

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
OVERSIGHT HEARINGS ON IMPLEMENTATION OF
THE AMERICAN RECOVERY AND REINVESTMENT ACT (P.L. 111-5)

October 5, 2010

The Committee on Transportation and Infrastructure has held **21 oversight hearings** on the American Recovery and Reinvestment Act (P.L. 111-5) (Recovery Act) since October 2008. This total includes 12 Full Committee hearings and nine subcommittee hearings. **These 21 hearings included a total of 171 witnesses and spanned over 83 hours and 3 minutes.** The breadth of witnesses included Ray LaHood, Secretary of the U.S. Department of Transportation (DOT) and Lisa Jackson, Administrator of the U.S. Environmental Protection Agency (EPA), as well as other Federal, State, and local government officials, and private industry leaders actively engaged in implementing the Recovery Act.

October 29, 2008

Committee on Transportation and Infrastructure
Investing in Infrastructure: The Road to Recovery

The Committee on Transportation and Infrastructure held a hearing to examine how infrastructure investment contributes to job creation and economic recovery. Major witnesses included Jon Corzine, Governor of New Jersey, John Engler, Former Governor of Michigan and President and Chief Executive Officer of the National Association of Manufacturers, John Porcari, Secretary of Transportation of Maryland, and Terence O'Sullivan, General President of the Laborers' International Union of North America.

The Committee explored three primary reasons for passing economic recovery legislation including: 1) the rise in construction sector unemployment, 2) the failure to meet the nation's infrastructure needs, and 3) the availability of ready-to-go infrastructure projects. Many recognized that the construction market was experiencing the biggest sustained decline in construction in at least four decades.

The Committee also reviewed the findings of the recent study of the National Surface Transportation Policy and Revenue Study Commission, which found a significant surface transportation investment gap, and called for an annual investment level of between \$225 and \$340 billion – by all levels of government and the private sector – over the next 50 years to upgrade all modes of surface transportation to a state of good repair. In addition, the Committee received testimony from witnesses about the large availability of ready-to-go highway, transit, rail, aviation, waste infrastructure, Corps of Engineers, and public building projects.

January 22, 2009

Committee on Transportation and Infrastructure

Infrastructure Investment: Ensuring an Effective Economic Recovery Program

The Committee on Transportation and Infrastructure held a hearing to examine how infrastructure investment contributes to job creation and economic recovery. Major witnesses included Jim Doyle, Governor of Wisconsin, Sam Adams, Mayor of Portland, Oregon, and Astrid Glynn, Secretary of Transportation of New York.

Since the October 2008 hearing, unemployment in the construction industry had skyrocketed to 15.3 percent – the highest unemployment rate of any industrial sector. With a national emergency emerging, the Committee reviewed these job loss statistics, the critical need to invest in the country's crumbling infrastructure, and the availability of ready-to-go projects.

This hearing was also set against the backdrop of the House Appropriations Committee having, on the previous day, marked up the Recovery Act. The hearing explored the need to increase funding levels for transportation and infrastructure projects in economic recovery legislation and to ensure the timely and transparent use of funds for job creation by the summer of 2009.

February 11, 2009

Subcommittee on Economic Development, Public Buildings, and Emergency Management

GSA's Economic Recovery Role: Job Creation, Repair, and Energy Efficiency in Federal Buildings and Accountability

The Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing to address infrastructure investment in Federal Buildings with an emphasis on energy efficiencies, repair, alteration, and major systems upgrades. Major witnesses included Paul Prouty, Acting Administrator of the General Services Administration (GSA), and Harry Gordon of the American Institute of Architects.

The hearing explored how GSA planned to select Recovery Act funded projects. GSA testified that the agency had convened a team consisting of national and regional office representatives to review projects that would be good candidates for funding. GSA planned to evaluate projects on a number of criteria, the two most important criteria being: 1) how quickly the project could get started, and 2) how much added energy efficiency and sustainability could be gained from projects ready for construction award within 90-day, one-year, and two-year time frames.

The Subcommittee also reviewed how using contracting techniques such as design-build contracts would allow GSA to start work quickly and make simultaneous improvements to existing designs. The agency gathered and prepared standard scopes of work for many of these improvements, including some provided by the national laboratories run by the Department of Energy.

