



**COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE**

**The American Recovery and Reinvestment Act of 2009
Transportation and Infrastructure Provisions
Implementation Status
as of March 12, 2010**

Prepared for

*The Honorable James L. Oberstar
Chairman*

*By the Committee on Transportation and Infrastructure
Majority Staff*

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EXECUTIVE SUMMARY

The transportation and infrastructure investments of the American Recovery and Reinvestment Act of 2009 (P.L. 111-5) (Recovery Act) have played a key role in putting Americans back to work. Of the \$64.1 billion provided for transportation and infrastructure programs under the Recovery Act, Federal, State, and local agencies administering programs within the Committee's jurisdiction have announced 18,978 transportation and other infrastructure projects totaling \$62.5 billion, as of March 12, 2010. This amount represents 98 percent of the total available funds. Within this total, Federal agencies, States, and their local partners have obligated \$48.1 billion for 18,561 projects, representing 75 percent of the available funds.

The following transparency and accountability information demonstrates the successful implementation of Recovery Act highway, transit, and wastewater infrastructure formula fund investments: Of the \$38 billion available for highway, transit, and wastewater infrastructure formula program projects under the Recovery Act, \$33.4 billion, or 88 percent, has been put out to bid on 16,360 projects, as of February 28, 2010. Within this total, 14,475 projects (totaling \$29.6 billion) are under contract. Across the nation, work has begun on 12,545 projects totaling \$26.7 billion, or 70 percent. Within this total, work has been completed on 4,238 projects totaling \$3.6 billion.

Every Recovery Act dollar available under the Clean Water program is now under contract. Furthermore, all States and public transit agencies have obligated 100 percent of their Recovery Act highway and transit formula funds.

These 12,545 projects have created or sustained nearly 350,000 direct, on-project jobs.¹ Total employment from these projects, which includes direct, indirect, and induced jobs, reaches almost 1.2 million jobs.² Direct job creation from these projects has resulted in payroll expenditures of \$1.8 billion. Using this data, the Committee calculates that \$296 million in unemployment checks have been avoided as a result of this direct job creation.³ Furthermore, these direct jobs have caused nearly \$376 million to be paid in Federal taxes.⁴

¹ Consistent with the U.S. Department of Transportation's reports pursuant to section 1201 of the Recovery Act, the number of direct jobs is based on direct, on-project full-time-equivalent (FTE) job months. One person working full time or two people working one-half time for one month represents one FTE job month. FTE job months are calculated by dividing cumulative job hours created or sustained by 173 hours (40 hours per week times 52 weeks divided by 12 months = 173 hours).

² To calculate total employment, the Committee assumed that an expenditure of \$7,667 creates one FTE job month (\$92,000 creates one FTE job year). The multiplier is based upon the Council of Economic Advisers' guidance.

³ The value of unemployment checks avoided is determined by multiplying FTE direct job months created or sustained by the average monthly unemployment benefits paid (\$1,448.33) times the percentage of unemployed workers collecting unemployment benefits (58.6 percent). The Congressional Research Service (CRS) provided the Committee with this information.

⁴ The value of Federal taxes paid is calculated by multiplying the direct jobs payroll by the average total Federal tax rate (20.45 percent) (the sum of the average tax rate with respect to adjusted gross income (12.8 percent) and average social insurance payments (7.65 percent) for the 2008 tax year). CRS provided the Committee with this information.

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COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
RECOVERY ACT PROVISIONS

\$64.1 BILLION FOR TRANSPORTATION AND INFRASTRUCTURE INVESTMENT

- The Recovery Act provides **\$64.1 billion** of infrastructure investment to enhance the safety, security, and efficiency of our highway, transit, rail, aviation, environmental, flood control, inland waterways, public buildings, and maritime transportation infrastructure.
- The \$64.1 billion of Federal transportation and infrastructure investment will **create or sustain more than 1.8 million jobs and \$323 billion of economic activity.**
- Specifically, **the Recovery Act provides:**
 - **Highways and Bridges: \$27.5 billion**
including Federal-aid Highway formula (\$26.8 billion), Indian Reservation Roads (\$310 million), National Park Roads (\$170 million), Forest Roads (\$60 million), Refuge Roads (\$10 million), Ferry Boats and Ferry Terminal facilities (\$60 million), On-the-Job Training (\$20 million), and Disadvantaged Business Enterprise bonding assistance (\$20 million)
 - **Transit: \$8.4 billion**
including Transit Urban and Rural formula (\$6.8 billion), Transit Greenhouse Gas and Energy Reduction program (\$100 million), Fixed Guideway Modernization formula (\$750 million), and New Starts grants (\$750 million)
 - **Rail: \$9.3 billion**
including High-speed Rail and Intercity Passenger Rail grants (\$8 billion), Amtrak Capital grants (\$850 million), and Amtrak Safety and Security grants (\$450 million)
 - **Surface Transportation: \$1.5 billion**
including highway, bridge, public transit, intercity passenger rail, freight rail, and port infrastructure grants
 - **Aviation: \$1.3 billion**
including Airport Improvement Program (\$1.1 billion) and Federal Aviation Administration Facilities and Equipment (\$200 million)

TRANSPORTATION AND INFRASTRUCTURE INVESTMENT CONTINUED

- **Environmental Infrastructure: \$5.26 billion**
including Clean Water State Revolving Fund loans and grants (\$4 billion), Superfund cleanups (\$600 million), Brownfields grants (\$100 million), Watershed and Flood Prevention Operations (\$290 million), Watershed Rehabilitation Program (\$50 million), and International Boundary and Water Commission (\$220 million)

- **U.S. Army Corps of Engineers: \$4.6 billion**
including Construction (\$2 billion), Operation and Maintenance (\$2.075 billion), Mississippi Rivers and Tributaries (\$375 million), Formerly Utilized Sites Remedial Action Program (\$100 million), Investigations (\$25 million), and Regulatory Program (\$25 million)

- **Federal Buildings: \$5.575 billion**
including High-Performance Green Federal buildings (\$4.5 billion), repair, alteration, and construction of Federal buildings and courthouses (\$750 million) and border stations and land ports of entry (\$300 million), and Smithsonian Institution (\$25 million)

- **Economic Development Administration: \$150 million**
including Economic Adjustment grants (\$50 million) and Regional Economic Development Commissions (up to \$50 million)

- **Emergency Management: \$210 million**
including Firefighter Assistance grants to construct non-Federal fire stations (\$210 million)

- **Coast Guard: \$240 million**
including Bridge Alterations (\$142 million) and construction of shore facilities and aid-to-navigation facilities and repair of vessels (\$98 million)

- **Maritime Administration: \$100 million**
including Small Shipyard grants (\$100 million)

- The Recovery Act generally **requires these funds to be invested in ready-to-go projects**. Section 1602 of the Recovery Act requires States and other grant recipients to give preference to projects that can be started and completed expeditiously, including a goal of using at least 50 percent of the funds for projects that can be initiated not later than 120 days (June 17, 2009) after the date of enactment.⁵ In addition, several transportation programs have specific deadlines to invest a percentage of the funds. For example, for Federal-aid Highway formula funds, 50 percent of state-administered funds must be obligated within 120 days (June 30, 2009) of the date of apportionment and all funds must be obligated within one year (March 2, 2010) of the date of apportionment. For transit formula grants, 50 percent of funds must be obligated within 180 days (September 1, 2009) of the date of apportionment and all funds must be obligated within one year (March 5, 2010) of the date of apportionment.
- The Recovery Act **creates green collar jobs and invests in projects that decrease our dependence on foreign oil and address global climate change**. It provides \$4.5 billion for High-Performance Green Federal buildings to fund projects that incorporate energy and water conservation elements, such as installing photovoltaic roofs and geothermal technology. In addition, the Recovery Act provides a significant investment in public transit, high-speed rail, intercity rail, and Amtrak projects to provide alternatives to traveling by car, and help public transit and intercity passenger rail providers increase the percentage of their fleets that are alternative fuel vehicles. Finally, the Recovery Act directs that 20 percent of each State's Clean Water State Revolving Fund allotment be used for investments in energy and water efficient techniques and technologies (i.e., green infrastructure).
- The Recovery Act **requires the steel, iron, and manufactured goods for these projects to be produced in the United States**.⁶
- The Recovery Act **creates family-wage construction and manufacturing jobs**.⁷
- The Recovery Act **requires the Governor of each State to certify that:**
 - **the State will request and use funds provided by the Recovery Act and the funds will be used to create jobs and promote economic growth;**⁸
 - **the State will maintain its effort with regard to State funding for transportation projects;**⁹ and

⁵ American Recovery and Reinvestment Act of 2009, Pub. L. No. 111-5, § 1602 (2009).

⁶ *Id.* § 1605.

⁷ *Id.* § 1606. The Recovery Act requires all laborers and mechanics employed by contractors on projects funded by this Act to be paid prevailing wages. *Id.*

⁸ *Id.* § 1607. The Governor shall make this certification within 45 days (April 3, 2009) of the date of enactment. If the Governor does not make such certification, the State legislature may accept the funds. *Id.*

- **the Governor accepts responsibility that the infrastructure investment is an appropriate use of taxpayer dollars.**¹⁰

To view submitted certifications by State, see: <http://testimony.ost.dot.gov/ARRAcerts/>.

- Finally, the Recovery Act **ensures transparency and accountability by including regular reporting requirements to track the use of the funds, State investments, and the estimated number of jobs created or sustained. This information will be publicly available through Recovery.gov.** Pursuant to section 1512 of the Act, States and other direct grant recipients will provide quarterly reports (beginning October 10, 2009) to the Federal agency that provided the funds on the total amount of recovery funds received; the amount of such funds that were expended or obligated; a detailed list of all projects or activities for which recovery funds were expended or obligated, including the name and description of the project, an evaluation of the completion status of the project, and an estimate of the number of jobs created or sustained by the project; and, for infrastructure investments made by State and local governments, the purpose, total cost, and rationale of the agency for funding the infrastructure investment. Each Federal agency receiving these quarterly reports will make the information publicly available by posting the information on a website.¹¹
- Section 1201 of the Recovery Act **requires additional reporting requirements for funds administered by the U.S. Department of Transportation.** Under this provision, each State and other grant recipient shall submit periodic reports to the U.S. Department of Transportation on the use of Recovery Act funds provided for highway, public transit, rail, surface transportation, airport, and maritime programs. The States and other grant recipients will report:
 - the amount of Federal funds obligated and outlayed;
 - the number of projects that have been put out to bid, and the amount of Federal funds associated with such projects;
 - the number of projects for which contracts have been awarded, and the amount of Federal funds associated with such projects;
 - the number of projects for which work has begun under such contracts and the amount of Federal funds associated with such contracts;

⁹ *Id.* § 1201. The certification shall include a statement identifying the amount of funds the State planned to expend from State sources as of the date of enactment during the period from the date of enactment through September 30, 2010. *Id.*

¹⁰ *Id.* § 1201. The certification shall include a description of the investment, the estimated total cost, and the amount of covered funds to be used, and shall be posted on a website and linked to the Recovery.gov website. *Id.*

¹¹ *Id.* § 1512.

- the number of projects for which work has been completed under such contracts and the amount of Federal funds associated with such contracts;
- the number of direct, on-project jobs created or sustained by the Federal funds provided and, to the extent possible, the estimated indirect jobs created or sustained in the associated supplying industries, including the number of job-years created and the total increase in employment since the date of enactment; and
- information tracking the actual aggregate expenditures by each grant recipient from State sources for projects eligible for funding under the program during the period from the date of enactment through September 30, 2010, compared to the level of expenditures that were planned to occur during such period as of the date of enactment.

The first periodic report is due not later than 90 days (May 18, 2009) after the date of enactment, and subsequent reports are due not later than 180 days (August 16, 2009), one year (February 17, 2010), two years (February 17, 2011), and three years (February 17, 2012) after the date of enactment of the Recovery Act.¹²

READY-TO-GO INFRASTRUCTURE INVESTMENTS

- While certain infrastructure projects may require years of engineering and environmental analysis, followed by a lengthy contract award process, a subset of projects – such as projects involving rehabilitation and repair of existing infrastructure – can move much more quickly, with work beginning within 90 to 120 days.¹³
- The Recovery Act requires funds to be invested in ready-to-go projects. Priority will be given to projects that can be started and completed quickly.¹⁴ For instance, State Departments of Transportation (DOTs) have a tremendous backlog of highway resurfacing needs. State DOTs often have open-ended contracts in place for resurfacing projects, which means that work could begin immediately upon receipt of additional funds. Similarly, many State DOTs have bridge deck overlay projects, in which the top two or three inches of concrete on the surface of the bridge (e.g., the deck) is replaced, which are ready-to-go.
- Even before the U.S. Department of Transportation apportioned formula funds to States, cities, and public transit agencies, State DOTs put out bids (typically for a period of 30 days) for ready-to-go projects. After receipt of the bids and contract award, work can begin on

¹² *Id.* § 1201.

¹³ The Federal Highway Administration’s “August redistribution” of highway funds illustrates the ability of States to obligate additional funds quickly when they become available. In August of each year, States that cannot use their entire obligation authority return the unused authority to the Federal Highway Administration, which then redistributes it to States that can use the funds prior to the end of the fiscal year on September 30.

