

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 10-11, 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 report for state and regional agency projects as of June 30, 2011 or as noted on the report.

## **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 Transportation Enhancement) and \$964 million to the state (including \$29 million for Transportation Enhancement). As of the September 30, 2010 obligation deadline, all remaining apportionments were obligated on 982 federally eligible projects.

California has received apportionments for transit formula grants in the amount of \$1.068 billion for urban (Section 5307), non-urban (Section 5311) and fixed guideway (Section 5309) projects. As of the September 30 2010 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 has executed grant agreements with a total of approximately \$42.2 million for five projects as of June 30, 2011.

The Department was also awarded \$951,000, by the US Environmental Protection Agency, from the National Clean Diesel Grant Program to retrofit 46 non-road engines with emission control devices. The Department also received \$1.4 million for On the Job Training Supportive Services (OJTSS) for nine projects; the Federal Highway Administration and the Department determined five projects do not meet the requirements of the OJTSS Grant Program and as of June 30, 2011, four projects have been de-obligated and the fifth will also be de-obligated. In addition, California airports have directly received approximately \$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, 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 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 the flow through the Department have been obligated as follows: \$33.8 million was obligated for the Alameda Corridor East project (Colton Crossing); \$46 million was obligated for the Doyle Drive Replacement Project; and of the \$20.2 million obligated for the State Route 905 project near Otay Mesa in San Diego County, approximately, \$2.3 million has been de-obligated due to a favorable bid environment.

Attachments

Recovery Act - Highways Program														
June 30, 2011														
Appropriation <sup>1</sup>		Obligations <sup>2</sup>			Awards <sup>3</sup>			Outlays <sup>5</sup>		Closed	Deobligations <sup>12</sup>		Forecast of Inactive Obligations <sup>6</sup>	
	Recovery Dollars	Appropriation Source	Projects	Recovery Dollars	Projects	Recovery Dollars	Total Leveraged Dollars <sup>4</sup>	Projects	Recovery Dollars	Projects	Projects	Recovery Dollars	Projects	Recovery Dollars
<b>State<sup>9</sup></b>	<b>\$972,275,620</b>	<b>State Highway System Projects</b>												
		State	94	\$708,151,180	94	\$708,151,180	\$833,256,324	93	\$435,399,350					
		State (Locally Administered) <sup>11</sup>	5	\$9,577,570	5	\$9,577,570	\$11,782,641	4	\$4,329,379					
		State & Region (State \$) <sup>7</sup>	7	\$252,357,702	7	\$572,205,891	\$1,373,054,539	7	\$326,493,470					
		State & Region (Region \$) <sup>7</sup>		\$319,848,189										
		Region (State Administered, Region \$)	16	\$303,410,205	16	\$303,326,204	\$387,771,208	16	\$154,824,303		1	\$84,000		
		Region <sup>8</sup> (Region \$)	20	\$78,501,879	20	\$78,501,879	\$167,616,773	19	\$40,706,389	1				
		<b>Subtotal</b>	<b>142</b>	<b>\$1,671,846,725</b>	<b>142</b>	<b>\$1,671,762,724</b>	<b>\$2,773,481,486</b>	<b>139</b>	<b>\$961,752,891</b>	<b>1</b>	<b>1</b>	<b>\$84,000</b>	<b>-</b>	<b>\$0.00</b>
<b>Region<sup>9</sup></b>	<b>\$1,597,292,700</b>	<b>Local Highway System Projects<sup>8</sup></b>												
		Region	837	\$865,277,740	824	\$858,881,025	\$1,085,855,937	803	\$634,134,739	129	45	\$957,320	12	\$10,180,920
		State & Region (Region \$)	2	\$1,478,800	2	\$2,501,985	\$3,127,302	2	\$1,827,648					
		State & Region (State \$)		\$1,023,185										
		State	1	\$1,200,000	1	\$1,200,000	\$1,200,000	1	\$1,200,000					
		<b>Subtotal</b>	<b>840</b>	<b>\$868,979,725</b>	<b>827</b>	<b>\$862,583,010</b>	<b>\$1,090,183,239</b>	<b>806</b>	<b>\$637,162,387</b>	<b>129</b>	<b>45</b>	<b>\$957,320</b>	<b>12</b>	<b>\$10,180,920</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>982</b>	<b>\$2,540,826,450</b>	<b>969</b>	<b>\$2,534,345,734</b>	<b>\$3,863,664,725</b>	<b>945</b>	<b>\$ 1,598,915,278</b>	<b>130</b>	<b>46</b>	<b>\$ 1,041,320</b>	<b>12</b>	<b>\$10,180,920</b>
		<b>Total State Obligation</b>		<b>\$972,309,637</b>										
		<b>Total Region Obligation</b>		<b>\$1,568,516,813</b>										

