

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 13, 2010

Reference No.: 3.4  
Information Item

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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 December 21, 2009.

## **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 best ways to create and sustain jobs, stimulate economic development, and leave a legacy to support the financial well-being of the generations to come. 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.

Nationally, the bill provides more than \$48 billion for transportation infrastructure. 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). 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. The Recovery Act also provides \$8 billion nationally for Capital Assistance for High Speed Rail Corridors for which the Department has submitted 42 pre-applications for over \$1.2 billion in Recovery Act funding for tracks 1, 3 and 4. In addition, California airports have directly received to date \$100.7 million in aviation grants for 24 projects at 19 airports. 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. 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. The maximum any state could receive from the TIGER program is \$300 million. The Department received 86 applications requesting \$2.3 billion of

TIGER funding that has the potential to leverage \$12.6 billion in total funds. A consensus group selected 26 projects for consideration by the Governor for endorsement. In total, California applicants submitted 117 projects to the US Department of Transportation requesting \$3.2 billion in funding.

Attachment

Recovery Act Program Status as of December 21, 2009.

## Caltrans Recovery Act Program Status for the Week of December 21, 2009

HIGHWAYS											
Program	Appropriation <sup>1</sup>	Certifications <sup>2,13</sup>		Obligations <sup>3,13</sup>		Awards <sup>4,13</sup>			Projected Awards (Dec-Feb) <sup>13</sup>		Outlays <sup>13</sup>
	Recovery Dollars	Projects	Recovery Dollars	Projects	Recovery Dollars	Projects	Recovery Dollars	Total Leveraged Dollars	Projects	Recovery Dollars	Recovery Dollars
State	\$963,588,120	93	\$1,245,190,100	78	\$985,216,041	70	\$718,418,559	\$1,283,292,953	23	\$158,895,000	\$148,907,239
Region <sup>11</sup>	\$1,597,292,700	850	\$1,487,336,549	656	\$1,087,551,629	352	\$565,020,963	\$870,833,983	98	\$281,000,311	\$19,534,673
Flex <sup>10</sup>	(\$16,623,261)	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>\$2,544,257,559</b>	<b>943</b>	<b>\$2,732,526,649</b>	<b>734</b>	<b>\$2,072,767,670</b>	<b>422</b>	<b>\$1,283,439,522</b>	<b>\$2,154,126,936</b>	<b>121</b>	<b>\$439,895,311</b>	<b>\$168,441,912</b>

TRANSIT			
Program	Appropriation <sup>1</sup>	Certifications <sup>2</sup>	Grant Awards (Obligation) <sup>3</sup>
	Recovery Dollars	Recovery Dollars	Recovery Dollars
5307 <sup>5</sup>	\$968,313,640	\$1,005,700,724	\$884,654,668
5307 Flex <sup>10</sup>	\$14,646,127	\$14,646,127	\$14,646,127
5309 <sup>5</sup>	\$66,171,889	\$66,171,889	\$66,171,889
5311	\$33,963,166	\$32,265,008	\$33,963,166
5311 Flex <sup>10</sup>	\$1,977,134	\$1,977,134	\$1,977,134
<b>Total</b>	<b>\$1,085,071,956</b>	<b>\$1,120,760,882</b>	<b>\$1,001,412,984</b>

TIGER DISCRETIONARY		
Nationally Available Grants		<b>\$1,500,000,000</b>
California Applications Submitted to US DOT		
Projects	Requested Recovery Dollars <sup>7</sup>	Total Leveraged Dollars
<b>117</b>	<b>\$3,245,011,036</b>	<i>Pending with USDOT</i>
Applications Received for Consensus Team Review		
Projects	Requested Recovery Dollars <sup>7</sup>	Total Leveraged Dollars
<b>84</b>	<b>\$2,351,311,853</b>	<b>\$12,611,926,692</b>
Consensus Team Review - Tier 1		
Projects	Requested Recovery Dollars <sup>7</sup>	Total Leveraged Dollars
<b>26</b>	<b>\$806,233,461</b>	<b>\$7,309,949,273</b>
Consensus Team Review - Tier 2		
Projects	Requested Recovery Dollars <sup>7</sup>	Total Leveraged Dollars
<b>58</b>	<b>\$1,545,078,392</b>	<b>\$5,301,977,419</b>

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

HIGHWAYS - FHWA					
On-the-Job Training /Supportive Services <sup>12</sup>	Appropriation <sup>1</sup>	Obligations <sup>3</sup>		Awards <sup>4</sup>	
	Recovery Dollars	Projects	Recovery Dollars	Projects	Recovery Dollars
	<b>\$408,217</b>	<b>5</b>	<b>\$408,217</b>	-	-

AVIATION			
Nationally Available Grants	Grant Awards <sup>6</sup>		
	Projects	Airports	Recovery Dollars
<b>\$1,300,000,000</b>	<b>24</b>	<b>19</b>	<b>\$100,693,428</b>

HIGH SPEED & INTERCITY PASSENGER RAIL		
Nationally Available Grants (All Tracks) <sup>8</sup>		<b>\$8,000,000,000</b>
Applications		
Track	Applications	Requested Recovery Dollars
1	38	<b>\$1,149,322,000</b>
2	0	<b>\$0</b>
3	4	<b>\$3,033,000</b>
4	1	<b>\$6,200,000</b>
<b>Total</b>	<b>42<sup>9</sup></b>	<b>\$1,158,555,000</b>

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

<sup>4</sup> Construction contracts awarded to contractors.

<sup>5</sup> Grants awarded by FTA directly to transit agencies.

<sup>6</sup> Grants awarded by FAA directly to airports.

<sup>7</sup> The maximum any state can receive is \$300 million.

<sup>8</sup> Specific allocations by Track have not been made by the FRA.

<sup>9</sup> One application was submitted concurrently for Tracks 1 and 4.

<sup>10</sup> FHWA Funds transferred by regions from FHWA to FTA for transit projects.

<sup>11</sup> Appropriation is reduced by FHWA Flex Funds transferred to FTA for transit projects.

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

<sup>13</sup> Projects and dollars shown as State or Region based on agency originating the Section 1511 certification. Recovery dollars may not equal appropriation due to State and Region funding being combined on individual projects but totals will not exceed total appropriation.

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