¹⁴ *See id.* § 1602.

the project within an additional 30 days. **In this way, the Recovery Act has “put shovels in the ground” within 90 to 120 days of the date of enactment.**

**ECONOMIC IMPACT: MORE THAN 1.8 MILLION JOBS AND
\$323 BILLION OF ECONOMIC ACTIVITY**

- The \$64.1 billion of Federal infrastructure investment will **create or sustain more than 1.8 million jobs and \$323 billion of economic activity**. Each \$1 billion of Federal funds invested in infrastructure creates or sustains approximately 34,779 jobs and \$6.2 billion in economic activity.¹⁵
- A national survey found that transportation construction contractors hire employees within three weeks of obtaining a project contract. These employees begin receiving paychecks within two weeks of hiring.
- In addition, this infrastructure investment will **increase business productivity** by reducing the costs of producing goods in virtually all industrial sectors of the economy. Increased productivity results in increased demand for labor, capital, and raw materials and generally leads to lower product prices and increased sales.
- This investment will specifically help unemployed construction workers. The construction sector has lost 1,936,000 jobs since the recession began in December 2007. The unemployment rate in construction was 27.1 percent in February 2010. As of February 2010, there are 2,440,000 unemployed construction workers in the nation.
- An analysis by a national transportation construction association shows between May 2009 and February 2010, the value of new contracts for highway pavement projects rose to \$36.6 billion, a 19.4 percent increase from the period between May 2008 and February 2009. New contract awards for bridge construction projects also rose by 14.6 percent, from \$11.9 billion to \$13.6 billion. Furthermore, the value of highway and bridge contract awards is up by \$2 billion in February 2010 compared to February 2009.

¹⁵ These estimates are based on 2007 Federal Highway Administration (FHWA) data on the correlation between highway infrastructure investment and employment and economic activity, and assume a 20 percent State or local matching share of project costs. Some infrastructure programs have slightly higher or lower estimates of the number of jobs created or the economic activity generated per \$1 billion of Federal funds invested. To enable easy comparisons among the elements of the bill, this document presumes the FHWA model for employment and economic activity. In the overwhelming majority of cases, the requirement for State or local matching funds would be waived under this proposal. Where appropriate, estimates of employment and economic activity have been adjusted to reflect these match waivers.

- In contrast to the economic stimulus effect from tax cuts, virtually all of the stimulus effect from public infrastructure investment will be felt in the United States. Not only would the construction work be done here, but most transportation construction materials and equipment are manufactured in the United States, as well.¹⁶

MINORITY-OWNED AND WOMEN-OWNED BUSINESS IMPACT:

- This investment will also help address the disproportionate effect that the increase in unemployment has had on people of color. In February 2010, the rate of unemployment for African Americans was 15.8 percent – 79 percent higher than the rate for whites. The unemployment rate for Hispanic or Latino Americans was 12.4 percent, 40 percent more than the rate for whites.
- Congress has established a national 10 percent aspirational program goal for firms certified as Disadvantaged Business Enterprises (“DBEs”), including minority- and women-owned businesses, with respect to highway, transit, aviation, and other infrastructure programs. As a general rule, States, cities, and infrastructure financing authorities are required to establish an annual DBE participation goal that reflects what DBE participation would be in the absence of discrimination. The DBE program applies to all Recovery Act transportation and infrastructure programs.

¹⁶ Previous experience with using public infrastructure investment to stimulate the economy can be found with the Public Works Acceleration Act (P.L. 87-658), signed by President Kennedy on September 14, 1962. Under this program, a total investment of \$1.8 billion (\$880 million Federal investment and \$920 million in local investment) generated 250,000 job-years. *See* Public Works Acceleration Act, 42 U.S.C. § 2641 (1962).

HIGHWAYS AND BRIDGES – \$27.5 BILLION

Recovery Act:

1. Provides \$26.66 billion in funding for Federal-Aid Highway formula investments.
2. Provides \$150 million for Puerto Rico and Territorial Highway Programs.
3. Provides \$550 million for roads on Federal and Indian lands, including \$170 million for National Park Roads, \$310 million for Indian Reservation Roads, \$60 million for Forest Roads, and \$10 million for Refuge Roads.
4. Provides \$60 million for competitive discretionary Ferry Boat capital grants to States.
5. Provides \$20 million for On-the-Job Training.
6. Provides \$20 million for Disadvantaged Business Enterprise bonding assistance.

Distribution: Distributes Federal-aid Highway funds through a hybrid formula to States (50 percent through Surface Transportation Program formula and 50 percent apportioned via the FY 2008 obligation limitation ratio distribution). States must sub-allocate 30 percent of funds to local governments. Distributes National Park, Indian Reservation, Forest, and Refuge Road funds pursuant to existing administrative processes. Of all the funds provided to a State, three percent must be used for transportation enhancements. Formula funds must be apportioned by the Federal Highway Administration (FHWA) within 21 days (March 10, 2009) of the date of enactment.

Additional Uses of Funds: Expands uses to include stormwater runoff, passenger and freight rail, and port infrastructure projects.

Prioritization: Prioritizes funds on projects that could be completed in three years (February 17, 2012) and are in economically distressed areas of the State,¹⁷ except that, for Ferry Boat projects, priority shall be given to projects that can be completed within two years (February 17, 2011) of enactment.

Shovel-Ready Deadlines: Requires 50 percent of the funds apportioned to the States to be obligated within 120 days (June 30, 2009) after the date of apportionment. Funds not obligated in accordance with this requirement will be withdrawn and redistributed to other States that had no funds withdrawn. Funds suballocated to local governments are not subject to the 120-day redistribution. All 50 States met this requirement.

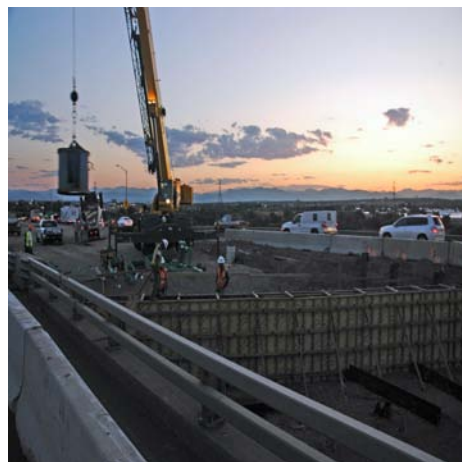
¹⁷ On August 24, 2009, DOT released supplemental guidance on the determination of economically distressed areas. For more information, see: <http://www.fhwa.dot.gov/economicrecovery/guidancedistressed.htm>.

One hundred percent of funds must be obligated within one-year (March 2, 2010) of apportionment. All 50 States met this requirement.

Transparency and Accountability Requirements: Grant recipients must submit periodic reports to FHWA on the use of Recovery Act funds no later than 90 days (May 18, 2009), 180 days (August 16, 2009), one year (February 17, 2010), two years (February 17, 2011), and three years (February 17, 2012) after the date of enactment of the Recovery Act. These reports will be collected and compiled by the U.S. Department of Transportation and transmitted to Congress. These reports include the amount of Recovery Act funds appropriated, allocated, obligated, and outlayed, the number of projects that have been put out to bid and awarded, where work has begun and been completed, and the amount of Recovery Act funds associated with such projects, job creation statistics, and maintenance of effort data.¹⁸

Each recipient that receives Recovery Act funds from a Federal agency must also submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.¹⁹

Recovery Act Implementation: Of the amount awarded to date, Recovery Act investments will result in improvements to 34,438 miles of highway and 1,262 bridges.²⁰



FHWA has approved 12,313 highway projects totaling \$26.5 billion. This amount represents nearly 100 percent of the total available highway funds.

¹⁸ American Recovery and Reinvestment Act of 2009, Pub. L. No. 111-5, § 1201 (2009).

¹⁹ *Id.* § 1512.

²⁰ Miles and bridge improvement information is based on obligations as of March 23, 2010.

Federal-Aid Highway Formula Investments and Puerto Rico and Territorial Highway Programs (\$26.81 billion): All 50 States, five Territories, and the District of Columbia have submitted and received approval for 12,110 projects totaling \$26.2 billion, approximately 100 percent of the available Recovery Act highway formula funds.²¹

Out to Bid: According to submissions received by the Committee from States, as of February 28, 2010, all 50 States, five Territories, and the District of Columbia have put out to bid 10,918 projects totaling \$24.1 billion, representing 91 percent of the total available highway formula funds.

Signed Contracts: All 50 States, five Territories, and the District of Columbia have signed contracts for 9,302 projects totaling \$20.4 billion, representing 77 percent of the funds.

Work Underway: Work has begun on 7,897 projects in 50 States, four Territories, and the District of Columbia, totaling \$18.4 billion, representing 70 percent of the funds.

Completed: Work has been completed on 2,973 projects in 48 States and the District of Columbia, totaling \$2.9 billion, representing 11 percent of the funds.

To view formula fund information by State, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Examples of projects underway include:

- I-405 Sepulveda Pass Widening in Los Angeles, California (\$190 million): Construction began in May 2009 on this billion-dollar project, which uses Recovery Act funds to build 10 miles of new HOV lane between the I-10 (Santa Monica Freeway) and the US-101 (Ventura Freeway). In addition to new highway capacity, this project will improve supporting infrastructure along the route such as reinforcing 27 on- and off-ramps, widening 13 underpasses, and building nearly 18 miles of retaining and sound walls. When completed, there will be 72 continuous miles of bus/carpool lanes on I-405 from the San Fernando Valley to Orange County. This project will also cut daily commutes by 20 minutes per person, or more than seven million hours annually, which will also improve local air quality. This freeway serves more than 280,000 drivers each day; and
- Ft. Duquesne Bridge Preservation in Pittsburgh, Pennsylvania (\$26.2 million): This project, entirely funded by the Recovery Act, is a vital transportation link for the region. These funds will pay for preservation to ensure the bridge stays in good condition for its estimated 80,000 daily drivers. Work includes improvements on 16 bridge and ramp structures as well as steel, concrete, and deck repairs.

²¹ FHWA approved slightly less than their original allocation because 18 States chose to transfer funds for transit projects. Transfers occur when States and local authorities choose to use their Recovery Act highway funds for transit projects in their respective locale.

On March 2, 2009, FHWA issued Federal-aid Highway formula apportionments to States. These apportionments are summarized on the Committee's website: <http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=930>.

For up-to-date information on projects obligated, underway, and completed, see:
<http://www.fhwa.dot.gov/economicrecovery/weeklylists.htm>.

Federal and Indian Lands (\$550 million): FHWA has awarded 164 projects totaling \$311 million, representing 57 percent of the funds for Federal and Indian Lands. Work is underway on 79 projects totaling \$211 million, representing 38 percent of the available funds.

An example of a project underway includes:

- Yosemite National Park in California (\$8 million): This project is approximately 90 percent complete and the improved roads are currently open to public traffic. Located in an economically distressed area, the project will rehabilitate five miles of paved roadway and two lane miles of paved parking. Existing geometry deficiencies, such as incorrect roadway superelevation, will be corrected in addition to the replacement of the deteriorated pavement. Turnouts within the project limits will be rehabilitated and improved as needed. Reconstruction and realignment of the Chinquapin intersection will address the higher-than-normal accident rate for that particular location. FHWA expects works to be complete in May 2010.

Ferry Boat Capital Grants to States (\$60 million): On July 10, 2009, FHWA announced \$60 million in Ferry Boat capital grants for 29 projects in 19 States and the Virgin Islands. Of these announced projects, FHWA has approved 19 projects totaling \$15 million, representing 25 percent of the total funds for Ferry Boat capital grants. Work is underway on nine projects totaling \$8.8 million, representing 15 percent of the available funds.

An example of a project underway includes:

- Ferry Vessel Construction in Port Aransas, Texas (\$6.5 million): This project will add a 28-car capacity vessel to the ferry system to reduce delays. Over the next 10 years, the ferry is projected to carry on average 8,000 vehicles per day, with peaks in excess of over 13,000 vehicles per day.

On-the-Job Training (\$20 million): FHWA has awarded 20 training grants worth \$6.4 million, representing 32 percent of the total apportionment for On-the-Job Training. Work is underway on eight projects totaling \$2.3 million, representing 12 percent of the available funds.

These grants fund training centers and apprenticeships for underrepresented or disadvantaged people seeking careers in transportation, engineering, or construction. An example of a project underway includes:

- Wichita Metro Area Project in Kansas (\$200,400): This grant will provide supportive services to increase the total number of minorities, women, and disadvantaged individuals participating in the Federal-aid highway construction industry. The Kansas Contractors Association offers a variety of craft-worker training courses that can quickly improve the

skills of the workers who build roads and bridges. The association provides instructors, facilities, materials, and administration to organize courses held all across the State.

Disadvantaged Business Enterprise (DBE) Bonding Assistance (\$20 million): The U.S. Department of Transportation has approved 12 applications for bonding assistance, totaling \$100,000.²²

An example of a project includes:

- Pedestrian Facility Improvements in South Carolina (\$15,872): The Department recently approved three awards for AOS Specialty Construction, a woman-owned DBE in South Carolina, to improve pedestrian facilities and provide connectivity to public locations in close proximity to schools, public buildings, community centers, and businesses.

To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

To view a map of projects, see:

<https://fhwaapps.fhwa.dot.gov/rap/>

Economic Impact: Creates more than 765,000 jobs and \$136 billion of economic activity.