April 29, 2009

Committee on Transportation and Infrastructure

Recovery Act: 10-Week Progress Report for Transportation and Infrastructure Programs

The Committee on Transportation and Infrastructure held a hearing to address Recovery Act implementation efforts in programs across the Committee's jurisdiction, including highways, bridges, public transportation, rail, aviation, waterways, flood control, water resource development, wastewater treatment facilities, hazardous waste clean-ups, economic development, and Federal buildings. Major witnesses included Ray LaHood, Secretary of Transportation, Lisa Jackson, Administrator of EPA, Terrence Salt, Principal Deputy Assistant Secretary of the Army (Civil Works) of the U.S. Army Corps of Engineers (Corps), and Paul Prouty, Acting Administrator of GSA.

At this hearing, Committee Members reviewed for the first time the results of the Committee's vigorous oversight, which found that as of March 31, 2009, just 42 days after President Obama signed the Recovery Act into law, 1,380 highway and transit projects totaling \$6.4 billion had been put out to bid, 1,380 projects were already under contract, and work had begun on 263 projects totaling \$1.1 billion.

The Committee also reviewed the certifications required under the Recovery Act. As of April 24, 2009, all 50 States, the District of Columbia, and the five Territories had certified that they would maintain their efforts with regard to State funding of transportation projects, request and use all funds provided by the Recovery Act, and use funds to create jobs and promote economic growth. Each Governor or Chief Executive Officer also certified that infrastructure investments funded by the Recovery Act had received the full review and vetting required by law and that he or she accepts responsibility that the infrastructure investment is an appropriate use of taxpayer dollars.

May 5, 2009

**Subcommittee on Economic Development, Public Buildings, and Emergency Management
Tracking Hearing #2: GSA Stimulus Funds - Up, Out, and Creating Jobs**

The Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing to address Recovery Act implementation efforts in programs administered by GSA, and in particular the Social Security Administration's National Computer Center located at Woodlawn, Maryland. The hearing also reviewed the status of Recovery Act funds invested at the St. Elizabeth's Campus for the construction of the new Department of Homeland Security headquarters. Major witnesses included William Guerin, Project Management Office Executive of GSA, Brian Miller, Inspector General of GSA, and Michael Gallagher, Assistant Deputy Commissioner, Budget, Finance, and Management of the Social Security Administration.

The Subcommittee reviewed the steps that GSA had taken to hire contractor support to aid in Recovery Act project management. Members also investigated the energy efficiency and conservation aspects of GSA's plans, including projects with green roofs, photovoltaic roofs, and cool membrane roofs.

The hearing also provided an opportunity for Committee Members to hear from the GSA Inspector General about the challenges associated with implementing Recovery Act funds, an amount four

times greater than the normal appropriation amount for GSA. According the Inspector General, GSA faced four challenges in putting to work Recovery Act funds: 1) hiring qualified personnel, 2) risks related to security, conflicts of interest, and contactor management, 3) managing projects to prevent cost escalations beyond approved funding and avoiding delays, and 4) managing unbudgeted customer needs.

June 25, 2009

Committee on Transportation and Infrastructure

Recovery Act: 120-Day Progress Report for Transportation Programs

The Committee on Transportation and Infrastructure held a hearing to address Recovery Act implementation efforts in transportation programs under the Committee's jurisdiction, including highways, bridges, public transportation, rail, and aviation. Major witnesses included U.S. DOT modal administrators including Randolph Babbitt of the Federal Aviation Administration (FAA), Joseph Szabo of the Federal Railroad Administration (FRA), Peter Rogoff of the Federal Transit Administration (FTA), and Jeffrey Paniati of the Federal Highway Administration (Acting Deputy).

This hearing focused specifically on the \$48.1 billion of transportation investment for programs within the jurisdiction of the Committee provided within the Recovery Act. As of June 15, 2009, U.S. DOT had announced \$47.5 billion and obligated \$17.5 billion in Recovery Act funding.

The Committee also reviewed the use-it-or-lose-it provisions in the Recovery Act, and explored how meeting these deadlines would send a clear message to all Federal, State, and local governments implementing Recovery Act projects that they could quickly deliver transportation projects, put shovels into the ground and, in doing so, improve the nation's infrastructure and lift the economy out of recession. Specifically, the Act required that 50 percent of the highway formula funds apportioned to States to be obligated within 120 days (June 30, 2009) after the date of apportionment. All States met this requirement. The Act also required the FAA to award 50 percent of airport grant funds within 120 days (June 17, 2009) after the date of enactment. The FAA exceeded this goal by awarding 66 percent of the airport grant funds by the statutory deadline.

