COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

The American Recovery and Reinvestment Act of 2009 Transportation and Infrastructure Provisions Implementation Status as of March 31, 2011

Prepared for

The Honorable Nick J. Rahall, II
Ranking Member

By the Committee on Transportation and Infrastructure
Democratic Staff

For Release on Delivery
May 2, 2011
10:00 a.m.

EXECUTIVE SUMMARY

The transportation and infrastructure investments provided by the American Recovery and Reinvestment Act of 2009 (Recovery Act) (P.L. 111-5) have been a success. These investments have helped stem the tide of job losses from the worst economic crisis facing the nation since the Great Depression.

The Recovery Act provided $64.1 billion for transportation and infrastructure investments within the jurisdiction of the Committee on Transportation and Infrastructure. Federal agencies, States, and their local partners have obligated $60.7 billion for 19,784 transportation and other infrastructure projects, representing 95 percent of the available funds, as of March 31, 2011. Across the nation, work has begun on nearly all of these projects – work producing badly needed family-wage jobs today. ***In fact, work has already been completed on 9,596 projects totaling $12.3 billion, or 19 percent.***

The highway and wastewater formula investments showcase the successful implementation of the Recovery Act: ***Of the $30 billion available for highway and wastewater formula program projects under the Recovery Act, 14,511 projects, totaling $29.7 billion, or 98 percent, are under contract, as of March 31, 2011. Work has begun on 14,051 projects totaling $29 billion, or 96 percent. Within this total, work has been completed on 7,590 projects totaling $8.2 billion, or 27 percent.***

Direct job creation from these projects has resulted in paychecks for thousands of Americans, which in turn prevents the need for those Americans to collect unemployment checks and instead allows them to pay taxes. For example, direct job creation from highway formula projects alone has resulted in payroll expenditures of $2.8 billion. Using this data, we calculate that $543 million in unemployment checks have been avoided as a result of this direct job creation.[1] Furthermore, these direct jobs have caused nearly $571 million to be paid in Federal taxes.[2]

Two major Recovery Act initiatives have made great progress during the past few months: high-speed rail and Transportation Investment Generating Economic Recovery (TIGER) grants.

On high-speed rail, the Federal Railroad Administration (FRA) has moved ahead with multiple major grants, including substantial improvements to existing service from Seattle, Washington to Portland, Oregon that will provide two additional daily round trips, increase ridership, and reduce travel times ($735 million); improvements to the existing corridor between Raleigh and Charlotte in North Carolina that will provide two additional daily round trips and improved reliability ($520 million); and upgrades to the corridor from New Haven, Connecticut to Springfield, Massachusetts that will lay new track to decrease delays and improve travel time

[1] The value of unemployment checks avoided is determined by multiplying FTE direct job months created or sustained by the average monthly unemployment benefits paid ($1,380.38) times the percentage of unemployed workers collecting unemployment benefits (66 percent). The Congressional Research Service (CRS) provided the Committee with this information.

[2] 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.

and reliability ($40 million). Grant agreements are in place for each of these projects. Construction work is expected to begin this summer in Washington State. In North Carolina, construction work has begun at several stations and maintenance yards. These projects complement investments being made in California's new, 220mph high-speed rail corridor ($2.9 billion) and in Illinois' 110mph Chicago-St. Louis corridor ($1.1 billion), where construction is already underway.

The U.S. Department of Transportation has obligated nearly 100 percent of the Recovery Act TIGER funds, and 33 of the 51 projects have broken ground, totaling $859 million, or 57 percent of the total funds. For example, construction has begun on the Milton-Madison Bridge, a vital link over the Ohio River connecting two economically distressed communities in Kentucky and Indiana. The existing bridge, built in 1929, is in poor condition. TIGER funds allowed this essential bridge replacement to begin and enabled the contractor to use innovative methods to construct the new bridge on temporary piers and then slide the entire bridge into place on the rehabilitated piers. This method will reduce the time needed to close the bridge to less than one month, and in turn spare residents on both sides of the river the tremendous hardship of the bridge closing for a more extended period of time.

Finally, Recovery Act dollars have stretched even further than anticipated. With bids for infrastructure projects coming in much lower than expected, Federal agencies and States have used this bid savings to pursue additional projects. For example, the General Services Administration (GSA) estimates that of the $5.55 billion that the agency received in Recovery Act funds, GSA will realize $565 million in savings due to more competitive biddings for contracts. As a result, GSA plans to redirect funds to 17 additional projects, including the 225,000-square-foot expansion of the San Ysidro border crossing in San Diego, California.

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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.[3] 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**. 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**.[4]

- The Recovery Act **creates family-wage construction and manufacturing jobs**.[5]

- 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**;[6]

  - **the State will maintain its effort with regard to State funding for transportation projects**;[7] **and**

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[3] American Recovery and Reinvestment Act of 2009, Pub. L. No. 111-5, § 1602 (2009).
[4] *Id*. § 1605.
[5] *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.*
[6] *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**.[8]

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 is publicly available through Recovery.gov.** Pursuant to section 1512 of the Act, States and other direct grant recipients 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.[9]

- 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 submits 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 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;

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[7] *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.*

[8] *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.*

[9] *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.

Periodic reports are due not 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.[10]

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.[11]

- The Recovery Act requires funds to be invested in ready-to-go projects. Priority is given to projects that can be started and completed quickly.[12] 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.

[10] *Id*. § 1201.
[11] 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.
[12] *See id.* § 1602.

- 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 the project within an additional 30 days. **In this way, the Recovery Act "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.[13]

- 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 1,973,000 jobs since the recession began in December 2007. The unemployment rate in construction was 20.0 percent in March 2011 – down 4.9 points since March 2010. As of March 2011, there are 1,695,000 unemployed construction workers in the nation – that's 556,000 fewer unemployed construction workers than in March 2010.

- 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 is

[13] 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 Recovery Act, this report presumes the FHWA model for employment and economic activity. In the overwhelming majority of cases, the requirement for State or local matching funds is waived under the Recovery Act. Where appropriate, estimates of employment and economic activity have been adjusted to reflect these match waivers.

the construction work done here, but most transportation construction materials and equipment are manufactured in the United States, as well.

