



S. 3011 – State, Local, Tribal, and Territorial Fiscal Recovery, Infrastructure, and Disaster Relief Flexibility Act

Purpose: The CARES Act and American Rescue Plan provided state, local, tribal, and territorial governments with direct funding to help bridge the gap between falling revenues and necessary pandemic expenses. For a variety of reasons, many recipients of these funds have been unable to access them or spend them on worthwhile purposes. This bipartisan bill expands the eligible uses of these funds to include infrastructure, disaster relief, housing, community development, and other investments that will have a long-term economic return. It also ensures tribes and territories eligible for assistance are given the time and flexibility to do so.

Key Features:

- Permits eligible government entities to spend the greater of \$10 million or 30% of their total fiscal relief funding on infrastructure and other new categories, some of which would be created by the Infrastructure Investment and Jobs Act;
- Does not increase spending, does not place mandates on state or local governments, and does not score;
- Includes language to ensure spending supplements existing funding obligations instead of supplanting them;
- Requires the Treasury and Transportation secretaries to report to Congress on the use of relief funds to ensure accountability; and
- Clarifies existing allocations set aside at Treasury for tribal governments and ensures they receive funding delayed by legal barriers over the last year.

New Uses of Fiscal Relief Funding: Projects under the following categories would now be eligible for funding with fiscal relief sent to state and local governments.

- Nationally Significant Freight and Highway Projects
- National Highway Performance Program
- Bridge Investment Program
- Surface Transportation Block Grant Program
- Metropolitan Transportation Planning
- Carbon Reduction Program
- PROTECT Program
- Tribal Transportation Program
- Alternative Fueling Infrastructure
- Federal Lands Transportation Program
- Federal Lands Access Program
- RAISE Grant Program
- TIFIA Program
- ADHS Program
- Urbanized Area Formula Grants
- Fixed Guideway Capital Investment Grants
- Highway Safety Improvement Program
- Congestion Mitigation and Air Quality Improvement Program
- Territorial and Puerto Rico Highway Program
- National Highway Freight Program
- Rural Surface Transportation Grant Program
- Formula Grants for Rural Areas
- State of Good Repair Grants
- Grants for Buses and Bus Facilities
- National Culvert Removal, Replacement, and Restoration Program
- Community Development Block Grant
- Bridge Replacement, Rehabilitation, Preservation, Protection, and Construction Program

Benefit by State: The following amounts represent the estimated maximum new flexibility in funding that would be available to entities in each state for these new infrastructure purposes:

- Alabama - \$1,696,130,908
- Alaska - \$448,171,658
- Arizona - \$2,324,809,374
- Arkansas - \$1,197,759,889
- California - \$14,498,169,883
- Colorado - \$2,101,083,076
- Connecticut - \$1,536,597,532
- Delaware - \$449,928,462
- DC - \$540,732,334
- Florida - \$6,152,561,965
- Georgia - \$3,633,509,894
- Hawaii - \$686,306,765
- Idaho - \$721,194,425
- Illinois - \$5,183,868,142
- Indiana - \$2,394,535,447
- Iowa - \$1,205,782,723
- Kansas - \$1,093,752,553
- Kentucky - \$1,733,012,587
- Louisiana - \$1,906,373,458
- Maine - \$625,566,700
- Maryland - \$2,286,896,725
- Massachusetts - \$2,976,993,384
- Michigan - \$4,161,947,643
- Minnesota - \$2,078,356,749
- Mississippi - \$1,288,774,358
- Missouri - \$2,216,763,186
- Montana - \$529,658,146
- Nebraska - \$715,588,016
- Nevada - \$1,295,734,100
- New Hampshire - \$573,606,186
- New Jersey - \$3,539,297,982
- New Mexico - \$937,973,150
- New York - \$7,898,754,610
- North Carolina - \$3,580,086,125
- North Dakota - \$493,165,677
- Ohio - \$4,229,764,022
- Oklahoma - \$1,406,494,960
- Oregon - \$1,578,925,769
- Pennsylvania - \$5,025,281,044
- Rhode Island - \$566,803,855
- South Carolina - \$1,748,356,698
- South Dakota - \$509,192,112
- Tennessee - \$2,496,191,775
- Texas - \$9,662,168,726
- Utah - \$1,005,012,866
- Vermont - \$481,486,894
- Virginia - \$3,080,038,340
- Washington - \$2,698,477,127
- West Virginia - \$926,264,541
- Wisconsin - \$2,057,862,258
- Wyoming - \$485,030,660

Summary of amendments to Section 605 of ARP: The bipartisan bill amends Section 605 of the American Rescue Plan to clarify two important funding opportunities for counties and Tribes passed in that legislation.

Background

- In the American Rescue Plan money was included for counties and Tribes who host our public lands and have been disproportionately hit by the COVID-created economic crisis.
- This language ensures the money already allocated to these counties gets to the counties as intended.
- The money will be used by counties to support basic infrastructure in those counties
- The bill also addresses that Tribes were given a certain amount of time to spend their aid from the CARES Act. This amendment extends that time by one year.
- This entire amendment has no budgetary effect and there is no new policy.
- It has been cleared by SCIA and Finance and Treasury

Questions: Please contact Sarah Bittleman, Sarah_Bittleman@wyden.senate.gov, for the ARP portion of the bill; please contact Amber Ebarb, Senator Murkowski, for the Tribal portion of the bill

Major Endorsers:

National Governor's Association

National Congress of American Indians

U.S. Conference of Mayors

National League of Cities

American Road & Transportation Builders Association

Association of Metropolitan Planning Organizations

American Association of State Highway and Transportation Officials

American Public Transportation Association

Associated General Contractors of America

National Stone, Sand and Gravel Association

National Association of Regional Councils

**If you have questions or would like additional information on this bill, please contact
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