July 31, 2009

Committee on Transportation and Infrastructure

Recovery Act: 160-Day Progress Report for Transportation and Infrastructure Programs

The Committee on Transportation and Infrastructure held a hearing to address Recovery Act implementation efforts in infrastructure programs under the Committee's jurisdiction, including environmental, inland waterways, and public buildings infrastructure. The hearing also addressed implementation of the highway program. Major witnesses included Craig Hooks, Acting Assistant Administrator for Administration and Resources Management of EPA, Terrence Salt, Acting Assistant Secretary of the Army (Civil Works) of the Corps, Anthony Costa, Acting Commissioner, Public Buildings Service of GSA, and Katherine Siggerud, Managing Director, Physical Infrastructure Issues of the Government Accountability Office (GAO).

The hearing explored how outlays are a lagging indicator of Recovery Act progress. Reviewing outlays does not provide a good sense of Recovery Act progress because transportation projects

primarily operate on a reimbursement mode. For example, States seek reimbursement for highway projects after construction is underway. Federal outlays, therefore, come months after jobs are created and necessary infrastructure projects have begun. Instead, monitoring the percentage of allocated funds associated with projects out to bid, under contract, and underway help the public measure the Recovery Act's progress.

The Committee also reviewed how jobs are created when contracts are signed, not when jobs are reported to the Committee. In fact, job creation is not reported until at least 45 to 90 days following contract award. The Committee also explored the distinctions between direct, indirect, and induced jobs, and the challenges associated with measuring the latter two categories.

October 1, 2009

Committee on Transportation and Infrastructure

Recovery Act: 225-Day Progress Report for Transportation Infrastructure Investment

The Committee on Transportation and Infrastructure held a hearing to address Recovery implementation efforts in transportation programs under the Committee's jurisdiction, including highways, bridges, public transportation, rail, and aviation. Major witnesses included Ray LaHood, Secretary of Transportation, John Cox, Director of the Wyoming Transportation Department, and Charles Gallagher, President of Gallagher Asphalt Corporation and representing the American Road & Transportation Builders Association.

During the hearing, the Committee learned that investment from the private sector in our economy continued to decline. Charles Gallagher testified that, although during the previous three years his company received one-half of its work from the private sector and one-half of its work from the public sector, at the time of the hearing 98.5 percent of his business was public sector work.

Mr. Paul Soubry, President and Chief Executive Officer of New Flyer of America, the largest manufacturer of heavy-duty transit buses in the United States, also testified that his company had received orders for 638 buses that could be directly tied to Recovery Act funding. He emphasized that this quantity represents approximately 30 percent of New Flyer's annual production. If not for the public investments in infrastructure funded by the Recovery Act, these companies would have found themselves in a far worse position, likely forcing massive reductions in their workforces.

October 27, 2009

Subcommittee on Economic Development, Public Buildings, and Emergency Management

Recovery Tracking Hearing 3: Following the Dollars to the Jobs

The Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing to address Recovery Act implementation efforts in programs administered by GSA, the Economic Development Administration (EDA), and the Smithsonian Institution. The hearing also focused on small and minority business participation in Recovery Act projects. Major witnesses included Robert Peck, Commissioner, Public Buildings Service of GSA, John Fernandez, Assistant Secretary of Commerce for Economic Development, and Bruce Kendall, Director, Office of Facilities Engineering and Operations of the Smithsonian Institution.

The Subcommittee investigated the steps that GSA had taken to ensure that all funds would be obligated by the statutory deadline, September 30, 2010. GSA established a Project Management Office (PMO) to administer Recovery Act funds. GSA testified about how PMO would work in concert with the Public Building Service to quickly obligate the funds, as well as how the funds would have the dual purpose of addressing a backlog of capital and maintenance needs and meeting the energy efficiency and conservation goals of the Energy Independence and Security Act (P.L. 110-140) for public buildings. GSA testified that the agency was on target to obligate all Recovery Act funds by September 30, 2010.

EDA testified that, although the legislation allowed for obligation of funds through September 30, 2010, EDA obligated the entire \$147 million program allocation as of September 25, 2009. In addition, the Smithsonian Institution testified that as of the end of September 2009, it had awarded 15 (of 16) facilities improvement projects, totaling \$20.7 million, 83 percent of the funds appropriated to the Smithsonian Institution.

