

Review of the American Recovery and Reinvestment Act of 2009 & Focus on Safety

Wednesday, March 4, 2009
3:00 pm – 5:00 pm

Introducing your Presenters

Joe Toole
Associate Administrator for Safety
Federal Highway Administration (FHWA)

Beth Alicandri
FHWA Office of Safety Programs

Harlan Miller
Team Leader of Planning, Planning Oversight & Stewardship Team

Outline

- Objectives of the Act
- Funding Availability/Distribution
- Requirements/Provisions
- Safety
- Accountability and Transparency
- Where to Next

A National Economic Need

- Unemployment: In December, the number of unemployed persons increased by 632,000 to 11.1 million, and the unemployment rate rose to 7.2%.
- Housing: U.S. foreclosures increased by more than 81% last year, a record, with over 2.3 million foreclosures total.
- State Budgets: 44 States are facing budget shortfalls totaling \$90 billion for Fiscal Year 2009 and \$145 billion for Fiscal Year 2010, and are faced with the prospect of dramatic cuts in basic services or painful tax increases.

President Barack Obama

"For everywhere we look, there is work to be done. The state of the economy calls for action, bold and swift, and we will act – not only to create new jobs, but to lay a new foundation for growth. We will build the roads and bridges, the electric grids and digital lines that feed our commerce and bind us together...All this we can do. All this we will do."

- President Barack Obama
Inaugural Address – Jan. 20, 2009

President Barack Obama

- March 2, 2009 – Washington DC
- The American Recovery and Reinvestment Act will enable our nation to rebuild, retool and revitalize the vast network of roads, tunnels, bridges, rail systems, airports and waterways that we have long depended on to keep the economy moving and growing... Above all, we must keep these assets safe for all travelers. Where public safety is concerned, there is no room for compromise.
- The jobs that we're creating are good jobs...making street signs, repairing stoplights, replacing guardrails.
- By investing in roads... we can save some [14,000] men and women who lose their lives each year due to bad roads and driving conditions.



U.S. Department of Transportation
Federal Highway Administration

Objectives of the Act

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

U.S. Department of Transportation
Federal Highway Administration

ARRA - \$787 Billion

Tax Relief	\$288 B
State and Local Fiscal Relief	\$144 B
Infrastructure and Science	\$111 B
Protecting the Vulnerable	\$81 B
Health Care	\$59 B
Education and Training	\$53 B
Energy	\$43 B
Other	\$8 B

RECOVERY.ORG

U.S. Department of Transportation
Federal Highway Administration

ARRA Highlights

- Signed into law on February 17, 2009
- Provides \$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

U.S. Department of Transportation
Federal Highway Administration

National Surface Transportation Discretionary Grants

- \$1.5 billion (≤ \$200 million for TIFIA)
- Projects with significant impact on Nation, Metropolitan Area or Region.
- Equitable geographic distribution of funds
- Appropriate balance between urban/rural
- Grants between \$20-\$300 million
- Federal share up to 100%

U.S. Department of Transportation
Federal Highway Administration

SAFETEA-LU and ARRA

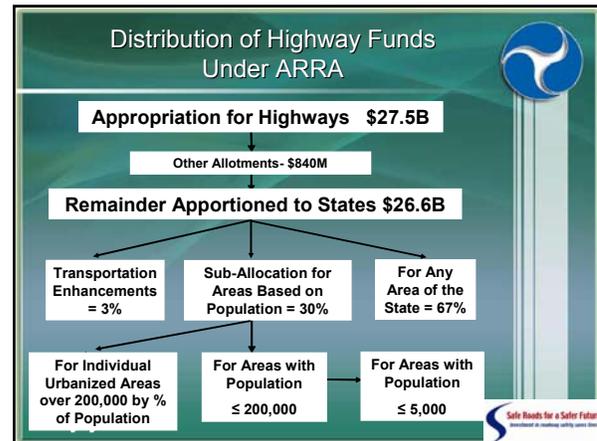
\$40 B SAFETEA-LU FY 09	\$27.5 B ARRA
-------------------------------	------------------

