

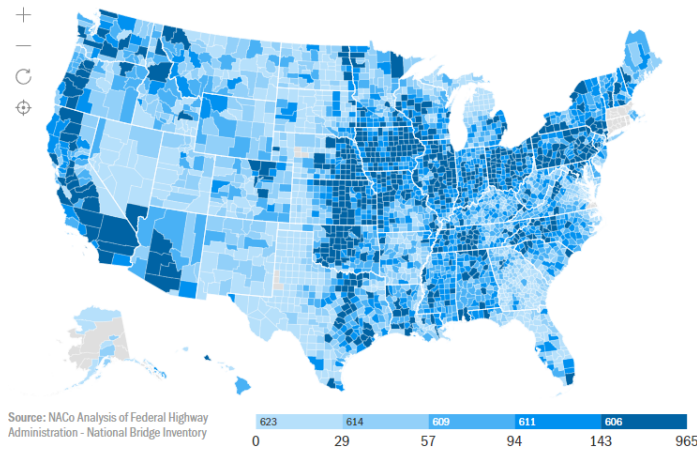
An aerial photograph of a winding asphalt road with yellow guardrails crossing a river. The road curves from the top left to the bottom right. Three cars are visible on the road. The surrounding area is a dense green forest. The river flows through the center, with white rapids. A semi-transparent grey banner is overlaid on the top half of the image, containing text.

NACo LEGISLATIVE UPDATE: H.R. 3684, *the Infrastructure Investment and Jobs Act*

Association of County Commissioners of Oklahoma | October 27, 2021

View NACo's IJA analysis [here](#).

