



**COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE**

**The American Recovery and Reinvestment Act of 2009
Transportation and Infrastructure Provisions
Implementation Status
as of March 27, 2009**

Prepared for

*The Honorable James L. Oberstar
Chairman*

*By the Committee on Transportation and Infrastructure
Majority Staff*

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THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009
TRANSPORTATION AND INFRASTRUCTURE COMMITTEE PROVISIONS

\$64.1 BILLION FOR TRANSPORTATION AND INFRASTRUCTURE INVESTMENT

- The American Recovery and Reinvestment Act of 2009 (P.L. 111-5) (“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), Operations 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 after the date of enactment.¹ 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 of apportionment and all funds must be obligated within one year. For transit formula grants, 50 percent of funds must be obligated within 180 days of apportionment and all funds must be obligated within one year.
- The Recovery Act **creates green collar jobs and invests in projects that decrease our dependence on foreign oil and address global climate change**. It provides \$4.5 billion for High-Performance Green Federal buildings to fund projects that incorporate energy and water conservation elements, such as installing photovoltaic roofs and geothermal technology. In addition, the Recovery Act provides a significant investment in public transit, high-speed rail, intercity rail, and Amtrak projects to provide alternatives to traveling by car, and help public transit and intercity passenger rail providers increase the percentage of their fleets that are alternative fuel vehicles. Finally, the Recovery Act directs that 20 percent of each state's Clean Water State Revolving Fund allotment be used for investments in energy and water efficient techniques and technologies (i.e., green infrastructure).
- The Recovery Act **requires the steel, iron, and manufactured goods for these projects to be produced in the United States**.²
- The Recovery Act **creates family-wage construction and manufacturing jobs**.³
- 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;**⁴
 - **the State will maintain its effort with regard to State funding for transportation projects;**⁵ and

¹ American Recovery and Reinvestment Act of 2009, Pub. L. No. 111-5, § 1602 (2009).

² *Id.* § 1605.

³ *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.*

⁴ *Id.* § 1607. The Governor shall make this certification within 45 days of the date of enactment. If the Governor does not make such certification, the State legislature may accept the funds. *Id.*

⁵ *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.*

- **the Governor accepts responsibility that the infrastructure investment is an appropriate use of taxpayer dollars.**⁶

- Finally, the Recovery Act **ensures transparency and accountability by including regular reporting requirements to track the use of the funds, State investments, and the estimated number of jobs created or sustained. This information will be publicly available through Recovery.gov.** Pursuant to section 1512 of the Act, States and other direct grant recipients will provide quarterly reports 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.⁷

- Section 1201 of the Recovery Act **requires additional reporting requirements for funds administered by the U.S. Department of Transportation.** Under this provision, each State and other grant recipient shall submit periodic reports to the U.S. Department of Transportation on the use of Recovery Act funds provided for highway, public transit, rail, surface transportation, airport, and maritime programs. The States and other grant recipients will report:
 - the amount of Federal funds obligated and outlayed;
 - the number of projects that have been put out to bid, and the amount of Federal funds associated with such projects;
 - the number of projects for which contracts have been awarded, and the amount of Federal funds associated with such projects;
 - the number of projects for which work has begun under such contracts and the amount of Federal funds associated with such contracts;
 - 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

⁶ *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.*

⁷ *Id.* § 1512.

- information tracking the actual aggregate expenditures by each grant recipient from State sources for projects eligible for funding under the program during the period from the date of enactment through September 30, 2010, compared to the level of expenditures that were planned to occur during such period as of the date of enactment.

The first periodic report is due not later than 90 days after the date of enactment, and subsequent reports are due not later than 180 days, one year, two years, and three years after the date of enactment.⁸

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.⁹
- The Recovery Act requires recovery funds to be invested in ready-to-go projects. Priority will be given to projects that can be started and completed quickly.¹⁰ For instance, State Departments of Transportation (DOTs) have a tremendous backlog of highway resurfacing needs. State DOTs often have open-ended contracts in place for resurfacing projects, which means that work could begin immediately upon receipt of additional funds. Similarly, many State DOTs have bridge deck overlay projects, in which the top two or three inches of concrete on the surface of the bridge (e.g., the deck) is replaced, which are ready-to-go.
- Even before the U.S. Department of Transportation apportioned formula funds to States, cities, and public transit agencies, State DOTs put out bids (typically for a period of 30 days) for ready-to-go projects. After receipt of the bids and contract award, work can begin on the project within an additional 30 days. **In this way, the Recovery Act can “put shovels in the ground” within 90 to 120 days of the date of enactment.**

⁸ *Id.* § 1201.

