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National Capital Region Transportation Planning Board

American Recovery & Reinvestment Act Regional Information Center

TRANSPORTATION

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Overview

As the Metropolitan Planning Organization for the National Capital Region, the Transportation Planning Board (TPB) is responsible for maintaining the region's Financially Constrained Long-Range Transportation Plan (CLRP) and the six-year Transportation Improvement Program (TIP). State and local jurisdictions seeking federal funds for transportation projects are required to include those projects in a regionally approved long range plan and to program funds they expect to obligate over the next six years in the TIP.

Signed into law on February 17, 2009, the American Recovery and Reinvestment Act of 2009 (ARRA) provides over \$48 billion for transportation, including \$27.5 billion for highway infrastructure investment, \$8.4 billion for transit capital assistance, \$8 billion for high speed rail, \$1.5 billion for a competitive grant program for surface transportation, and \$1.3 billion for Amtrak.

It is estimated that the District of Columbia will receive \$123.5 million, Maryland \$431 million (\$129 million sub-allocated to urban areas) and Virginia \$694.5 million (\$208 million sub-allocated to urban areas) in highway formula funds. The Washington Metropolitan Area is also expected to receive \$230 million in transit capital assistance.

The first step in the utilization of these funds is to include them in the region's six-year Transportation Improvement Program. At its meeting every month the TPB will approve any amendments to the current FY 2009-2014 TIP, and be notified of any administrative modifications (changes in funding below a certain threshold) that have been processed for projects using ARRA funds.

One of the key elements of ARRA is the need for transparency. The federal government has set up the recovery.gov web site to enhance the accountability and transparency of all federal stimulus funding. This Transportation web page has been established to track transportation projects in the metropolitan Washington region that are receiving stimulus funding. All transportation projects receiving ARRA funds will be listed here. Links to further agency information will be provided, where available.

TPB Activities

In addition to the funds provided directly to the District and state DOTs and regional transit agencies, the American Recovery and Reinvestment Act includes a \$1.5 billion

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competitive grant program with up to \$300 million available to each state and the District of Columbia. The National Capital Region Transportation Planning Board (TPB) is preparing a grant application to fund a Pilot Rapid Transit Program.

Washington Examiner article: Locals Seeking Stimulus Cash for New Bus Network

Updates

Washington, D.C.

As of March 18, 2009, the District of Columbia Department of Transportation (DDOT) has programmed the full \$123.5 million that it received through ARRA. Additionally, the Eastern Federal Lands Highway Division of the Federal Highway Administration (EFL-FHWA) has programmed \$23.3 million of ARRA Park Roads funding.

On March 18, DDOT requested an amendment to the FY 2009-2014 TIP to add ARRA funding to the following six projects:

• Bicycle sharing program (SmartBike)	\$3 million
• Rehabilitation of New York Ave. NE bridge over railroad	\$40 million
• Replace Eastern Ave. bridge over Kenilworth Ave.	\$12 million
• Mt. Vernon Streetscape Improvements: K St. NW from 7th St. to New Jersey Ave.	\$5.5 million
• Safe Routes to School program	\$4 million
• Citywide streetlight construction	\$2.3 million
• Resurfacing of the Southeast-Southwest Freeway	\$1 million

On March 18 DDOT also requested an administrative modification of the FY 2009-2014 TIP to add ARRA funds to the following projects:

• Reconstruction of 18th St. NW from Florida Ave. to Massachusetts Ave	\$6.95 million
• Reconstruction of Western Ave. NW from Chestnut to Oregon Ave	\$3.05 million
• Uninterruptible power supply for traffic signals	\$1.1 million
• Great Streets Program: Pennsylvania Ave. SE	\$20 million
• Streetscape improvements on 17th St. NW from Massachusetts Ave. to New Hampshire Ave.	\$8.2 million
• Streetscape improvements on Sherman Ave. NW from Park Rd. to Florida Ave.	\$4.8 million
• Central Business District (CBD) streetscaping	\$7.7 million
• Build missing sidewalk links	\$3.9 million

The Eastern Federal Lands Highway Division of the Federal Highway Administration also requested an amendment to the TIP on March 18 to add ARRA funds to the following projects in the District of Columbia:

• Rehabilitate Constitution Ave. NW from 15th St. to 23rd St.	\$9.4 million
• Rehabilitate Ohio Dr. and Old Constitution Ave.	\$2.6 million
• Resurface Madison Dr. along the Mall	\$472,000
• Rehabilitate Beach Dr. in Rock Creek Park	\$9.45 million
• Resurface Pennsylvania Ave., Jackson Place and Madison Place near the White House.	\$1.4 million

For more information, visit Recovery.DC.Gov.