MINORITY-OWNED AND WOMEN-OWNED BUSINESS IMPACT:

- This investment also helps address the disproportionate effect that the increase in unemployment has had on people of color. In March 2011, the rate of unemployment for African Americans was 15.5 percent – 96 percent higher than the rate for whites. The unemployment rate for Hispanic or Latino Americans was 11.3 percent, 43 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.

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,[14] except that, for Ferry Boat projects, priority shall be given to projects that can be completed within two years (February 17, 2011) of the date 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

[14] 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.

no funds withdrawn. Funds suballocated to local governments are not subject to the 120-day redistribution. All 50 States met this requirement.

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.[15]

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.[16]

Recovery Act Implementation: Recovery Act investments will result in improvements to 41,438 miles of highway and 2,721 bridges.[17] These highway investments will also result in demand for approximately 10 million metric tons of cement, resulting in revenues of $950 million for the cement industry.[18]

In total, FHWA has approved 13,335 highway projects totaling $26.8 billion. This amount represents 100 percent of the total available highway funds.

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 12,841 projects totaling $26.3 billion, 100 percent of the available Recovery Act highway formula funds.[19]

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[15] American Recovery and Reinvestment Act of 2009, Pub. L. No. 111-5, § 1201 (2009).
[16] *Id.* § 1512.
[17] Miles and bridge improvement information is based on obligations as of February 7, 2011.
[18] Information is supplied by the Portland Cement Association. Demand is measured over a four-year period.
[19] FHWA approved slightly less than their original allocation because 20 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.

Out to Bid

According to FHWA, as of March 31, 2011, all 50 States, five Territories, and the District of Columbia have put out to bid 12,841 projects totaling $26.3 billion, representing 100 percent of the total available highway formula funds.

Signed Contracts

All 50 States, five Territories, and the District of Columbia have signed contracts for 12,619 projects totaling $25.9 billion, representing 98 percent of the funds.

Work Underway

Work has begun on 12,190 projects in 50 States, four Territories, and the District of Columbia, totaling $25.2 billion, representing 96 percent of the funds.

Completed

Work has been completed on 7,043 projects, totaling $7.8 billion, representing 30 percent of the funds.

Examples of completed projects include:

- Chestnut Street Bridge, Nashville, Tennessee ($2 million): This project replaced the bridge that crosses over the CSX Railroad. The 80-year old bridge was classified in "Poor" condition and appeared on the State's list of structurally deficient bridges. The bridge's sufficiency rating was 37.6 out of 100. The Recovery Act allowed Tennessee to replace this aging bridge and create a safer roadway in a busy section of the city. The project was completed two and a half months early;

Before Construction:

After Construction:

- State Highway 141 in Kingsville, Texas ($3 million): The existing roadway serves as one of the main corridors for students attending the Texas A&M Kingsville campus. The purpose of the project was to rehabilitate and overlay the existing pavement. Accident data showed that there were 106 accidents on this roadway in the last three years. This rehabilitation was needed to ensure the safety of everyone traveling on the road. The project spanned from US 281 to Santa Gertrudes Street in Kingsville. The project began in August 2009 and was completed in January 2010; and

Before Construction:

After Construction:

- Bridge in Carroll County, Tennessee ($2.3 million): Work began on three box beam bridges on Tennessee State Route 22, a major route through the heart of Carroll County, Tennessee, on June 5, 2009, and was completed on June 30, 2010. The 40-year old existing bridges were in much need of replacement.

Before Construction:

After Construction:

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

<u>Federal and Indian Lands ($550 million)</u>: FHWA has awarded 100 percent of the funds for Federal and Indian Lands highway projects. Work is underway on 274 projects totaling $388 million. Within this total, work is complete on 101 projects totaling $156 million.[20]

An example of a completed project includes:

- Yosemite National Park in California ($8 million): Located in an economically distressed area, the project has rehabilitated approximately five miles of paved roadway and two lane miles of paved parking area. Existing deficiencies, such as incorrect roadway superelevation, were corrected in addition to the replacement of the deteriorated pavement. Turnouts within the project limits were also rehabilitated and improved. Reconstruction and realignment of the Chinquapin intersection addressed the higher-than-normal accident rate for that particular location.

Before Construction:

After Construction:

<u>Ferry Boat Capital Grants to States ($60 million)</u>: FHWA has approved 38 projects totaling $58 million, representing 100 percent of the available funds. Work is complete on seven projects totaling $4 million.

An example of a completed project includes:

- Ferry Boat Radar System Replacement in Louisiana ($300,000): This project replaces existing navigational radar systems with modern systems on four vessels at two crossings: Plaquemine/Sunshine and St. Francisville/New Roads. The modern navigational radar systems on the ferry boats provide an improved visual aid to assist ferry boat captains in safely maneuvering vessels across the Mississippi River. These two ferry locations carry more than 600,000 vehicles annually.

[20] This total does not include Indian Lands projects.

On-the-Job Training ($20 million): FHWA has awarded 52 training grants worth $19 million, representing 100 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 training project underway includes:

- Transportation Careers Training Program in South Carolina ($200,000): This grant is enabling South Carolina to prepare unemployed, minorities, women, and disadvantaged individuals for meaningful employment opportunities in the highway construction industry. Participants in this program receive the pre-employment counseling and training required to obtain a Commercial Drivers' License and to work as a Heavy Equipment Operator. A total of 35 participants were selected for enrollment in the program. Thirty percent of the participants are currently employed with a highway construction company and/or a trucking company as a result of successfully completing this program. The program helps lower the State's unemployment rate by increasing the number of people that may become gainfully employed after successful completion of this program.

Disadvantaged Business Enterprise (DBE) Bonding Assistance ($20 million): The U.S. Department of Transportation has approved 149 applications for bonding assistance, totaling $1.5 million.[21] An example of bonding assistance includes:

- Pedestrian Facility Improvements in South Carolina ($15,872): The Department 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://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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.