COUNTY BRIDGE INVENTORY - 2020 TOTAL OFF-SYSTEM



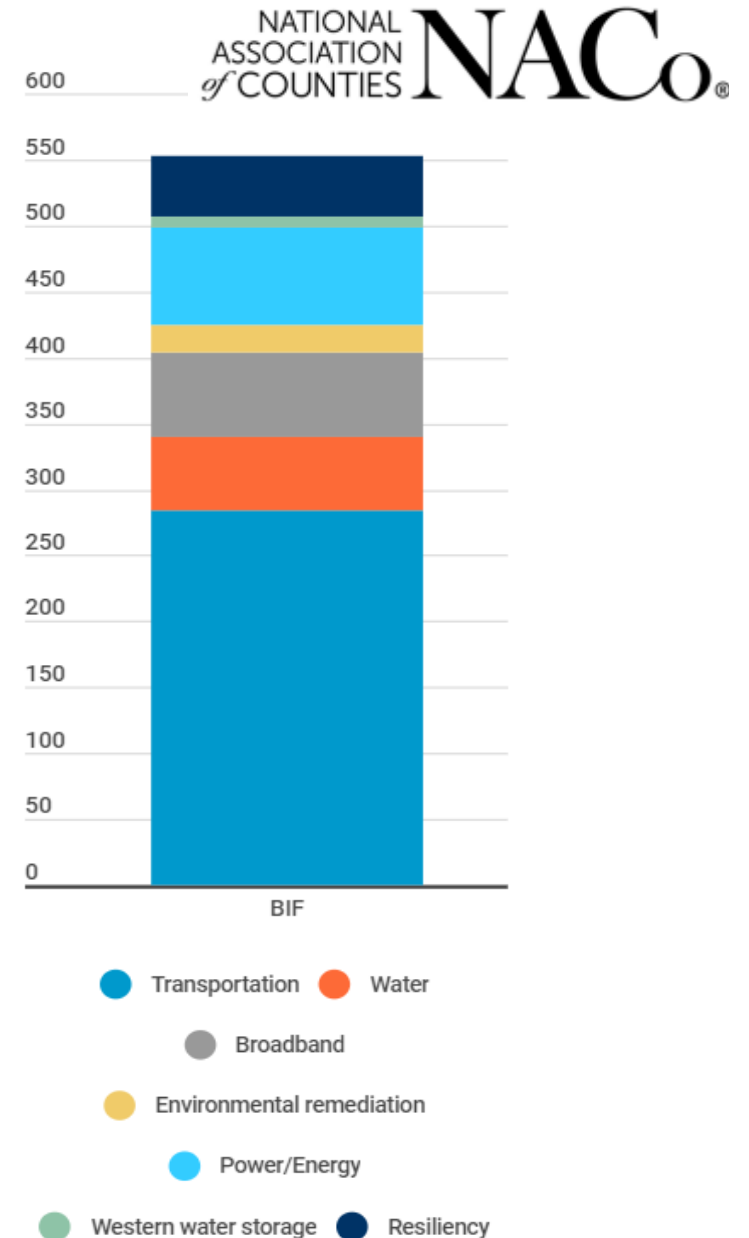
TIMELINE

- March 31, 2021** ● President Biden introduces the [American Jobs Plan](#), a \$2.3 trillion investment in a variety of infrastructure sectors
- April 30, 2021** ● Senate Republicans counter-propose the [Republican Roadmap](#), a \$568 billion proposal for FY 2023 through FY 2026 to fund physical infrastructure, though not all spending was considered new
- May 26, 2021** ● The Senate Environment and Public Works (EPW) Committee unanimously passes S. 1931, the [Surface Transportation Reauthorization Act](#) (STRA-21), a \$311 billion investment in highways, roads and bridges for FY 2023 to FY 2026
- June 10, 2021** ● The House Transportation & Infrastructure Committee passes H.R. 3684, the [Investing in a New Vision for the Environment and Surface Transportation \(INVEST\) in America Act](#), a \$579 billion surface transportation reauthorization for FY 2023 to FY 2026 along mostly party lines
- June 16, 2021** ● S. 2016, the [Surface Transportation Investment Act](#), a five-year, \$78 billion rail and safety title for the Senate's reauthorization bill, passes the Senate Commerce Committee nearly unanimously
- June 24, 2021** ● President Biden and a bipartisan group of ten Senators agree to an [infrastructure framework](#) that would invest \$973 billion in physical infrastructure over five years, including \$550 billion in new spending
- July 1, 2021** ● The [INVEST in America Act](#), including new water infrastructure provisions for a total of \$715 billion, passes along mostly party lines in the full U.S. House of Representatives
- July 28, 2021** ● The bipartisan framework clears its first procedural hurdle in the Senate with the support of all 50 Democrats and 17 Republicans, including Minority Leader McConnell (R-Ky.)
- August 1, 2021** ● Majority Leader Schumer unveils the final legislative text of the infrastructure compromise, the [Infrastructure Investment and Jobs Act \(IIJA\)](#)
- August 10, 2021** ● The U.S. Senate passes the IIJA in a bipartisan vote of 69-30
- September 27, 2021** ● The U.S. House sets and eventually goes beyond this target date to pass both the IIJA and a FY 2022 reconciliation bill
- September 30, 2021** ● The one-year extension of the current surface transportation law, P.L. 114-94, the [Fixing America's Surface Transportation \(FAST\) Act](#), expires without an extension
- October 1, 2021** ● Lawmakers pass a 30-day short-term extension of the FAST Act
- October 31, 2021** ● The U.S. House sets this new target date to pass both the IIJA and the FY 2022 reconciliation bill, H.R. 5376, the [Build Back Better Act](#); the FAST Act extension will expire

\$550 billion in new investments over five years FY 2022 – FY 2026

Above baseline investments for sectors addressed in IIJA include:

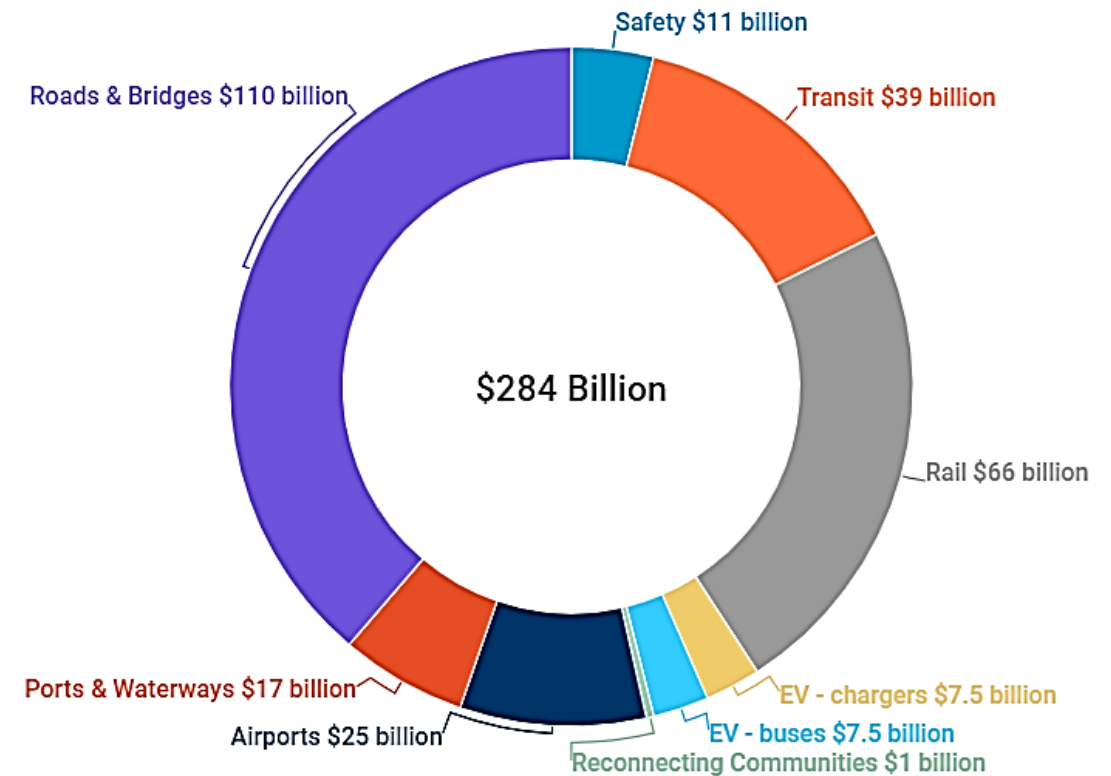
- **Transportation:** \$284 billion
- **Water:** \$55 billion
- **Broadband:** \$65 billion
- **Energy & Power:** \$73 billion
- **Environmental remediation:** \$21 billion
- **Western water infrastructure:** \$8.3 billion
- **Resiliency:** \$46 billion