<sup>1</sup> Total funds apportioned to state by FHWA and as distributed by California law AB 3X-20 (\$2,569,568,320).

<sup>2</sup> Obligations as of September 30, 2010.

<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 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. Data as of July 13, 2011.

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

<sup>12</sup> Deobligations due to project savings, project close out, or projects deobligated (2).

## Recovery Act Program - Non Highway Programs June 30, 2011

Reference No.: 3.3  
August 10-11, 2011  
Attachment 2

HIGH SPEED & INTERCITY PASSENGER RAIL (Discretionary) - FRA							
Nationally Available Grants <sup>5</sup>		\$	8,000,000,000				
Track	Applications	Requested Recovery Dollars	Projects Awarded	Awarded Amount	Projects Obligated	Obligations	Outlays
1	38	\$1,149,322,000	9	\$ 96,350,000	5	\$ 42,195,511	\$ -
<b>Total</b>	<b>38</b>	<b>\$1,149,322,000</b>	<b>9</b>	<b>\$96,350,000</b>	<b>5</b>	<b>\$42,195,511</b>	<b>\$ -</b>

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
55	\$951,431	\$951,431	\$ -

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	\$ 843,811	\$ 2,293,686
Alameda Corridor East - Colton Crossing	\$33,800,000	\$449,000,000	\$ 33,800,000	\$ -	\$ -
CA Green Trade Corridor Marine Highway <sup>8</sup>	\$30,000,000	\$69,300,000			
<b>Total</b>	<b>\$130,000,000</b>	<b>\$1,761,600,000</b>	<b>\$ 100,000,000</b>	<b>\$ 843,811</b>	<b>\$ 2,293,686</b>

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

ON-THE-JOB TRAINING / SUPPORTIVE SERVICES (Discretionary) - FHWA <sup>7</sup>					
Projects	Awarded	Obligations by CT	Outlays	Projects Obligated	Deobligations
9	\$1,440,979	\$ 1,440,979	\$ -	4	\$ 459,840

FEDERAL TRANSIT (Formula Distribution) - FTA				
Program	Projects	Recovery Dollars <sup>1</sup>	Obligations by CT <sup>2</sup>	Outlays
5307 <sup>3</sup>		\$968,313,640		
5307 Flex <sup>6</sup>		\$25,541,870		
5309 <sup>3</sup>		\$66,171,889		
5309 Flex <sup>6</sup>		\$3,200,000		
5311	137	\$33,963,166	\$33,963,166	\$20,960,149
5311 Flex <sup>6</sup>	2	\$1,977,134	\$1,977,134	\$946,919
<b>Total</b>	<b>139</b>	<b>\$1,099,167,699</b>	<b>\$35,940,300</b>	<b>\$21,907,068</b>

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

<sup>2</sup> Commitment by FTA to reimburse eligible project expenditures.

<sup>3</sup> Grants awarded by FTA directly to transit agencies.

<sup>4</sup> Grants awarded by FAA directly to airports.

<sup>5</sup> FRA allocates funds to specific projects.

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

<sup>7</sup> On-the-Job Training - Support Services Grant for training centers.

<sup>8</sup> Grant funding does not flow through the Department