²² On August 31, 2009, DOT announced that small and disadvantaged businesses may now apply to be reimbursed for bonding premiums and fees incurred when competing for, or performing on, Recovery Act transportation projects. The Recovery Act created this new program to help small and disadvantaged businesses better compete for Recovery Act transportation funds. Only qualified bonds obtained from August 28, 2009, to September 8, 2010, are eligible for this assistance. Applications are due by September 8, 2010. For more information, see: <http://www.dot.gov/recovery/ost/osdbu/index.htm>.

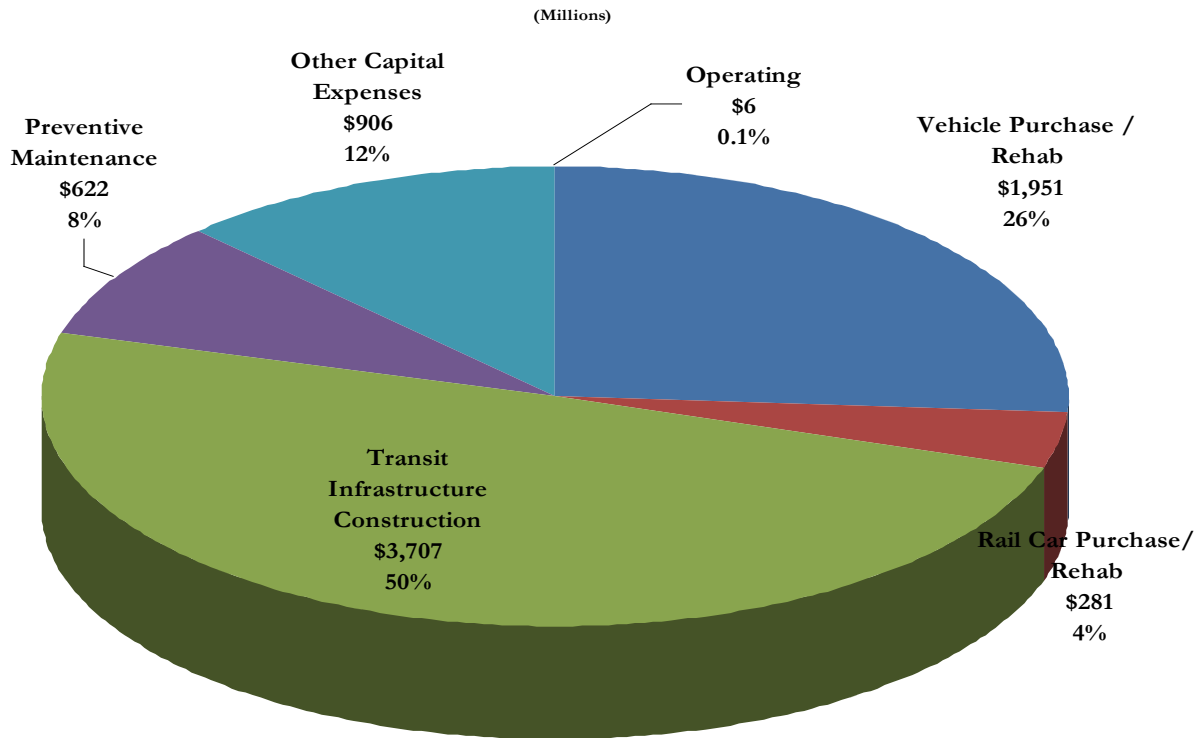
TRANSIT – \$8.4 BILLION

Recovery Act Implementation: Of the amount awarded to date, Recovery Act transit investments will result in:

- the purchase or rehabilitation of 10,561 vehicles (\$2 billion);
- the purchase or rehabilitation of 613 rail cars and locomotives (\$281 million);
- the construction or rehabilitation of 2,325 passenger facilities (\$1.1 billion); and
- the construction or rehabilitation of 202 maintenance facilities (\$727 million).²³

The Federal Transit Administration (FTA) has awarded 979 grants totaling \$8.6 billion in all 50 States, five Territories, and the District of Columbia, representing 100 percent of the available transit funds.²⁴ FTA plans to use the awarded funds according to the following project types:

**Recovery Act Awards
By Project Type**



Source: FTA

²³ Information is based on awards as of January 15, 2010.

²⁴ FTA has awarded more than their original allocation because FTA has received \$345 million in 46 transfers from FHWA.

TRANSIT URBAN AND RURAL FORMULA GRANTS – \$6.8 BILLION

Recovery Act: Provides \$6.8 billion in transit capital and operating grants for ready-to-go projects, including \$5.44 billion using the current transit urban formula, \$680 million using the current transit rural formula, and an additional \$680 million to both urban and rural areas using the current Growing States and High Density States formula.

Distribution: Distributes transit urban and rural formula funds to States, cities, and public transit agencies pursuant to existing statutory transit formulas under 49 U.S.C. § 5307, 49 U.S.C. § 5311, and 49 U.S.C. § 5340.

Prioritization: Formula funds must be apportioned by FTA within 21 days (March 10, 2009) of enactment.

Shovel-Ready Deadlines: Requires States, cities, and public transit agencies to obligate at least \$3.4 billion (50 percent) of these funds within 180 days (September 1, 2009) of the date of apportionment. Funds not obligated in accordance with this requirement will be withdrawn and redistributed to other urbanized areas or States that had no funds withdrawn. All States, cities, and public transit agencies met this requirement.

One hundred percent of funds must be obligated within one-year (March 5, 2010) of apportionment. All States, cities, and public transit agencies met this requirement.

Transparency and Accountability Requirements: Grant recipients must submit periodic reports to FTA on the use of Recovery Act funds no later than 90 days (May 18, 2009), 180 days (August 16, 2009), one year (February 17, 2010), two years (February 17, 2011), and three years (February 17, 2012) after the date of enactment of the Recovery Act. These reports will be collected and compiled by the U.S. Department of Transportation and transmitted to Congress. These reports include the amount of Recovery Act funds appropriated, allocated, obligated, and outlayed, the number of projects that have been put out to bid and awarded, where work has begun and been completed, and the amount of Recovery Act funds associated with such projects, job creation statistics, and maintenance of effort data.²⁵

Each recipient that receives Recovery Act funds from a Federal agency must also submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.²⁶

²⁵ *Id.* § 1201.

²⁶ *Id.* § 1512.

Recovery Act Implementation: FTA has awarded \$7.1 billion for 885 projects in all 50 States, five Territories, and the District of Columbia.²⁷ This represents 100 percent of the available funding.²⁸

Out to Bid: According to submissions received by the Committee from States and public transit agencies, as of February 28, 2010, 3,352 projects have been put to bid in all 50 States, three Territories, and the District of Columbia, totaling \$4.9 billion, representing 69 percent of the total available transit capital formula funds.

Signed Contracts: Contracts have been signed for 3,102 projects in 50 States, one Territory, and the District of Columbia totaling \$4.8 billion, representing 68 percent of the funds.

Work Underway: Work has begun on 2,902 projects in 50 States, one Territory, and the District of Columbia totaling \$4.4 billion, representing 63 percent of the funds.

Completed: Work has been completed on 1,179 projects in 43 States and the District of Columbia totaling \$627 million, representing nine percent of the funds.

To view formula fund information by State, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Examples of projects underway include:

- Santa Clara Valley Transportation Authority (VTA) in San Jose, California (\$42.2 million): The VTA has purchased 70 new, 40-foot hybrid buses from Gillig, LLC of Hayward, California. These hybrid buses will be used to replace buses that have been in service since the early 1990s. The addition of the hybrid buses to VTA's operating fleet will help VTA comply with new, more stringent State and Federal emissions requirements. This purchase also continues VTA's commitment to green technology, with the new hybrid buses joining an additional 90 hybrid paratransit and non-revenue vehicles. VTA riders will realize immediate benefits provided by these new vehicles, including the low-floor configuration and the enhanced lift systems that provide easier access for mobility-impaired individuals and reduce overall dwell time; and
- Grays Harbor Transit's Station Expansion in Aberdeen, Washington (\$500,000): Grays Harbor Transit has started construction on this station. This project will enhance safety for both riders and local traffic and will accommodate future growth of bus ridership. The station improvements include expanding its size, installing better lighting, adding security cameras, and providing a covered seating area for passengers. A park-and-ride lot will be expanded to provide parking for up to 35 vehicles, and sidewalks and bike racks will make the station more accessible. Currently, buses leaving the station pull onto one of the busiest traffic corridors through Aberdeen, and must merge across three lanes of traffic in order to turn onto their routes. Upon completion, bus traffic will enter onto a less busy street.

²⁷ On March 5, 2009, FTA issued public transit urban and rural formula funds apportionments to States and public transit agencies. These apportionments are summarized on the Committee's website: <http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=930>.

²⁸ This total includes 46 transfers totaling \$345 million from FHWA.



To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Economic Impact: Creates more than 189,000 jobs and \$34 billion of economic activity.

TRANSIT GREENHOUSE GAS AND ENERGY REDUCTION FUNDING – \$100 MILLION

Recovery Act: Provides \$100 million of discretionary transit capital grants to public transit agencies to reduce energy consumption or greenhouse gas emissions of their public transportation systems.

Distribution: Distributes transit energy funds to public transit agencies as discretionary grants.

Prioritization: Prioritizes funds for projects based on the total energy savings that are projected to result from the investment, and projected energy savings as a percentage of the total energy usage of the public transit agency.

Shovel-Ready Deadlines: Requires public transit agencies to obligate at least 50 percent of these funds within 180 days (September 1, 2009) of the date of allocation. Requires public transit agencies to obligate all of the funds within one year (March 5, 2009) of the date of allocation. The Secretary of Transportation may provide an extension of time if a city or State has encountered an unworkable bidding environment or other extenuating circumstances.

Transparency and Accountability Requirements: Grant recipients must submit periodic reports to FTA on the use of Recovery Act funds no later than 90 days (May 18, 2009), 180 days (August 16, 2009), one year (February 17, 2010), two years (February 17, 2011), and three years (February 17, 2012) after the date of enactment of the Recovery Act. These reports will be collected and compiled by the U.S. Department of Transportation and transmitted to Congress. These reports include the amount of Recovery Act funds appropriated, allocated, obligated, and outlayed, the number of projects that have been put out to bid and have been awarded, where work has begun and been completed, and the amount of Recovery Act funds associated with such projects, job creation statistics, and maintenance of effort data.²⁹

Each recipient that receives Recovery Act funds from a Federal agency must also submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.³⁰

Recovery Act Implementation: On September 21, 2009, FTA announced 43 Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) grants in 27 States, totaling the entire \$100 million in available funding.³¹ FTA has awarded 32 grants totaling \$82 million, representing 82 percent of the available TIGGER funding.

²⁹ *Id.* § 1201.

³⁰ *Id.* § 1512.

³¹ FTA received \$2 billion in proposals.

Examples of announced projects include:

- Rock Island Solar Thermal Hot Water System in Rock Island, Illinois (\$600,000): Rock Island plans to purchase and install a solar thermal hot water system for their new transit maintenance facility building. This project will help create a sustainable transit maintenance facility for the Rock Island Metropolitan Mass Transit District using energy alternatives that reduce both energy consumption and emissions; and
- Massachusetts Bay Transit Authority (MBTA) Wind Energy Generation Turbines in Massachusetts (\$2.5 million): The MBTA plans to install two renewable wind energy generation turbines at the Kingston Layover Facility (100 kW), and the Newburyport Station (600 kW). The MBTA is the largest single electricity consumer in Massachusetts, consuming nine percent of all electricity consumed in the Commonwealth. With the installation of renewable wind energy turbines, the MBTA will generate power to operate its own facilities or return power back to the regional grid, thereby providing clean energy to the region. Both facilities currently consume energy to support the plugging-in of trains for storage, maintenance, and passenger waiting facilities. The annual electricity use at both facilities is 2,815,738 kW-h. This investment will allow the MBTA to reduce their energy consumption at these locations by 75 percent.

To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Economic Impact: Creates approximately 2,800 jobs and \$500 million of economic activity.

FIXED GUIDEWAY INFRASTRUCTURE INVESTMENT – \$750 MILLION

Recovery Act: Provides \$750 million for transit fixed guideway modernization projects.

Distribution: Distributes funds through the existing fixed guideway modernization formula.

Prioritization: Formula funds must be apportioned by FTA within 21 days (March 10, 2009) of enactment.

Shovel-Ready Deadlines: Requires public transit agencies to obligate at least \$375 million (50 percent) of these funds within 180 days (September 1, 2009) of the date of apportionment. All States, cities, and public transit agencies met this requirement.

Requires public transit agencies to obligate all of the funding within one year (March 5, 2010) of the date of apportionment. All States, cities, and public transit agencies met this requirement.

Transparency and Accountability Requirements: Grant recipients must submit periodic reports to FTA on the use of Recovery Act funds no later than 90 days (May 18, 2009), 180 days (August 16, 2009), one year (February 17, 2010), two years (February 17, 2011), and three years (February 17, 2012) after the date of enactment of the Recovery Act. These reports will be collected and compiled by the U.S. Department of Transportation and transmitted to Congress. These reports include the amount of Recovery Act funds appropriated, allocated, obligated, and outlayed, the number of projects that have been put out to bid and have been awarded, where work has begun and been completed, and the amount of Recovery Act funds associated with such projects, job creation statistics, and maintenance of effort data.³²

Each recipient that receives Recovery Act funds from a Federal agency must also submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.³³

Recovery Act Implementation: FTA has awarded 51 grants worth \$743 million in 27 States, Puerto Rico, and the District of Columbia.³⁴ This amount represents 100 percent of the total available funds.

