allocations by Track have not been made by the FRA.

⁹ One application was submitted concurrently for Tracks 1 and 4.

¹⁰ FHWA Funds transferred by regions from FHWA to FTA for transit projects. Amount totals \$27,418,195.

¹² On-the-Job Training - Support Services Grant with Civil Rights for training centers.