

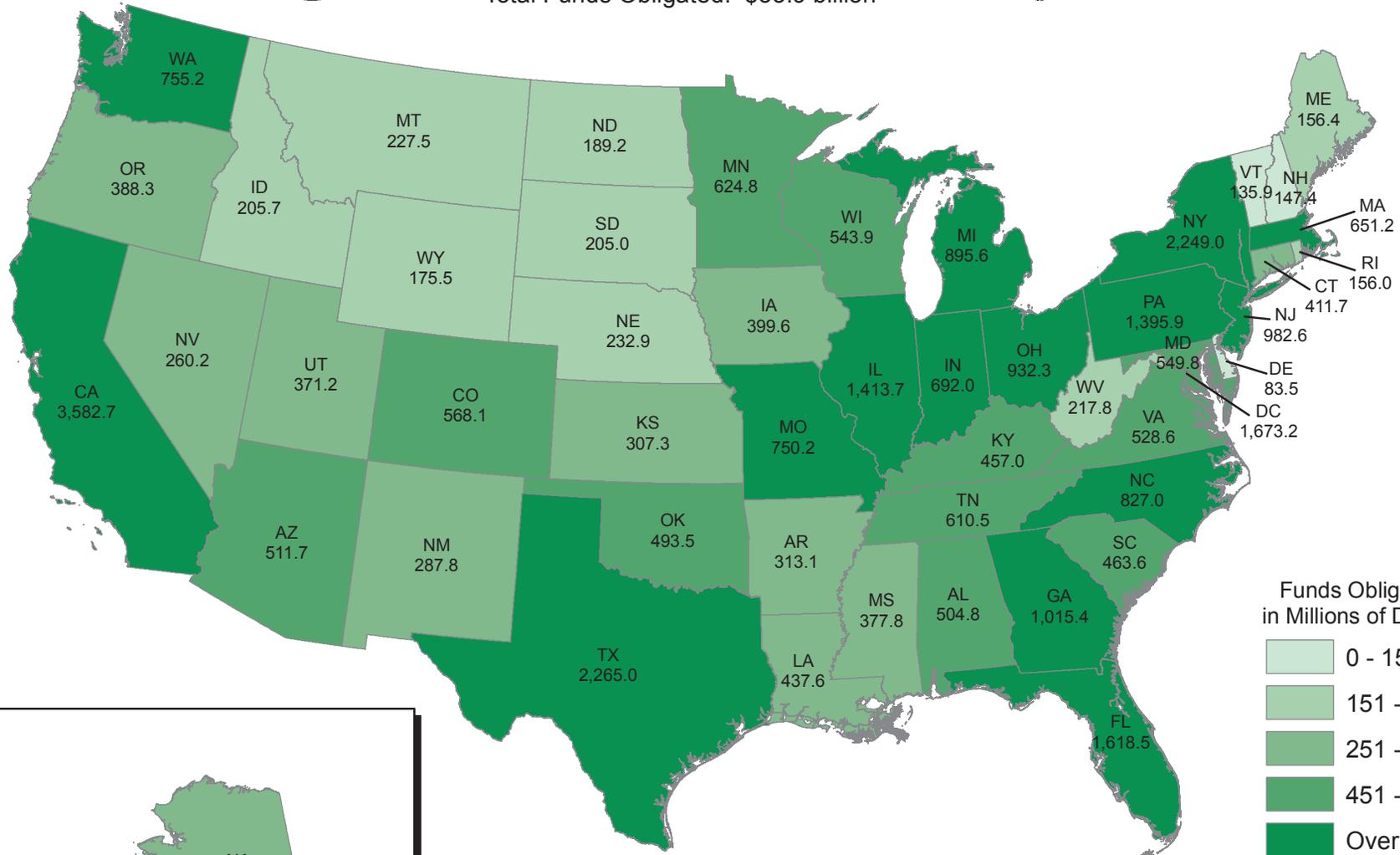


# Recovery Act Projects - Funds Obligated

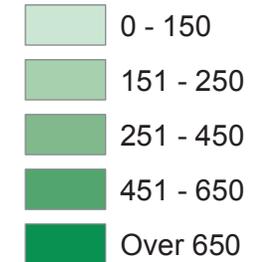
as reported January 29, 2010  
Total Funds Obligated: \$33.9 billion



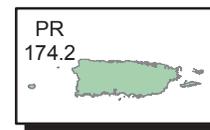
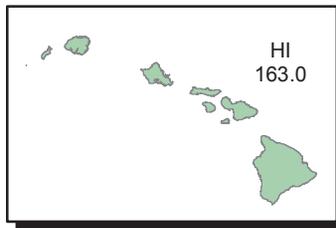
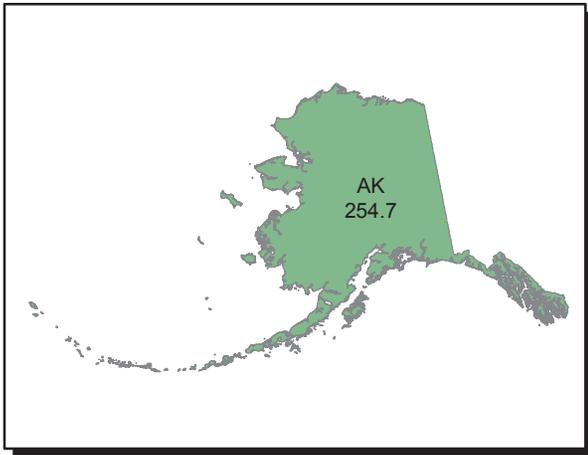
Tab 40  
February 24-25, 2010  
Attachment



Funds Obligated  
in Millions of Dollars



Notes: The other U.S. Territories have received grants totaling \$48.8 million. The funds listed for DC include a \$1.3 billion grant to AMTRAK.



