
***The American Recovery and
Reinvestment Act of 2009
(ARRA)***

**Enacted
February 17, 2009**

Outline

- **Highlight Key Provisions of the Act**
- **State Responsible for Implementation**
- **State procedures and criteria may be somewhat more restrictive in order to meet the State's processes, expectations and accountability**

Main Objectives of the Act

- **Job preservation and creation**
- **Infrastructure investment**
- **Energy efficiency and science**
- **Assistance to unemployed, and**
- **State and local fiscal stabilization**



ARRA Highlights

- **Signed into law on February 17, 2009**
- **\$787 billion total investment**
- **\$48.1 billion for transportation, including:**
 - **\$27.5 billion for highways**
 - **\$8.4 billion for transit**
 - **\$8.0 billion for high speed rail**
 - **\$1.3 billion for Amtrak**
 - **\$1.5 billion for National Surface Transportation Discretionary Grants**
- **Significant accountability, transparency and reporting requirements**

Highway Portion Distribution of Funding

\$26.6B apportioned to States

■ **Wisconsin \$529,111,915**

- 67% State Discretion = \$354,504,983
- 3% TE set-aside = \$15,873,357
- 30% Suballocation = \$158,733,575 per STP population-based distribution
 - Urbanized areas >200,000 (TMAs)
 - Areas in State \leq 200,000
 - Areas < 5,000



Highway Portion Distribution of Funding

- Wisconsin TMA Suballocations
 - Madison \$9,752,260
 - Milwaukee \$38,736,210
 - Round Lake Beach (WI) \$585,550
 - Funding must be used within the specific areas
- ARRA Suballocations Within MPO Areas
 - Projects selected by consultation among Local Governments, Transit Operators and State within the MPO processes.

Highway Portion Rules

- **All Federal-aid Requirements Apply, including:**
 - ❑ No work prior to Federal authorization
 - ❑ NEPA
 - ❑ Metropolitan Planning – MPO Processes, TIP, Fiscal Constraint...
 - ❑ DBE Goals, Buy American, Davis Bacon apply to all ARRA projects (no exclusions)

- **Federal share up to 100%**

- **Eligibility**
 - ❑ STP Program eligibility including transit capital costs
 - ❑ Passenger and freight rail transportation and port infrastructure projects

- **Priority Consideration to projects:**
 - ❑ Projected for completion within 3 years
 - ❑ Located in economically distressed areas

Use It or Lose It Provisions

- **First Redistribution**
 - **50% of funds apportioned to the State – excluding funds suballocated – must be obligated within 120 days or the remainder will be redistributed (June 30, 2009).**

- **Second Redistribution**
 - **After 1 year all unobligated balances of apportioned funds, included funds suballocated, will be redistributed (March 2, 2010).**

- **Recipients of redistributed funds will have until September 30, 2010 to obligate.**

- **Obligated balances available for eligible expenses incurred until September 30, 2015.**

Accountability & Transparency

- **Expectations, Visibility & Accountability**
- **recovery.gov website**
- **Certifications**
- **State Reporting to FHWA**
 - **Periodic (90 & 180 days and 1, 2, & 3 years)**
 - **Quarterly**
- **Data**
 - **Project Information**
 - **Finance**
 - **Jobs**



FHWA

Stewardship and Oversight

- **A higher level of accountability and increased attention by GAO and IG is expected.**
- **FHWA is developing an ARRA Risk Management Plan.**
- **FHWA will use a variety of techniques to conduct in-process examination of areas identified as high risk.**
- **Financial management and State oversight of local projects will be areas of particular attention.**



For More Information

<http://www.recovery.gov/>

<http://www.fhwa.dot.gov/economicrecovery>

<http://www.fta.dot.gov/>

- ❑ Summary of Highway Provisions
- ❑ Funding Distribution Tables
- ❑ FAQs
- ❑ Best Practices