November 4, 2009

Subcommittee on Water Resources and Environment

Recovery Act: Progress Report on Water Resources Infrastructure Investment

The Subcommittee on Water Resources and Environment held a hearing to address Recovery Act implementation efforts in programs administered by the EPA and Corps. Major witnesses included Jo-Ellen Darcy, Assistant Secretary of the Army (Civil Works) of the Corps, Craig Hooks, Assistant Administrator for Administration and Resources Management of EPA, and John Hanger, Secretary of the Pennsylvania Department of Environmental Protection.

The Subcommittee explored progress to date on EPA implementation of Recovery Act programs. At the time of the hearing, the EPA had committed nearly \$4.6 billion for Recovery Act projects, representing 98 percent of the total amount of Recovery Act funds allocated to EPA. However, the Subcommittee also explored the relatively slower implementation of the Clean Water State Revolving Fund by EPA and States as well as the challenges posed by the Buy America requirements of the Recovery Act. As of the hearing, EPA had issued three nationwide waivers and 17 regional waivers. Members questioned whether States required more guidance on complying with Buy America requirements and whether the EPA ought to publish additional waivers.

The Subcommittee also reviewed Recovery Act implementation by the Corps of Engineers. The Recovery Act provided \$4.6 billion to the Corps. As of September 30, 2009, the Corps had begun work on 731 Recovery Act projects all across the country, totaling more than \$2.2 billion, representing nearly 50 percent of the total amount of funds allocated to the Corps.

December 2, 2009

**Subcommittee on Economic Development, Public Buildings, and Emergency Management
Stimulus Tracking Hearing #4: Ensuring Money Means Security When Building GSA
Border Stations to Protect the U.S.A.**

The Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing to address implementation of the Land Port of Entry/Border Stations construction program and provide suggestions for the future of the program. Major witnesses included William Guerin, Deputy Assistant Commissioner, Recovery Program Management Office, Public Building Service, GSA, and Trent Frazier, Director, Land Port of Entry Modernization Program Management Office, Customs and Border Protection (CBP), Department of Homeland Security.

This hearing explored Recovery Act implementation efforts of GSA to construct land ports of entry and border stations. Under the program, CBP determines the location of border stations, along the northern as well as southern border. GSA then develops cost estimates, facility design, construction schedules, and, in partnership with CBP, site selection criteria.

The Subcommittee reviewed plans to build seven land ports of entry and border stations with Recovery Act funds.

December 10, 2009

**Committee on Transportation and Infrastructure
Recovery Act: Progress Report for Transportation Infrastructure Investment**

The Committee on Transportation and Infrastructure held a hearing to address Recovery Act implementation efforts in transportation programs under the Committee's jurisdiction, including highways, bridges, public transportation, rail, and aviation. Major witnesses included John Porcari, Deputy Secretary of Transportation, Gary Ridley, Secretary of the Oklahoma Department of Transportation and representing the American Association of State Highway and Transportation Officials, Joseph Calabrese, General Manager of the Greater Cleveland Regional Transit Authority and representing the American Public Transportation Association, and Katherine Siggerud, Managing Director, Physical Infrastructure Issues of GAO.

During the hearing, the Committee learned that the collapse of the private construction market and lower than anticipated bids for Recovery Act infrastructure projects, along with state transportation cuts and the high unemployment rate in the construction industry, demonstrate that the current construction industry is operating far below its peak capacity.

The GAO specifically testified that bids for infrastructure projects have come in much lower than expected. For example, California, Georgia, and Texas awarded more than 90 percent of their highway contracts for less than their cost estimates. James Van Buren, Vice President and Chief Operating Officer of New Enterprise Stone & Lime Company, also noted the overall rise in the actual number of bidding contractors on infrastructure projects.

December 15, 2009

**Subcommittee on Economic Development, Public Buildings, and Emergency Management
Joint Hearing with Committee on Ways and Means, Subcommittee on Social Security
Recovery Act Project to Replace the Social Security Administration's National Computer
Center**

The Subcommittee on Economic Development, Public Buildings, and Emergency Management held a joint hearing with the Committee on Ways and Means, Subcommittee on Social Security to address the plans of GSA and the Social Security Administration (SSA) to begin the process of replacing SSA's national computer processing and data storage facility, the National Computer Center (NCC), currently located in Woodlawn, Maryland. Major witnesses included Patrick P. O'Carroll, Jr., Inspector General of SSA, Michael Gallagher, Deputy Commissioner, Office of Budget, Finance and Management of SSA, and Rob Hewell, Regional Commissioner, Mid-Atlantic Region, Public Buildings Service of GSA.