Compiled by: USDOT  
Source: Grants Information System January 29, 2010



**Caltrans Recovery Act Program Status for the Week of February 22, 2010**

HIGHWAYS											
Program	Appropriation <sup>1</sup>	Certifications <sup>2,13</sup>		Obligations <sup>3,13</sup>		Awards <sup>4,13</sup>			Projected Awards (Feb-Apr) <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	\$972,275,620	97	\$1,352,207,100	96	\$1,143,886,402	76	\$777,250,704	\$1,340,712,144	14	\$226,361,074	\$189,080,494
Region <sup>11</sup>	\$1,597,292,700	865	\$1,589,336,383	811	\$1,398,263,723	440	\$826,936,540	\$1,164,820,041	89	\$229,605,309	\$86,754,969
Flex <sup>10</sup>	(\$27,418,195)	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>\$2,542,150,125</b>	<b>962</b>	<b>\$2,941,543,483</b>	<b>907</b>	<b>\$2,542,150,125</b>	<b>516</b>	<b>\$1,604,187,244</b>	<b>\$2,505,532,185</b>	<b>103</b>	<b>\$455,966,383</b>	<b>\$275,835,463</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>

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	\$889,794,638
5307 Flex <sup>10</sup>	\$24,214,179	\$24,214,179	\$24,214,179
5309 <sup>5</sup>	\$66,171,889	\$66,171,889	\$66,171,889
5309 Flex <sup>10</sup>	\$3,200,000	\$3,200,000	\$0
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>\$1,097,840,008</b>	<b>\$1,133,528,934</b>	<b>\$1,016,121,006</b>

HIGH SPEED & INTERCITY PASSENGER RAIL				
Nationally Available Grants (All Tracks) <sup>8</sup>		\$8,000,000,000		
Track	Applications		Awards	
	Applications	Requested Recovery Dollars	Projects	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
<b>Total</b>	<b>42<sup>9</sup></b>	<b>\$1,158,555,000</b>	TBD	<b>\$100,200,000</b>

TIGER DISCRETIONARY		
Nationally Available Grants		\$1,500,000,000
Grant Awards <sup>7</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	\$449,000,000
Alameda Corridor East - Colton Crossing	\$33,800,000	\$198,300,000
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	
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 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.

<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> Grants will be awarded by the USDOT to the agency best suited to administer the project.

<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.



**Name:** Doyle Drive Replacement

**Location:** San Francisco, CA

**Sponsor:** San Francisco County Transportation Authority and California Department of Transportation

**Total Cost:** \$1,045,000,000

**TIGER Funding:** \$46,000,000

### Project Description:

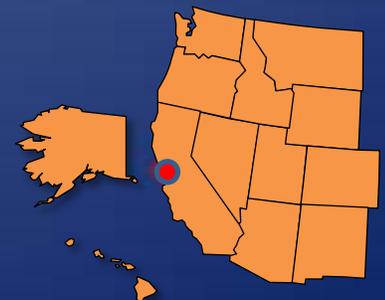
TIGER funds will close the gap in a \$1.045 billion financing package for the replacement of Doyle Drive in San Francisco County. The project will help create the new Presidio Parkway, which includes construction of a high-viaduct structure between the Park Presidio Interchange and San Francisco National Cemetery, maintenance of existing parking and improvements in pedestrian access. The project will improve an important commuter route for both highway and transit riders in an environmentally enhanced way and within the existing footprint.

### Highlights:

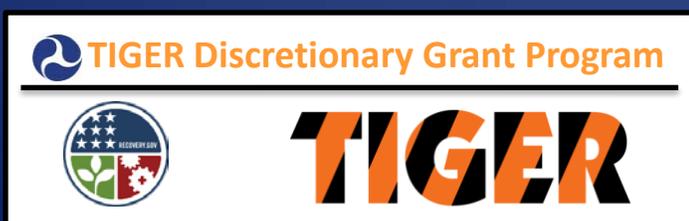
- ❑ Replaces a bridge rated by the Federal Highway Administration as the fifth worst bridge in the nation and the worst in California for structural sufficiency
- ❑ Improves seismic, structural and traffic safety on a bridge that poses significant safety and economic risks should an earthquake occur
- ❑ Transforms an unsafe and deteriorated road into one that is safe and reflects its setting within the largest urban national park in the nation.

