

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 22-23, 2011

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 April 30, 2011.

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 transportation departments and stakeholders were 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. As of April 2011, the Department executed grant agreements with a total of approximately \$40.5 million for four projects.

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 California received 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. As of December 2010, funds for the three TIGER projects the flow through the Department have been obligated as follows: \$33.8 million were obligated for the Alameda Corridor East project (Colton Crossing); \$46 million were obligate for the Doyle Drive Replacement Project; of the \$20.2 million obligated for the State Route 905 project near Otay Mesa in San Diego County, approximately, \$2.3 million have been de-obligated due to a favorable bid environment.

Attachments

Recovery Act - Highways Program												
April 30, 2011												
Appropriation ¹		Obligations ²			Awards ³			Outlays ⁵		Forecast of Inactive Obligations ⁶		
	Recovery Dollars	Appropriation Source	Projects	Recovery Dollars ¹³	Projects	Recovery Dollars	Total Leveraged Dollars ⁴	Projects	Recovery Dollars	Identified Projects	Recovery Dollars	Projects Closed
State	\$972,275,620	State Highway System Projects										
		State	94	\$708,151,180	93	\$700,011,917	\$818,781,077	90	\$373,691,918	1	\$8,139,263	
		State (Locally Administered) ¹²	5	\$9,577,570	5	\$9,577,570	\$11,782,641	4	\$3,812,469	1	\$2,375,000	
		State & Region (State S) ⁷	7	\$252,357,702	7	\$572,205,891	\$1,373,054,539	7	\$298,504,933			
		State & Region (Region S) ⁷		\$319,848,189								
		Region (State Administered, Region S)	16	\$303,410,204	16	\$303,326,204	\$387,771,208	16	\$125,727,211	1	\$25,553,000	
		Region ⁸ (Region S)	20	\$78,501,879	20	\$78,501,879	\$171,616,773	18	\$37,558,830			1
		Subtotal	142	\$1,671,846,724	141	\$1,663,623,461	\$2,763,006,238	135	\$839,295,361	3	\$36,067,263	1
Region⁹	\$1,597,292,700	Local Highway System Projects⁸										
		Region	836	\$864,654,740	812	\$850,940,491	\$1,074,989,970	777	\$587,795,557	4	\$5,797,163	107
		State & Region (Region S)	2	\$1,478,800	2	\$2,501,985	\$3,127,302	2	\$2,343,648			
		State & Region (State S)		\$1,023,185								
		State	1	\$1,200,000	1	\$1,200,000	\$1,200,000	1	\$1,200,000			
		Subtotal	839	\$868,356,725	815	\$854,642,476	\$1,079,317,272	780	\$591,339,205	4	\$5,797,163	107
Flex¹⁰	(\$28,741,870)											
Total	\$2,540,826,450	Total	981	\$2,540,203,449	956	\$2,518,265,937	\$3,842,323,510	915	\$ 1,430,634,566	7	\$ 41,864,426	108
		Total State Obligation¹¹		\$972,309,637								
		Total Region Obligation¹¹		\$1,567,893,812								

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 Data as of May 18, 2011. 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.

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 Includes \$34,021 of regional funds obligated to state projects.

¹² Transportation Enhancement funds made available for eligible projects on the state highway system.

¹³Reduction 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
April 30, 2011**

Reference No.: 3.3
June 22-23, 2011
Attachment 2

HIGH SPEED & INTERCITY PASSENGER RAIL (Discretionary) - FRA							
Nationally Available Grants ⁵		\$ 8,000,000,000					
Track	Applications	Requested Recovery Dollars	Projects Awarded	Awarded Amount	Projects Obligated by CT	Obligations ⁹	Outlays
1	38	\$1,149,322,000	9	\$ 96,350,000	4	\$ 40,475,511	
2	0	\$0					
3	4	\$3,033,000					
Total	42	\$1,152,355,000	9	\$96,350,000	4	\$40,475,511	\$ -

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

ON-THE-JOB TRAINING /SUPPORT SERVICES (Discretionary) - FHWA ⁷			
Projects	Awarded Amount	Obligations by CT	Outlays
9	\$1,440,979	\$ 1,440,979	\$ -

TIGER (Discretionary) - USDOT					
Nationally Available Grants		\$1,500,000,000			
Project	TIGER Awards	Total Leveraged Dollars	Obligations by CT	Outlays	Deobligations
Doyle Drive Replacement (US-101)	\$46,000,000	\$1,045,000,000	\$ 46,000,000	\$ -	\$ -
Otay Mesa POE (805/905 Interchange)	\$20,200,000	\$198,300,000	\$ 20,200,000	\$ 163,963	\$ 2,293,686
Alameda Corridor East - Colton Crossing	\$33,800,000	\$449,000,000	\$ 33,800,000	\$ -	\$ -
CA Green Trade Corridor Marine Highway ⁸	\$30,000,000	\$69,300,000			
Total	\$130,000,000	\$1,761,600,000	\$ 100,000,000	\$ 163,963	\$ 2,293,686

AVIATION (Discretionary) - FAA			
Nationally Available Grants		\$1,300,000,000	
Projects	Awarded Amount ⁴	Obligations	Outlays
24	\$100,693,428	<i>Grants awarded by FAA directly to airports</i>	

FEDERAL TRANSIT (Formula Distribution) - FTA				
Program	Projects	Recovery Dollars ¹	Obligations by CT ²	Outlays
5307 ³		\$968,313,640		
5307 Flex ⁶		\$25,541,870		
5309 ³		\$66,171,889		
5309 Flex ⁶		\$3,200,000		
5311	137	\$33,963,166	\$33,963,166	\$17,776,656
5311 Flex ⁶	2	\$1,977,134	\$1,977,134	\$893,846
Total	139	\$1,099,167,699	\$35,940,300	\$18,670,502

¹ Total funds apportioned to state by FTA.

² Commitment by FTA to reimburse eligible project expenditures.

³ Grants awarded by FTA directly to transit agencies.

⁴ Grants awarded by FAA directly to airports.

⁵ FRA awards funds to specific projects.

⁶ FHWA Funds transferred by regions from FHWA to FTA for transit projects. Amount totals \$28,741,870.

⁷ On-the-Job Training - Support Services Grant for training centers.

⁸ Grant funding does not flow through the Department

⁹ Grant Agreements signed by FRA and Department