⁹ 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.

¹⁰ *See id.* § 1602.

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.¹¹
- 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.
- The proposed investment will specifically help unemployed construction workers. The construction sector has lost 904,000 jobs since the recession began in December 2007. The unemployment rate in construction was **21.4 percent** in February 2009 – up 10 points since February 2008. This is the highest unemployment rate of any industrial sector. As of February 2009, **there are 2,025,000 unemployed construction workers** in the nation – that’s 907,000 more unemployed construction workers than in February 2008, and 939,000 more than in February 2007. Within the overall construction sector, heavy and civil engineering construction employment is now the lowest it has been since February 2005.
- In contrast to the economic stimulus effect from tax cuts, virtually all of the stimulus effect from public infrastructure investment will be felt in the United States. Not only would the construction work be done here, but most transportation construction materials and equipment are manufactured in the United States, as well.¹²

¹¹ These estimates are based on 2007 Federal Highway Administration data on the correlation between highway infrastructure investment and employment and economic activity, and assume a 20 percent state or local matching share of project costs. Some infrastructure programs have slightly higher or lower estimates of the number of jobs created or the economic activity generated per \$1 billion of Federal funds invested. To enable easy comparisons among the elements of the bill, this document presumes the FHWA model for employment and economic activity. In the overwhelming majority of cases, the requirement for State or local matching funds would be waived under this proposal. Where appropriate, estimates of employment and economic activity have been adjusted to reflect these match waivers.

¹² Previous experience with using public infrastructure investment to stimulate the economy can be found with the Public Works Acceleration Act (P.L. 87-658), signed by President Kennedy on September 14, 1962. Under this program, a total investment of \$1.8 billion (\$880 million Federal investment and \$920 million in local investment) generated 250,000 job-years. See Public Works Acceleration Act, 42 U.S.C. § 2641 (1962).

MINORITY-OWNED AND WOMEN-OWNED BUSINESS IMPACT:

- This investment will also help address the disproportionate effect that the increase in unemployment has had on people of color. In February 2009, the rate of unemployment for African Americans was 13.4 percent – 84 percent higher than the rate for whites. The unemployment rate for Hispanic or Latino Americans was 10.9 percent, 49 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 Implementation: The Recovery Act provides \$27.5 billion for highway and bridge improvement, including \$26.8 billion for Federal-aid Highway formula investments, \$550 million for Indian Reservation Roads, Park Roads, and Forest Highways, \$60 million for competitive discretionary Ferry Boat capital grants, \$20 million for On-the-Job Training, and \$20 million for Disadvantaged Business Enterprise bonding assistance.

On March 2, 2009, eight days earlier than what the Recovery Act requires, the Federal Highway Administration (FHWA) issued Federal-aid Highway formula apportionments to States. These apportionments are summarized in the attached tables, and are also available on FHWA's website: <http://www.fhwa.dot.gov/legsregs/directives/notices/n4510705t1.htm>.

Of the funds provided for the highway formula program, in the past four weeks, 35 states have submitted and received approval for nearly 1,000 projects totaling \$3.4 billion, more than 10 percent of the Recovery Act highway funds.

Highway construction is underway across the country, including the following projects:

- Silver Spring, Maryland: \$2.1 million project to resurface and improve safety along a 1.1-mile section of New Hampshire Avenue;
- Syracuse, Utah: \$15 million project to widen State Highway 108; and
- Richmond, Vermont: \$1.7 million project to rehabilitate a bridge over the Winooski River.

In addition to the formula programs, FHWA has moved ahead with discretionary programs funded by the Recovery Act. FHWA allocated Refuge Road funds for repairing Fish and Wildlife Service roads. In early April, the agency plans to initiate allocation of Indian Reservation Road and Park Road funds. FHWA also intends to issue a solicitation for applications for the Ferry Boat capital grants program.

FHWA took many steps to ensure consistency and timeliness in reporting and implementation required by the Recovery Act. The agency issued reporting guidance to States as well as hosted an implementation webcast for local agencies that more than 400 people attended. FHWA staff met with the White House Implementation Workgroup for Indian Tribes and the Bureau of Indian Affairs to develop an oversight plan for Recovery Act funds for the Indian Reservation Roads program. FHWA also intends in the near future to finalize risk management plans for implementation and oversight of Recovery Act projects and funding.