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Maryland

As of April 15, 2009 the Maryland Department of Transportation (MDOT) has programmed \$129.2 million of ARRA funds on state road projects in the Washington region. Additionally, the Eastern Federal Lands Highway Division of the Federal Highway Administration (EFL-FHWA) has programmed \$40.4 million of ARRA Park Roads funding on projects in the Maryland suburbs around Washington.

On February 18, MDOT requested an administrative modification of the TIP to program ARRA funds on the following projects:

• I-95 median from I-145 to MD 100	\$200,000
• Various guardrail locations in Montgomery and Prince George's Counties	\$1.0 million
• Various ADA contracts (including MD 337) in Montgomery and Prince George's Counties	\$4.0 million
• Various ADA contracts in Frederick County	\$600,000
• MD 80 Fingerboard Road at Ijamsville Rd./Big Woods Rd.	\$1.8 million
• Various signal reconstructions in Montgomery and Prince George's Counties	\$5.7 million
• I-70 from Bridge Structure 1013800 to Hollow Road	\$4.3 million
• I-270 NB from Bennett Creek Bridge to MD 80	\$1.0 million
• MD 650 from Milestone Drive to Venice Drive	\$2.1 million
• Charles County areawide resurfacing	\$4.6 million
• I-495 from Potomac River Bridge to MD 80	\$11.9 million
• Montgomery/Prince George's Safety Improvements for Resurfacing	\$400,000
• Montgomery County Areawide Resurfacing	\$4.6 million
• Montgomery County Areawide Resurfacing	\$4.6 million
• Prince George's County Areawide Resurfacing	\$4.6 million
• Prince George's County Areawide Resurfacing	\$4.6 million
• MD 193 from MD 586 to Arcola Ave	\$4.5 million
• US 15 SB from north of Catoctin Hollow Rd. to MD 26 Bridge	\$4.5 million
• MD 187 from south of Center Dr. to N. Brook Lane	\$2.6 million
• Frederick County, Safety improvements w/ resurfacing projects	\$200,000
• Frederick County Areawide Resurfacing	\$4.6 million
• Clean/paint 10 bridges in Prince George's County	\$1.7 million
• Various bridges on US 1, MD 201, MD 202, MD 212, MD 500	\$1.7 million
• Southbound platform rehabilitation at MARC Laurel Station	\$2.0 million *

* Amount modified by a later adjustment.

The Eastern Federal Lands Highway Division of the Federal Highway Administration requested an amendment to the TIP on March 18 to program ARRA funds on the following projects in Maryland:

• Smoothride improvements on the Baltimore Washington Parkway	\$22.2 million
• Replace/Relocate Light Poles on Southbound Baltimore Washington Parkway Near Route 50	\$1.2 million
• Rehabilitate Springfield Road at Baltimore Washington Parkway and Powder Mill Road	\$1.09 million
• Smoothride Improvements on Suitland Parkway from MD 4 to the DC line	\$15.9 million

On April 14 MDOT requested a second administrative modification to the TIP to program ARRA funds on the following projects:

• Wetland planting and reforestation (Montgomery and Prince George's Counties)	\$400,000
• Wetland planting and reforestation (Frederick County)	\$100,000
• I-70 at I-270 interchange beautification	\$500,000
• US 50 at I-495/I-95 interchange beautification	\$500,000
• Dynamic message sign deployment (Frederick, Montgomery and Prince George's Counties)	\$1.3 million
• Traffic detection at signalized intersections (Frederick, Montgomery and Prince George's Counties)	\$600,000
• Sign lighting system improvements (Frederick, Montgomery and	\$300,000

Prince George's Counties)	
• Upgrade signals to LED with battery backups (Frederick, Montgomery and Prince George's Counties)	\$1.7 million
• Interstate highway lighting (Frederick, Montgomery and Prince George's Counties)	\$5.6 million
• Traffic signal reconstruction on US 29 from MD 410 to Wayne Ave. (Montgomery County)	\$2.3 million
• Intersection improvements at MD 212 and Allview Dr./Evans Tr. (Prince George's County)	\$1.4 million
• Resurface MD 650 from MD 410 to Holton Ln. (Montgomery and Prince George's Counties)	\$3.3 million
• Resurface US 1 from MD 410 to Albion Rd. (Prince George's County)	\$1.6 million
• Resurface MD 212 from DC line to Sargent Rd.(Prince George's County)	\$2.5 million
• Resurface MD 214 from Cindy Ln. to Brightseat Rd. (Prince George's County)	\$3.6 million
• Resurface MD 410 from MD 201 to Riverdale Rd. (Prince George's County)	\$4.2 million
• Resurface I-95 from MD 5 to Darcy Rd.(Prince George's County)	\$7.2 million
• Berwyn Rd. over Indian Creek bridge deck replacement	\$1.0 million
• Forestville Rd. over I-95, bridge deck replacement	\$1.5 million
• MD 725 over Federal Spring Branch, bridge replacement	\$2.0 million
• MD 201 over I-95, bridge deck replacement	\$5.0 million
• MD 28 at MD 586, intersection safety improvements	\$1.7 million
• MD 401 at MD 500, intersection safety improvements	\$1.7 million
• Southbound platform rehabilitation at MARC Laurel Station and MARC Muirkirk Sidewalk Retaining Wall Repair	\$2.3 million ^[1]
^[1] Reduced ARRA funding by \$600,000 from February 18 adjustment.	

