

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION
FACT SHEET
CORONAVIRUS STATE AND LOCAL FISCAL RECOVERY FUNDS AND
S. 3011, THE STATE, LOCAL, TRIBAL, AND TERRITORIAL FISCAL RECOVERY,
INFRASTRUCTURE, AND DISASTER RELIEF FLEXIBILITY ACT
October 28, 2021

CORONAVIRUS STATE AND LOCAL FISCAL RECOVERY FUNDS

The American Rescue Plan Act of 2021 (ARP) provides **\$350 billion** of COVID-19 emergency funding to states, Tribal, and local governments. Under the U.S. Department of Treasury program, the funds are available for specific COVID-19 response, public health, and economic purposes, including replacing lost public sector revenue and providing premium pay for essential workers (including frontline public transit workers). The ARP provides \$195 billion to states, \$130 billion to local governments, and \$25 billion to tribal and territorial governments. These Fiscal Recovery Funds do not require a local match and the Treasury Department provides these funds in one or two tranches in May 2021 and May 2022. Please click [here](#) to find specific state, county, city, and other local government allocations.

Although the Fiscal Recovery Funds are available for water, sewer, and broadband infrastructure, transportation infrastructure investment is not eligible under the program. See [Department of Treasury interim final rule](#).

APTA, together with Coalition partners, has strongly urged the Department of the Treasury and Congress to authorize State and local governments to use these Fiscal Recovery Funds for surface transportation infrastructure. See letters to [Secretary of the Treasury Janet Yellen](#) and [Senators](#) supporting transportation infrastructure eligibility for these Funds.

S. 3011, THE STATE, LOCAL, TRIBAL, AND TERRITORIAL FISCAL RECOVERY,
INFRASTRUCTURE, AND DISASTER RELIEF FLEXIBILITY ACT

On October 19, 2021, the U.S. Senate passed S. 3011, the State, Local, Tribal, and Territorial Fiscal Recovery, Infrastructure, and Disaster Relief Flexibility Act. The bill, sponsored by Senator John Cornyn (R-TX) and Senator Alex Padilla (D-CA), authorizes state and local governments to use these Fiscal Recovery Funds for transportation infrastructure, including public transportation. Bill sponsors stated that this flexibility authorizes **\$123 billion** of funding for transportation infrastructure, at the discretion of state and local authorities.

On October 26, Representative Dusty Johnson (R-SD) and Representative Carolyn Bordeaux (D-GA) introduced a House companion bill.

APTA strongly supports S. 3011 and urges the U.S. House of Representatives to pass S. 3011 after enactment of H.R. 3684, the Infrastructure Investment and Jobs Act (IIJA).

Under the bill, eligible projects include Urbanized Area Formula, Rural Area Formula, Capital Investment Grants (CIG), State of Good Repair, and Bus and Bus Facilities projects. Funding for public transit projects must be used for capital expenses; operating expenses are not eligible under the bill. Eligible projects also include Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement (CMAQ), and Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant projects and projects eligible for Transportation Infrastructure Financing and Innovation Act (TIFIA) credit assistance.

Importantly, S. 3011 authorizes these Fiscal Recovery Funds to be used for the non-federal share for CIG projects and projects of national and regional significance (§ 21201 of IIJA). With regard to TIFIA projects, the bill authorizes these Funds to be used for the non-federal share or to repay a TIFIA loan.

State and local governments may spend up to 30 percent of their allocations for these new purposes, or \$10 million, whichever is greater. These Fiscal Recovery Funds must be obligated by December 31, 2024, and fully expended by September 30, 2026.

The enclosed table outlines the total amounts that would be available to state and local governments that could be invested in public transportation capital projects.

**State and Local Fiscal Recovery Funds
Available for Public Transportation Investment**

October 28, 2021

State	Funding Available (in millions)	State	Funding Available (in millions)
Alabama	\$1,696	Montana	\$530
Alaska	\$448	Nebraska	\$716
Arizona	\$2,325	Nevada	\$1,296
Arkansas	\$1,198	New Hampshire	\$574
California	\$14,498	New Jersey	\$3,539
Colorado	\$2,101	New Mexico	\$938
Connecticut	\$1,537	New York	\$7,899
Delaware	\$450	North Carolina	\$3,580
DC	\$541	North Dakota	\$493
Florida	\$6,153	Ohio	\$4,230
Georgia	\$3,634	Oklahoma	\$1,406
Hawaii	\$686	Oregon	\$1,579
Idaho	\$721	Pennsylvania	\$5,025
Illinois	\$5,184	Rhode Island	\$567
Indiana	\$2,395	South Carolina	\$1,748
Iowa	\$1,206	South Dakota	\$509
Kansas	\$1,094	Tennessee	\$2,496
Kentucky	\$1,733	Texas	\$9,662
Louisiana	\$1,906	Utah	\$1,005
Maine	\$626	Vermont	\$481
Maryland	\$2,287	Virginia	\$3,080
Massachusetts	\$2,977	Washington	\$2,698
Michigan	\$4,162	West Virginia	\$926
Minnesota	\$2,078	Wisconsin	\$2,058
Mississippi	\$1,289	Wyoming	\$485
Missouri	\$2,217		
Total			\$122,661
<i>Source: Office of Senator John Cornyn</i>			