Out to Bid: According to submissions received by the Committee from States and public transit agencies, as of February 28, 2010, 134 projects have been put to bid in 24 States and the District of Columbia, totaling \$646 million, representing 87 percent of the total available fixed guideway formula funds.

Signed Contracts: Contracts have been signed for 121 projects in 22 States and the District of Columbia totaling \$594 million, representing 80 percent of the funds.

Work Underway: Work has begun on 118 projects in 20 States and the District of Columbia totaling \$585 million, representing 79 percent of the funds.

Completed: Work has been completed on 14 projects in nine States totaling \$38 million, representing five percent of the funds.

To view formula fund information by State, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

³² *Id.* § 1201.

³³ *Id.* § 1512.

³⁴ On March 5, 2009, FTA announced the allocation of these formula funds. These apportionments are summarized on the Committee's website: <http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=930>.

Examples of projects underway include:

- Fitchburg CPF-43 Interlocking in Fitchburg, Massachusetts (\$10.2 million): This project supports the first phase of a massive rail improvement project on the Fitchburg line along the Massachusetts Bay Transportation Authority's (MBTA) 50-mile corridor from Fitchburg to Boston, the longest line in MBTA's system. The funds are being spent to do interlocking work – switches that enable trains to move from one track to another – on 13 miles of rail between Ayer and Fitchburg. The project will enable the authority to increase capacity and provide faster travel times on the line, allowing trains to easily get around a delay or obstacle on the line. The Massachusetts Bay Commuter Railroad Company, which retains a contract to operate and maintain MBTA's commuter-rail network, began preliminary construction in the fall of 2009 and hired 15 track laborers to help upgrade this commuter-rail line; and



- 55th Street Station rehabilitation and track upgrades in Cleveland, Ohio (\$11.2 million): The funds will be used to continue modification of the Greater Cleveland Regional Transit Authority's 55th Street Station in conjunction with the surrounding neighborhood development. The station will be center-platform, allowing for a wider platform and simplified vertical circulation. The station will incorporate passenger enhancements, a park and ride facility, and a bus loop for bus operation. Additionally, funds will be used to make major improvements to address accessibility and functional deficiencies to the Puritas Station. Recovery Act funds have assisted the transit agency in retaining 159 jobs.

To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Economic Impact: Creates approximately 20,900 jobs and \$3.7 billion of economic activity.

TRANSIT NEW STARTS CONSTRUCTION – \$750 MILLION

Recovery Act: Provides \$750 million in transit capital grants for New Starts construction projects.

Distribution: Distributes New Starts project construction funds to public transit agencies pursuant to existing authority under SAFETEA-LU, FTA Full Funding Grant Agreements, and FTA Project Construction Grant Agreements. FTA would determine the distribution of funds through its existing competitive process.

Prioritization: Prioritizes funds on projects that are currently in construction or are able to obligate funds within 150 days (July 16, 2009) of enactment.

Shovel-Ready Deadlines: FTA must obligate 100 percent of the funds by September 30, 2010.

Transparency and Accountability Requirements: Grant recipients must submit periodic reports to FTA on the use of Recovery Act funds no later than 90 days (May 18, 2009), 180 days (August 16, 2009), one year (February 17, 2010), two years (February 17, 2011), and three years (February 17, 2012) after the date of enactment of the Recovery Act. These reports will be collected and compiled by the U.S. Department of Transportation and transmitted to Congress. These reports include the amount of Recovery Act funds appropriated, allocated, obligated, and outlayed, the number of projects that have been put out to bid and have been awarded, where work has begun and been completed, and the amount of Recovery Act funds associated with such projects, job creation statistics, and maintenance of effort data.³⁵

Each recipient that receives Recovery Act funds from a Federal agency must also submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.³⁶

Recovery Act Implementation: FTA has awarded 11 grants totaling \$743 million in eight States and the District of Columbia.³⁷ This amount represents 100 percent of the total available funds.

³⁵ *Id.* § 1201.

³⁶ *Id.* § 1512.

³⁷ On May 11, 2009, FTA announced the allocation of New Starts funding.

An example of a project underway includes:

- Dallas Area Rapid Transit (DART) Orange Line Construction in Dallas, Texas (\$61.2 million): This project supports the 14-mile Orange Line rail construction project that will connect Dallas, the thriving Las Colinas Urban Center in Irving, and ultimately DFW International Airport, opening to Las Colinas in 2011 and DFW Airport in 2013. This project represents a public transit investment in excess of \$817 million. More than 80 contractors, based in 14 States, are bringing this project to fruition. This project already has attracted one of the country's largest transit-oriented development programs with a private and municipal investment of \$3.7 billion around the first six rail stations. The City of Irving, in particular, is constructing a \$114 million, 270,000-square foot convention center. Together, these modern transit villages are expected to draw nearly 10,500 new residents and 18,000 new employees. Over 600 direct, on-project jobs are being created or sustained by these funds.



To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Economic Impact: Creates more than 50,000 jobs and \$9 billion of economic activity. Furthermore, the additional \$750 million of New Starts funding will make available an additional \$1.5 billion of contingent commitment authority to enable FTA to sign more New Starts funding agreements for future transit construction projects.

RAIL – \$9.3 BILLION

Recovery Act:

1. Provides \$1.3 billion for capital grants to Amtrak, of which \$450 million shall be used by Amtrak for safety and security improvements.
2. Provides \$8 billion for high-speed rail, intercity passenger rail, and congestion capital grants to States.

Distribution: Distributes \$1.3 billion of capital grants to Amtrak; distributes \$8 billion of high-speed rail, intercity passenger rail, and congestion grants to States on a competitive basis to pay for the cost of capital projects, as provided for in section 501 of the Passenger Rail Investment and Improvement Act of 2008 (Division B of P.L. 110-432) and chapter 244 of Title 49, United States Code.

Prioritization: For capital grants to Amtrak, priority shall be given to projects for the repair, rehabilitation, or upgrade of railroad assets or infrastructure, and for capital projects that expand passenger rail capacity, including the rehabilitation of rolling stock. For high-speed rail, intercity passenger rail, and congestion grants, priority shall be given to projects that support the development of high-speed rail service.

Shovel-Ready Deadlines: For capital grants to Amtrak, the Secretary shall ensure that projects funded with economic recovery funds provided to Amtrak shall be completed within two years (February 17, 2011) of enactment. 100 percent of the funds must be obligated by September 30, 2010. For high-speed rail, intercity passenger rail, and congestion grants, 100 percent of the funds must be obligated by September 30, 2012.

Transparency and Accountability Requirements: Grant recipients must submit periodic reports to the Federal Railroad Administration (FRA) on the use of Recovery Act funds no later than 90 days (May 18, 2009), 180 days (August 16, 2009), one year (February 17, 2010), two years (February 17, 2011), and three years (February 17, 2012) after the date of enactment of the Recovery Act. These reports will be collected and compiled by the U.S. Department of Transportation and transmitted to Congress. These reports include the amount of Recovery Act funds appropriated, allocated, obligated, and outlayed, the number of projects that have been put out to bid and have been awarded, where work has begun and been completed, and the amount of Recovery Act funds associated with such projects, job creation statistics, and maintenance of effort data.³⁸

Each recipient that receives Recovery Act funds from a Federal agency must also submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each

³⁸ *Id.* § 1201.

calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.³⁹

Recovery Act Implementation:

Amtrak (\$1.3 billion): Work is underway on 146 projects totaling \$1.1 billion, representing 86 percent of the total Amtrak Recovery Act funds, as of January 31, 2010. This total includes contracted and in-house work. Of this total, Amtrak has awarded 357 contracts totaling \$658 million. Amtrak has made 46 percent of the total number of awards to small businesses.

Recovery Act investments will result in:

- replacing 80,000 concrete ties (\$50 million), of which 41,000 ties (16 miles) have been completed;⁴⁰



- restoring and returning to service 60 Amfleet cars, 21 Superliners, and 15 P-40 locomotives;
- improving 270 stations;
- improving 38 maintenance facilities; and
- replacing or maintaining nine bridges.

³⁹ *Id.* § 1512.

⁴⁰ Information on completed concrete ties is as of December 31, 2009.

Examples of projects underway include:

- Ivy City Substation in Washington, DC (\$20 million): Work has already been completed on the five-mile access road, 32 of 66 caisson holes (see picture below), and excavation for a substation underway. The project also includes constructing a new substation and transmission line to provide stable voltages, redundancy, and reliable, traction power to trains. Amtrak will complete this project in January 2011.



- Wilmington Station Rehabilitation in Wilmington, Delaware (\$20 million): Construction began in June 2009. Restoration of this historic station includes improvements to the ADA compliant platform, track bed waterproofing, exterior rehabilitation, interior renovations, new plumbing, HVAC, electrical system, and waiting room. To date, Track 2 and 3 bed waterproofing and roof replacement of North and Center platforms are completed. All work on this project should complete by February 2011.

To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

High-Speed Rail and Intercity Passenger Rail Grant Programs (\$8 billion): On January 28, 2010, President Obama announced \$8 billion in Recovery Act grants to develop America's first nationwide program of high-speed intercity passenger rail service. In total, these awards will develop or lay the groundwork for 13 new, large-scale high-speed rail corridors across the country. The major corridors are part of a total of 31 States receiving investments, including smaller projects and planning work that will help lay the groundwork for future high-speed intercity rail service.⁴¹

The announced grants include:

- corridor programs: these investments will develop entire phases or geographic sections of high-speed rail corridors that have completed corridor plans, environmental documentation, and have a prioritized list of projects to help meet the corridor objectives;

⁴¹ FRA received over \$55 billion in applications.

- individual projects: providing grants to complete individual projects that are ready-to-go with completed environmental and preliminary engineering work with an emphasis on near term job creation. Eligible projects include acquisition, construction of or improvements to infrastructure, facilities, and equipment. These projects will create jobs quickly by upgrading local and regional networks and making connections to better knit together the nation's rail system, improving safety, and reducing congestion; and
- planning: entering into cooperative agreements for planning activities, including development of corridor plans and State Rail Plans.⁴²

The 13 corridors include:

- California;
- Eugene-Portland-Seattle;
- Chicago-St. Louis-Kansas City;
- Minneapolis-Milwaukee-Chicago;
- Cleveland-Columbus-Cincinnati;
- Detroit-Chicago;
- Tampa-Orlando-Miami;
- Charlotte-Richmond-Washington, DC;
- New York-Albany-Buffalo-Montreal;
- Boston-New York-Washington, DC (Northeast Corridor);
- Brunswick-Portland-Boston;
- Philadelphia-Harrisburg-Pittsburgh; and
- New Haven-Springfield-St. Albans.

To view the specific projects, see: http://www.whitehouse.gov/files/documents/100128_1400-HSRAwards-Summary_FRA%20Revisions.pdf.

To view a national map of selected projects, see: <http://www.fra.dot.gov/us/content/2243>.

To read descriptions of designated high-speed rail corridors, see: <http://transportation.house.gov/Media/file/Full%20Committee/Stimulus/High%20Speed%20Rail%20Corridor%20Descriptions.pdf>.

Economic Impact: Creates approximately 259,000 jobs and \$46 billion of economic activity.

⁴² Congress provided funding for planning through the U.S. DOT FY 2008 and 2009 appropriations.

NATIONAL SURFACE TRANSPORTATION SYSTEM DISCRETIONARY GRANTS - \$1.5 BILLION

The Recovery Act: Provides \$1.5 billion to the Secretary of Transportation to make competitive discretionary grants for surface transportation projects that will have a significant impact on the Nation, a metropolitan area, or a region. Projects eligible for funding under this program include highway or bridge projects eligible under title 23, U.S.C.; public transportation projects eligible under chapter 53 of title 49, U.S.C., including investments in projects participating in the New Starts or Small Starts programs that will expedite the completion of those projects; passenger and freight rail transportation projects; and port infrastructure investments, including projects that connect ports to other modes of transportation and improve the efficiency of freight movement. The Secretary may use up to \$200 million of the \$1.5 billion to provide credit assistance to projects under the Transportation Infrastructure Finance and Innovation Act ("TIFIA") program.

Distribution: The Secretary of Transportation shall award discretionary grants to State and local governments or transit agencies based on project selection criteria to be published not later than 90 days (May 18, 2009) after the date of enactment. A grant funded under this program shall be not less than \$20 million and not more than \$300 million, although the Secretary may waive the minimum grant size for the purpose of funding significant projects in smaller cities, regions, or States. Not more than 20 percent of the funds under this program may be awarded to projects in a single State. The Secretary shall ensure an equitable geographic distribution of funds and an appropriate balance in addressing the needs of urban and rural communities.

Prioritization: Prioritizes funds on projects that require a contribution of Federal funds in order to complete an overall financing package, and to projects that are expected to be completed within three years (February 17, 2012) of the date of enactment.

