State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

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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 report for state and regional agency projects as of December 31, 2011 or noted on attachments.

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 approximately $165 million in funding for specific projects. The rail funds remain available until September 30, 2012. The Department has obligated approximately $165 million for ten projects.

The Department was also awarded $951,431, by the US Environmental Protection Agency, from the National Clean Diesel Grant Program to retrofit 55 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 were de-obligated and the fifth will also be de-obligated. In addition, California airports have directly received approximately $ 84.4 million in aviation grants for 22 projects.

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 that 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.

The Department adjusted the obligation amount for 6 projects by $1.6 million. These “upward cost adjustments” are allowed by FHWA to cover cost increases for Recovery Act funded projects. The Department is able to use up to the State’s share or ceiling amount of $2.3 million, provided there are funds available due to de-obligations of Recovery Act funds. The majority of the funds de-obligated are savings due to projects being closed and it is anticipated that additional funds will be de-obligated as more projects are closed out.

Attachments

Recovery Act - Highways Program

December 31, 2011

Appropriation[1]		Obligations								Awards[3]			Outlays[5]		Closed	Forecast of Inactive Obligations[6]	
	Recovery Dollars	Appropriation Source	Projects [2A]	Recovery Dollars[2] 9/30/2010	Projects Deobligated	Deobligations	Total Recovery Dollars	Obligation Adjustments[2B]	Adjusted Total Recovery Dollars	Projects	Recovery Dollars	Total Leveraged Dollars[4]	Projects	Recovery Dollars	Projects	Projects	Recovery Dollars
State[9]	**$972,275,620**	***State Highway System Projects***															
		State	94	$708,151,180	7	1,257,781	$706,893,399		$706,893,399	94	$708,151,180	$832,176,734	94	$577,382,900	6	1	$ 521,475
		State (Locally Administered)[11]	5	$9,577,570		-	$9,577,570	$70,181	$9,647,751	5	$9,647,751	$12,741,189	5	$5,991,045			
		State & Region (State $)[7]	7	$252,357,702			$252,357,702		$252,357,702	7	$252,357,702	$1,373,524,251	7	$411,854,874			
		State & Region (Region $)[7]		$319,848,189		-	$319,848,189	$469,712	$320,317,901		$320,317,901						
		Region (State Administered, Region $)	16	$303,410,205	1	$84,000	$303,326,205	-	$303,326,205	16	$303,410,205	$387,771,208	16	$211,163,059			
		Region[8] (Region $)	20	$78,501,879	1	$0	$78,501,879		$78,501,879	20	$78,501,879	$167,667,373	20	$60,719,990	1		
		Subtotal	**142**	**$1,671,846,725**	**9**	**$1,341,781**	**$1,670,504,944**	**$539,893**	**$1,671,044,837**	**142**	**$1,672,386,618**	**$2,773,880,755**	**142**	**$1,267,111,868**	**7**	**1**	**$521,475**
Region[9]	**$1,597,292,700**	***Local Highway System Projects[8]***															
		Region	837	$865,277,740	225	$10,360,914	$854,916,826	$1,067,178	$855,984,004	835	$866,344,918	$1,091,272,257	830	$727,849,415	453	3	$1,416,305
		State & Region (Region $)	2	$1,478,800			$1,478,800		$1,478,800	2	$1,478,800	$3,516,730	2	$1,926,800			
		State & Region (State $)		$1,023,185			$1,023,185		$1,023,185								
		State	1	$1,200,000			$1,200,000		$1,200,000	1	$1,200,000	$1,200,000	1	$1,200,000			
		Subtotal	**840**	**$868,979,725**	**225**	**$10,360,914**	**$858,618,811**	**$1,067,178**	**$859,685,989**	**838**	**$870,046,903**	**$1,095,988,987**	**833**	**$730,976,215**	**453**	**3**	**$1,416,305**
Flex[10]	**($28,741,870)**																
Total	**$2,540,826,450**	**Total**	**982**	**$2,540,826,450**	**234**	**$11,702,695**	**$2,529,123,755**	**$1,607,071**	**$2,530,730,826**	**980**	**$2,542,433,521**	**$3,869,869,742**	**975**	**$ 1,998,088,083**	**460**	**4**	**$1,937,780**
		Total State Obligation		**$972,309,637**													
		Total Region Obligation		**$1,568,516,813**													

[1] Total funds apportioned to state by FHWA and as distributed by California law AB 3X-20 ($2,569,568,320).