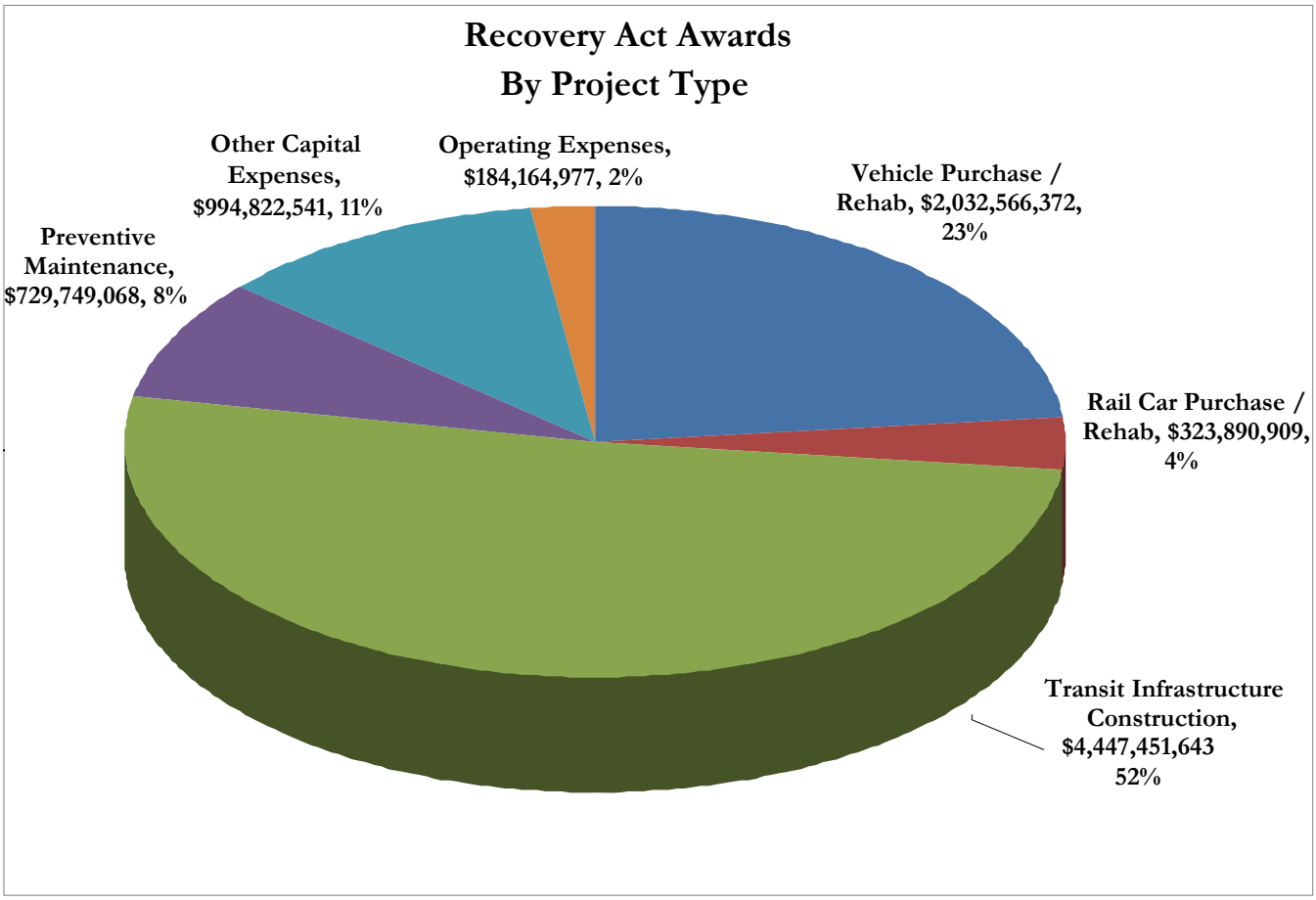
[21] Small and disadvantaged businesses may apply to be reimbursed for bonding premiums and fees incurred when competing for, or performing on, Recovery Act transportation projects. The Recovery Act created this new program to help small and disadvantaged businesses better compete for Recovery Act transportation funds. Only qualified bonds obtained from August 28, 2009, to September 8, 2010, are eligible for this assistance. For more information, see: http://www.dot.gov/recovery/ost/osdbu/index.htm.

TRANSIT – $8.4 BILLION

Recovery Act Implementation: Recovery Act transit investments will result in:

- the purchase or rehabilitation of 12,234 buses, vehicles, and rail cars ($2.4 billion);
- the construction or rehabilitation of 4,870 passenger facilities ($1.5 billion); and
- the construction or rehabilitation of 324 maintenance facilities ($925 million).

The Federal Transit Administration (FTA) has awarded 1,072 grants totaling $8.8 billion in all 50 States, five Territories, and the District of Columbia, representing 100 percent of the available transit funds.[22] Work has been completed on 180 Recovery Act grants totaling $1.3 billion. FTA plans to use the awarded funds according to the following project types:



Source: FTA, as of July 16, 2010.

[22] FTA awarded more than their original allocation because FTA received $443 million in 89 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 the date 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.[23]

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

[23] *Id.* § 1201.

expended or obligated, and detailed information on any subcontracts or subgrants awarded by the recipient.[24]

Recovery Act Implementation: FTA has awarded $7.2 billion for 967 grants in all 50 States, five Territories, and the District of Columbia. This represents 100 percent of the available funding.[25] Work has been completed on 142 Recovery Act grants totaling $536 million.

Examples of completed projects include:

- Massachusetts Bay Transit Authority (MTBA) Attleboro Station ($2.5 million): The historic Attleboro Station building, originally built in 1906, is located in the heart of the Attleboro Central Business District. The station serves 16 round-trip MBTA commuter trains per weekday, as well as six local bus routes. The project consisted of rehabilitating the building's exterior envelope, as well as improvements to the interior waiting area, consistent with the original intent of the historic facility. In addition to the needed maintenance work funded by the project, the project has also directly benefited the riding public by providing an improved and enlarged interior waiting area, bathrooms, and vendor area. The project also included the construction of a new Americans with Disabilities Act (ADA)-accessible walkway system. An estimated 1,500 to 1,800 people pass through the station each day and 30 people worked on the project;

During Construction:

[24] *Id.* § 1512.

[25] This total includes 89 transfers totaling $443 million from FHWA and 39 Tribal Transit grants totaling $17 million.

During Construction:

After Construction:

- Metra Locomotive Remanufacturing in Northern Illinois ($71 million): Metra is using Recovery Act funds to remanufacture 40 locomotives. This effort is part of a project involving the life-extending remanufacture of 52 locomotives originally manufactured in the 1970s. The major components of the locomotives have substantially worn out. Metra needs to rebuild these locomotives to ensure continued reliable service. Ten of the 40 remanufactured locomotives are complete and have been delivered for use; and

- Huron Bus Storage Facility Addition in Huron, South Dakota ($185,000): The South Dakota Department of Transportation received more than $7 million in Recovery Act funds to buy vehicles and construct maintenance facilities in communities across the State. The construction of an addition to the existing bus barn in Huron, including an open area suitable to house several vehicles, has been completed.