During the hearing, the Subcommittees reviewed the importance of replacing the current facility. The NCC is nearly 30 years old and the building in which the center is housed has neared the end of its useful physical life. According to SSA, billions of electronic transactions are conducted annually in the administration of benefits and data-matching agreements with other Federal, State and local agencies. Reliance on electronic processing and technology has grown, and the existing NCC facility may become non-effective, possibly jeopardizing SSA operations.

GSA is currently managing the process of locating, designing, and constructing the building that will house the new data center. GSA presented information regarding the construction process, and the analysis prepared jointly with SSA regarding costs associated with using the existing government owned site versus buying a new site for the construction of the computer center. SSA presented testimony regarding the necessity of systems redundancy, information accuracy, and data security.

February 23, 2010

Committee on Transportation and Infrastructure

Recovery Act: One-Year Progress Report for Transportation and Infrastructure Investments

The Committee on Transportation and Infrastructure held a hearing to address implementation efforts in programs across the Committee's jurisdiction, including highways, bridges, public transportation, rail, aviation, waterways, flood control, water resource development, wastewater treatment facilities, hazardous waste clean-ups, economic development, and Federal buildings. Major witnesses included John Porcari, Deputy Secretary of Transportation, Craig Hooks, Assistant Administrator for Administration and Resources Management of EPA, Robert Peck, Commissioner of Public Buildings of GSA, and Jo-Ellen Darcy, Assistant Secretary of the Army (Civil Works) of the Corps.

At this Recovery Act one-year anniversary hearing, the Committee heard from six Federal agencies and Amtrak implementing programs under the Committee's jurisdiction. EPA testified that all States met the Recovery Act requirement that all Clean Water funds be under contract or construction within one year of the date of enactment (February 17, 2010). DOT testified about their successful implementation of highway, transit, aviation, and small shipyard programs. The

committee also received testimony on DOT's recently announced high-speed rail and Transportation Investment Generating Economic Recovery (TIGER) grants.

The Committee reviewed transparency and accountability information submitted to the Committee directly by States, metropolitan planning organizations (MPOs), and public transit agencies, as of January 31, 2010. These recipients report that 10,348 underway highway, transit, and wastewater infrastructure formula projects have created or sustained nearly 300,000 direct, on-project jobs. Total employment from these projects, which includes direct, indirect, and induced jobs, reaches over 938,000. Direct job creation from these projects has resulted in payroll expenditures of \$1.5 billion. The Committee further calculates that these direct jobs have resulted in Federal taxes paid totaling \$310 million and unemployment checks avoided worth \$254 million.

February 25, 2010

Subcommittee on Economic Development, Public Buildings, and Emergency Management EDA: Lessons Learned From the Recovery Act and New Plans to Strengthen Economic Development

The Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing to discuss lessons learned from EDA programs under the Recovery Act. Major witnesses included John Fernandez, Assistant Secretary of Commerce for Economic Development of EDA and Chris Masingill, Office of the Governor, Arkansas, testifying on behalf of the Delta Regional Authority.

The Subcommittee reviewed EDA's success at quickly implementing Recovery Act projects. On September 25, 2009, EDA reached a milestone by awarding its final Recovery Act project. In total, EDA awarded 68 grants in 37 States totaling \$147 million. Of these projects, EDA has broken ground on 20 projects totaling \$45 million, representing 31 percent of the amount allocated to support these investments, as of February 19, 2010.

Members also explored how EDA projects promote both short-term and long-term job creation. 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.

March 26, 2010

Committee on Transportation and Infrastructure Recovery Act: Progress Report for Highway, Transit, and Wastewater Infrastructure Formula Investments

The Committee on Transportation and Infrastructure held a hearing to address implementation efforts in formula programs under the Committee's jurisdiction, including highways, transit, and wastewater infrastructure. Major witnesses included Nancy Richardson, Director of the Iowa Department of Transportation, representing the American Association of State Highway and Transportation Officials, Brad Miller, General Manager of the Des Moines Area Regional Transit Authority, representing the American Public Transportation Association, Jeff Freeman, Deputy

Director of the Minnesota Public Facilities Authority, representing the Council of Infrastructure Financing Authorities, and Stephen Wright, Vice President of the Wright Brothers Construction Company, representing the American Road & Transportation Builders Association.