[2] Obligations as of September 30, 2010.

[2A] Includes number of projects obligated as of September 30, 2010 deadline to obligate funds. Two projects were withdrawn after this date.

[2B] Increase in Obligation amounts as allowed by Upward Cost Adjustments. California's ceiling is $2.3 million provided funds are available due to deobligations.

[3] Construction contracts awarded

[4] Total Leveraged Dollars include all fund sources.

[5] Outlays are eligible project expenditures reimbursed by FHWA.

[6] Forecast of Inactive Obligations are projects at risk of deobligation if expenditures are not reimbursed by FHWA within 90 days. The at risk day is based on the obligation amount and date, last rerimbursed expenditure date. Projects will be removed from this summary once the reimbursement is made by the FHWA. Data as of December 28, 2011. Projects for: Imperial County, Placer County, Inglewood and Caltrans.

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

[12] Deobligations due to project savings, project close out, or projects withdrawn (2) after September 30, 2010.

Recovery Act Program - Non Highway Programs
December 31, 2011

TIGER (Discretionary) - USDOT

Nationally Available Grants $1,500,000,000

Project	TIGER Awards	Total Leveraged Dollars	Obligations by CT	Outlays	Deobligations	Forecast of Inactive Obligations[9]
Doyle Drive Replacement (US-101)	$46,000,000	$1,045,000,000	$46,000,000	$15,766,708		
Otay Mesa POE (805/905 Interchange)	$20,200,000	$198,300,000	$20,200,000	$11,407,176	$2,293,686	
Alameda Corridor East - Colton Crossing	$33,800,000	$449,000,000	$33,800,000	$1,000,000		
CA Green Trade Corridor Marine Highway[8]	$30,000,000	$69,300,000				
Total	**$130,000,000**	**$1,761,600,000**	**$100,000,000**	**$28,173,884**	**$2,293,686**	

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**	**$815,258**

AVIATION (Discretionary) - FAA

Nationally Available Grants **$1,300,000,000**

Projects	Awarded Amount[4]	Obligations	Outlays
22	**$84,408,537**	*Grants awarded by FAA directly to airports*	

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	Obligations	Outlays
1	38	$1,149,322,000	10	$164,905,755	10	$164,905,755	$4,578,414
Total	**38**	**$1,149,322,000**	**10**	**$164,905,755**	**10**	**$164,905,755**	**$4,578,414**

ON-THE-JOB TRAINING / SUPPORTIVE SERVICES (Discretionary) - FHWA[7]

Projects	Awarded Amount	Obligations by CT	Projects Deobligated	Deobligations	Adjusted Obligations	Outlays
9	**$1,440,979**	**$1,440,979**	**4**	**$459,840**	**$981,139**	**$231,740**

FEDERAL TRANSIT (Formula Distribution) - FTA

Program	Projects	Recovery Dollars[1]	Obligations by CT[2]	Outlays
5307[3]		$968,313,640		
5307 Flex[6]		$26,764,736		
5309[3]		$66,171,889		
5309 Flex[6]		$3,200,000		
5311	136	$33,963,166	$33,963,166	$26,805,710
5311 Flex[6]	2	$1,977,134	$1,977,134	$1,244,406
Total	**138**	**$1,100,390,565**	**$35,940,300**	**$28,050,116**

[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. Reflect most current award amounts.

[5] FRA allocates funds to specific projects.

[6] FHWA Funds transferred by regions from FHWA to FTA for transit projects. Amount total $28,741,870.

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

[8] Grant funding does not flow through the Department.

[9] Forecast of Inactive Obligations are projects at risk of deobligation if expenditures are not reimbursed by FHWA within 90 days. The at risk day is based on the obligation amount and date, last rerimbursed expenditure date. Projects will be removed from this summary once the reimbursement is made by the FHWA. There are no projects at risk as January 25, 2012.