U.S. Department of Transportation
Federal Highway Administration

Funds Apportioned To States

- Set-asides and suballocation of funds
 - 3% set-aside for Transportation Enhancements
 - 30% suballocation per STP requirements
- Funds suballocated for
 - Individual Areas over 200,000 population
 - Areas with populations less than or equal to 200,000
 - A portion is reserved for areas less than 5,000 population

U.S. Department of Transportation
Federal Highway Administration



Apportionment

- Apportioned March 2, 2009
- Apportionment Tables
 - Linked from: www.fhwa.dot.gov/economicrecovery
 - Click "Apportionment of Highway Infrastructure Investment Funds"

U.S. Department of Transportation
Federal Highway Administration

Use It or Lose It Provisions

- First Redistribution
 - Fifty percent of funds apportioned to the State – excluding funds suballocated – must be obligated within 120 days or the remainder will be redistributed.
- Second Redistribution
 - After 1 year all unobligated balances of apportioned funds, included funds suballocated, will be redistributed. Recipients of redistributed funds will have until Sept. 30, 2010 to obligate.

U.S. Department of Transportation
Federal Highway Administration

Certification

- Maintenance of Effort
 - By February, Governor must certify to the Secretary that the State will maintain the level of State funding for transportation projects.
 - Must identify the amount of funds the State planned to expend from State sources from January through September 30, 2010.
- Failure to Maintain Effort
 - The State will be prohibited from receiving additional limitation in August redistribution for fiscal year 2011

U.S. Department of Transportation
Federal Highway Administration

Other Certifications

- The Governor must also Certify:
 - That infrastructure investments have received the full review and vetting required by law.
 - That the State will request and use funds provided by the ARRA and the funds will be used to create jobs and promote economic health.

U.S. Department of Transportation
Federal Highway Administration

Funds Apportioned to State

In selecting projects for funding, priority is to be given to projects that are:

- ✓ Projected for completion within 3 years
- ✓ Located in economically distressed areas

FHWA GIS Tool link in FHWA Q&A



U.S. Department of Transportation
Federal Highway Administration

Safe Roads for a Safer Future
Investment in roadway safety saves lives

Planning Requirements

- Federal Planning Requirements Still Hold:
 - Projects must be in an approved Statewide Transportation Improvement Program (TIP/STIP)
 - In metropolitan areas (urbanized areas over 50,000 population) projects must be consistent with the metropolitan transportation plan
 - In air quality non-attainment and maintenance areas, non exempt projects must meet conformity requirements
 - If you are in a metropolitan area, coordinate your projects with the MPO, State DOT, and transit agency
 - If you are outside of a metropolitan area, coordinate projects with the State DOT

U.S. Department of Transportation
Federal Highway Administration

Safe Roads for a Safer Future
Investment in roadway safety saves lives

Planning Requirements (continued)

- Options for moving ARRA projects into the Program
 - Amend new projects into the TIP/STIP.
 - Move existing projects in years 4, 3 and 2 up to year 1 in the TIP/STIP.
 - Change the funding source for existing projects in year 1 of the TIP/STIP (subject to certain conditions).

U.S. Department of Transportation
Federal Highway Administration

Safe Roads for a Safer Future
Investment in roadway safety saves lives

Project Requirements

- Follow regular Federal-aid processes
 - NEPA
 - Disadvantaged Business Enterprises (DBE)
 - Buy America
 - Davis-Bacon wage rules (no exemption for local roads and rural minor collectors).



U.S. Department of Transportation
Federal Highway Administration

Safe Roads for a Safer Future
Investment in roadway safety saves lives

Project Eligibility

- Federal share up to 100%; no match requirement
- Generally follow the rules of the **Surface Transportation Program (STP)** including:
 - Construction, paving, bridges, transit, pedestrians, bikes, research, training, planning, operations, enhancements, ITS, traffic signals, intersections, and **safety!**

U.S. Department of Transportation
Federal Highway Administration

Safe Roads for a Safer Future
Investment in roadway safety saves lives

Safety Project Eligibility

- A State may obligate STP funds for
 - "Highway and transit safety infrastructure improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings."
 - "Projects relating to intersections that have disproportionately high accident rates..."
 - "...bicycle transportation and pedestrian walkways"
- Local roads and minor rural collectors are eligible for ped/bike and safety projects.