The Committee received testimony from State and local officials on the successful implementation of the highway, transit, and wastewater infrastructure formula programs. As of the hearing date, every Recovery Act dollar available under the Clean Water program is under contract. Furthermore, all States and public transit agencies have obligated 100 percent of their Recovery Act highway and transit formula funds.

The Committee also heard testimony from two workers whose jobs were saved because of the Recovery Act. The two workers, Joyce Fisk of Minnesota and Florentino Esparza Luna of Maryland, shared their personal stories with Members of the Committee. Joyce and Florentino represent just two of millions of Americans, whose lives have improved because Congress chose to act.

April 20, 2010

**Subcommittee on Railroads, Pipelines, and Hazardous Materials
High-Speed Rail Grants Awarded under the Recovery Act**

The Subcommittee on Railroads, Pipelines, and Hazardous Materials held a field hearing in Chicago to receive testimony on the high-speed intercity passenger rail grants awarded under the Recovery Act. Major witnesses included Jim Doyle, Governor of Wisconsin, Joseph Szabo, Administrator of FRA, Gary Hannig, Secretary of the Illinois Department of Transportation, and Kirk Steudle, Director of the Michigan Department of Transportation.

The Subcommittee received testimony on FRA's review of the 259 final applications, noting that FRA reviewed the applications using its career staff as well as career staff from other Federal agencies, including FTA and the Volpe Center. In addition, FRA established another review panel to ensure consistent evaluation of each and every application. These teams used evaluation criteria established in the Passenger Rail Investment and Improvement Act of 2008 (Public Law 110-432) that included the following factors: transportation benefits, economic recovery benefits, other public benefits (i.e., public return on investment), project management approach, sustainability benefits (i.e., project success factors), and timeliness of project completion.

The awards covered 13 large-scale high-speed rail corridors across the country. The major corridors are part of a total of 31 States receiving investments, including smaller projects and planning work that will help lay the groundwork for future high-speed intercity passenger rail service. In the West, seven projects received a total of \$2.94 billion based on 22 applications. In the Midwest, nine projects received a total of \$2.62 billion based on 24 applications. In the Northeast, eight projects received a total of \$485 million based on 22 applications. In the Southeast, five projects received a total of \$1.88 billion based on 11 applications.

May 3, 2010

**Subcommittee on Railroads, Pipelines, and Hazardous Materials
Intermodal High-Speed Rail Connections**

The Subcommittee on Railroads, Pipelines, and Hazardous Materials held a field hearing in Miami to receive testimony on Intermodal High-Speed Rail Connections. Major witnesses included Joseph Szabo, Administrator of FRA, Stephanie Kopelousos, Secretary of the Florida Department of Transportation, Joseph Gulietti, Executive Director of the Tri-County Commuter Rail Authority, and Drew Galloway, Assistant Vice President of Amtrak.

The subcommittee received testimony on two major issues concerning Florida High-Speed rail, including the award by FRA to the Florida Department of Transportation of \$1.25 billion for the proposed high-speed rail corridor from Tampa to Orlando to Miami. The Recovery Act, which provides for the cost of projects described under sections 301, 302 and 501 in Passenger Rail Investment and Improvement Act of 2008, funded this award.

The subcommittee also received testimony on the integration of high-speed rail with existing rail, highway, and air infrastructure in the state of Florida in a concept referred to as intermodalism.

May 26, 2010

**Committee on Transportation and Infrastructure
Recovery Act: Progress Report for Infrastructure Investments**

The Committee on Transportation and Infrastructure held a hearing to address implementation efforts in infrastructure programs under the Committee's jurisdiction, including waterways, flood control, water resource development, wastewater treatment facilities, hazardous waste clean-ups, economic development, and Federal buildings. Major witnesses included Craig Hooks, Assistant Administrator for Administration and Resources Management of EPA, Terrence Salt, Deputy Assistant Secretary of the Army (Civil Works) of the Corps, and John Fernandez, Assistant Secretary for Economic Development.