To view the specific projects, see: http://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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, 2010) of the date of allocation. 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.[26]

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.[27]

Recovery Act Implementation: FTA has awarded all 43 Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) grants in 27 States, totaling the entire $100 million in available funding. [28] Work has been completed on four Recovery Act grants totaling $8 million.

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[26] *Id.* § 1201.
[27] *Id.* § 1512.
[28] FTA received $2 billion in proposals.

An example of a completed project includes:

- Milwaukee County Transit System Gas Hybrid Replacement Vans in Wisconsin ($210,000): The Milwaukee County Transit System received TIGGER funds to replace seven of its gasoline-powered minivans with gasoline-electric hybrid vans early this year. The agency maintains a fleet of 10 minivans to allow the transit agency to manage and support the system's operators, transit riders, and the community throughout Milwaukee County.

To view the specific projects, see: http://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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 the date 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.[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: FTA has awarded 51 grants worth $743 million in 27 States, Puerto Rico, and the District of Columbia. This amount represents 100 percent of the total available funds. Work has been completed on 23 Recovery Act grants totaling $29 million.

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[29] *Id.* § 1201.
[30] *Id.* § 1512.

Examples of completed projects include:

- Southeastern Pennsylvania Transportation Authority (SEPTA) Station Improvements in Pennsylvania ($66 million): SEPTA received Recovery Act funds for subway station improvements, including the installation of replacement fencing and the extension of the right-of-way fence on the R1 Airport Line. Work on this project has been completed; and

During Construction:

After Construction:

- Cleveland Waterfront Line Chute Track Repairs in Ohio ($600,000): Cleveland used $600,000 out of its more than $11 million in Recovery Act fixed guideway funds to replace the concrete plinths that support the rails of the Outbound "Chute" track of the 12-year-old Waterfront Line. The plinths began to show significant deterioration because of continual ground water flow. Workers replaced the plinths and constructed additional drainage trenches along the sides and new catch basins at the chute bottom.

During Construction:

After Construction:

To view the specific projects, see: http://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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 determines 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 the date of enactment.

Shovel-Ready Deadlines: FTA must obligate 100 percent of the funds by September 30, 2010. FTA 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.[31]

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.[32]

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

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[31] *Id.* § 1201.
[32] *Id.* § 1512.

An example of a completed project includes:

- Los Angeles Metro Gold Line Eastside Extension in California ($66.7 million): The Los Angeles County Metropolitan Transportation Authority used Recovery Act funds to help construct a 5.9-mile, dual-track light rail system with eight new stations and one station modification in the Eastside Corridor, connecting downtown Los Angeles with low- to moderate-income communities in East Los Angeles. The Eastside Corridor has among the highest residential densities and largest transit-dependent populations in Los Angeles. Over 60 bus routes currently serve the corridor, many of which operate at capacity during peak travel times and suffer delays due to traffic congestion. The Eastside Extension provides travel-time savings for the destinations along rail and rapid bus network.

During Construction:

After Construction:

To view the specific projects, see: http://democrats.transportation.house.gov/recovery-act-report#overlay-context.

Economic Impact: Creates more than 50,000 jobs and $9 billion of economic activity. Furthermore, the additional $750 million of New Starts funding makes available an additional $1.5 billion of contingent commitment authority, enabling 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 the date of enactment. One hundred percent of the funds must be obligated by September 30, 2010. FRA and Amtrak met this requirement. 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 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.[33]

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

[33] *Id.* § 1201.

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.[34]

Recovery Act Implementation:

Amtrak ($1.3 billion): Work is underway on 154 projects, of which eight projects are complete, totaling $1.3 billion, representing 100 percent of the total Amtrak Recovery Act funds, as of March 31, 2011. This total includes contracted and in-house work. Of this total, Amtrak has awarded 1,214 contracts totaling $988 million. Amtrak has made 48 percent of the total number of awards to small businesses.

Recovery Act investments will result in:

- replacing 1.3 million concrete ties, of which 368,897 have been completed;

- 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.

[34] *Id.* § 1512.

Examples of underway projects 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 early 2011; and

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

To view the specific projects, see: http://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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. To date, FRA has obligated $4.3 billion on 13 projects.

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;

- 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.[35]

FRA has moved ahead with multiple major grants, including substantial improvements to existing service from Seattle, Washington to Portland, Oregon that will provide two additional daily round trips, increase ridership, and reduce travel times ($735 million); improvements to the existing corridor between Raleigh and Charlotte in North Carolina that will provide two additional daily round trips and improved reliability ($520 million); and upgrades to the corridor from New Haven, Connecticut to Springfield, Massachusetts that will lay new track to decrease delays and improve travel time and reliability ($40 million). Grant agreements are in place for each of these projects. Construction work is expected to begin this summer in Washington State. In North Carolina, construction work has begun at several stations and maintenance yards. These projects complement investments being made in California's new, 220mph high-speed rail corridor ($2.9 billion) and in Illinois' 110mph Chicago-St. Louis corridor ($1.1 billion), where construction is already underway.

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 rail service.[36] 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 a national map of selected projects, see:
http://www.fra.dot.gov/us/content/2243.

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

[35] Congress provided funding for planning through the U.S. DOT FY 2008 and 2009 appropriations.
[36] FRA received more than $55 billion in applications for the available funds.

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, United States Code; 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. The Department met this requirement.

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 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.[37]

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.[38]

Recovery Act Implementation: The Department has obligated $1.5 billion on all 51 planned Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants projects in 40 States and the District of Columbia, representing 100 percent of the available funds. [39] Construction has begun on 33 projects totaling $859 million, or 57 percent of the funds.

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.

An example of an underway project includes:

- Milton-Madison Bridge (US 421) in Milton, Kentucky and Madison, Indiana ($20 million): This $104 million project will replace the existing bridge, a vital link between two economically distressed communities that currently handles 10,700 cars each day. Current weight restrictions on the bridge have limited freight movement in this corridor. The existing bridge, originally constructed in 1929, is in poor condition, and its serviceable life is estimated to be less than 10 years. If officials took the bridge out of service, residents on both sides of the river would suffer tremendous hardship, including increased commuting costs as the result of detours. The contractor plans to use innovative methods to construct the new bridge on temporary piers and then slide the entire bridge into place on the rehabilitated piers. This approach will reduce the time needed to close the bridge for construction to less than a month.

