

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 23-24, 2011

Reference No.: 3.3  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared By: Laura Quintana  
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 January 31, 2011 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 generations to come. Nationally, the bill provides more than \$48 billion for transportation infrastructure and the state transportation departments and 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 Transportation Enhancement [TE]) and \$964 million to the state (including \$29 million for TE). As of the September 30, 2010 obligation deadline, all remaining apportionments were obligated on 982 federally eligible projects. As of November 2011, \$623,000 has been de-obligated, for one project, due to having an inactive federal obligation.

California has received \$1.068 billion in apportionments for transit formula grants 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 2010, the Federal Railroad Administration announced that the San Diego-Los Angeles-San Luis Obispo (Surfliner), 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 US Environmental Protection Agency also awarded the Department \$950,000 from the National Clean Diesel Grant Program, to retrofit 46 non-road engines with emission control devices. In addition, California airports have directly received \$100.7 million (to date) in aviation grants for 24 projects at 19 airports.

Lastly, the Recovery Act provides \$1.5 billion 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 announced that California would receive awards for four projects that total \$130 million in TIGER funds, which leverage \$1.76 billion in total funds. These project/TIGER awards recipients 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. As of December 2010, funds for the three TIGER projects, which flow through the Department, have been obligated as follows: \$20.2 million for the State Route 905 project near Otay Mesa in San Diego County, \$33.8 million for the Alameda Corridor East project (Colton Crossing) and \$46 million for the Doyle Drive Replacement Project.

Attachments

Recovery Act Highways Program											
January 31, 2011											
Appropriation <sup>1</sup>		Obligations <sup>2</sup>			Awards <sup>3</sup>			Outlays <sup>5</sup>		Forecast of Inactive Obligations <sup>6</sup>	
	Recovery Dollars	Appropriation Source	Projects	Recovery Dollars <sup>13</sup>	Projects	Recovery Dollars	Total Leveraged Dollars <sup>4</sup>	Projects	Recovery Dollars	Identified Projects	Recovery Dollars
<b>State</b>	<b>\$972,275,620</b>	<b>State Highway System Projects</b>									
		State	94	\$708,151,180	92	\$694,475,245	\$808,565,898	86	\$337,146,266		
		State (Locally Administered) <sup>12</sup>	5	\$9,577,570	5	\$9,577,570	\$11,782,641	4	\$2,839,773		
		State & Region (State S) <sup>7</sup>	7	\$252,357,702	7	\$572,205,891	\$1,373,054,539	7	\$262,116,285		
		State & Region (Region S) <sup>7</sup>		\$319,848,189							
		Region (State Administered, Region S)	16	\$303,410,204	16	\$303,410,204	\$387,855,208	16	\$95,867,128		
		Region <sup>8</sup> (Region S)	20	\$78,501,879	20	\$78,501,879	\$171,507,449	18	\$18,297,032		
		<b>Subtotal</b>	<b>142</b>	<b>\$1,671,846,724</b>	<b>140</b>	<b>\$1,658,170,790</b>	<b>\$2,752,765,735</b>	<b>131</b>	<b>\$716,266,484</b>	<b>0</b>	<b>\$0</b>
<b>Region<sup>9</sup></b>	<b>\$1,597,292,700</b>	<b>Local Highway System Projects<sup>8</sup></b>									
		Region	836	\$864,654,740	809	\$848,335,266	\$1,088,111,400	716	\$483,402,957	9	\$12,231,808
		State & Region (Region S)	2	\$1,478,800	2	\$2,501,985	\$3,127,302	2	\$1,705,486		
		State & Region (State S)		\$1,023,185							
		State	1	\$1,200,000	1	\$1,200,000	\$1,200,000	1	\$1,200,000		
		<b>Subtotal</b>	<b>839</b>	<b>\$868,356,725</b>	<b>812</b>	<b>\$852,037,251</b>	<b>\$1,092,438,702</b>	<b>719</b>	<b>\$486,308,443</b>	<b>9</b>	<b>\$12,231,808</b>
<b>Flex<sup>10</sup></b>	<b>(\$28,741,870)</b>										
<b>Total</b>	<b>\$2,540,826,450</b>	<b>Total</b>	<b>981</b>	<b>\$2,540,203,449</b>	<b>952</b>	<b>\$2,510,208,041</b>	<b>\$3,845,204,437</b>	<b>850</b>	<b>\$ 1,202,574,928</b>	<b>9</b>	<b>\$ 12,231,808</b>
		<b>Total State Obligation<sup>11</sup></b>		<b>\$972,309,637</b>							
		<b>Total Region Obligation<sup>11</sup></b>		<b>\$1,567,893,812</b>							
<sup>1</sup> Total funds apportioned to state by FHWA and as distributed by California law AB 3X-20. <sup>2</sup> Commitment by FHWA to reimburse eligible project expenditures. <sup>3</sup> Construction contracts awarded to contractors. <sup>4</sup> Total Leveraged Dollars include all fund sources. <sup>5</sup> Outlays are eligible project expenditures where Caltrans has been reimbursed by FHWA. <sup>6</sup> Forecast of Inactive Obligations are projects at risk of deobligation if expenditures are not recorded and reimbursed by FHWA within 90 days from a specified date based on the obligation amount and date, and last date when prior expenditures were reimbursed. Projects will be removed from this summary once the reimbursement is made by the FHWA. <sup>7</sup> Projects administered by Caltrans, Region, or Local agency. <sup>8</sup> Projects administered by Region or Local agency. <sup>9</sup> 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. <sup>10</sup> FHWA Funds transferred by Regions from FHWA to FTA for transit projects. <sup>11</sup> Includes \$34,021 of regional funds obligated to state projects. <sup>12</sup> Transportation Enhancement funds made available for eligible projects on the state highway system. <sup>13</sup> Reduction on the obligation total reflects a deobligation of \$623 thousand for one local project due to federal obligation inactivity.											