23 USC 133 (b) and (c)

U.S. Department of Transportation
Federal Highway Administration

Safe Roads for a Safer Future
Investment in roadway safety saves lives

Opportunities for Safety Improvements

1. Building safety into all ARRA projects
2. Work zone safety
3. Low-cost, system-wide improvements
4. Priority to projects that generate significant improvements in safety




Resurfacing Projects

- Many states are planning to put a lot of ARRA funds in Resurfacing
- Easy to add safety improvements to these projects
 - Rumble strips
 - Upgrade guardrail
 - Paved shoulder
 - More durable pavement markings
 - Sign upgrades




Safety Projects

- Types of safety projects that would be eligible for ARRA funds:
 - Sign and guardrail replacement
 - Projects on local roads and minor rural collectors
 - Projects on High Risk Rural Roads
 - Projects eligible for HSIP funding
 - Data Collection and Analysis




Nine Safety Countermeasures

1. Road Safety Audits
2. Rumble Strips and Rumble Stripes
3. Median Barriers
4. Safety Edge
5. Roundabouts
6. Left and Right Turn Lanes at Stop-Controlled Intersections
7. Yellow Change Intervals
8. Medians and Pedestrian Refuge Areas in Urban and Suburban Areas
9. Walkways






Rumble Strips and Rumble Stripes

- More than half of fatalities occur when vehicles leave their lane and crash.
- Raised or grooved patterns on the pavement provide both an audible warning and a vibration to alert drivers that they are leaving the driving lane.
- Benefit/cost ratios from 30:1 to more than 100:1






Safety Edge

- A wedge of pavement material at the outside edge of the lane to prevent sharp drop-offs between the pavement and the unpaved shoulder.
- Addresses a portion of deadly run-off-road (ROR) crashes
- Costs <1% of pavement





Flexibility of ARRA Funds

- Must safety projects funded with ARRA be in the SHSP? **NO**
- Does the criteria for HRRR projects apply to ARRA projects on such roads? **NO**
- Can ARRA funds be used to upgrade signs to new retroreflectivity standards? **YES**




Safety Under SAFETEA-LU

- **Highway Safety Improvement Program**
 - Half of the allotment available
 - \$2 Billion remaining
- **High Risk Rural Roads Program**
 - 80% of the allotment available
 - \$275 Million remaining




Accountability and Transparency

“Every American will be able to hold Washington accountable for these decisions by going online to see how and where their tax dollars are being spent.”

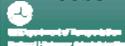
- President Barack Obama





Reporting Requirements

- Types of Reports
 - Certification (once)
 - Periodic (90 & 180 days and 1, 2, & 3 years)
 - Quarterly
- Data for Periodic and Quarterly Reports
 - Projects
 - Finance
 - Jobs




FHWA Stewardship and Oversight

- Delivery of ARRA is top priority for FHWA
- FHWA is redirecting and adding staff to support increased work load
- Projects must follow all Federal requirements
- Projects will be advanced with maximum flexibility under the regulations




Where To Next

- State Lead
 - Programming Office
 - Local Programs Coordinator
 - District Office
- Understand the Program
 - Federal-Aid Experience
 - Organizations/Chapters
 - Local Technical Assistance Program




Where To Next

- Projects that Can Move
 - Programmatic or System-wide
 - Based on item pricing
 - Minimal clearance; line item in STIP
 - Quickly mobilize and let

- Where can you make an Impact
 - Low cost Improvements
 - High impact countermeasures




U.S. Department of Transportation
Federal Highway Administration

For More Information

- www.recovery.gov
- www.fhwa.dot.gov/economicrecovery
 - Questions & Answers
 - Apportionment Tables
- safety.fhwa.dot.gov
- www.atssa.com
 - Recorded Webinar
- State
 - Division
 - Robert.Bini@dot.gov




U.S. Department of Transportation
Federal Highway Administration