The Recovery Act requires Governors, mayors, or chief executive officers to make specific certifications. DOT established a website where the agency posts submitted certifications, by state: <http://testimony.ost.dot.gov/ARRAcerts/>.

TRANSIT URBAN AND RURAL FORMULA GRANTS – \$6.8 BILLION

Recovery Act Implementation: The Recovery Act provides \$6.8 billion in transit capital grants for ready-to-go projects, including \$5.44 billion distributed by the current transit urban formula, \$680 million distributed by the current transit rural formula, and an additional \$680 million for both urban and rural areas distributed by the growing states and high density states formula.

Of the \$6.8 billion apportioned for the Transit Capital Assistance program on March 5, 2009, \$46.3 million has been awarded by the Federal Transit Administration (FTA), including three grants in rural areas of Kentucky, Missouri, and Maine:

- Kentucky: Purchase of 206 vehicles including trolleys, intercity buses, and vans;
- Maine: Grant to construct a new passenger ferry; and
- Missouri: Purchase of approximately 319 vehicles including modified vans, minivans, and minibuses.

These apportionments are summarized in the attached tables, and are also available on FTA's website: http://www.fta.dot.gov/about_FTA_9289.html. Please note that FTA's table aggregates the Transit Capital and Fixed Guideway programs.

FTA has an additional 23 grants (totaling approximately \$189 million) that are now pending review by the Department of Labor for labor protective agreements. These pending grants will fund public projects in urbanized areas, including rail improvements and the purchase of new clean-fuel buses. FTA also published the \$17 million Tribal Transit Program notice in the Federal Register.

FTA has reached out to transit agencies to ensure accuracy and consistency in reporting and implementation and issued guidance on applying for grants and reporting ongoing activities. In March, FTA held a seminar on the Recovery Act at the American Public Transportation Association Legislative Meeting. FTA recently participated in a webinar to provide transit agencies with up-to-date Recovery Act information. The agency also worked to finalize its risk management plan to ensure effective and efficient use of transit-related Recovery Act funds.

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

Recovery Act Implementation: The 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.

On March 24, 2009, FTA issued a notice in the Federal Register soliciting proposals for the Greenhouse Gas and Energy Reduction program. Proposals are due by May 22, 2009.

FIXED GUIDEWAY INFRASTRUCTURE INVESTMENT – \$750 MILLION

Recovery Act Implementation: The Recovery Act provides \$750 million for Fixed Guideway projects to modernize existing rail systems.

On March 5, 2009, FTA announced the allocation of these formula funds. These apportionments are summarized in the attached tables, and are also available on FTA's website: http://www.fta.dot.gov/about_FTA_9289.html. Please note that FTA's table aggregates the Transit Capital and Fixed Guideway programs.

Grant recipients are now able to apply for these funds through FTA.

TRANSIT NEW STARTS CONSTRUCTION – \$750 MILLION

Recovery Act Implementation: The Recovery Act provides \$750 million in transit capital grants for New Starts construction which includes select fixed guideway transit projects, such as trolleys and rail.

In the near future, FTA plans to publish a notice in the Federal Register soliciting applicants for the New Starts program. On March 27, 2009, FTA announced that the Central Phoenix/East Valley Light Rail project in Phoenix, Arizona, will receive \$36 million of New Starts funding.

RAIL – \$9.3 BILLION

Recovery Act Implementation: The Recovery Act provides \$9.3 billion for rail investment, including \$1.3 billion for capital grants to Amtrak (of which \$450 million shall be used by Amtrak for safety and security improvements) and \$8 billion for high-speed rail, intercity passenger rail, and congestion grants to States.

On March 19, 2009, the Federal Railroad Administration (FRA) executed a grant agreement with Amtrak for \$1.3 billion. Since then, Amtrak has approved projects totaling more than \$938 million. These projects include:

- \$105 million project to replace a moveable bridge over the Niantic River in Connecticut;
- \$82 million project to rehabilitate 68 passenger cars; and
- \$63 million project to repair the approximately 80-year-old Lamokin frequency converters in Pennsylvania, which form a key element of the power supply system for the Northeast Corridor.

For a list of other Amtrak projects to be funded by the Recovery Act, see: <http://www.fra.dot.gov/us/press-releases/243>.