Shovel-Ready Deadlines: Grant applications must be submitted not later than 180 days (November 14, 2009) after the publication of project selection criteria. The Secretary shall announce all projects selected for funding not later than one year (February 17, 2010) after the date of enactment.

Transparency and Accountability Requirements: Grant recipients must submit periodic reports to the Office of the Secretary of Transportation (OST) on the use of Recovery Act funds no later than 90 days (May 18, 2009), 180 days (August 16, 2009), one year (February 17, 2010), two years (February 17, 2011), and three years (February 17, 2012) after the date of enactment of the Recovery Act. These reports will be collected and compiled by the U.S. Department of Transportation and transmitted to Congress. These reports include the amount of Recovery Act funds appropriated, allocated, obligated, and outlaid, the number of projects that have been put out to bid and have been awarded, where work has begun and been completed, and the amount of Recovery Act funds associated with such projects, job creation statistics, and maintenance of effort data.⁴³

⁴³ *Id.* § 1201.

Each recipient that receives Recovery Act funds from a Federal agency must also submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.⁴⁴

Recovery Act Implementation: On February 17, 2010, Secretary LaHood announced 51 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants in 40 States and the District of Columbia, totaling the entire \$1.5 billion. TIGER grants will fund transportation projects including improvements to roads, bridges, rail, ports, transit, and intermodal facilities. Sixty percent of the funding will promote projects in economically distressed areas.

DOT received more than 1,400 applications for TIGER grants from all 50 States, three Territories, and the District of Columbia, totaling nearly \$60 billion.

To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Economic Impact: Creates more than 41,000 jobs and \$7 billion of economic activity.

⁴⁴ *Id.* § 1512.

AVIATION – \$1.3 BILLION

Recovery Act Implementation:

- Work is underway or completed on 663 projects (\$1.2 billion), representing 94 percent of the total available Recovery Act aviation funds; and
- Within this total, work is underway on 282 projects (\$765 million), and work is completed on an additional 381 projects (\$453 million).

AIRPORT IMPROVEMENT PROGRAM – \$1.1 BILLION

Recovery Act: Provides \$1.1 billion for airport capital improvements through the Airport Improvement Program (AIP).

Distribution: Distributes funds to airports through the existing AIP Discretionary Grants program. The Federal Aviation Administration (FAA) will determine the distribution of funds through its existing competitive process and national priority system.

Prioritization: Prioritizes funds on projects that can be completed within two years (February 17, 2011) of enactment, and serve to supplement and not supplant planned expenditures from airport-generated revenues or from other State and local funding sources.

Shovel-Ready Deadlines: The Secretary shall award grants totaling not less than 50 percent of the \$1.1 billion within 120 days (June 17, 2009) of the date of enactment, and award grants for the remaining amounts not later than one year (February 17, 2010) after the date of enactment.

Transparency and Accountability Requirements: Grant recipients must submit periodic reports to the FAA on the use of Recovery Act funds no later than 90 days (May 18, 2009), 180 days (August 16, 2009), one year (February 17, 2010), two years (February 17, 2011), and three years (February 17, 2012) after the date of enactment of the Recovery Act. These reports will be collected and compiled by the U.S. Department of Transportation and transmitted to Congress. These reports include the amount of Recovery Act funds appropriated, allocated, obligated, and outlayed, the number of projects that have been put out to bid and have been awarded, where work has begun and been completed, and the amount of Recovery Act funds associated with such projects, job creation statistics, and maintenance of effort data.⁴⁵

Each recipient that receives Recovery Act funds from a Federal agency must also submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each

⁴⁵ *Id.* § 1201.

calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.⁴⁶

Recovery Act Implementation:

- Work is underway or completed on 360 projects (\$1.1 billion), representing 100 percent of the funding for airport grants; and
- Within this total, work is underway on 154 projects (\$654 million), and work has been completed on an additional 206 projects (\$444 million).

Recovery Act investments will result in:

- runway improvements: 155 projects at 139 airports that accommodate 11 million annual takeoffs/landings (\$483 million);
- taxiway improvements: 82 projects at 78 airports that accommodate 8.1 million annual takeoffs/landings (\$220 million);
- apron improvements: 51 projects at 48 airports that support more than 6,500 aircraft based at these airports (\$188 million); and
- terminal buildings and aircraft rescue and firefighting buildings improvements at 33 airports that accommodate 2.5 million annual takeoffs/landings and serve 33 million enplaned passengers (\$117 million).

Examples of projects underway include:

- Washington Dulles International Airport (IAD) in Chantilly, Virginia (\$15 million). The FAA provided funds to rehabilitate a portion of Runway 1C/19C. The project removed and replaced the existing 50 year old concrete. The project also completed three connecting taxiways between the passenger terminal apron and the new west runway. Work started in mid-July 2009 and the runway reopened in early December 2009.

⁴⁶ *Id.* § 1512.

In addition to the employment impacts, the project will reduce airport maintenance costs and enable more efficient movement of aircraft, thereby reducing taxi time, delays, and fuel consumption. As of December 31, 2009, the airport reported an estimated 300 jobs have been funded by the Recovery Act.



- Omaha-Epply Airfield (OMA) in Omaha, Nebraska (\$13.1 million): These funds are already rehabilitating a portion of Runway 14R/32L. The project removes and replaces the existing concrete pavement originally constructed in 1950 and is part of a larger effort to completely rehabilitate the longest commercial runway and several associated taxiways at this airport. Several phases of the runway rehabilitation project started in March 2009. The Recovery Act portion is substantially complete. As of December 31, 2009, the airport reported an estimated 68 jobs have been funded because of this project.



To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>

Economic Impact: Creates approximately 30,600 jobs and \$5.5 billion of economic activity.

FAA FACILITIES & EQUIPMENT – \$200 MILLION

Recovery Act: Provides \$200 million for capital improvements to the FAA facilities.

Distribution: Funds may be distributed through the FAA's existing administrative processes or in the form of grants. Within 60 days (April 17, 2009) of the date of enactment, the FAA Administrator shall establish a procedure for applying for grants under this program, reviewing such applications, and awarding grants and cooperative and other transaction agreements under this program.

Prioritization: Prioritizes funds on projects that will be completed within two years (February 17, 2011) of the date of enactment.

Shovel-Ready Deadlines: The FAA must obligate 100 percent of funds by September 30, 2010.

Transparency and Accountability Requirements: Grant recipients must submit periodic reports to the FAA on the use of Recovery Act funds no later than 90 days (May 18, 2009), 180 days (August 16, 2009), one year (February 17, 2010), two years (February 17, 2011), and three years (February 17, 2012) after the date of enactment of the Recovery Act. These reports will be collected and compiled by the U.S. Department of Transportation and transmitted to Congress. These reports include the amount of Recovery Act funds appropriated, allocated, obligated, and outlayed, the number of projects that have been put out to bid and have been awarded, where work has begun and been completed, and the amount of Recovery Act funds associated with such projects, job creation statistics, and maintenance of effort data.⁴⁷

Each recipient that receives Recovery Act funds from a Federal agency must also submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.⁴⁸

Recovery Act Implementation:

- Work is underway or completed on 303 projects (\$120 million), representing 60 percent of the funding for Facilities and Equipment; and
- Within this total, work is underway on 128 projects (\$111 million), and work has been completed on an additional 175 projects (\$9 million).

⁴⁷ *Id.* § 1201.

⁴⁸ *Id.* § 1512.

Recovery Act investments will:

- upgrade power systems: 136 projects at 100 locations (\$50 million);
- modernize air route traffic control centers: 25 projects at 18 locations (\$50 million);
- replace three air traffic control towers and terminal radar approach control facilities (\$80 million); and
- improve lighting, navigation, and landing equipment: 587 projects at 134 locations (\$20 million).

An example of a project underway includes:

- Atlanta National Network Control Center Engine Generator Project in Atlanta, Georgia (\$2.5 million): This center, along with one other, process all pilot flight plans in the country. Operational problems at either center would cause major air traffic delays. The FAA determined that the Atlanta center required major infrastructure enhancements to properly support current and future operations. Accordingly, these funds resulted in a major upgrade to the 30 year old power distribution systems at the Atlanta center. Work is underway and the FAA expects to create 27 jobs as a result of this critical project.



To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Economic Impact: Creates approximately 5,600 jobs and \$990 million of economic activity.

ENVIRONMENTAL INFRASTRUCTURE – \$5.26 BILLION

CLEAN WATER STATE REVOLVING FUND – \$4 BILLION

Recovery Act: Provides an additional \$4 billion to construct, rehabilitate, and modernize the nation’s wastewater infrastructure through the Clean Water State Revolving Fund (SRF) program. Within the existing Clean Water SRF allocation to States, direct individual State infrastructure financing authorities to: (1) utilize 50 percent of the capitalization grants for additional subsidizations in the form of negative interest loans, principle subsidization, or grants; and (2) utilize 20 percent of the capitalization grant for investment in green infrastructure projects, environmentally innovative activities, or projects or technologies that use energy and water efficient plans or components.

Distribution: Distributes \$4 billion for the Clean Water SRF pursuant to the existing Clean Water Act distribution formula.

Under the Recovery Act, State infrastructure financing authorities are required to utilize 50 percent of the capitalization grant for additional subsidizations in the form of negative interest loans, principal forgiveness, or grants to increase the overall affordability of wastewater infrastructure projects.

In addition, the Recovery Act requires State infrastructure financing authorities to utilize 20 percent of the capitalization grant for investment in green infrastructure projects, water or energy efficiency improvements, or environmentally innovative activities.

Prioritization: Notwithstanding the priority rankings projects would otherwise receive under the program, prioritizes economic recovery funds on projects on a State priority list that are ready to proceed to construction within 12 months (February 17, 2010) of enactment.

Shovel-Ready Deadlines: Requires State infrastructure financing authorities to award contracts for projects or proceed to construction within one year (February 17, 2010) of the date of enactment. All States met this requirement.

Transparency and Accountability Requirements: EPA must submit a general plan for the expenditure of Recovery Act funds to the Committees on Appropriations within 30 days (March 19, 2009) of enactment of the Recovery Act. EPA must submit a report containing detailed project level information associated with the general plan within 90 days (May 18, 2009) of enactment of the Recovery Act.⁴⁹

Each recipient that receives Recovery Act funds from a Federal agency must also submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the

⁴⁹ *Id.* § 701.

information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.⁵⁰

Recovery Act Implementation: EPA has awarded \$4 billion in capitalization grants to States, representing 100 percent of the total Recovery Act funds for the Clean Water SRF.⁵¹

Recovery Act investments will:

- construct, upgrade, or maintain publicly owned treatment works serving an estimated 60 million people, almost one-third of the U.S. population currently served by sewers – 375 projects (\$1.1 billion);
- improve, rehabilitate, or expand wastewater collection systems – 500 projects (\$680 million);
- protect our nation’s water supply and reduce the energy used to pump, treat, and distribute wastewater by 15 to 30 percent – 250 water or energy efficient projects (\$515 million); and
- reduce stormwater runoff volumes, pollutants, and sewer overflows, and improve air quality – 200 green infrastructure projects (\$200 million).

Out to Bid: According to submissions received by the Committee from States, as of February 28, 2010, 50 States, two Territories, and the District of Columbia have put out to bid 1,956 projects totaling \$3.8 billion, representing nearly 100 percent of the total available Clean Water SRF formula funds.

Signed Contracts: 50 States, one Territory, and the District of Columbia have signed contracts for 1,950 projects totaling \$3.8 billion, representing 100 percent of the funds.

Work Underway: Work has begun on 1,628 projects in 50 States, one Territory, and the District of Columbia totaling \$3.3 billion, representing 87 percent of the funds.

Completed: Work has been completed on 72 projects in 21 States totaling \$51 million.

To view formula fund information by State, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Examples of projects underway include:

- Douglas L. Smith Middle Basin Treatment Plant in Johnson County, Kansas (\$15.8 million): Work on this project began on June 8, 2009. This project includes construction of a new receiving station for restaurant fats, oils, and grease and the expansion of the anaerobic

⁵⁰ *Id.* § 1512.

⁵¹ On March 12, 2009, EPA posted Clean Water SRF allotments by State. These allotments are summarized on the Committee’s website: <http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=930>.

digestion sludge treatment system. In addition, a digester gas handling system and a new power production system will burn digester gas to produce hot water for heating and electricity for on-site usage. This project represents Kansas' largest green project and is expected to create 270 new green jobs, result in \$600,000 in cost savings annually, and reduce annual greenhouse gas emissions by more than 9,700 metric tons; and

- Snyder County Conservation District in Pennsylvania (\$120,000): Work on this project, which addresses non-point source pollution of local streams through the use of forested riparian buffers, began on October 12, 2009. Approximately 51.73 acres of forested riparian buffers will be created along streams that will span over 26 different private properties and five contiguous counties. This project will prevent nitrogen, phosphorous, and sediment from entering the streams, thus improving water quality.

To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Buy American: EPA published three nationwide waivers of the Buy American provisions for projects funded under the Recovery Act. The first nationwide waiver, published on April 7, 2009, provides a nationwide waiver of the Buy American provisions for projects where debt was incurred on or after October 1, 2008, and before February 17, 2009 (the date of enactment). Under existing law, the Clean Water SRF can be used as leverage to refinance debt obligations incurred for the construction of wastewater treatment projects at a lower rate. This waiver allows individual States to continue this practice, but not require the retroactive application of the Buy American provisions for projects that may have already been underway. Projects eligible for this nationwide waiver would have “specified designs”, “may have solicited bids from prospective contractors”, may have “awarded construction contracts, and in some cases began construction, prior to February 17, 2009.”