To view the specific projects, see: http://democrats.transportation.house.gov/recovery-act-report#overlay-context

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

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[37] *Id.* § 1201.
[38] *Id.* § 1512.
[39] 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.

AVIATION – $1.3 BILLION

Recovery Act Implementation:

- Work is underway or complete on 771 projects ($1.3 billion), representing 100 percent of the total available Recovery Act aviation funds; and

- Within this total, work is underway on 28 projects ($164 million), and work is complete on an additional 743 projects ($1.1 billion).

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 the date 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. The FAA met this requirement.

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.[40]

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

[40] *Id.* § 1201.

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.[41]

Recovery Act Implementation:

- Work is underway or complete on 372 projects ($1.1 billion), representing 100 percent of the funding for airport grants; and

- Within this total, work is underway on seven projects ($55 million), and work is complete on an additional 365 projects ($1 billion).

Recovery Act investments will result in:

- runway improvements: 155 projects at 139 airports that accommodate 11 million annual takeoffs/landings ($483 million);

- taxiway improvements: 83 projects at 78 airports that accommodate 8.1 million annual takeoffs/landings ($220 million);

- apron improvements: 52 projects at 48 airports that support more than 6,500 aircraft based at these airports ($188 million);

- 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);

- equipment improvements: equipment including aircraft rescue and fire fighting vehicles, emergency generators, access gates, and fencing at 14 airports ($13 million); and

- nearly 70 percent of the available funding was awarded to projects at airports that provide scheduled commercial service to the traveling public, while the other 30 percent was awarded to 163 projects at general aviation airports, which are a critical part of the National Airport System, providing air transportation access for postal service, firefighting and disaster relief, medical evacuations, law enforcement, homeland security and military operations, and patient and organ transport to emergency centers.

[41] *Id.* § 1512.

Examples of completed projects 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. These taxiways are critical for easy access to the new runway, and will reduce aircraft taxi time and fuel consumption. Work started in July 2009 and Dulles substantially completed the project by reopening the runway on May 28, 2010; and

- Omaha-Epply Airfield (OMA) in Omaha, Nebraska ($13.1 million): These funds are 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 8,500 feet of the airport's longest commercial runway, the intersection of two commercial runways, and several associated taxiways.

To view the specific projects, see: http://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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. The FAA met this requirement.

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.[42]

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.[43]

Recovery Act Implementation:

- Work is underway or complete on 399 projects ($198 million), representing 100 percent of the available funds for Facilities and Equipment; and

[42] *Id.* § 1201.
[43] *Id.* § 1512.

- Within this total, work is underway on 21 projects ($109 million), and work is complete on an additional 378 projects ($89 million).

Recovery Act investments will:

- upgrade power systems: 177 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, establish four small contract air traffic control towers, and modernize three air traffic control facilities ($80 million); and
- improve lighting, navigation, and landing equipment: 667 projects at 151 locations ($20 million).

Examples of completed projects include:

- Oberlin, Ohio Air Route Traffic Control Center Curtain Wall Replacement Project ($2.4 million): The project, completed in May 2010, replaced and integrated a 45-year old exterior wall of the facility. The old wall was an obsolete, single-panel system that leaked during rain storms and did not provide any blast protection;

Before Construction:

During Construction:

After Construction:

- Winder, Georgia Medium-intensity Approach Lighting System with Runway Alignment Indicator Lights ($620,000): The project established a Medium-intensity Approach Lighting System with Runway Alignment Indicator Lights on Runway 31 at Barrow County Airport. The project provided the first approach lighting system for the airport and was completed in March 2010.

To view the specific projects, see: http://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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

ENVIRONMENTAL INFRASTRUCTURE – $5.26 BILLON

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 the date 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 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.[44]

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

[44] *Id.* § 701.

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.[45]

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.

Recovery Act investments will:

- construct, upgrade, or maintain publicly owned treatment works, mitigate nonpoint source pollution, and promote estuary management, serving an estimated 64 million people, approximately one-third of the U.S. population currently served by sewers – 629 projects ($1.5 billion);

- improve, rehabilitate, or expand wastewater collection systems – 899 projects ($1.1 billion);

- protect our nation's water supply and reduce the energy used to pump, treat, and distribute wastewater by 15 to 30 percent – 374 water or energy efficient projects ($741 million); and

- reduce stormwater runoff volumes, pollutants, and sewer overflows, and improve air quality – 261 green infrastructure projects ($232 million).

Out to Bid

According to EPA, as of March 31, 2011, all 50 States and the District of Columbia have put out to bid 1,892 projects totaling $3.8 billion, representing 100 percent of the total available Clean Water SRF formula funds.

Signed Contracts

All 50 States and the District of Columbia have signed contracts for 1,892 projects totaling $3.8 billion, representing 100 percent of the funds.

Work Underway

Work has begun on 1,861 projects totaling $3.8 billion, representing nearly 100 percent of the funds.

[45] *Id.* § 1512.

Completed

Work has been completed on 547 projects totaling $403 million, representing 11 percent of the funds.

Examples of completed and underway projects include:

- Duncan Public Utilities Authority in Oklahoma ($340,000): This wastewater treatment plant improvement project, completed on April 7, 2010, included replacement of existing aerators with improved energy efficient aerators in the activated sludge nitrification basin. This project also replaced motors and variable frequency drives. This investment will improve energy efficiency with an estimated energy consumption decrease of 600,000 kWh/year; and

- Douglas L. Smith Middle Basin Treatment Plant in Johnson County, Kansas ($14.3 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 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.

To view the specific projects, see: http://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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 the date of enactment (February 17, 2009). Under existing law, the Clean Water SRF can be used as leverage to refinance debt obligations incurred for the constriction 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, solicited bids from prospective contractors, or 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 prohibits 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 allows for the use of non-domestic iron, steel, and manufactured goods in a project provided that such components "comprise in total a *de minimus* 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 76 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/ow/eparecovery/.

