



The American Recovery and Reinvestment Act of 2009 – the First 120 Days

by Robert Bini and M. Myint Lwin, Federal Highway Administration

The American Recovery and Reinvestment Act of 2009 (Recovery Act) was enacted by the 111th United States Congress and signed into law by President Obama on February 17, 2009. The purposes of the Recovery Act are to:

- Preserve and create jobs and promote economic recovery;
- Assist those most impacted by the recession;
- Provide investments needed to increase economic efficiency by spurring technological advances in science and health;
- Invest in transportation, environmental protection, and other infrastructure that will provide long-term economic benefits; and
- Stabilize state and local government budgets, in order to minimize and avoid reductions in essential services and counterproductive state and local tax increases.

The Recovery Act contains a total of \$787 billion in investments, of which \$48.12 billion is for modernizing the nation's transportation infrastructure. The distributions of the transportation investments are shown in Fig. 1.

FIGURE 1 - Distributions of the Transportation Investments.

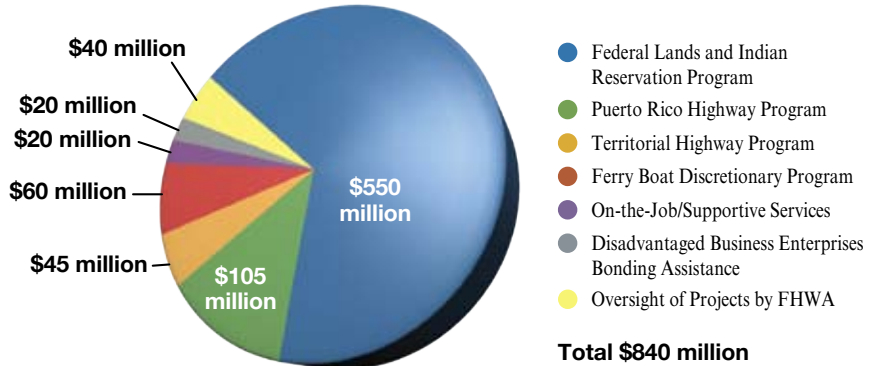
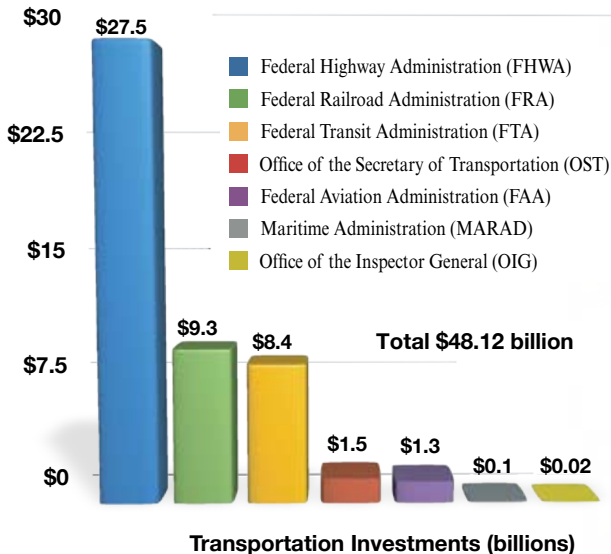


FIGURE 2 - The established Recovery Act set-asides.

Rebuilding America's Highway Infrastructure

In his inauguration day address on January 20, 2009, President Obama said, "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."

The Recovery Act appropriates a total of \$27.5 billion in Highway Infrastructure Investment

funds for restoration, repair, construction, and other improvement activities for roads and bridges under the Surface Transportation Program (STP). The Recovery Act establishes the set-asides shown in Fig. 2.

The remaining \$26.66 billion (\$27.5 billion less set-asides of \$0.84 billion) of the Highway Infrastructure Investment funds is to be distributed in accordance with provisions in the Recovery Act. The Recovery Act requires that 3% of the funds be dedicated to transportation enhancements, 30% be dedicated and distributed according to urban areas with a population greater than 200,000, to



suburban areas with a population equal to or less than 200,000, and to rural areas with a population less than 5,000 and the remaining 67% be used by the states in any areas. Accordingly, the distribution of the Highway Infrastructure Investment funds is as shown in Fig. 3.

The First 120 Days

The Recovery Act further provides that after 120 days following the date of apportionment of funds, the Secretary of Transportation shall withdraw from each state an amount equal to 50% of the funds awarded to that state (excluding funds suballocated within the state) less the amount of funding obligated (excluding funds suballocated within the state). This means that only the funds for Transportation Enhancements (3%) and For Any Area of State (67%) are subject to the 120-day provisions.

During the weeks and months following the enactment of the Recovery Act, FHWA has worked diligently with state partners and stakeholders to meet the purposes and provisions of the Recovery Act; to be ready to put Americans back to work by making needed investments in the nation's infrastructure.

On March 3, 2009, President Obama and Vice President Biden came to the U.S. Department of Transportation to join Secretary LaHood in announcing that nearly \$26.7 billion was available to the states for investment in roads and bridges. Within hours of the President's announcement, the states began approving projects in full compliance with the federal laws and regulations.