The second nationwide waiver was published on June 2, 2009, and provides a waiver of the Buy American provisions for projects that solicited bids on or after October 1, 2008, and prior to February 17, 2009. Similar to the previous waiver, this waiver would prohibit the retroactive application of the Buy American provisions to projects for which bids had already been submitted prior to the enactment of the Recovery Act.

The third nationwide waiver, published on June 2, 2009, and revised on August 10, 2009, provides a waiver of the Buy American provisions for “de minimis” incidental components of projects financed through the Recovery Act. This waiver would allow for the use of non-domestic iron, steel, and manufactured goods in a project provided that such components “comprise in total a *de minimis* amount of the project, that is, for any such incidental components up to a limit of no more than 5 percent of the total cost of the materials used in and incorporated into a project.”

EPA has also granted 43 regional waivers for individual projects. A list of these regional waivers can be found on EPA's Recovery Act implementation website:

<http://www.epa.gov/water/eparecovery/index.html#NationalWaivers>.

Economic Impact: Creates approximately 111,000 jobs and \$20 billion of economic activity.

SUPERFUND – \$600 MILLION

Recovery Act: Provides \$600 million for the Superfund program, a comprehensive program to clean up the nation’s worst abandoned or uncontrolled hazardous waste sites.

Distribution: Distributes \$600 million through existing EPA Superfund program.

Prioritization: EPA selects projects for Recovery Act funding based on a variety of factors, including: construction readiness; human and ecological risk; and opportunities to reduce project costs and schedules.

EPA anticipates that the benefits of applying Recovery Act funds to the Superfund program will include: acceleration of existing projects; investment in new projects; faster return of sites to productive use; and potential acceleration of “green remediation” technology.

Shovel-Ready Deadlines: EPA must obligate 100 percent of funds by September 30, 2010.

Transparency and Accountability Requirements: EPA must submit a general plan for the expenditure of Recovery Act funds to the Committees on Appropriations within 30 days (March 19, 2009) of the date of enactment of the Recovery Act. EPA must submit a report containing detailed project level information associated with the general plan within 90 days (May 18, 2009) of enactment of the Recovery Act.⁵²

Each recipient that receives Recovery Act funds from a Federal agency must also submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.⁵³

Recovery Act Implementation: EPA has awarded \$582 million for 57 construction projects and four design projects at 51 sites in 28 States, representing nearly 100 percent of the total allotment for Superfund work. In total, Recovery Act funds will initiate work at 26 sites and augment ongoing site cleanup work at the other 25 sites.

Work has begun or is complete on 45 projects (\$502 million), representing 84 percent of the funds. Within this total, work is underway on 44 projects (\$501 million), and work is completed on one project (\$1 million).

⁵² *Id.* § 701.

⁵³ *Id.* § 1512.

The Recovery Act investments will:

- treat or remove heavy metal contamination (36 sites);
- treat or remove organic compound contamination (28 sites);
- begin or accelerate work to treat drinking water to meet Federal and State standards (8 sites);
- provide alternate residential drinking water supplies (5 sites); and
- mitigate damage to wildlife habitats and ecosystems (4 sites).

Examples of Superfund sites include:

- Horseshoe Road in Sayreville, New Jersey (\$5 million): Contaminants at the 12-acre site include volatile organic compounds (VOCs), metals, pesticides, and polychlorinated biphenyls (PCBs). The area around the site includes residential properties as well as business, commercial, and industrial areas. About 63 residential properties are located within one-half mile of the site, and about 14,000 people obtain drinking water from public wells within four miles. Recovery Act funds will expedite the cleanup of the remaining on-site soils that act as a source of contamination to the ground water and surface water, which drain into the Raritan River.



- Tar Creek in Oklahoma (\$35.8 million): The approximately 40-square mile site is in a former lead and zinc mining rural area that has been affected by mining waste including piles known as “chat” which tower up to 200 feet high (see picture below). Elevated levels of lead, zinc, and cadmium impact the site’s soils, surface water, and ground water. Recovery Act funds will speed up chat excavation from the remote areas of the site and from area streams. Other additional work to be performed includes constructing a repository, providing alternate water supply to two rural residential properties, and conducting cleanup of rural residential yards. The restored land will become available for agricultural development.



To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Economic Impact: Creates approximately 16,700 jobs and \$3 billion of economic activity.

BROWNFIELDS – \$100 MILLION

Recovery Act: Provides \$100 million for EPA’s Brownfields Discretionary Grant Program.

Distribution: Distributes funds to States, cities, and redevelopment agencies through the existing EPA Brownfields Discretionary Grant program for site assessments, remediation and cleanup grants, and to capitalize state Brownfield revolving loan programs as authorized under section 104(k) of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (P.L. 96-510), as amended by the Brownfields Revitalization and Environmental Restoration Act of 2001 (P.L. 107-118).

Prioritization: On April 10, 2009, EPA announced the criteria for funding decisions under the Brownfields Revolving Loan Funds program, including the demonstrated ability of the revolving loan fund to make loans and subgrants with Recovery Act funds “quickly” (i.e., “shovel-ready” projects) for cleanups that can be started and completed expeditiously, and the demonstrated ability to use supplemental revolving loan funds in a manner that maximizes job creation.

Shovel-Ready Deadlines: EPA must obligate 100 percent of funds by September 30, 2010.

Transparency and Accountability Requirements: EPA must submit a general plan for the expenditure of Recovery Act funds to the Committees on Appropriations within 30 days (March 19, 2009) of the date of enactment of the Recovery Act. EPA must submit a report containing detailed project level information associated with the general plan within 90 days (May 18, 2009) of the date of enactment of the Recovery Act.⁵⁴

Each recipient that receives Recovery Act funds from a Federal agency must also submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.⁵⁵

Recovery Act Implementation: EPA has awarded grants or provided funds for existing grants or contracts worth \$96 million for all 186 Recovery Act Brownfields projects, representing nearly 100 percent of the available funds.⁵⁶ Work has begun or is completed on 29 projects.

⁵⁴ *Id.* § 701.

⁵⁵ *Id.* § 1512.

⁵⁶ EPA set aside \$3.5 million for management and oversight.

Recovery Act investments will result in:

- assessments, of which 44 projects have been initiated and an additional six projects are completed (\$33 million);
- cleanup, of which two projects have been initiated an additional project is complete, resulting in 17 acres made ready for reuse (\$7.5 million);
- revolving loan fund (\$47.1 million); and
- job training (\$6.9 million).

An example of a project underway includes:

- California Department of Toxic Substances Control in San Francisco, California (\$1.8 million): This project will initiate clean up of lead contaminated land and will create about 200 new construction jobs for two years. Upon completion of the clean-up, the land will be turned into residential units, a restaurant, retail, and day care center.



To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Economic Impact: Creates approximately 2,800 jobs and \$500 million of economic activity.

WATERSHED REHABILITATION PROGRAM – \$50 MILLION

Recovery Act: Provides \$50 million for the rehabilitation of deficient flood damage reduction projects under the Watershed Rehabilitation Program.

Distribution: Funds will be distributed to rehabilitate aging flood control structures nationwide.

Prioritization: Funds must be allocated to projects that can be fully funded and completed with the funds appropriated in the Recovery Act, and funds must be allocated to activities that can commence promptly following enactment of the Recovery Act.

Shovel-Ready Deadlines: The Natural Resources Conservation Service (NRCS) must obligate 100 percent of funds by September 30, 2010.

Transparency and Accountability Requirements: Each recipient that receives Recovery Act funds from a Federal agency must submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.⁵⁷

Recovery Act Implementation: NRCS has obligated \$20 million for 20 dams and signed contracts for and started construction on three dams totaling \$6 million. In total, NRCS plans to rehabilitate 26 dams.

Rehabilitating these 26 dams will:

- result in \$4.2 million of annual monetary benefits for the next 50 to 100 years;
- reduce flooding for 1,774 homes, 117 businesses and public facilities, and 103 bridges;
- decrease risk to life threatening dam failures for 7,621 people;
- restore or enhance 667 acres of wetlands; and
- enhance 96 miles of stream corridor for fish and wildlife.

⁵⁷ *Id.* § 1512.

An example of a project underway includes:

- Sallisaw Creek Watershed Dam No. 18M in Adair County, Oklahoma (\$4.2 million): Work has begun to bring this dam up to current safety standards, raise its height by 3.4 feet, and replace existing spillways. A 2006 study classified this dam as high-hazard because 24 homes, a church, and a water treatment and pumping facility would be inundated if the dam failed. Rehabilitation of the dam will increase public safety and provide \$20.7 million in flood-reduction benefits over the dam's 100-year life. The lake created by the dam provides 3,000 acre-feet of municipal water storage for the Stilwell Area Development Authority and water for 20,000 people.

To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

To view a map of projects, see: <http://www.usda.gov/recovery/map/>.

Economic Impact: Creates approximately 1,400 jobs and \$250 million of economic activity.

WATERSHED AND FLOOD PREVENTION OPERATIONS – \$290 MILLION

Recovery Act: Provides \$145 million for watershed operations, and \$145 million for floodplain easements.

Distribution: Funds will be distributed by NRCS to improve water quality, increase water supply, decrease soil erosion, and improve fish and wildlife habitat in rural communities. Other major benefits from these projects include improve community safe and health, flood mitigation, sediment control, and enhanced fish and wildlife habitat.

Prioritization: Funds must be allocated to projects that can be fully funded and completed with the funds appropriated in the Recovery Act, and funds must be allocated to activities that can commence promptly following enactment of the Recovery Act.

Shovel-Ready Deadlines: NRCS must obligate 100 percent of funds by September 30, 2010.

Transparency and Accountability Requirements: Each recipient that receives Recovery Act funds from a Federal agency must submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.⁵⁸

Recovery Act Implementation:

Watershed Operations and Flood Prevention (\$145 million): NRCS has obligated \$64 million and signed 199 contracts in 79 of the 80 planned projects. Of these projects, contracts have been awarded and construction has begun on 19 projects totaling \$6.9 million.

This watershed protection and flood prevention will:

- result in \$431 million of annual monetary benefits for the next 50 to 100 years;
- reduce flooding for 9,749 farms or ranches and 997 bridges;
- protect 102 domestic water supplies;
- reduce 4,484,658 tons/year of sediment;

⁵⁸ *Id.* § 1512.

- conserve 75,213 acre-feet of water;
- enhance and restore 17,202 acres of wetland; and
- protect and enhance 892 miles of streams.

Recovery Act investments will further result in:

- new construction involving the investigation, survey, design, and construction of project measures that provide multi-purpose benefits, owned, managed, and operated by units of government (31 projects);
- structural repair involving follow-up work to correct unforeseen deficiencies or site conditions that impact the safety of a project measure (24 projects);
- land treatment projects involving contracts with individual landowners to install conservation practices to improve water quality and conservation on their property (18 projects); and
- permit-required mitigation involving replacement of environmental features impacted by construction of a project measure (seven projects).

An example of a project underway includes:

- Lower Neshaminy Creek in Bucks County, Pennsylvania (\$10 million): The funds for this project will be used protect, elevate, or acquire approximately 80 homes and/or businesses in the lower 18 miles of Neshaminy Creek, resulting in an estimated \$380,000 in flood damage reduction. Overall, approximately 450 residents in seven municipalities will benefit from flood protection along Neshaminy Creek. In addition, the project will generate revenue for privately owned businesses through increased sales of construction materials, equipment, parts, and services.



Floodplain Easements (\$145 million): NRCS has signed options for 192 floodplain easements totaling \$71 million, representing 41 percent of the total funding. Of this total, NRCS has closed (exercised the right under the option) 67 easements totaling \$25 million.

Recovery Act investments will result in:

- water quality improvement: eliminate soil erosion and associated sedimentation and nutrient transfer from over 24,000 acres of cropland that will be converted to hardwood bottomland forests and other wetland habitat;
- flood damage reduction: improve community health and safety by removing 23 homes and families from reoccurring flood damages and restore natural water flows to 12 stream miles while eliminating flooding of 83 homes;
- wetland and wildlife habitat restoration/improvements to 37,000 acres; and
- improved fish and wildlife habitat for neo-tropical and migratory waterfowl: restoration efforts will restore and enhance critical habitat for 37 federally listed threatened and endangered species of fish and wildlife.

An example of a project underway includes:

- Salmon Falls-Piscataqua River Watershed Easement in Rockingham County, New Hampshire (\$280,334): An easement has been acquired on this property at the confluence of the Pawtuckaway and Lamprey Rivers, adjacent to the Pawtuckaway Core Conservation Focus Area. The 2006 New Hampshire Fish and Game Wildlife Action Plan identified the site as providing the highest quality habitat within the biological region. Protection and restoration of this property will enhance the quality of the habitat, particularly for threatened and endangered species, including the Wood turtle, Blanding's turtle, and Spotted turtle. In order to restore the 7.2-acre floodplain within the dam breach inundation zone, a house and other buildings have been removed.

