

National Capital Region Transportation Planning Board

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MEMORANDUM

Freight Subcommittee - 5/14/2009 - Item #4

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director, Department of
Transportation Planning

SUBJECT: Summary of American Recovery and Reinvestment Act of 2009

DATE: February 18, 2009

The American Recovery and Reinvestment Act of 2009 was signed into law this week on February 17, 2009 and includes a substantial funding infusion into the nation's transportation system. The final version of the \$789 billion legislation contains 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. This memorandum summarizes the funding details for each of these broad transportation funding categories.

Highway Infrastructure Investment, \$27.5 billion

For highway infrastructure investment, a total of \$27.5 billion will be administered through the Federal Highway Administration (FHWA).

For all highway projects, priority will be given to projects expected to be complete within three years and in economically distressed areas.

Of this \$27.5 billion, \$900 million will be set aside for the following:

1. Puerto Rico highway program, \$105 million
2. Territorial highway program, \$45 million
3. Ferry boats and terminals, \$60 million
4. Competitive discretionary grants to states with priority given to projects projected to be complete within two years, \$60 million
5. Indian reservations and federal lands, \$550 million (\$170 million for park roads and parkways, \$60 million for the Forest Highway Program, \$10 million for the Refuge Roads Program)
6. Highway surface transportation and technology training, \$20 million
7. Disadvantaged business enterprises bonding assistance, \$20 million
8. FHWA administrative/oversight, up to \$40 million

The remaining highway funds of \$26.6 billion will be given to states through two different formula programs: 50% (\$13.28 billion) will be apportioned to states based on the FY 2009 STP formula, and 50% (\$13.28 billion) to states based on the FY 2008 obligation limitation distribution as in section 120(a)(6) of division 6 of Public Law 110-161.

Of the total \$26.6 billion given to states, 30% will be sub-allocated to urban areas based on current urbanized area formulas under STP (subsection 133 (d)(3)(A)), meaning that 30% of the total highway formula funds will be distributed to areas within a state based on their population share.

There are also “use it or lose it” time limits on both the state funds and sub-allocated funds. After 120 days, states will be forced to forfeit 50% of the funds awarded (excluding sub-allocated funds), less amounts obligated. Funds sub-allocated to urbanized areas and other areas will not be subject to the 120 day time requirement. All remaining un-obligated funds, including sub-allocated funds, will be forfeited after one year, to be redistributed to other states.

It is estimated that DC will receive \$123.5 million (\$37 million for sub-allocation), Maryland \$431 million (\$129 million for sub-allocation) and Virginia \$694.5 million (\$208 million for sub-allocation) in highway formula funds.

Transit Capital Assistance, \$8.4 billion

For transit capital assistance, a total of \$8.4 billion will be administered through the Federal Transit Administration (FTA).

Formula Funding

\$6.8 billion will be administered through the transit urbanized area formula funding, and will be split into three categories of formula grants:

1. 80% (\$5.44 billion) through the urbanized area formula (Section 5307)
2. 10% (\$680 million) through the urban growing and/or high density states program (Section 5340)
3. 10% (\$680 million) through the non-urbanized area formula (Section 5311)

\$750 million will be distributed by formula for Fixed Guideway Infrastructure Investment (Section 5309).

Similar to the “use it or lose it” time limits for highway formula funding, after 180 days each urbanized area or state must forfeit 50% of transit formula funds awarded, less amounts obligated. Any un-obligated funds after 1 year will be forfeited as well.

It is estimated that the Washington Metropolitan Area will receive \$230 million under these formula programs.

Other Transit Funding

Another \$750 million will be distributed for Capital Investment Grants (Section 5309, “New Starts”), which will be discretionary grants to be used through September 30, 2010. Priority will be given to projects already under construction or able to obligate funds within 150 days.

\$100 million will be set aside to go to public transit agencies in the form of discretionary grants for capital investments to reduce energy consumption or greenhouse gas emissions of their systems. Grants will be awarded based on total energy savings from the investment as well as energy savings as a percentage of the system's total energy usage.

These funds are not subject to the obligation limitations applying to other transit programs.