## Recovery Act Program - Non Highway Programs January 31, 2011

Reference No.: 3.3  
March 23-24, 2011  
Attachment 2

JOB TRAINING (Discretionary) - FHWA					
On-the-Job Training /Supportive Services <sup>10</sup>	Appropriation	Obligations <sup>3</sup>		Awards	
	Recovery Dollars	Projects	Recovery Dollars	Projects	Recovery Dollars
	<b>\$1,440,979</b>	<b>9</b>	<b>\$1,440,979</b>	<b>-</b>	<b>-</b>

AVIATION (Discretionary) - FAA			
Nationally Available Grants	Grant Awards <sup>5</sup>		
	Projects	Airports	Recovery Dollars
<b>\$1,300,000,000</b>	<b>24</b>	<b>19</b>	<b>\$100,693,428</b>

TRANSIT (Formula Distribution) - FTA			
Program	Appropriation <sup>1</sup>	Certifications <sup>2</sup>	Grant Awards (Obligation) <sup>3</sup>
	Recovery Dollars	Recovery Dollars	Recovery Dollars
5307 <sup>4</sup>	\$968,313,640	\$1,005,700,724	\$968,313,640
5307 Flex <sup>9</sup>	\$28,741,870	\$28,741,870	\$28,741,870
5309 <sup>4</sup>	\$66,171,889	\$66,171,889	\$66,171,889
5309 Flex <sup>9</sup>	\$3,200,000	\$3,200,000	\$3,200,000
5311	\$33,963,166	\$32,265,008	\$33,963,166
5311 Flex <sup>9</sup>	\$1,977,134	\$1,977,134	\$1,977,134
<b>Total</b>	<b>\$1,102,367,699</b>	<b>\$1,138,056,625</b>	<b>\$1,102,367,699</b>

HIGH SPEED & INTERCITY PASSENGER RAIL (Discretionary) - FRA				
Nationally Available Grants (All Tracks) <sup>8</sup>		<b>\$8,000,000,000</b>		
Track	Applications		Awards Announced <sup>7</sup>	
	Applications	Requested Recovery Dollars	Projects	Recovery Dollars
1	38	<b>\$1,149,322,000</b>	1	<b>TBD</b>
2	0	<b>\$0</b>	0	<b>\$0</b>
3	4	<b>\$3,033,000</b>	TBD	<b>TBD</b>
4	1	<b>\$6,200,000</b>	1	<b>\$6,200,000</b>
<b>Total</b>	<b>42<sup>8</sup></b>	<b>\$1,158,555,000</b>	TBD	<b>\$100,200,000</b>

TIGER (Discretionary) - USDOT		
Nationally Available Grants		<b>\$1,500,000,000</b>
Grant Awards Announced <sup>6</sup>		
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
<b>Total</b>	<b>\$130,000,000</b>	<b>\$1,761,600,000</b>

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

<sup>1</sup> Total funds apportioned to state by FTA.

<sup>2</sup> 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.

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

<sup>4</sup> Grants awarded by FTA directly to transit agencies.

<sup>5</sup> Grants awarded by FAA directly to airports.

<sup>6</sup> Grants will be awarded by the USDOT. Original grant amount and may change as grants are awarded.

<sup>7</sup> FRA allocates funds to specific projects.

<sup>8</sup> One application was submitted for Tracks 1 and 4.

<sup>9</sup> FHWA Funds transferred by regions from FHWA to FTA for transit projects. Amount totals \$28,741,870.

<sup>10</sup> On-the-Job Training - Support Services Grant with Civil Rights for training centers.