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. EPA 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 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.[46]

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.[47]

Recovery Act Implementation: EPA has awarded and work has begun on all 57 planned construction projects and four design projects at 51 sites in 28 States, totaling $578 million, representing 100 percent of the total available funds. Within this total, work is complete on four projects totaling $10 million. In total, Recovery Act funds will initiate work at 26 sites and augment ongoing site cleanup work at the other 25 sites.

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[46] *Id.* § 701.
[47] *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 (eight sites);
- provide alternate residential drinking water supplies (five sites); and
- mitigate damage to wildlife habitats and ecosystems (four sites).

Examples of projects include:

- Iron Mountain Mine in Redding, California ($20.7 million): As a result of mining activities, annual rains sent toxic levels of copper, cadmium, and zinc from the mine into the Sacramento River – a valuable commercial fishery and a major source of drinking water for more than 70,000 people in northern California. In addition, the Sacramento River is designated as a critical habitat for the endangered Winter Run Chinook Salmon and several threatened anadromous fish populations. Recovery Act funding allowed acceleration of the sediment cleanup project, reducing the expected cleanup project duration from 36 to 18 months. Removing the sediments will allow hydropower plants at Shasta and Spring Creek dams to produce an additional 200,000 megawatt hours of peak power each year. The additional peak power could be worth up to $6 million per year;

- Horseshoe Road in Sayreville, New Jersey ($5 million): Contaminants at the 12-acre site include volatile organic compounds, 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 expedited 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; and

- Bunker Hill in Kellogg, Idaho ($16.8 million): Located in the Coeur d'Alene River Basin, historic mining practices at Bunker Hill generated an estimated 70 to 100 million tons of mining waste that are now spread throughout regional streams, rivers, flood plains and lakes. The contamination resulting from these mining practices poses public health risks, particularly to young children and pregnant women due to exposure to lead. To date, Recovery Act resources have already cleaned up 260 additional properties contaminated with lead, arsenic, and gravel mining waste; more than doubling clean up activities completed during the previous construction season. In addition to the environmental benefits, these funds created jobs in a community that has been suffering from high unemployment for more than 20 years. The creation or retention of these family-wage jobs helped dozens of local families stay in their community.

To view the specific projects, see: http://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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. EPA 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 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.[48]

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.[49]

Recovery Act Implementation: EPA has awarded grants or provided funds for existing grants or contracts worth $87 million for all 186 Recovery Act Brownfields projects, representing 100 percent of the available funds. Work is underway or complete on all 186 projects. Within this

[48] *Id.* § 701.
[49] *Id.* § 1512.

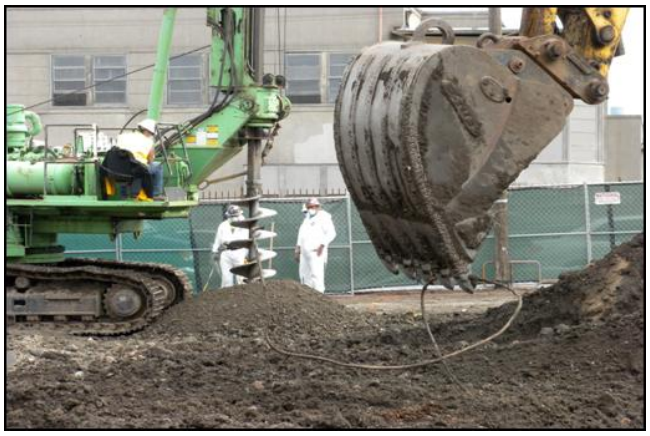
total, work is underway on 166 projects totaling $81 million, and work is complete on 20 projects totaling $6 million.

Recovery Act investments will result in:

- 953 assessments, of which 310 assessments are completed, with another 390 assessments have started ($33 million);
- 21 cleanups, of which eight property cleanups are completed (resulting in 21 acres made ready for reuse), and an additional 13 cleanups are underway ($7.5 million);
- revolving loan fund investments, of which two sub-grants have been made ($47.1 million); and
- job training, of which 22 students completed training and four students obtained employment under job training ($6.9 million).

An example of a project includes:

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



To view the specific projects, see: http://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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 the date of enactment of the Recovery Act.

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

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.[50]

Recovery Act Implementation: NRCS has obligated $48 million for work on 28 dam rehabilitation projects in nine States. Eight projects are complete and the additional 20 projects remain active.

Rehabilitating these 28 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.

[50] *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://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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. NRCS met this requirement.

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.[51]

Recovery Act Implementation:

Watershed Operations and Flood Prevention ($145 million): Work is underway or complete on all 88 planned projects, totaling $143 million. Within this total, work is underway on 54 projects totaling $129 million, and work is complete on an additional 34 projects totaling $15 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;

[51] *Id.* § 1512.

- reduce 4,484,658 tons/year of sediment;
- 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 are being used to 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 273 floodplain easements totaling $101 million, and obligated an additional $42 million for technical assistance and restoration, bringing the total amount obligated to $143 million, or 100 percent of the available funds. Of this total, NRCS has closed (exercised the right under the option) 232 easements totaling $89 million. Restoration plans and contracts have been developed on 238 easements. Within this total, restoration has been completed on 108 easements.

Recovery Act investments will result in:

- water quality improvement: eliminate soil erosion and associated sedimentation and nutrient transfer from more than 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. 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://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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: The BWC must obligate 100 percent of funds by September 30, 2010. The IBWC met this requirement.

Transparency and Accountability Requirements: The 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 the date 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: The IBWC has awarded $220 million in projects, totaling 100 percent of the available funds. The funding will be used to construct improvements for 254 miles of aging Rio Grande flood control levees in Texas and New Mexico. To date, 56 percent of all planned work is complete.

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[52] *Id.* Title XI.
[53] *Id.* § 1512.

Recovery Act investments will:

- rehabilitate 237 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://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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. The Corps met this requirement.

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.[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

[54] *Id.* Title IV.

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: The Corps has committed $4.5 billion for 800 Recovery Act projects, representing 100 percent of the available funds. Work is complete on 389 projects totaling $887 million, or 20 percent of the funds. Recovery Act investments will fund the following:

- navigation: repair or improve 155 lock chambers, and maintain or improve harbors and waterways that serve over 2,400 commercial ports;
- flood risk management: 1,132 projects to improve dam or levee safety;
- recreation: maintain or upgrade 1,034 recreation areas;
- environment: 235 projects to restore aquatic ecosystems or improvement management of natural resources;
- hydropower: 60 projects to repair or improve hydropower; and
- water supply: 285 projects to construct local water supply or wastewater infrastructure.