High Speed Rail, \$8 billion

\$8 billion will be administered through the Federal Railroad Administration as discretionary grants to states with 100% federal share, which can be used through September 30, 2012. Priority will be given to intercity high speed rail service.

Within 60 days, U.S. DOT will be required to submit a strategic plan, outlining how they plan on using this funding. Within 120 days, U.S. DOT will then issue interim guidance for grant terms, conditions and procedures, including separate guidance for the high speed rail corridor program, capital assistance for intercity passenger rail service grants and congestion grants. Projects are not required to be in the State rail plan, and there is no obligation deadline prior to September 30, 2012.

Competitive grant program for surface transportation, \$1.5 billion

\$1.5 billion will be administered via a discretionary grant program, the funds from which can be used through September 30, 2011. Each grant will range from a minimum of \$20 million to a maximum of \$300 million. The funds can be used for a wide range of transportation improvements, including highway and bridge, transit, and freight. However, priority will be given to projects that can be completed within three years of enactment of Act. It should be noted that U.S. DOT has one year after enactment to announce projects selected, thus leaving two years for projects to be completed.

This program is required to ensure equitable geographic distribution of funds (no one state may be awarded more than 20% of the total program funding) and balance between urban and rural investments. The Secretary of U.S. DOT is required to publish criteria on which to base the competition within 90 days of enactment of the Act.

AMTRAK, \$1.3 billion

\$1.3 billion will be made available for Amtrak capital expenditures, including \$450 million for security upgrades. No more than 60% of the non-security funding can be used along the Northeast Corridor.

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 (ARRA)

Selected Highlights of Interest to the Metropolitan Washington Council of Governments
And Participating Jurisdictions

Many funding agencies are still preparing their advisories or instructions on applications. In some instances it is not yet clear whether local governments or agencies may apply directly to the funders or whether local government requests must be filed with the states for packaging or grant decision. Current promulgated instructions can be found, agency by agency, at <http://www.recovery.gov>. This paper indicates likely application routes for local governments and agencies.

Topic	Amount	Comments
General Provisions		
	\$787 Billion	<ul style="list-style-type: none"> • Preference given to activities that can be started and completed expeditiously; a goal of using at least 50 % of the funds for activities that can be initiated not later than 120 days after enactment • Funds made available for obligation until 9/30/2010 unless otherwise stated • No funds appropriated may be used by any State or local government or private entity for any casino or other gambling establishment, aquarium, zoo, golf course or swimming pool • Funding cannot be used for nonimmigrant workers, unless in compliance with H-1B dependent employer • Funding recipients must register with the Central Contractor Registration database or complete other registration requirements as determined by OMB. • Must use American iron and steel for project construction, alternation, maintenance or repair of public building or public works • Must pay contractors or subcontractors the prevailing wage under Davis Bacon • Governor of each state must certify within 45 days that the state will request and use funds provided. Alternatively, the state legislature can so provide by a concurrent resolution • Adequate resources must be devoted to ensuring that applicable environmental reviews under the NEPA are completed on an expeditious basis and that the shortest existing applicable process under the NEPA shall be utilized
Transparency/Accountability		
Certifications		<ul style="list-style-type: none"> • Funds made available to State, or local government agencies for infrastructure investment, the Governor, mayor, or other chief executive, as appropriate, shall certify that the infrastructure investment has received the full review and vetting required by law and that the chief executive accepts responsibility that the