Besides working with Amtrak to expand rail capacity and upgrade rail infrastructure, FRA received Amtrak's preliminary list of security projects funded by the Recovery Act.

FRA also selected a program management support contractor for the \$8 billion high-speed rail and intercity passenger rail grant programs. The contractor has begun work and FRA will continue to develop a strategic plan for high-speed rail. The U.S. Department of Transportation will submit its strategic plan to Congress by April 18, 2009.

To view a national map showing the designated high-speed rail corridors, see:
[http://transportation.house.gov/Media/file/Full%20Committee/Stimulus/Designated%20HSR%20Corridors%20at%20101905b%20\(2\).pdf](http://transportation.house.gov/Media/file/Full%20Committee/Stimulus/Designated%20HSR%20Corridors%20at%20101905b%20(2).pdf).

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

NATIONAL SURFACE TRANSPORTATION SYSTEM DISCRETIONARY GRANTS - \$1.5 BILLION

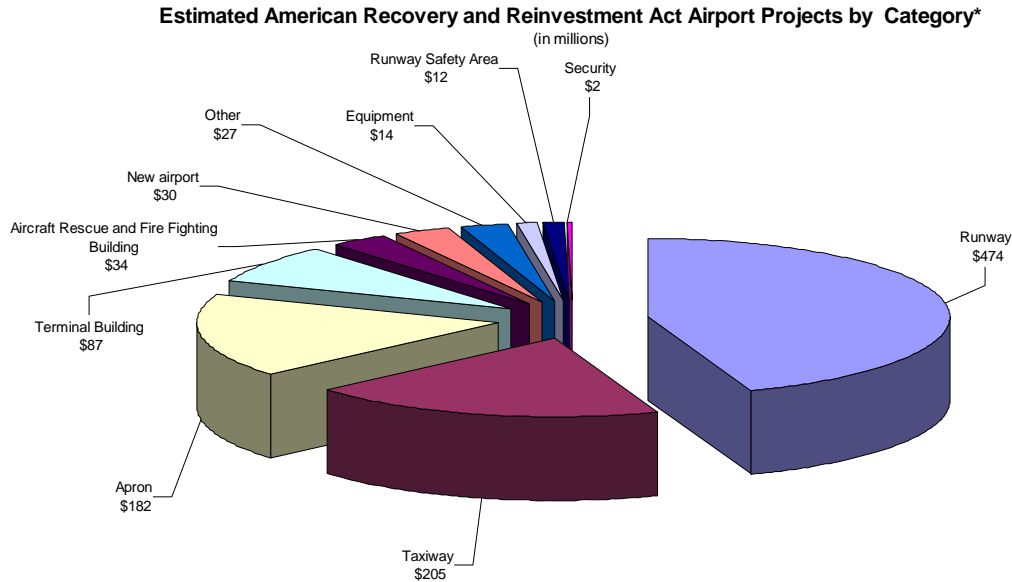
Recovery Act Implementation: The Recovery Act provides \$1.5 billion to the Secretary of Transportation to make competitive discretionary grants to surface transportation projects that will have a significant impact on the Nation, a metropolitan area, or a region.

The Office of the Secretary of Transportation is finalizing guidance and criteria for this \$1.5 billion discretionary grants program.

AIRPORT IMPROVEMENT PROGRAM – \$1.1 BILLION

Recovery Act Implementation: The Recovery Act provides \$1.1 billion for airport capital improvements. The Federal Aviation Administration (FAA) will distribute funds to ready-to-go projects based on the existing Airport Improvement Program (AIP) national priority system. On March 3, 2009, the FAA issued guidance to airport sponsors explaining the requirements of the Recovery Act and the agency’s planned process for distributing AIP funds provided by the Recovery Act.

As shown in the chart below, the FAA has identified \$1.07 billion worth of specific Recovery Act airport improvement projects. This chart represents the FAA’s current best estimate of the set of projects that will receive Recovery Act funding, by type of project. It is subject to change because the FAA may discover that some projects are not able to proceed and must be replaced, or as bids come in better than expected and, therefore, the FAA is able to add new projects to the list. For the latest project-specific list, see: <http://www.faa.gov/recovery/>.



*Amounts by category subject to change

Source: Federal Aviation Administration.

Examples of projects to be funded include:

- \$7 million to rehabilitate a runway at Denver International Airport;
- \$8 million to rehabilitate a taxiway at Tampa International Airport; and
- \$4.5 million to improve a runway safety area at the Savannah/Hilton Head International Airport.

