



## American Recover and Reinvestment Act (ARRA)

### Useful Links

- IDOT link: <http://www.dot.il.gov/>
- FHWA link: <http://www.fhwa.dot.gov/economicrecovery/qandas.htm>
- FTA link: [http://www.fta.dot.gov/index\\_9118.html](http://www.fta.dot.gov/index_9118.html)

### Deadlines

- Subject to final bill
  - House Version
  - Senate version
- 2 waves of federal funds
- Reporting and transparency

### Critical Dates

- April 3 letting
- March 13: projects authorized by FHWA
- March 12: projects must be contained within a MPO Policy Committee approved TIP
- February 12-25: TIP amendments as necessary with proper amount of public involvement as approved in each MPOs Public Participation Plan
  - Discussion about amending PPPs to reflect emergency clauses
- February 12-25: LRTP amendments as necessary (same as above)

### Proper Funding Marks

- Assume an additional year's worth of STU at 100% federal funding for Local
- Coordinate with IDOT
  - OPP Metro Manager
  - District Staff
    - Programming Engineers
    - Local Road Engineers
- DPIT for Possible FRA projects from state as they relate to metro regions???
- Transit Districts and Service Boards

— Comparison of House / Senate Economic Recovery Bills —

(\$ Billions)

February 10, 2009

Category	House	IL Share	Senate	IL Share
<b>Highways and Bridges</b>	<b>30.000</b>	<b>1.002</b>	<b>27.060</b>	<b>0.941</b>
<b>Supplemental Discretionary Grants</b>	<b>N/A</b>	<b>N/A</b>	<b>5.500</b>	<b>Discretionary</b>
<b>Transit</b>	<b>12.000</b>	<b>0.634</b>	<b>8.400</b>	<b>0.425</b>
New Starts	(2.500)	Discretionary	N/A	Discretionary
Fixed Guideway Modernization	(2.000)	(0.192)	N/A	N/A
Capital Assistance	(7.500)	(0.442)	(8.200)	(0.425)
<b>Rail</b>	<b>1.100</b>		<b>3.100</b>	<b>Not yet known</b>
Amtrak Capital Grants	(0.800)	Amtrak	(0.850)	Amtrak
Intercity Passenger Rail	(0.300)	Discretionary	(0.250)	Discretionary
High-Speed Rail Corridor	N/A	N/A	(2.000)	Discretionary
<b>Aviation</b>				
Airport Improvement Program	<b>3.000</b>	Discretionary	<b>1.100</b>	<b>Discretionary</b>
Facilities and Equipment	N/A	N/A	0.200	Unknown
<b>Total:</b>	<b>46.100</b>	<b>1.636</b>	<b>45.360</b>	<b>1.366</b>

There is a \$200 million set-aside from the "transit" appropriation of \$8.4 billion in the Senate.

January 30, 2009

**American Recovery and Reinvestment Act of 2009**  
(HR 1, Title XII - Transportation Highlights)

The US House of Representatives passed an \$819 billion economic recovery bill (HR 1), January 28, 2009, by a vote of 244-188. The overall bill includes \$46.1 billion for transportation infrastructure including highways and bridges, mass transit, rail and aviation. It is still the intent of Congress to get a final bill to President Obama by President's Day.

Formula funds are to be distributed within 30 days of enactment and obligated in 90 days. Competitive grants are to be awarded within 90 days of enactment. Funds are subject to "use it or lose it" provision. The Governor shall certify that state and local agency projects have received a full review and that they are an appropriate use of taxpayer dollars. The Governor must also certify, within 30 days of enactment, that the state will maintain its effort with regard to state funding for the types of projects that are funded by the stimulus funds.