IIJA TRANSPORTATION

IIJA would direct \$284 billion in above baseline spending toward all modes of transportation and \$266 billion for other infrastructure sectors. As is the case in the [American Jobs Plan](#) and past proposals from [Senate Republicans](#), IIJA would direct most of its investments – nearly 52 percent – toward modernizing and making improvements to transportation infrastructure, with the majority of funding reserved for highways, roads and bridges:

- **Roads & Bridges:** \$110 billion
- **Transit:** \$39 billion
- **Rail:** \$66 billion
- **Safety:** \$11 billion
- **Airports:** \$25 billion
- **Ports & Waterways:** \$17 billion
- **Electric vehicle chargers:** \$7.5 billion
- **Electric buses:** \$7.5 billion
- **Reconnecting Communities:** \$1 billion



PROPOSED SPENDING OFFSETS

POLICY	PROJECTED OFFSET
Repurposed 2020 COVID-19 relief funds	\$210 billion
Delaying Medicare Part D rebate	\$49 billion
Unused federal supplemental unemployment benefits to states	\$53 billion
Profits from February 2021 spectrum auction	\$67 billion
Enacting cryptocurrency reporting requirements	\$28 billion
Extend fees on government-sponsored enterprises (i.e. Fannie Mae)	\$21 billion
Reinstate Superfund fees	\$14 billion
Extend mandatory budget sequester	\$9 billion
Extend customs fees	\$6 billion
Sell Strategic Petroleum Reserves	\$6 billion
Reduce Medicaid spending on discarded medications	\$3 billion
Pension smoothing (companies defer less investments to pension funds and pay higher corporate taxes on resulting higher profits)	\$3 billion
Dynamic scoring (estimating future impacts of proposed policy changes)	\$56 billion
TOTAL	\$547 billion

Source: [Center for a Responsible Federal Budget](#)

The CBO projects the IJA would add an additional \$256 billion to the deficit over ten years, FY 2021 – FY 2031.



Congressional Budget Office

Nonpartisan Analysis for the U.S. Congress

FUNDING & FINANCING

AUTHORIZES GENERAL FUND TRANSFER TO BAIL OUT THE HIGHWAY TRUST FUND

The trust fund, which is facing imminent insolvency, would receive a transfer from the U.S. Treasury's general fund in the amount of \$118 billion, including \$90 billion for the highway account and \$28 billion for the mass transit account.