		<p>infrastructure investment is an appropriate use of taxpayer dollars.</p> <ul style="list-style-type: none"> • Certification shall include: A description of the investment; Estimated total cost; Amount of federal funds to be used
Recipient Reports		<ul style="list-style-type: none"> • A state or other entity who receives funds directly from the federal government must, no later than 10 days after receiving funds, submit a report to the appropriate federal agency that contains: <ol style="list-style-type: none"> 1. Total amount of recovery funds received from said agency 2. Amount of funds received that were expended or obligated to projects 3. Detailed list of all projects or activities where funding was expended or obligated
Telecommunications		
Rural Utility Services	\$2.5 Billion	<ul style="list-style-type: none"> • Broadband infrastructure for grants, loans and loan guarantees • At least 75% of areas served must be rural areas without sufficient high speed broadband service to facilitate rural economic development • Loans and Grants issued by Department of Agriculture; procedures for local applicants being developed
National Telecommunications and Information Administration	\$4.7 Billion	<ul style="list-style-type: none"> • State Broadband Data and Development Grant Program • \$200 million is for competitive grant funding to expand public computer center capacity • \$250 million is for competitive grants for innovative programs to encourage sustainable adoption of broadband service • \$350 million is for creating and maintaining a broadband inventory map • Grants issue by Commerce Department (NTIA); currently undetermined whether local governments may apply directly
TV Frequency Conversion	\$650 Million	<ul style="list-style-type: none"> • DTV Converter Box Program • Grants issued by Commerce Department (NTIA); non-profit entities may apply for grants and operate pass through program; not yet determined whether a local government or regional agency may apply and operate
Corps of Engineers		
Generally		<ul style="list-style-type: none"> • Funds to be used for projects that can be completed within the funds made available and that will not require new budget authority to complete • Expired funds appropriated may be used to pay the cost of associated supervision, inspection, overhead, engineering and design • No new projects to be funded with stimulus funds; projects must be underway or in pipelines
Construction	\$2.375 Billion	<ul style="list-style-type: none"> • \$200 Billion - New Construction • \$375 Million – Mississippi River and Tributaries – Complete projects already funded

Operations and Maintenance	\$2.1 Billion	<ul style="list-style-type: none"> • Includes \$25 Million for Corps "Regulatory Program"
Department of Energy - Energy Efficiency and Renewable Energy		
Energy/Conservation Block Grants	\$3.2 Billion	<ul style="list-style-type: none"> • \$2.8 Billion available thru formula allocation (68% allocated to local governments, half of which to cities with 35,000+ population) • \$400 Million thru competitive grants • Local governments may apply to DOE directly
Weatherization	\$5 Billion	<ul style="list-style-type: none"> • Weatherization Assistance Program • States identify non-profits or local governments to implement program
State Energy Program	\$3.4 Billion	<ul style="list-style-type: none"> • Includes state and local programs requiring building retrofits • Funding through the states
Smart Grid	\$4.4 Billion	<ul style="list-style-type: none"> • Modernize electric grid, enhance security, energy storage research • Includes \$100 Million for worker training • Utilities may apply directly
Environmental Cleanup	\$483 Million	<ul style="list-style-type: none"> • Non-Military Environmental Cleanup
Homeland Security		
FEMA Grants	\$300 Million	<ul style="list-style-type: none"> • Grants to state and local governments
Disaster Assistance Loans		<ul style="list-style-type: none"> • Stafford Act loans may exceed \$5 Million (but no more than 50% operating budget of local government) • Establish arbitration for Katrina/Rita losses
Interior		
Bureau of Land Management	\$305 Million	<ul style="list-style-type: none"> • Management of lands and resources • Includes \$180 Million for construction and repair of roads and other facilities
National Park Service	\$589 Million	<ul style="list-style-type: none"> • Repair and restoration of roads, historical resources, and other parks infrastructure
Bureau of Indian Affairs	\$490 Million	<ul style="list-style-type: none"> • Maintenance of roads and schools • Includes \$40 for workforce training
EPA and Other Environment		
Superfund (EPA)	\$600 Million	<ul style="list-style-type: none"> • Hazardous Substance Superfund
LUST (EPA)	\$200 Million	<ul style="list-style-type: none"> • Leaking Underground Storage Tanks • State is primary implementing agency
Bureau of Reclamation	\$1 Billion	<ul style="list-style-type: none"> • Water and Related Resources treatment facilities • Including \$600 for rural water intake and treatment facilities
Natural Resources Conservation Svcs.	\$340 Million	<ul style="list-style-type: none"> • Watershed and Flood Prevention Activities • Includes \$50 Million Watershed rehabilitation
Rural Community Advancement Prog.	\$1.38 Billion	<ul style="list-style-type: none"> • Rural Water and Waste Disposal Direct loans and grants • Applications through the Department of Agriculture
EPA State Grants	\$6.4 Billion	<ul style="list-style-type: none"> • \$4 Billion Clean Water State Revolving Fund capitalization grants (through state) • \$2 Billion Drinking Water State Revolving Fund capitalization