For more information, visit [MDOT's Recovery web site](#).

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Virginia

As of April 15, 2009 the Virginia Department of Transportation (VDOT) has programmed \$46.3 million on road and transit projects in Northern Virginia while EFL-FHWA has programmed \$10.4 million.

On March 18, VDOT requested an [amendment to the TIP](#) to program ARRA funds on behalf of the Potomac and Rappahannock Transportation Commission (PRTC) and the Virginia Rail Express (VRE) for the following transit projects:

• Capital cost of contracting for the operation and maintenance of the OmniRide and OmniLink bus services.	\$3 million
• PRTC Bus Shelter Program in Prince William County and the Cities of Manassas and Manassas Park	\$30,000 *
• PRTC Bus Acquisition/Replacment Program	\$836,000 *
• VRE Rolling Stock Acquisition	\$9.7 million
• VRE Stations and Facilities	\$98,000

* Amount modified by a later amendment.

The Eastern Federal Lands Highway Division of the Federal Highway Administration requested an [amendment to the TIP](#) on March 18 to program ARRA funds on the following projects in Virginia:

Reconstruct the Mount Vernon Trail Near the George Washington Memorial Parkway's Humpback Bridge	\$1.5 million
Rehabilitate Washington Marina Parking Lots and Access Roads at George Washington Memorial Parkway	\$1.3 million
Resurface New York Avenue and Chinn Ridge Road in Manassas	\$510,000
Battlefield National Park and Construct a Handicap Accessible Trail	

Resurface Public Roads, Parking and Picnic Areas in Prince William Forest Park	\$4.05 million
Construct a Pedestrian Access Bridge Over the Dulles Access and Toll Roads in the Vicinity of Wolf Trap National Park	\$3 million

On April 15, VDOT requested an amendment to add ARRA funds to three transit projects and another amendment to place ARRA funds on a set of pavement and bridge rehabilitation/replacement projects described below.

• FRED Bus Stop Signage and Bus Shelter Program in the City of Fredericksburg, Stafford County	\$114,000
• PRTC Bus Shelter Program in Prince William County and the Cities of Manassas and Manassas Park	\$38,000[1]
• PRTC Bus Acquisition/Replacement Program	\$757,000[2]
• Pavement rehabilitation on segments of routes US 1, VA 235, VA 236, VA 241 and VA 242 in Fairfax County.	\$11.417 million
• Pavement rehabilitation on segments of routes US 1, US 15, VA 28, US 29, VA 55 and VA 234 in Prince William County.	\$5.738 million
• Pavement rehabilitation on segments of routes VA 27, US 29, VA 110, VA 124, VA 237 and VA 309 in Arlington County.	\$9.481 million
• Pavement rehabilitation on segments of routes VA 7, VA 9 and VA 287 in Loudoun County.	\$4.415 million
• Bridge superstructure replacement on VA 609 over Sand Branch and VA 719 over Butchers Creek	\$1.518 million

[1] Decreased ARRA funding by \$1,000 from the amount in March 18 amendment.

[2] Decreased ARRA funding by \$79,000 from the amount in March 18 amendment.

On May 7, 2009, Transportation Secretary Ray LaHood announced that nine transit projects around the country would be receiving \$742.5 million in federal Recovery Act funds. The funds include \$77.3 million for the Dulles Corridor Metrorail Extension project in Northern Virginia. These ARRA funds do not increase the federal commitment to the project, but expedite funds committed under the agreement between the federal government and the transit agencies. [Read more.](#)

For more information, visit Stimulus.Virginia.gov.

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Washington Metropolitan Area Transportation Authority

As of April 15, 2009 the Washington Metropolitan Area Transit Authority (WMATA) has programmed \$202 million in ARRA funding. The remaining \$28 million in ARRA transit funding has been suballocated to other transit providers in the region.