To view a map of projects, see: <http://www.usda.gov/recovery/map/>.

To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Economic Impact: Creates approximately 8,000 jobs and \$1.4 billion of economic activity.

INTERNATIONAL BOUNDARY AND WATER COMMISSION – \$220 MILLION

Recovery Act: Provides \$224 million to the United States Section of the International Boundary and Water Commission (IBWC) to carry out immediate repair and rehabilitation requirements of existing water supply infrastructure along the U.S.-Mexican border.

Distribution: These funds will allow rehabilitation of approximately 170 miles of deficient levees, including Rio Grande levees as well as levees in the interior floodways in the Lower Rio Grande Flood Control Project.

Prioritization: The IBWC has prioritized Recovery Act funds for projects necessary to raise levee heights and make structural repairs to ensure the levees provide adequate protection during the 100-year flood, a flood that has a one percent chance of occurring in any given year. The levee rehabilitation is intended to meet standards established by the Federal Emergency Management Agency (FEMA).

Shovel-Ready Deadlines: IBWC must obligate 100 percent of funds by September 30, 2010.

Transparency and Accountability Requirements: IBWC must submit a detailed spending plan for funds appropriated under the Recovery Act to the Committees on Appropriations within 90 days (May 18, 2009) of enactment of the Recovery Act.⁵⁹

Each recipient that receives Recovery Act funds from a Federal agency must also submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.⁶⁰

Recovery Act Implementation: IBWC has obligated \$149 million and committed to award an additional 15 design, construction, and construction management contracts totaling \$70 million. Work has begun on 12 specific segments out of the 21 planned under the Recovery Act totaling \$149 million, representing 68 percent of the available funds. IBWC expects all construction to be completed by April 2011.

⁵⁹ *Id.* Title XI.

⁶⁰ *Id.* § 1512.

Recovery Act investments will:

- rehabilitate 246 miles of deficient river and floodway levees in the Upper and Lower Rio Grande Flood Control Systems of Texas and New Mexico (almost one half of the total 506 miles of levees);
- enhance the protection of lives and property for over two million border residents; and
- achieve certification standards established by FEMA, thereby reducing the cost of flood insurance to border residents.

To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Economic Impact: Creates approximately 6,100 jobs and \$1.1 billion of economic activity.

U.S. ARMY CORPS OF ENGINEERS – \$4.6 BILLION

Recovery Act:

1. Provides an additional \$2 billion for the Corps of Engineers Construction program;
2. Provides an additional \$2.075 billion for the Corps of Engineers Operation and Maintenance program;
3. Provides an additional \$375 million for the Corps of Engineers Mississippi River and Tributaries program;
4. Provides an additional \$100 million for the Corps of Engineers Formerly Utilized Remedial Action Program;
5. Provides an additional \$25 million for the Corps of Engineers Investigations program; and
6. Provides an additional \$25 million for the Corps of Engineers Regulatory Program.

Distribution: Distributes funds to the Corps of Engineers (Corps), which will determine the distribution of funds through its existing project selection process. Water resources development projects include navigation, flood control, hurricane and storm damage reduction, shoreline protection, hydroelectric power, recreation, water supply, environmental infrastructure, environmental protection, restoration and enhancement, and fish and wildlife mitigation projects.

Prioritization: Requires that funds be used for programs, projects, or activities (or elements of programs, projects, or activities) that can be completed within the funds made available in the Recovery Act, and that will not require new budget authority to complete.

Shovel-Ready Deadlines: The Corps must obligate 100 percent of the funds by September 30, 2010.

Transparency and Accountability Requirements: Beginning 45 days (April 3, 2009) after the date of enactment of the Recovery Act, the Corps must submit quarterly reports to the Committees on Appropriations detailing the allocation, obligation, and expenditures of these funds.⁶¹

Each recipient that receives Recovery Act funds from a Federal agency must also submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and

⁶¹ *Id.* Title IV.

obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.⁶²

Recovery Act Implementation: The Corps has committed \$3.1 billion for 780 Recovery Act projects in 49 States, Puerto Rico, and the District of Columbia, representing 68 percent of the total amount of Recovery Act funds allocated to the Corps, as of February 28, 2010.

Recovery Act investments will fund the following:⁶³

- navigation: repair or improve 284 locks or commercial ports;
- flood risk management: 1,124 projects to improve dam or levee safety;
- recreation: maintain or upgrade 460 recreation areas;
- environment: 143 projects to restore aquatic ecosystems or improvement management of natural resources;
- hydropower: 35 projects to repair or improve hydropower; and
- water supply: 148 projects to construct local water supply or wastewater infrastructure.

Construction Program (\$2 billion): The Corps has committed \$1.2 billion for 153 projects. This amount represents 59 percent of the apportionment for this program.

Operation and Maintenance Program (\$2.075 billion): The Corps has committed \$1.6 billion for 521 projects. This amount represents 77 percent of the apportionment for this program.

Mississippi River and Tributaries Program (\$375 million): The Corps has committed \$241 million for 38 projects. This amount represents 64 percent of the apportionment for this program.

Formerly Utilized Remedial Action Program (\$100 million): The Corps has committed \$93 million for 10 projects. This amount represents 93 percent of the apportionment for this program.

Investigations Program (\$25 million): The Corps has committed \$18 million for 53 projects. This amount represents 74 percent of the apportionment for this program.

Regulatory Program (\$25 million): The Corps has committed \$14 million for five projects. This amount represents 55 percent of the apportionment for this program.

⁶² *Id.* § 1512.

⁶³ On April 28, 2009, the Corps posted its lists of Civil Works work packages funded by the Recovery Act. Selected projects are geographically distributed across the United States to provide the nation with inland and coastal navigation, environmental, flood risk management, hydropower, and recreation improvements.

Examples of underway construction projects include:

- Western Sarpy Levee Improvement Project, Segment 3 in Saunders and Sarpy Counties, Nebraska (\$6.5 million): This project is located along the Lower Platte River in an area that has seen significant long-term flooding problems. On December 31, 2009, the Corps awarded a firm fixed price construction contract to a small business, Anderson Excavating Company of Omaha, Nebraska, to improve the levees on the Platte and Elkhorn rivers. The project consists of improving 16 miles of existing levees and will increase the level of flood protection by improving two existing non-Federal levees and filling in levee gaps to improve protection. This work will improve the resiliency of the levee and reduce flood damage reduction risk to life and property of the area.



- Picayune Strand Restoration Project in Florida (\$40 million): Decades ago, canal excavation and road construction disrupted the natural water flow and over-drained many areas of the Florida Everglades. One of these areas is the Merritt Canal on the Everglades' Picayune Strand. In October 2009, the Corps awarded a Recovery Act contract to Harry Pepper and Associates of Jacksonville, Florida. Harry Pepper will use these funds to install 55 plugs in 13.5 miles of the Merritt Canal, build and operate an 810 cubic feet per second pump station and spreader canal, maintain flood damage reduction on land outside the project area, remove 95 miles of crumbling roads, and manage non-native vegetation. Work began in November 2009 and will be completed in March 2011.

To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

To view a national map of Corps projects, see:

<http://www.usace.army.mil/recovery/Pages/ProjectLocationsbeta.aspx>.

Economic Impact: Creates approximately 139,000 jobs and \$23 billion of economic activity.

FEDERAL BUILDINGS – \$5.575 BILLION

GENERAL SERVICES ADMINISTRATION – \$5.55 BILLION

Recovery Act:

1. Provides \$4.5 billion to convert General Services Administration (GSA) Federal buildings to High-Performance Green Buildings as defined in section 401 of P.L. 110-140, the Energy Independence and Security Act of 2007;
2. Provides \$750 million for repair, alteration, and construction of Federal buildings and U.S. courthouses, and according to Joint Explanatory Statement of the Committee of Conference, of which \$450 million shall be for a new headquarters for the Department of Homeland Security; and
3. Provides \$300 million for border stations and land ports of entry.

Distribution: Distributes funds through existing GSA prospectus and non-prospectus programs. GSA will determine the distribution of funds through its existing administrative processes.

Prioritization: According to Joint Explanatory Statement of the Committee of Conference, with regard to funding for High-Performance Green Buildings, funds are focused on projects that will, throughout the life-cycle of the building, reduce energy, water, and material resource use, improve indoor environmental quality, and reduce negative impacts on the environment, including air and water pollution and waste generation.⁶⁴ With regard to funds that are used for new U.S. courthouse construction, GSA is advised to consider projects for which the design provides courtroom space for senior judges for up to 10 years from eligibility for senior status, not to exceed one courtroom for every two senior judges.

Shovel-Ready Deadlines: Requires GSA to obligate not less than \$5 billion of the funds by September 30, 2010, and the remainder not later than September 30, 2011.

Transparency and Accountability Requirements: GSA must submit a detailed plan, by project, regarding the use of funds made available in this Act to the Committees on Appropriations within 45 days (April 3, 2009) of enactment of the Recovery Act, and shall provide notification to said Committees within 15 days prior to any changes regarding the use of these funds.⁶⁵

Each recipient that receives Recovery Act funds from a Federal agency must also submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each

⁶⁴ See Energy Independence and Security Act of 2007, Pub. L. No. 110-140, § 401 (2007).

⁶⁵ American Recovery and Reinvestment Act of 2009, Pub. L. No. 111-5, Title V (2009).

calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.⁶⁶

Recovery Act Implementation: GSA has awarded contracts and begun work on 383 projects worth \$2.4 billion, representing 43 percent of GSA's total apportionment. GSA plans to award a total of \$4 billion worth of contracts by March 31, 2010, a total of \$5 billion by September 30, 2010, and the remaining funds by September 30, 2011.

GSA's Recovery Act spending plan comprises projects in all 50 States, Washington, DC, and two Territories, including:⁶⁷

- constructing 10 Federal buildings and courthouses in five States, Washington, DC, and Puerto Rico (\$750 million);
- constructing seven border stations and land ports of entry in five States on the U.S.-Mexico and U.S.-Canada borders (\$300 million);
- modernizing 45 Federal buildings and courthouses in 21 States, Washington, DC, and Puerto Rico with major projects to convert facilities to high-performance green buildings (\$3.2 billion);
- modernizing 199 Federal buildings and courthouses in 48 States, Washington, DC, Puerto Rico, and the Virgin Islands with limited-scope projects to convert facilities to high-performance green buildings (\$912 million); and
- modernizing Federal buildings and courthouses with small projects to convert facilities to high-performance green buildings (\$161 million).

Each major modernization project will meet the energy efficiency and conservation requirements of the Energy Independence and Security Act of 2007 (P.L. 110-140). Each limited-scope modernization project will all include advanced meters for electricity and water. In addition, if the limited-scope project includes roof replacement, the roof will be replaced with integrated photovoltaic membrane (if flat and in the appropriate geography), maximum reasonable insulation for the climatic zone (R-50 in colder climates), or a green roof if an integrated photovoltaic roof is not warranted.

These projects will result in:

- installing 126 roofs, including 54 photovoltaic roofs;
- putting in place 135 lighting systems;

⁶⁶ *Id.* § 1512.

⁶⁷ GSA released their original spending plan on March 31, 2009, and submitted their most recent amendment on January 19, 2010.

- installing 48 water systems; and
- completing 208 system tune-ups and recommissionings.

Recovery Act projects underway include:

- Ralph H. Metcalfe Federal Building in Chicago, Illinois (\$1.6 million): Work began on January 5, 2010. The energy saving “green” elements of the project include retrofitting the HVAC systems as well as installing a lighting control system and light fixtures for smart lighting capabilities; and
- Potter Stewart U.S. Courthouse in Cincinnati, Ohio (\$318,000): Construction commenced in January 2010 on this improvement to the existing courthouse. The project includes upgrading and expanding the existing Building Automation System to provide more efficient control of all building systems and reviewing and revising the building control strategies related to the HVAC system with an emphasis on client comfort as well as energy conservation.

To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Economic Impact: Creates approximately 154,000 jobs and \$27.5 billion of economic activity.

SMITHSONIAN INSTITUTION – \$25 MILLION

Recovery Act: Provides \$25 million for repair and revitalization of existing Smithsonian Institution facilities.

Distribution: Distributes funds through the Smithsonian Institution’s existing administrative processes.

Shovel-Ready Deadlines: The Smithsonian Institution must obligate 100 percent of the funds by September 30, 2010.

Transparency and Accountability Requirements: The Smithsonian Institution must submit a general plan for expenditures of such funds to the Committees on Appropriations within 30 days (March 19, 2009) of enactment of the Recovery Act.⁶⁸

Each recipient that receives Recovery Act funds from a Federal agency must also submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.⁶⁹

Recovery Act Implementation: The Smithsonian has signed contracts worth \$22 million for 16 projects, representing 100 percent of the Smithsonian’s total Recovery Act spending plan.⁷⁰ The Smithsonian awarded 14 of the 16 construction projects to local small business firms. Construction on the first project began on June 6, 2009, and the Smithsonian plans to complete all construction by December 31, 2010. Examples of Recovery Act projects include:

- Arts and Industries Building in Washington, DC (\$4.6 million): cleaning 73,000 square feet of masonry exterior wall, repairing 13,000 linear feet of brick mortar joints, and removing 374 tons of non-hazardous and 200 tons of hazardous interior materials; and
- National Zoological Park in Washington, DC (\$9.7 million): replacing 52,060 square feet of roof, installing fire-protection equipment, and improving three bridges.