The Committee reviewed testimony from Federal agencies about their implementation of infrastructure projects under the Committee's jurisdiction. The Committee learned that 100 percent of Clean Water projects are under contract. GSA also testified that contracts have been awarded and work has begun on 406 projects worth \$4.1 billion, representing 74 percent of GSA's total apportionment. The Corps testified that they have obligated \$3.5 billion for 791 Recovery Act projects, representing 77 percent of the total amount of Recovery Act funds allocated to the Corps.

The Committee also heard from three companies that work on the front lines of our economic recovery to discuss their efforts to put Americans back to work. These companies included a dredging equipment manufacturer, construction company, and ecological design firm. All three testified about the importance of the Recovery Act to their business and how these funds have allowed them to create or sustain employment.

July 27, 2010

Committee on Transportation and Infrastructure

Recovery Act: Progress Report for Transportation Infrastructure Investments

The Committee on Transportation and Infrastructure held a hearing to address implementation efforts in transportation programs under the Committee's jurisdiction, including highways, bridges, public transportation, rail, and aviation. Major witnesses included Ray LaHood, Secretary of Transportation, William Schneider, President & CEO of Knife River Corporation, representing the National Stone, Sand & Gravel Association, Brian Macleod, Senior Vice President of Gillig Corporation, and James Duit, President of Duit Construction Company, representing the American Concrete Pavement Association.

The Committee received testimony from Secretary LaHood on the Department of Transportation's efforts to implement programs receiving funding under the Recovery Act. Secretary LaHood cited numerous examples of workers who credit their jobs to Recovery Act transportation investments. The Secretary discussed people who work directly at job sites, including a superintendent at a new air traffic control tower construction project, as well as workers whose jobs are indirectly impacted by the Recovery Act, including the owner of a restaurant outside an Amtrak facility that will restore rail cars to service.

Besides the Secretary, the Committee also heard from five companies that work on the front lines of our economic recovery to discuss their efforts to put Americans back to work. Company representatives explained that the Recovery Act allowed them to keep workers employed and avoid deep layoffs. They also expressed their concern about the lack of a long term surface authorization, and encouraged lawmakers to pass this legislation and in turn create millions of jobs.

September 29, 2010

Committee on Transportation and Infrastructure

Recovery Act Transportation and Infrastructure Projects: Impacts on Local Communities and Business

The Committee on Transportation and Infrastructure held a hearing to address implementation efforts in programs across the Committee's jurisdiction, including highways, bridges, public transportation, rail, aviation, waterways, flood control, water resource development, wastewater treatment facilities, hazardous waste clean-ups, economic development, and Federal buildings. Major witnesses included Alfred Foxx, Director of the Baltimore Department of Public Works, Doran Barnes, Executive Director of Foothill Transit, Joyce Eleanor, Chief Executive Officer of Community Transit, Jeff Theerman, Executive Director of the Metropolitan St. Louis Sewer District, representing the National Association of Clean Water Agencies, and Kelly Johnson, Airport Director of the Northwest Arkansas Regional Airport Authority, representing the American Association of Airport Executives.

The Committee started the hearing by receiving testimony from two workers, Gregory Mobley, a Columbus, Indiana construction laborer and member of the Laborers International Union of North America Local 741, and Dave Rock, an electrician at New Flyer of America, who have both worked on Recovery Act projects. These workers, along with the community leaders and businesspeople

who testified, pointed to projects on the ground that have positively impacted the livelihood of people and their communities.

The Committee also reviewed transparency and accountability information submitted to the Committee directly by States, MPOs, and public transit agencies, as of August 31, 2010. Those recipients report that work has begun on 18,365 projects totaling \$33.9 billion, representing 89 percent of the total available highway, transit, and wastewater formula funds. During the first year of implementation (February 17, 2009, through February 28, 2010), these projects created or sustained nearly 350,000 direct, on-project jobs. Total employment, which includes direct, indirect, and induced jobs, reached almost 1.2 million jobs. During August 2010, the Recovery Act created or sustained 71,000 direct, on-project jobs. Total employment in August, reached nearly 225,000 jobs. In total, direct job creation from these formula projects has resulted in payroll expenditures of \$3.8 billion. Using this data, the Committee calculates that \$644 million in unemployment checks have been avoided as a result of this direct job creation. Furthermore, these direct jobs have caused nearly \$780 million to be paid in Federal taxes.