On February 18, WMATA requested an [amendment to the FY 2009-2014 TIP](#) to add ARRA funding to the following six projects:

• Railcar Inspection and Test Facility	\$48 million
• Bus Body and Paint Shop - Carmen Turner Facility	\$30 million
• Energy Efficient Station Lighting	\$24.2 million
• Replacement of Oldest Buses	\$24 million*
• Replacement of Crumbling Platforms	\$16 million
• Rehabilitation of the Red Line from Rhode Island Avenue to Judiciary Square	\$12 million
• MetroAccess Fleet Expansion and Replacement	\$8.8 million*
• Bus Garage Restroom Rehabilitation	\$7.6 million
• Track Maintenance Equipment - Heavy-Duty Maintenance Equipment Trains	\$7.5 million
• Service Vehicle Replacements	\$6 million
• Sensitive Data Protection Technology	\$4.9 million
• Track Maintenance Equipment - 60-Ton Crane for Track Work	\$4 million
• Track Welding Program to Repair Defects	\$3.9 million

• SmarTrip Upgrade Kit for Machines	\$3.5 million
• Bus Real-Time, Route and Schedule Systems	\$3 million
• Bus Garage Security	\$3 million
• Communications Equipment for Operations Control Center	\$3 million
• Bus Replacement Components	\$2.8 million
• Updated Platform Real-Time Signs	\$2.5 million
• Emergency Tunnel Evacuation Carts	\$2 million*
• Track Maintenance Equipment - Power Tool Equipment Replacement	\$2 million*
• Document Management System	\$2 million
• Bus Engine Fluid Alert System	\$1.5 million
• Track Pad/Shock Absorber Rehab	\$1.03 million
• Metro Center Sales Office Replacement	\$1 million
• Underground Communications Radios	\$1 million
• Kiosk & Train Control Computers	\$750,000
• Station Alarm/Chemical Sensors	\$4 million
* Amount modified by a later amendment.	
† Project deleted by a later amendment.	

On April 15, WMATA requested a second amendment of the TIP to make the following corrections to the February 18 amendment:

• Replacement of Oldest Buses	\$27.03 million ^[1]
• MetroAccess Fleet	\$3.78 million ^[2]
• Railcar Inspection and Test Facility	(deleted)
• Energy Efficient Station Lighting	(deleted)
• Emergency Tunnel Evacuation Carts	\$1 million ^[3]
• Replacement of Southeastern Bus Garage	\$30.55 million
• Heavy-Duty Track Equipment	\$11.56 million
• Financial System Integration	\$5 million

^[1] Increased ARRA funding by \$3.3 million from the Feb. 18 amendment.

^[2] Decreased ARRA funding by \$5.02 million from the Feb. 18 amendment.

^[3] Decreased ARRA funding by \$1 million from the Feb. 18 amendment.

For more information, visit

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Metropolitan Washington Council of Governments

American Recovery & Reinvestment Act Regional Information Center

COG Initiative: Pilot Rapid Transit Program

Situation and Opportunity:

Although the current economy has strained budgets, both public and private, the 2009 American Reinvestment and Recovery Act (ARRA) provides an opportunity to be thinking and planning differently. Transportation stimulus funding includes a \$1.5 billion competitive grant program, with up to \$300 million available to each state and the District of Columbia. In order to be nationally competitive, the region's submission must **prove that it is nationally or regionally significant and can be completed by 2012**. These limitations point to transit running-way improvements as a solution that can extend across the region with limited funds and on an even more limited time frame.

Enhanced transit has been building momentum in the region in recent years. Multiple projects around the region are either under construction or are being considered to provide right-of-way for enhanced transit: I-495 and I-395 HOT Lanes, K Street Busway, and the Veirs Mill Road bus enhancement project. WMATA has also begun a new reorganization and rebranding effort with service and running-improvements for the region's top 25 bus lines. The Transportation Planning Board is also currently developing a long term vision for the region with its CLRP Aspirations Scenario, which combines a land use strategy focused on the region's activity centers with a regional bus rapid transit network operation on tolled lanes for 2030.

Issue:

Current transit systems are hurting and demand is rising. It is possible to increase levels of transit service without increasing operating costs; and in the short term with relatively minimal investment. It is also possible to make transit running-way improvements that are truly multimodal in impact; benefiting all roadway users, including drivers, transit riders, bicyclists and pedestrians.

Solution:

Explore the possibility of a pilot rapid transit program to demonstrate how enhanced transit can improve regional mobility and tangibly move us toward a greater regional rapid transit system.

Goal:

Use ARRA transportation stimulus funding to capitalize on the existing momentum towards enhanced transit. The goal of the proposed program is to improve transit service to make it high quality enough that it attracts new riders and also encourages more transit oriented development in economically underutilized places.

Outcomes:

- Current priority corridors with dedicated lanes, new striping and traffic signal priority where feasible and appropriate.
- Enhanced permanent transit stations with distinctive branding, off-board payment, and multi-door and level boarding.