As of March 26, 2009, the FAA had announced tentative allocations of funding for projects totaling \$451 million. After tentative funding allocations are announced, airport sponsors are able to solicit bids for construction. Sponsors will then submit their grant applications to the FAA based on the bids received. After a grant application is approved, the funds will be obligated by the FAA.

On March 23, 2009, the FAA made its first Recovery Act grant award – a \$4.2 million airport grant to Omaha, Nebraska, for runway rehabilitation.

FAA FACILITIES & EQUIPMENT – \$200 MILLION

Recovery Act Implementation: The Recovery Act provides \$200 million for capital improvements to FAA facilities. The FAA plans to use Recovery Act funds to upgrade power systems (\$50 million), air route traffic control centers (\$50 million), air traffic control towers and terminal radar approach control facilities (\$80 million), and navigation and landing equipment (\$20 million).

Regarding upgrades to air route traffic control centers, the FAA anticipates that a contract award to an engineering firm for 18 modernization projects will be made in the near future.

ENVIRONMENTAL INFRASTRUCTURE
CLEAN WATER STATE REVOLVING FUND – \$4 BILLION

Recovery Act Implementation: The Recovery Act provides \$4 billion to construct, rehabilitate, and modernize the nation's wastewater infrastructure through the Clean Water State Revolving Fund (“Clean Water SRF”) program. On March 2, 2009, the Environmental Protection Agency (EPA) issued initial guidance on the requirements of the Recovery Act, and how EPA plans to use Recovery Act funds to make capitalization grants for the Clean Water SRF. EPA plans to issue additional guidance on the implementation of the Buy American provisions for wastewater infrastructure, including how to determine the country of origin for certain technological components (e.g., pump and filter components) that are comprised of parts manufactured in various countries.

On March 24, 2009, EPA posted Clean Water SRF allotments by state. These allotments are summarized in the attached tables, and are also available on EPA’s website at:
http://www.epa.gov/water/eparecovery/docs/Final_SRF_eco_recovery_allotments.pdf.

As of March 24, 2009, EPA had received full grant applications for the Clean Water SRF from Connecticut, Maine, Rhode Island, Kentucky, Oklahoma, Arizona, California, Hawaii, Nevada, Vermont, Michigan, New York, West Virginia, North Carolina and Puerto Rico, and a conditional application from Nebraska.

SUPERFUND – \$600 MILLION

Recovery Act Implementation: The 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. EPA is developing a plan for implementation and distribution of Recovery Act funds for the Superfund program, and a preliminary list of projects that will potentially receive Recovery Act funding.

BROWNFIELDS – \$100 MILLION

Recovery Act Implementation: The Recovery Act provides \$100 million to EPA’s Brownfields Discretionary Grant program for site assessments, remediation, and cleanup grants, and to capitalize state brownfield revolving loan programs. EPA is developing a plan for implementation and distribution of Recovery Act funds for this program.

WATERSHED REHABILITATION PROGRAM – \$50 MILLION

Recovery Act Implementation: The Recovery Act provides \$50 million for the Watershed Rehabilitation Program, which rehabilitates aging watershed structures to protect lives, property, and public infrastructure. More than 11,000 dams in 47 states are eligible for assistance under this program. Many of these dams are nearing the end of their 50-year design life. Priority for funding of projects is based on a priority ranking system that considers the condition of the dam and number of people at risk if the dam should fail.

According to the Natural Resources Conservation Service (NRCS), Agriculture Secretary Vilsack will soon announce \$45 million in grants to rehabilitate aging flood control structures nationwide. The remaining \$5 million is being retained to cover potential cost overruns and provide technical assistance. NRCS will direct the funding toward the most cost-effective projects with the greatest need. State and local sponsors will provide 35 percent of the funding for their projects.

As of March 27, 2009, NRCS had obligated \$18,186.

WATERSHED AND FLOOD PREVENTION OPERATIONS – \$290 MILLION

Recovery Act Implementation: The Recovery Act provides \$145 million for watershed operations, and \$145 million for floodplain easements.

Regarding funding for watershed operations, Secretary Vilsack announced that NRCS would soon release approximately \$80 million of the \$145 million provided by the Recovery Act for watershed projects to improve fish and wildlife habitat and create or restore wetlands. The remaining funds will be released in coming months.