Construction Program ($2 billion): The Corps has committed $1.9 billion for 164 projects. This amount represents 100 percent of the available funds. Work is complete on 43 projects totaling $285 million, or 15 percent.

Operation and Maintenance Program ($2.075 billion): The Corps has committed $2 billion for 522 projects. This amount represents 100 percent of the available funds. Work is complete on 294 projects totaling $507 million, or 25 percent.

Mississippi River and Tributaries Program ($375 million): The Corps has committed $367 million for 41 projects. This amount represents 100 percent of the available funds. Work is complete on 16 projects totaling $60 million, or 16 percent.

Formerly Utilized Remedial Action Program ($100 million): The Corps has committed $99 million for nine projects. This amount represents 100 percent of the available funds. Work is complete on four projects totaling $9 million, or 9 percent.

[55] *Id.* § 1512.

<u>Investigations Program ($25 million)</u>: The Corps has committed $25 million for 58 projects. This amount represents 100 percent of the available funds. Work is complete on 30 projects totaling $11 million, or 44 percent.

<u>Regulatory Program ($25 million)</u>: The Corps has committed $25 million for six projects. This amount represents 100 percent of the available funds. Work is complete on two projects totaling $16 million, or 64 percent.

Examples of completed construction projects include:

- Ferrells Bridge Dam, Lake O' the Pines in Jefferson, Texas ($244,000): This project replaced a degraded structure and fortified the existing toe ditch to decrease erosion and prolong the life of the dam. The project was completed in April 2010 by CKY Inc;

During Construction:

After Construction:

- Solar Electricity System Installations, Sacramento District, California ($1.3 million): The Corps used Recovery Act funds to install solar electricity systems at nine of its park and dam operation offices in California, part of a Corps-wide effort to improve the environmental sustainability of its projects. The systems are expected to provide 41 percent of each office's electricity needs on average.

The Corps awarded the contract to provide and install all of the solar systems to Women's Empowerment Partnership Inc. of Bell Gardens, California; and

During Construction: After Construction:

- Craney Island Revetment in Portsmouth, Virginia ($3.5 million): The Corps awarded a Recovery Act contract to P & M Construction Services, Inc. of Virginia Beach, Virginia, to construct a revetment wall for shoreline stabilization at Craney Island Dredged Material Management Area. The revetment wall provides protection for the management area's containment dikes and roads. The 1,638-foot native granite armour stone and geotextile filter cloth revetment extend from the top of the revetment to the riprap toe. This project will help prevent damage to the facility's dikes and roads during periods of heavy seasonal rains.

During Construction: After Construction:

To view the specific projects, see: http://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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 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.[56] 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. GSA met the 2010 requirement.

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 the date of enactment of the Recovery Act, and

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

shall provide notification to said Committees within 15 days prior to any changes regarding the use of these funds.[57]

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.[58]

Recovery Act Implementation: GSA has awarded contracts and begun work on 273 projects worth $5.4 billion, representing 98 percent of the available funds. Within this total, GSA has completed work on 37 projects totaling $130 million.

Along with other Federal agencies and States, GSA has stretched Recovery Act dollars further than anticipated. With bids for infrastructure projects coming in much lower than expected, GSA has saved $565 million and redirected these funds to 17 additional projects. For example, these savings will allow GSA to pursue a 225,000-square-foot expansion of the San Ysidro border crossing in San Diego, California. Currently, 50,000 cars and 25,000 pedestrians cross the border at this location each day. With traffic congestion expected to increase by 90 percent by 2030, this border crossing requires additional facilities. The building expansion will also contain a 700,000-gallon rainwater reclamation system for irrigation as well as solar panels to generate electricity.

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

- constructing 11 Federal buildings and courthouses in six States, Washington, DC, and Puerto Rico ($734 million);
- constructing 13 border stations and land ports of entry in seven 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 202 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 ($899 million); and

[57] American Recovery and Reinvestment Act of 2009, Pub. L. No. 111-5, Title V (2009).
[58] *Id.* § 1512.

- modernizing Federal buildings and courthouses with small projects to convert facilities to high-performance green buildings ($200 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.

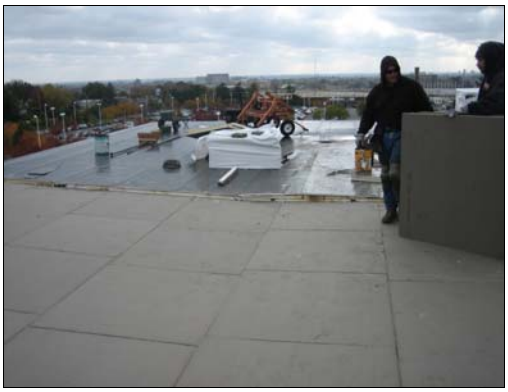
These projects will result in:

- installing 78 roofs, including 68 photovoltaic arrays on roofs;
- putting in place 140 lighting systems;
- installing 52 water systems; and
- completing 222 system tune-ups and recommissionings.

Examples of completed projects include:

- Veterans Affairs Regional Office and Insurance Center in Philadelphia, Pennsylvania ($6 million): As part of the Recovery Act's critical investment in green technologies, GSA installed 2,000 solar panels at this location. GSA's Solar Energy Installation project is one of several GSA Recovery Act projects at Federal facilities in Philadelphia and the first to be completed. The investments in alternative energy solutions can help lead the transformation to new green jobs and new green industries. These 2,000 solar panels will produce more than 500,000 kilowatt-hours of renewable energy per year, reducing the building's annual carbon footprint by nearly 400 metric tons; and

During Construction:



After Construction:

- Robert J. Dole U.S. Courthouse in Kansas City, Kansas ($1.6 million): GSA recently installed a new white roof and solar panels on this courthouse. The roof design and installation created jobs in solar manufacturing, design, and roofing. Many of the roofers were able to learn new skills with their participation in the advanced-design installation of the solar panels. A 22 KW thin-film photovoltaic array is located on the third floor south roof level — the portion of the roof receiving the most consistent sunlight. The roof membrane is multi-ply modified bitumen with an applied reflective coating.

