

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 19-20, 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 April 30, 2010.

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 late January, 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. 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. On February 17, 2010 the US Department of Transportation 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.

Attachment

Recovery Act Program Status as of April 30, 2010.

Caltrans Recovery Act Program Status for April 30, 2010

HIGHWAYS (Formula Distribution) - FHWA

Program	Appropriation ¹	Certifications ^{2,13}		Obligations ^{3,13}		Awards ^{4,13}			Projected Awards (May-Jun) ¹³		Outlays ¹³
	Recovery Dollars	Projects	Recovery Dollars	Projects	Recovery Dollars	Projects	Recovery Dollars	Total Leveraged Dollars	Projects	Recovery Dollars	Recovery Dollars
State	\$972,275,620	98	\$1,356,707,100	98	\$1,144,901,421	84	\$840,047,761	\$1,403,509,201	7	\$53,536,523	\$244,497,333
Region ¹¹	\$1,597,292,700	865	\$1,589,336,383	827	\$1,371,974,955	440	\$826,936,540	\$1,164,820,041	72	\$211,324,581	\$122,516,252
Flex ¹⁰	(\$27,418,195)	-	-	-	-	-	-	-	-	-	-
Total	\$2,542,150,125	963	\$2,946,043,483	925	\$2,516,876,376	524	\$1,666,984,301	\$2,568,329,242	68	\$264,861,104	\$367,013,585

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	\$24,214,179	\$24,214,179	\$24,214,179
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	\$1,097,840,008	\$1,133,528,934	\$1,097,840,008

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 FHWA & 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.

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

⁴ Construction contracts awarded to contractors.

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.

¹¹ Appropriation is reduced by FHWA Flex Funds transferred to FTA for transit projects.

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

¹³ 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.