### Project Benefits:

The Doyle Drive Replacement Project will improve the seismic, structural and traffic safety of Doyle Drive while remaining sensitive to the Presidio as a National Park. Built in 1936, the current highway no longer meets acceptable standards for withstanding earthquakes; its bridges and viaducts do not meet structural integrity standards; and it lacks capacity to safely handle the large volume of daily traffic .



WEST





**Name:** Otay Mesa Port-of-Entry I-805/SR-905 Interchange

**Location:** San Diego, CA

**Sponsor:** San Diego Association of Governments

**Total Cost:** \$449,000,000

**TIGER  
Funding:** \$20,200,000

### Project Description:

The project will fund a critical interchange linking I-805 in San Diego to the new SR-905 highway now under construction. Once complete, the project will provide a direct 6-lane highway link to the Otay Mesa Port of Entry at the Mexican border, with reduced grades and improved shoulders. Otay Mesa is the largest freight border crossing between California and Mexico. International freight will use the new highway instead of using heavily congested Otay Mesa Road. Construction of SR-905 began in April 2008 and the TIGER funds will be used to complete the final interchange, linking SR-905 with I-805. The TIGER grant is four percent of the total \$449 million cost of completing SR-905.

### Highlights:

- ❑ Provides last portion of funding needed for project with strong non-Federal funding
- ❑ Completes the “last mile” intermodal connector, which is critical to realizing the full benefit of the new SR-905 highway
- ❑ Provides substantially faster travel speeds, accommodates the movement of significantly more freight, improves safety and greatly reduces emissions

### Project Benefits:

Completing this Interstate connection is a high priority for reducing congestion at the border on a major international freight route. The project will improve efficiency and reliability in the movement of goods and services and will reduce border wait times. The project will also allow redevelopment of the local road currently used by freight traffic.



WEST

 **TIGER Discretionary Grant Program**



**TIGER**



**Name:** Alameda Corridor East: Colton Crossing  
**Location:** Colton, CA  
**Sponsor:** California Department of Transportation  
**Total Cost:** \$198,300,000  
**TIGER Funding:** \$33,800,000

### Project Description:

The project eliminates the mainline at-grade rail crossing of the Union Pacific Railroad and the BNSF Railway at Colton in San Bernardino County. This crossing is on the major east-west corridor for each of the two carriers, and at its peak in 2006 the crossing handled 129 trains a day. The trains that wait and queue behind the crossing create a major choke point for traffic moving to and from Southern California.

### Highlights:

- ❑ Addresses one of the most significant choke points for freight moving into and out of the California ports of Los Angeles/Long Beach
- ❑ Eliminates the need for trains to idle as they wait for a “crossing window,” accommodates future increases in passenger and commuter train service, and reduces delays for motorists at 24 rail-highway grade crossings affected by Colton Crossing railway congestion
- ❑ Leverages Federal investment with significant State and private railroad contributions
- ❑ The project is in San Bernardino County, an economically distressed area

### Project Benefits:

The project will reduce travel time, save on inventory costs and improve reliability for the movement of goods across the country. Approximately 40 percent of all containerized traffic entering or leaving the United States passes through the ports of Los Angeles and Long Beach. More than 60 percent of the volume from these ports is moved inland through the L.A. Basin and the vast majority of this volume moves via rail over Colton Crossing. The crossing is also of vital importance to California’s local economy, as 40 percent of its traffic is not port related.



# California's Green Trade Corridor



**Name:** California Green Trade Corridor/Marine Highway Project

**Location:** Oakland, Stockton & West Sacramento, CA

**Sponsor:** Ports of Oakland, Stockton & West Sacramento

**Total Cost:** \$69,300,000

**TIGER Funding:** \$30,000,000

## Project Description:

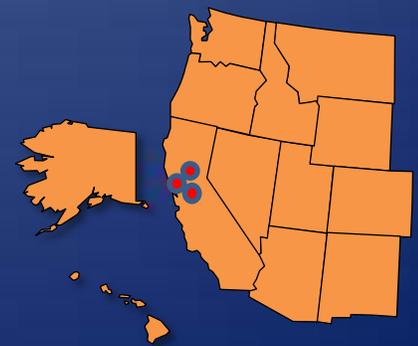
The project is a collaborative effort of three regional ports in California to develop and use a marine highway system as an alternative to existing truck and rail infrastructure. The Port of Oakland along with the inland Ports of Stockton and West Sacramento have formed a partnership to provide freight service via barge, primarily for consumer goods moving by ocean vessel and agricultural products grown in Central California.

## Highlights:

- Supports an innovative partnership to create a marine highway alternative for high-value freight in Northern and Central California
- Strengthens import and export markets and increases the economic competitiveness of California and the Nation
- Each of the three ports to be upgraded--Oakland, Stockton and West Sacramento--is in an economically distressed area

## Project Benefits:

The marine highway project will improve the quality of life for Northern Californians by reducing greenhouse gas emissions and air pollutants and relieving congestion and wear-and-tear on Northern and Central California's highways. The project will help reduce round-trip and overall truck miles traveled to and from distribution centers and port facilities in the area, with corresponding savings in fuel costs achieved by shipping goods by barge rather than exclusively by truck.



WEST