  The white membrane roof will deflect the sun's rays, keeping the building cooler in the summer while helping to reduce the urban heat island. Coupled with more than 200 photovoltaic solar panels, the project is expected to generate about five percent of the building's electricity.

During Construction:

After Construction:

To view the specific projects, see: http://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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. The Smithsonian Institution met this requirement.

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 the date 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: The Smithsonian has completed work on all 13 planned projects totaling $25 million, representing 100 percent of the Smithsonian's total Recovery Act funds.

[59] *Id.* § 701.
[60] *Id.* § 1512.

Examples of completed projects include:

- Arts and Industries Building in Washington, DC ($4.6 million): cleaning 73,000 square feet of masonry exterior wall (see pictures below), repairing 13,000 linear feet of brick mortar joints, and removing 374 tons of non-hazardous and 200 tons of hazardous interior materials; and

Before Construction:

After Construction:

- National Zoological Park in Washington, DC ($9.7 million): replacing 52,060 square feet of roof (see pictures below), installing fire-protection equipment, and improving three bridges.

Before Construction:

After Construction:

To view the specific projects, see**:** http://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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

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.[61]

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. EDA met this requirement.

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.[62]

Recovery Act Implementation: EDA awarded 68 projects in 37 States totaling $147 million.[63]

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[61] *Id.* Title II.
[62] *Id.* § 1512.
[63] EDA will use the remaining $3 million for administration and oversight.

EDA has broken ground on 65 of these projects totaling $143 million, representing 97 percent of the amount allocated to support these investments. Of these projects, eight are complete, totaling $13 million.

EDA funded projects in areas of the nation that have experienced sudden and severe economic dislocation and job loss due to corporate restructuring. EDA's implementation plan includes promoting:

- 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 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. This grant 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 grant is expected to help create 639 long-tern jobs and attract $33.1 million in private investment.

To view the specific projects, see: http://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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. FEMA met this requirement.

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.[64]

Recovery Act Implementation: FEMA has awarded 123 projects totaling $209 million, representing 100 percent of the available funds. Thirty-three of these fire stations have broken ground totaling $53 million (25 percent of available funds). Among those stations, three are complete totaling $2.8 million. In total, 110 of the 123 planned stations have been cleared to begin construction.

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.

[64] *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 of these issues; and

- City of Quincy, Florida ($1.2 million): Quincy's current station was built in the early 1960s and is the city's only fire station. The existing facility has no sprinkler system and does not comply with the ADA. 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://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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. The Coast Guard met this requirement.

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 the date of enactment of the Recovery Act.[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 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:

High Endurance Cutter Engineering Changes ($10 million): The Coast Guard has signed contracts for 100 percent of the planned vessel projects. Of the 41 planned installations to vessels, 35 installations are complete and another four are underway. The Coast Guard plans to complete all work by October 2011.

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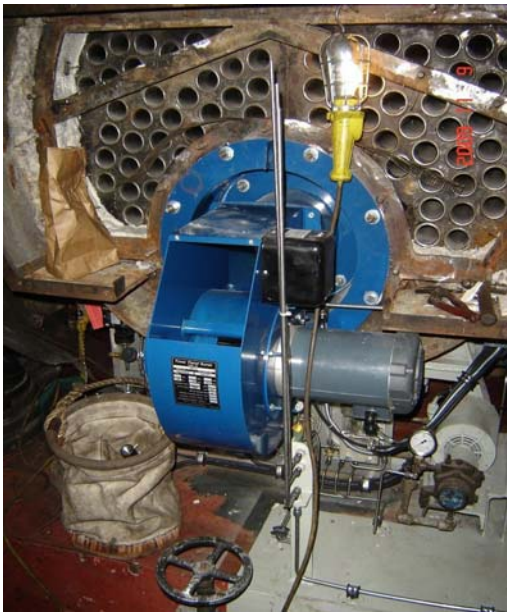
[65] *Id.* Title VI.
[66] *Id.* § 1512.

These installations include:

- boiler upgrade;
- automatic bus transfer switch upgrade;
- refrigeration system upgrade;
- fire and smoke alarm system installation;
- auxiliary saltwater pump replacement;
- lube oil purifier replacement; and
- engineering technical support.



<u>Shore Facilities ($88 million)</u>: All 14 of the planned shore facilities have been awarded construction contracts.[67] Three projects are scheduled for completion this month, and five additional projects should be completed in 2011.

To view the specific projects, see: http://democrats.transportation.house.gov/recovery-act-report#overlay-context.

<u>Economic Impact</u>: Creates approximately 2,700 jobs and $500 million of economic activity.

[67] The Coast Guard originally planned to undertake seven shore facility projects. However, due to lower than expected work bids, the Coast Guard was able to add seven additional projects.

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. The Coast Guard met this requirement.

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 the date 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: Contracts have been awarded and work has begun on all four planned bridge projects totaling $142 million, representing 100 percent of the available funds. The four bridges include:

[68] *Id.* Title VI.
[69] *Id.* § 1512.

- 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. Construction will be completed in October 2011;

- Burlington Bridge over the Mississippi River in Iowa (built in 1892) ($36 million): Construction will be completed in August 2011;

- Mobile Bridge over the Mobile River in Hurricane, Alabama (built in 1927) ($15 million): Construction will be completed in December 2011; and

- Galveston Bridge over the Intercoastal Waterway in Texas (built in 1912) ($61 million): Construction will be completed in June 2012.

To view the specific projects, see: http://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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

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. The Maritime Administration met this requirement.

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.[70]

Recovery Act Implementation: Work is underway or complete on 71 of the 73 planned projects ($123 million), representing nearly 100 percent of the total available funds.[71] Within this total,

[70] *Id.* § 1512.

[71] The Maritime Administration is also managing three projects originally funded under the highway program, totaling $26 million.

work is underway on 40 projects ($79 million), and work is complete on 31 projects ($44 million).

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);
- boat hoist – four projects ($5 million); and
- port modernization managed by the Maritime Administration – three projects ($26 million).

An example of a completed project includes:

- Steiner Shipyard in Bayou la Batre, Alabama ($1.8 million): Steiner Shipyard, a family-owned shipyard, has been in business for more than 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 and the ability to construct larger vessels. The company estimates at least 20 new full-time jobs will be created because of this project.

To view the specific projects, see: http://democrats.transportation.house.gov/recovery-act-report#overlay-context.

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