On April 13, 2009, the President and Vice President returned to the U.S. Department of Transportation to celebrate the 2000th transportation project approved for Recovery Act funding—reconstruction of a \$68 million interchange on I-94 in Portage, Mich., to improve safety, reduce congestion, and create

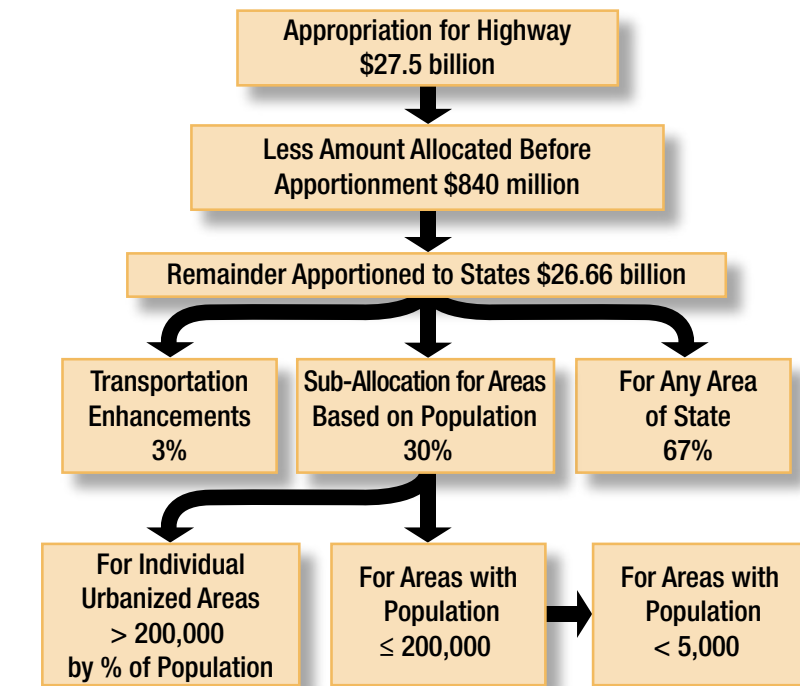


FIGURE 3 - Distributions of the Highway Infrastructure Investment funds.

900 jobs. Of the first 2000 transportation projects approved for funding, 1860 were FHWA-funded projects. On August 3, 2009, the \$44.5 million highway project near Phoenix, Ariz., became the 6000th project funded by the Recovery Act.

FHWA continues to work together with the states as successful partners in approving, authorizing, and contracting Recovery Act projects to put America to work for a quick economic recovery. The 120-day deadline for having 50% of the Highway Infrastructure Investment funds apportioned to the states was June 29, 2009. By June 22, the FHWA Division Offices have already authorized 4836 projects in all 50 States, the District of Columbia, Puerto Rico, and the territories for a total of \$15.4 billion obligated. That was 58% of total funds available and beat the deadline by many days! FHWA is working diligently with the states to

ensure that the funds for the Recovery Act projects continue to be distributed quickly, responsibly, and with unprecedented transparency and accountability. Figure 4 shows the progress of the projects.

Closing Remarks

Recovery Act dollars are creating jobs and promoting economic recovery. The funds are directed toward needed investments in people and in the transportation infrastructure. Every new project FHWA obligates is a signal for states to advertise construction contracts, and for contractors to begin hiring workers and ordering construction materials, such as concrete, steel, and asphalt. The nation is making investments in projects that will save lives; to help the highway system operate more efficiently and effectively, while moving the people and goods needed to regain a healthy economy.

The FHWA website, <http://www.fhwa.dot.gov/economicrecovery/index.htm>, contains comprehensive information about FHWA efforts on the Recovery Act. The White House website, <http://www.recovery.gov/>, provides reports on the activities relating to the Recovery Act.

Robert Bini is program coordinator with the FHWA Office of Planning, Environment, and Realty and M. Myint Lwin is director, Office of Bridge Technology, Federal Highway Administration, Washington, D.C.

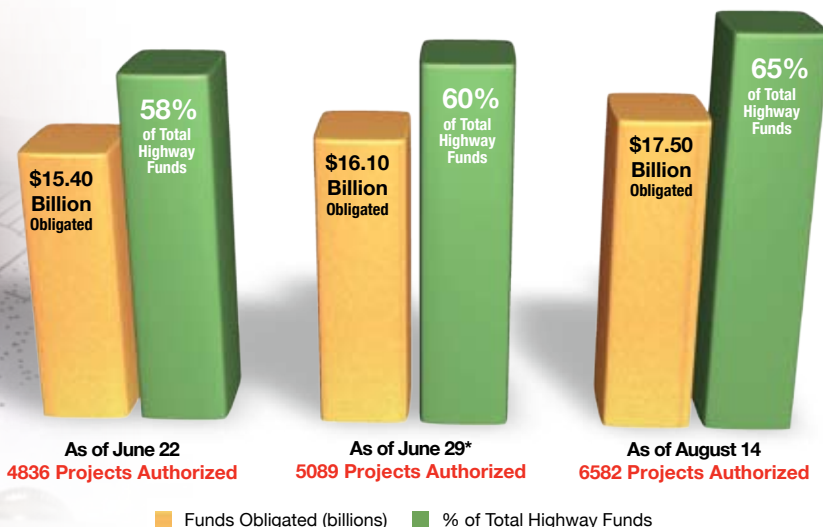


FIGURE 4 - Progress of the Projects.

*The 120-Day Deadline



U.S. Department of Transportation
Federal Highway Administration



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- Internal curing provided by premoistened lightweight aggregate;
- Elastic matching of the lightweight aggregate and hardened paste;
- Excellent bond between the lightweight aggregate and paste; and
- Lower modulus of elasticity and higher strain capacity.

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