Regarding funding for floodplain easements, on March 26, 2009, Secretary Vilsack announced an extension of the sign-up period to April 10 for floodplain easement assistance, to ensure that landowners impacted by the recent flooding in states like North Dakota and Minnesota have an opportunity to apply for this assistance.

As of March 27, 2009, NRCS had obligated \$32,079.

INTERNATIONAL BOUNDARY & WATER COMMISSION – \$220 MILLION

Recovery Act Implementation: The Recovery Act provides \$220 million for the International Boundary and Water Commission (IBWC) for immediate repair and rehabilitation requirements in the water quantity program. 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.

On March 9, 2009, IBWC released a list of projects to be undertaken with the Recovery Act funds, including levee rehabilitation projects in the Upper and Lower Rio Grande Flood Control Projects in Dona Ana County in New Mexico, and El Paso, Hudspeth, and Hidalgo Counties in Texas. For the project list, see: http://www.ibwc.state.gov/Files/PressRelease_030909.pdf.

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

Recovery Act Implementation: The Recovery Act provides \$4.6 billion for U.S. Army Corps of Engineers (“Corps”) water resources development projects, which 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.

The Corps has identified many potential Civil Works projects that meet the criteria of the legislation for funding. Selected projects will be geographically distributed across the U.S. and across Corps programs to provide the nation with inland and coastal navigation, environmental, flood risk management, hydropower, and recreation improvements.

The Corps has submitted a proposed project list to the Office of Management and Budget for approval. Upon approval, the Corps will issue funds to the executing Divisions and Districts to initiate the selected contracting actions.

By May 1, 2009, the Corps will complete its agency-wide and program-specific Recovery Act plans.

FEDERAL BUILDINGS
GENERAL SERVICES ADMINISTRATION – \$5.55 BILLION

Recovery Act Implementation: The Recovery Act provides \$5.55 billion to the General Services Administration (GSA), including \$4.5 billion to convert Federal buildings to high-performance green buildings, \$750 million for repair, alteration, and construction of Federal buildings and U.S. courthouses (of which \$450 million is for a new headquarters for the Department of Homeland Security), and \$300 million for border stations and land ports of entry. GSA has established a national Program Management Office to oversee Recovery Act projects. The Office is expected to be fully staffed by mid-April.

On March 31, 2009, GSA released a plan detailing how it will spend the \$5.55 billion provided by the Recovery Act. GSA selected the best projects for accomplishing the goals of the Recovery Act based on two over-arching criteria:

- The ability of the project to put people back to work quickly; and
- Transforming Federal buildings into high-performance green buildings.

The plan comprises hundreds of projects in all 50 States, Washington, DC, and two U.S. Territories, including:

- Constructing 10 Federal buildings and courthouses in five states, Washington, DC, and Puerto Rico (\$733.7 million);
- Constructing five border stations and land ports of entry in five states on the U.S.-Mexico and U.S.-Canada borders (\$300 million);
- Modernizing 43 Federal buildings and courthouses in 20 states, Washington, DC, and Puerto Rico with major projects to convert facilities to high-performance green buildings (\$3.17 billion);
- Modernizing 194 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 (\$806.9 million); and
- Modernizing Federal buildings and courthouses with small projects to convert facilities to high-performance green buildings (\$298.6 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).¹³ 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.

¹³ Energy Independence and Security Act of 2007, 42 U.S.C.A. § 17001 (2007).

Examples of projects to be funded include:

- Construction of the Department of Homeland Security headquarters at St. Elizabeths in Washington, DC (\$450 million);
- Construction of the Nogales West U.S. Land Port of Entry in Nogales, Arizona (\$199.5 million);
- Modernization of the Whipple Federal Building in Fort Snelling, Minnesota, to convert the building to a high-performance green building (\$115 million); and
- Modernization of the Edith Green-Wyndell Wyatt Federal Building in Portland, Oregon (\$133 million).

The spending plan, including the complete list of projects, is posted at:

[http://www.gsa.gov/graphics/pbs/American Recovery and Reinvestment Act 2009.pdf](http://www.gsa.gov/graphics/pbs/American_Recovery_and_Reinvestment_Act_2009.pdf).

SMITHSONIAN INSTITUTION – \$25 MILLION

Recovery Act Implementation: The Recovery Act provides \$25 million for the repair and revitalization of existing Smithsonian Institution facilities. The funds will be used as follows:

Arts and Industries Building - Washington, DC (\$4.6 million):

- Masonry repointing of failed joints to stop the ingress of water; and
- Hazardous material removal and selective demolition.