House Economic Recovery Proposal	
(\$ Billions)	
Category	Stimulus Dollars
<b>Highways and Bridges</b>	<b>30.000</b>
<b>Transit</b>	<b>12.000</b>
New Starts	2.500
Fixed Guideway Modernization	2.000
Capital Assistance	7.500
<b>Rail</b>	<b>1.100</b>
Amtrak Capital Grants	0.800
Intercity Passenger Rail	0.300
<b>Aviation</b>	
Airport Improvement Program	<b>3.000</b>
<b>Total:</b>	<b>46.100</b>

Highways

- **\$30 billion** for highway and bridge projects. After mandatory national deductions (\$804 million), funding is distributed to states in the same ratio as the obligation limitation. The amount made available to a state is split 55 percent to the state DOT and the remaining 45 is percent distributed via the STP sub-allocation formula. Illinois splits are estimated at \$703 million for IDOT, \$254 million for locals, via STP sub-allocation formula, and \$45 million for transportation enhancements. Illinois' share at \$1.002 billion is 3.41 percent.
- Federal requirements: "Normal" requirements apply except there is 100 percent federal share. Stimulus funds cannot be used for Advanced Construction conversions. Disadvantaged Business Enterprise utilization goals apply.
- One-half of the funds made available for state discretion must be obligated (authorized), within 90 days, or they will be redistributed to other states that can use/spend additional funds. The remaining one-half of a state's funds must be obligated by 8/1/2010, or they will be redistributed to states that can/use spend additional funds.
- One-half of the funds made available to locals must be obligated (authorized) within 75 days or they will be redistributed to the "host" state. The remaining half of the funds must be obligated by 6/1/2010, or they will be redistributed to the "host" state. The state must obligate the remaining funds by 8/1/2010 or they will be redistributed to states that can use/spend additional funds.

January 30, 2009

### Transit

- \$12 billion

- Transit Capital Assistance Grants: \$7.5 billion with splits of 90 percent (\$6.75 billion) to the Section 5307 Urbanized Area Formula Program (IL share \$422 million) and 10 percent (\$750 million) to the Section 5311 Rural Area Formula program (IL share \$20 million). The Federal Transit Administration (FTA) must apportion funds within 7 days of enactment. Grant recipients must enter into contracts or other binding commitments to make use of 50 percent of the apportioned funds within 90 days after apportionment. The federal share for costs, at the option of the recipient, is up to 100 percent. Illinois' share is 5.94 percent at \$442 million.
- Fixed Guideway Infrastructure Investment: \$2 billion for fixed guideway modernization projects per formula. FTA must apportion funds within 7 days of enactment. Grant recipients must enter into contracts or other binding commitments to make use of 50 percent of the apportioned funds within 90 days after apportionment. The federal share for costs, at the option of the recipient, is up to 100 percent. Illinois share is 9.68 percent at \$192 million.
- New Starts: \$2.5 billion for New Start projects. FTA will make discretionary grants (priority given to projects that are currently in construction or are able to award contracts within 90 days). Grant recipients must enter into contracts or other binding commitments to make use of 50 percent of the apportioned funds within 90 days after award. Discretionary awards are made to the states. These funds will likely fund existing Full Funding Grant Agreement projects.

### Rail Passenger

- \$1.1 billion

- \$800 million to be awarded within 7 days of enactment to Amtrak for capital and debt service with preference for projects that repair, rehabilitate or upgrade railroad assets.
- \$300 million for capital assistance (competitive discretionary grants) for intercity passenger rail service for projects that can be awarded within 90 days and with preference for projects for the repair, rehabilitation, upgrade or purchase of railroad assets. For intercity passenger rail service projects, the federal share shall be, at the option of the recipient, up to 100 percent (improving the chances that a project is selected).

### Aviation

- \$3 billion for airport improvement grants awarded at the discretion of the Federal Aviation Administration (FAA). The FAA must make competitive grants within 90 days of enactment. Grant recipients must enter into contracts or binding commitments for 50 percent of the grant within 90 days of the award or the funds will be redistributed. Recipients must enter into contracts for the remaining 50 percent within 21 months of the initial award.

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