To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Economic Impact: Creates approximately 700 jobs and \$124 million of economic activity.

⁶⁸ *Id.* § 701.

⁶⁹ *Id.* § 1512.

⁷⁰ The Smithsonian set aside \$3 million in contingency for unforeseen conditions.

ECONOMIC DEVELOPMENT ADMINISTRATION – \$150 MILLION

Recovery Act: Provides \$150 million for EDA’s economic development programs, of which not less than \$50 million shall be for economic adjustment assistance under section 209 of the Public Works and Economic Development Act of 1965, and up to \$50 million may be transferred to federally authorized regional economic development commissions.⁷¹

Distribution: Distributes funds to local partners through EDA’s existing regional allocation and project selection processes. EDA may transfer funds to the Appalachian Regional Commission, the Delta Regional Authority, the Northern Great Plains Regional Authority, the Northern Border Regional Commission, the Southeast Crescent Regional Commission, and the Southwest Border Regional Commission. These Federally authorized regional economic development commissions may assist eligible applicants in submitting applications to EDA, or may seek transfers directly from EDA.

Prioritization: Of the \$150 million provided, not less than \$50 million must be allocated for economic adjustment assistance under section 209 of the Public Works and Economic Development Act of 1965. EDA will allocate the remaining \$100 million to either the Public Works and Economic Development Facilities Program or the Economic Adjustment Assistance Program, depending on demonstrated needs.

With regard to funding for economic adjustment assistance, the Secretary of Commerce shall give priority consideration to areas of the nation that have experienced sudden and severe economic dislocation and job loss due to corporate restructuring.

Shovel-Ready Deadlines: EDA must obligate 100 percent of the funds by September 30, 2010.

Transparency and Accountability Requirements: Each recipient that receives Recovery Act funds from a Federal agency must submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.⁷²

Recovery Act Implementation: On September 25, 2009, EDA reached a milestone by awarding its final Recovery Act project. In total, EDA awarded 68 grants in 37 States totaling \$147 million.⁷³

⁷¹ *Id.* Title II.

⁷² *Id.* § 1512.

⁷³ EDA will use the remaining \$3 million for administration and oversight.

EDA has broken ground on 34 of these projects totaling \$70 million, representing 48 percent of the amount allocated to support these investments. EDA funded projects in areas of the nation that have experienced sudden and severe economic dislocation and job loss due to corporate restructuring. These projects target opportunities that will jump start our economy and support investments that will contribute to sustained economic growth across the country. EDA's implementation plan includes promoting:

- the development of regional innovation clusters, which leverage a region's existing competitive strengths to boost job creation and economic growth – 23 projects (\$50 million);
- business incubation – 13 projects (\$37 million);
- green jobs – 14 projects (\$27 million); and
- trade and help connect regional economies to the opportunities offered by the global marketplace – five projects (\$11 million).

Examples of projects underway include:

- City of Santa Cruz, California (\$4.8 million): EDA provided this grant to help the city respond to job losses associated with corporate restructuring by renovating a historic Brownfield site to create the Digital Media Center at the Tannery, a business incubator for digital media companies. Due to the large number of small businesses in the Santa Cruz region that provide digital media services, the co-location of a variety of these individual service providers at the center provides an opportunity to promote the growth and development of the digital media cluster. This high-tech business incubator is expected to create 653 long-term jobs and leverage \$33.8 million in private investment; and
- Arizona Bioscience Park in Tucson, Arizona (\$4.7 million): Pima County experienced sudden and severe economic dislocation and job loss due to corporate restructuring, with the total number of unemployed persons rising 80 percent during the 12 month period ending in February 2009. A grant to the University of Arizona will help build the park to provide the region with a comprehensive training and research facility that will boost workforce training, research and development opportunities, higher-skilled, higher-wage jobs, and private sector investment in the bioscience sector. The new state-of-the-art research park will house a technology business incubator. The park's sophisticated, high-technology biosciences facilities will be integrated into a multi-use development. The grant is expected to help create 639 long-term jobs and attract \$33.1 million in private investment.

To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Economic Impact: EDA estimates that construction related to Recovery Act investments will create 1,693 jobs over the next three years. EDA also expects these investments to create 18,908 long-term jobs and leverage \$981 million in private investment during the next nine years.

FEDERAL EMERGENCY MANAGEMENT AGENCY – \$210 MILLION

Recovery Act: Provides \$210 million for Firefighter Assistance Grants, for modifying, upgrading, or constructing non-Federal fire stations.

Distribution: Distributes funds through FEMA's existing competitive grant processes. No grant shall exceed \$15 million.

Shovel-Ready Deadlines: FEMA must obligate 100 percent of the funds by September 30, 2010.

Transparency and Accountability Requirements: Each recipient that receives Recovery Act funds from a Federal agency must submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.⁷⁴

Recovery Act Implementation: FEMA has awarded 119 projects totaling \$189 million in 41 States, representing 90 percent of the available funds. FEMA anticipates making as many as 10 additional awards.

This program is aimed at creating and saving jobs in recession-hit areas and achieving firefighter safety and improved response capability and capacity based on need. Recovery Act investments will fund the following:

- build 45 new fire stations to meet expanded responsibilities;
- replace 41 unsafe fire stations;
- renovate 16 unsafe fire stations;
- expand 10 fire stations to accommodate 24 hour/seven day coverage; and
- expand six fire stations to accommodate increased responsibilities.

⁷⁴ *Id.* § 1512.

Examples of new construction projects include:

- Newberg, Oregon (\$764,000): Newberg's existing station, originally built in 1933 for use as a livestock barn, was later converted into a fire station. The existing station poses several health hazards. The station, built before enactment of current air quality standards, was built without a source capture exhaust system for the department's diesel vehicles. The bunk rooms, kitchen, and dayroom, where the department's firefighters live and work 24 hours per day, seven days per week, are in danger of contamination. As a result, the station does not comply with several National Fire Protection Association staffing and safety standards. Replacing the existing station will correct all these issues.
- City of Quincy, Florida (\$1.2 million): Quincy's current station was built in the early 1960's and is the city's only fire station. The existing facility has no sprinkler system and does not comply with the Americans with Disabilities Act. Response time from the current station is over five minutes for approximately 60 percent of the south side of town. Building a new station will bring 100 percent of that area well within a five minute response time.

To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Economic Impact: Creates approximately 5,800 jobs and \$1 billion of economic activity.

COAST GUARD – \$240 MILLION

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS – \$98 MILLION

Recovery Act: Provides \$98 million for the Coast Guard’s Acquisition, Construction, and Improvements program to fund ready-to-go Coast Guard shore facility repair projects. This funding cannot be used for pre-acquisition survey, design, or construction of a new polar icebreaker.

Distribution: Distributes funds through the Coast Guard’s existing administrative processes.

Prioritization: Funds are to be used for shore facilities and aids to navigation facilities; for materials and labor cost increases of priority procurements; and for costs to repair, renovate, assess, or improve vessels.

Shovel-Ready Deadlines: The Coast Guard must obligate 100 percent of the funds by September 30, 2010.

Transparency and Accountability Requirements: The Coast Guard must submit a plan for the expenditure of these funds to the Committees on Appropriations within 45 days (April 3, 2009) of enactment of the Recovery Act.⁷⁵

Each recipient that receives Recovery Act funds from a Federal agency must also submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.⁷⁶

Recovery Act Implementation: The Coast Guard has committed to spend \$14 million. This amount represents 14 percent of the total apportionment for Acquisition, Construction, and Improvements.

⁷⁵ *Id.* Title VI.

⁷⁶ *Id.* § 1512.

Recovery Act investments will result in:

- High Endurance Cutter Engineering changes (\$10 million), including boiler fireside upgrades and boiler reliability improvement on eight Cutters, of which one is underway and an additional three are complete; and



- Shore facilities -- seven projects (\$88 million), of which three are under contract.

To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Economic Impact: Creates approximately 2,700 jobs and \$500 million of economic activity.

BRIDGE ALTERATIONS – \$142 MILLION

Recovery Act: Provides \$142 million for the Coast Guard's Alteration of Bridges program, which funds the removal or alteration of bridges that are safety hazards or unreasonable obstructions to navigation.

Distribution: Distributes funds through the Coast Guard's existing administrative processes.

Prioritization: The Coast Guard shall award these funds to those bridges that are ready to proceed to construction.

Shovel-Ready Deadlines: The Coast Guard must obligate 100 percent of funds by September 30, 2010.

Transparency and Accountability Requirements: The Coast Guard must submit a plan for the expenditure of these funds to the Committees on Appropriations within 45 days (April 3, 2009) of enactment of the Recovery Act.⁷⁷

Each recipient that receives Recovery Act funds from a Federal agency must also submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.⁷⁸

Recovery Act Implementation: Contracts have been awarded and work has begun on three of the four planned bridge projects totaling \$81 million, representing 57 percent of the available funds. These four bridges include:

- Elgin, Joliet, and Eastern Bridge over the Illinois Waterway in Divine, Illinois – built in 1885 (\$30 million). Work is ongoing to replace the existing 120-foot horizontal clearance with a new 300-foot clearance. The bridge poses multiple hazards to navigation including shallow water depths and severe cross currents;

⁷⁷ *Id.* Title VI.

⁷⁸ *Id.* § 1512.



- Burlington Bridge over the Mississippi River in Iowa – built in 1892 (\$36 million);
- Mobile Bridge over the Mobile River in Hurricane, Alabama – built in 1927 (\$15 million); and
- Galveston Bridge over the Intercoastal Waterway in Texas – built in 1912 (\$61 million).⁷⁹

To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>

Economic Impact: Creates approximately 4,000 jobs and \$700 million of economic activity.

⁷⁹ The Coast Guard plans to have a contract awarded for the Galveston bridge in April 2010.

MARITIME ADMINISTRATION
SMALL SHIPYARD GRANTS – \$100 MILLION

Recovery Act: Provides \$100 million for grants to small shipyards for capital improvement and worker training as authorized by section 54101 of title 46, United States Code.

Distribution: Distributes funds through the Maritime Administration's existing competitive grant program. The purpose of the grants is to make capital and infrastructure improvements that facilitate the efficiency, cost-effectiveness and quality of domestic ship construction, conversion or repair for commercial and federal government use. This program generally provides 75 percent Federal funds with 25 percent matching funds from the grant recipient. Grant funds may also be used for maritime training programs to foster technical skills and operational productivity.

Of the \$100 million, \$75 million is reserved for shipyards with 600 employees or fewer, and up to \$25 million may be awarded to shipyards with up to 1,200 employees.

Shovel-Ready Deadlines: The Secretary of Transportation shall ensure that funds provided under this program shall be obligated within 180 days of the date of their distribution.

Transparency and Accountability Requirements: Grant recipients must submit periodic reports to the Maritime Administration on the use of Recovery Acts no later than 90 days (May 18, 2009), 180 days (August 16, 2009), one year (February 17, 2010), two years (February 17, 2011), and three years (February 17, 2012) after the date of enactment of the Recovery Act. These reports will be collected and compiled by the Maritime Administration and transmitted to Congress.

Each recipient that receives Recovery Act funds from a Federal agency must also submit a quarterly report to that agency no later than 10 days (beginning October 10, 2009) after the end of each calendar quarter. Each agency shall make such information publicly available by posting the information on a website no later than 30 days (beginning October 30, 2009) after the end of each calendar quarter. These reports include the amount of Recovery Act funds received, expended, and obligated, a detailed list of all projects for which Recovery Act funds were expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.⁸⁰

Recovery Act Implementation: On August 18, 2009, the Maritime Administration awarded 70 grants totaling \$98 million for small shipyard projects in 26 States and Guam.⁸¹

Work is underway or completed on all 70 projects (\$98 billion), representing 100 percent of the total available Recovery Act small shipyard funds. Within this total, work is underway on 62 projects (\$90 million), and work is completed on an additional eight projects (\$8 million).

⁸⁰ *Id.* § 1512.

⁸¹ The Maritime Administration received 454 grant applications totaling \$1.25 billion.

Recovery Act investments will result in:

- drydock new construction, expansion, and enhancement – 13 projects (\$33 million);
- steel work machinery – 23 projects (28 million);
- material handling (i.e., cranes, forklifts) – 18 projects (\$21 million);
- shipyard infrastructure and improvements – six projects (\$6.5 million);
- training – six projects (\$6 million); and
- boat hoist – four projects (\$5 million).

An example of a funded project includes:

- Steiner Shipyard in Bayou la Batre, Alabama (\$1.8 million): Steiner Shipyard, a family owned shipyard, has been in business for over 50 years, and employs approximately 45 full-time and 10 part-time employees. Steiner Shipyard received a grant for the purchase of new launching equipment, a Travelift 400 metric ton boat hoist. The Travelift will allow the yard to complete the construction of vessels on shore, resulting in greater productivity. The new Travelift will also enable Steiner to construct larger vessels. The company estimates at least 20 new full-time jobs will be created because of this Recovery Act project.



To view the specific projects, see:

<http://transportation.house.gov/singlepages/singlepages.aspx?NewsID=852>.

Economic Impact: Creates approximately 2,800 jobs and \$500 million of economic activity.