		<ul style="list-style-type: none"> grants (through state) \$100 Million Brownfields \$300 Million Diesel Emission Reduction Act grants (local governments and non-profits may apply; Mid-Atlantic Diesel Coop currently bundling NCR grant apps)
Forest Service	\$650 Million	<ul style="list-style-type: none"> Forest roads, bridges, trails and watershed restoration
Employment and Training		
Employment and Training Admin.	\$4.17 Billion	<ul style="list-style-type: none"> Workforce Investment Act Training and Employment Services Includes \$1.2 Billion for youth activities and \$120 Million for Community Service Employment for Older Americans Traditional WIA grant process
Human Services		
Children and Family Services	\$3.15 Billion	<ul style="list-style-type: none"> Includes \$1.1 Billion Head Start Includes \$1.0 Billion Community Services Block Grant Local governments apply directly
Aging Services	\$100 Million	<ul style="list-style-type: none"> Includes funding for Congregate Nutrition Services and Home-Delivered Nutrition Services Local governments apply directly
Health		
Medicare/Medicaid	\$19 Billion	<ul style="list-style-type: none"> Investments and incentives to ensure use of interoperable health information technology
Biomedical	\$10 Billion	<ul style="list-style-type: none"> Fund biomedical research
Education		
State Fiscal Stabilization Fund	\$53.6 Billion	<ul style="list-style-type: none"> Includes \$39.5 Billion to local school districts School Districts apply directly
Title I	\$13 Billion	<ul style="list-style-type: none"> Disadvantaged Students
IDEA	\$12.2 Billion	<ul style="list-style-type: none"> Special Education
Pell	\$15.6 Billion	<ul style="list-style-type: none"> Pell Grant Increase
Aviation		
Airports	\$1.1	<ul style="list-style-type: none"> Discretionary Grants to Airports
FAA	\$200 Million	<ul style="list-style-type: none"> FAA Infrastructure
Highway Funding		
Highways and Bridges	\$27.5 Billion	<ul style="list-style-type: none"> Formula funds are apportioned 50% State Distribution Formula (population, road miles, and VMT) and 50% FY 2008 Obligation Use it or lose it – 1 year procedure Normal funding channels thru DOTs
Transit		
Capital Assistance	\$6.9 Billion	<ul style="list-style-type: none"> Transit Capital Assistance Formula Distribution Funding thru DOTs or agency directly
Fixed Guideway	\$750 Million	<ul style="list-style-type: none"> Infrastructure
Capital Investment Grants	\$750	<ul style="list-style-type: none"> Discretionary Grants under New Starts and Small Starts Programs
		<ul style="list-style-type: none"> Use it or lose it – After 1 year, unobligated funds revert to Highway Discretionary Grant Program

Rail		
AMTRAK	\$1.3 Billion	<ul style="list-style-type: none"> • Capital Security Grants and rehabilitation/upgrades
High Speed/Intercity	\$8 Billion	<ul style="list-style-type: none"> • Capital Assistance for High Speed Rail Corridors and Intercity Rail
Multi-Modal		
Multi-Modal Grants	\$1.5 Billion	<ul style="list-style-type: none"> • Discretionary Grants
Housing and Urban Development		
Public Housing Capital Fund	\$4 Billion	<ul style="list-style-type: none"> • \$3 Billion to Public Housing Agencies through existing formula • \$1 Billion for competitive grants leveraging private sector funding • PHA's apply directly
Community Development	\$1 Billion	<ul style="list-style-type: none"> • Community Development Block Grants • Local governments apply directly
Neighborhood Stabilization	\$2 Billion	<ul style="list-style-type: none"> • Assistance for redevelopment of abandoned or foreclosed homes • Grant procedure being developed
HOME Program	\$2.25 Billion	<ul style="list-style-type: none"> • Capital investments in low-income housing tax credit projects

Metropolitan Washington Council of Governments

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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 (CLRTP) 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 Battlefield National Park and Construct a Handicap Accessible Trail	\$510,000

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.