National Zoological Park (\$11.4 million):

- Fire protection projects at Rock Creek campus (Washington, DC) and Conservation Research Center (Front Royal, Virginia);
- Replace roofs at Rock Creek campus and Conservation Research Center;
- Replace deteriorated animal-holding facilities at Conservation Research Center; and
- Repair bridges at Rock Creek campus.

Other Smithsonian Projects (\$9 million):

- Install high-voltage electrical safety improvements at multiple locations on the National Mall (Washington, DC);
- Install sewage backflow preventers on potable water lines at multiple locations off the National Mall, including the largest project at the Museum Support Center (Suitland, Maryland);
- Install two emergency generators at the Smithsonian Environmental Research Center (Edgewater, Maryland);
- Refurbish or replace elevators and escalators at the National Air and Space Museum and National Museum of American History (Washington, DC); and
- Temporary/contract support - approximately four personnel.

Smithsonian project managers have finalized independent government estimates of project costs. The Office of Contracting has received the Recovery Act funds to start the acquisition process and pre-solicitation notices have been posted at: www.FedBizOpps.gov.

ECONOMIC DEVELOPMENT ADMINISTRATION – \$150 MILLION

Recovery Act Implementation: The Recovery Act provides \$150 million for Economic Development Administration (EDA) programs, of which 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. Federally authorized regional economic development commissions may assist eligible applicants in submitting applications to EDA, or may seek transfers directly from EDA.

On March 11, 2009, EDA published guidance explaining the requirements of the Recovery Act and EDA's planned process for distributing the funds provided by the Recovery Act. The guidance is posted at: <http://www.eda.gov/PDF/FY09%20ARRA%20FFO%20-%20FINAL.pdf>.

Priority consideration will be given to those areas that have experienced sudden and severe economic dislocation and job loss due to corporate restructuring. Funds will be disbursed through EDA's six Regional Offices in the form of grants to states, local government entities and eligible non-profits to create jobs and generate private sector investment by promoting comprehensive, entrepreneurial, and innovation-based economic development efforts.

FEDERAL EMERGENCY MANAGEMENT AGENCY – \$210 MILLION

Recovery Act Implementation: The Recovery Act provides \$210 million for Assistance to Firefighter (“AFG”) grants for firehouse construction. Grants will be awarded on a competitive basis. The maximum amount per grant is \$15 million.

FEMA will issue grant guidance by June or July 2009, receive and review grant applications during July or August 2009, and award grants September through December 2009.

MARITIME TRANSPORTATION

COAST GUARD ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS – \$98 MILLION

Recovery Act Implementation: The 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, aids-to-navigation facility repair projects, and repair of vessels.

Planning documentation and outlay projections have been completed on seven of eight shore infrastructure projects. Analysis, planning, and preliminary engineering design documentation have been completed on vessel repair/acquisition projects, including the High Endurance Cutter and National Security Cutter.

COAST GUARD BRIDGE ALTERATIONS – \$142 MILLION

Recovery Act Implementation: The Recovery Act provides \$142 million for the Coast Guard's Alteration of Bridges program, which provides funding to remove or alter bridges that are a safety hazard to navigation and an unreasonable obstruction to navigation.

Bid documents have been completed for two alteration of bridge projects:

- Mobile Bridge project over the Mobile River in Hurricane, Alabama; and
- Elgin, Joliet, and Eastern Railway Co. Bridge project over the Illinois Waterway in Divine, Illinois.

MARITIME ADMINISTRATION – SMALL SHIPYARD GRANTS – \$100 MILLION

Recovery Act Implementation: The Recovery Act provides \$100 million for the Small Shipyards Grant Program. This program generally provides 75 percent Federal funds with 25 percent matching funds from the shipyard for capital improvements and related infrastructure improvements which will foster efficiency, competitive operations, and quality ship construction and repair. 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.

Grant applications must be filed by April 20, 2009, and awards will be made by the Maritime Administration by August 17, 2009. As of March 27, 2009, the Maritime Administration had received five grant applications, ranging from \$1 million to \$18 million.

For more information, see:

http://www.marad.dot.gov/ships_shipping_landing_page/small_shipyard_grants/small_shipyard_grants.htm?printable=true.