July 2021

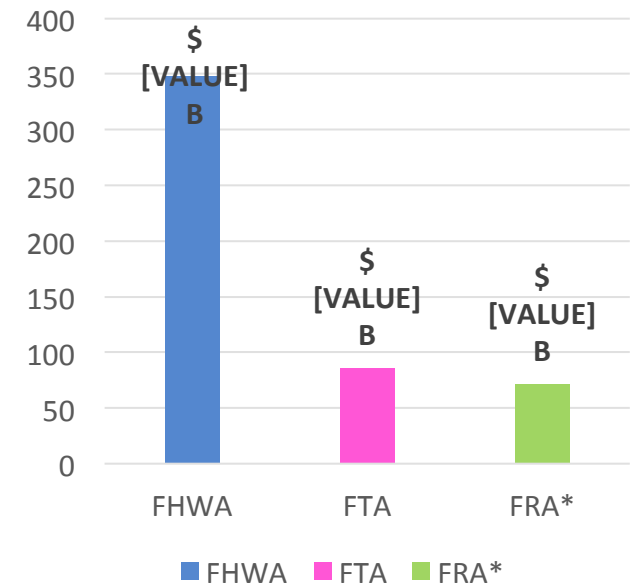
Highway Trust Fund Accounts

	Actual, 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
BUDGET INFORMATION												
Millions of dollars, by fiscal year												
Highway Account												
Start-of-Year Balance	24,652	12,541	7,759	a	a	a	a	a	a	a	a	a
Flexed Balances ^b	-1,556	-1,200	-1,200	-1,200	-1,200	-1,200	-1,200	-1,200	-1,200	-1,200	-1,200	-1,200
Revenues and Interest ^c	37,710	32,914	37,794	38,347	38,233	38,168	38,135	38,214	38,259	38,343	38,435	38,564
Intragovernmental Transfers ^d	0	10,400	0	0	0	0	0	0	0	0	0	0
Outlays	48,265	46,896	46,004	46,477	47,510	49,570	51,548	53,049	54,223	55,545	56,601	57,766
End-of-Year Balance	12,541	7,759	a	a	a	a	a	a	a	a	a	a
Transit Account												
Start-of-Year Balance	8,254	5,126	5,291	2,293	a	a	a	a	a	a	a	a
Flexed Balances ^b	1,556	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Revenues and Interest ^c	5,249	4,584	5,236	5,296	5,280	5,249	5,217	5,190	5,162	5,138	5,114	5,094
Intragovernmental Transfers ^d	0	3,200	0	0	0	0	0	0	0	0	0	0
Outlays	9,934	8,819	9,434	10,545	11,724	12,145	12,368	12,589	12,664	12,845	13,080	13,319
End-of-Year Balance	5,126	5,291	2,293	a	a	a	a	a	a	a	a	a
Memorandum:												
Cumulative Shortfall ^a												
Highway Account	n.a.	n.a.	-1,650	-10,981	-21,458	-34,059	-48,672	-64,708	-81,872	-100,273	-119,600	-140,042
Transit Account	n.a.	n.a.	n.a.	-1,756	-7,000	-12,696	-18,648	-24,848	-31,149	-37,656	-44,443	-51,448

= \$191.49 billion cumulative HTF shortfall by FY 2031

FIVE-YEAR SURFACE TRANSPORTATION REAUTHORIZATION
\$476.89 billion over five years

56.4% ↑ from current law



*FRA total includes funding for USDOT safety administrations.



TRANSPORTATION

Surface Transportation Reauthorization: Highways, Transit & Rail Programs | FY 2022 – FY 2026

The IIJA uses S. 1931, the *Surface Transportation Reauthorization Act*, and S. 2016, the *Surface Transportation Investment Act*, as the foundation for its highway, road, bridge and rail provisions. The primary difference between S. 1931 and S. 2016 and the IIJA are the funding levels, many of which have been increased in the IIJA by its authorization of supplemental appropriations.

SURFACE TRANSPORTATION BLOCK GRANT

- **\$72 BILLION OVER 5 YEARS**
Increases the off-system bridge set-aside to \$1.035 billion annually and makes low water crossings eligible
- Adds a fourth population band for communities between 50k – 200k
- Adds new eligibilities for EV infrastructure
- Increases TAP funding (10% of entire STBG)

For Oklahoma counties in FY 2022:

- **\$111.57 million** would be available to suballocate based on population
- **\$16.38 million** would be available for off-system bridges through the increased state set-aside
- **\$13.6 million** would be available to carry out Transportation Alternatives projects

BRIDGE INVESTMENT PROGRAM

\$36.74 BILLION OVER 5 YEARS (\$9.24 billion competitive)

Counties could apply directly to USDOT for the competitive portion of the BIP to carry out small and large bridge projects. Eligible projects would be defined as those meeting the following goals, including:

- Reducing the number of bridges already in poor condition or those that are in fair condition but are at risk of falling into poor condition in the next three years
- Reducing the number of bridges and the amount of individual vehicle miles traveled (VMT) over bridges in poor or vulnerable condition, as well the VMT over bridges that do not meet current design standards or that have weight restrictions

The federal share for projects would be no more than 50 percent for large projects (defined as those costing more than \$100 million) and no more than 80 percent for any other project. Off-system bridges would be eligible.

While states would receive the BIP formula funds, the bill would create a 15 percent set-aside within the program to address off-system bridges, much like STBG.

Counties own 38 percent of the [National Bridge Inventory](#), more than any other level of government.

OKLAHOMA COUNTIES BRIDGE OWNERSHIP

OKLAHOMA BRIDGE INVENTORY 2020			
NUMBER OF BRIDGES	SHARE OF COUNTY-OWNED BRIDGES	SHARE OF STRUCTURALLY DEFICIENT BRIDGES	SHARE OF OFF-SYSTEM BRIDGES
23,155	57.7%	10.0%	44.3%
STRUCTURALLY DEFICIENT BRIDGES		OFF-SYSTEM BRIDGES	
<i>A bridge is classified as structurally deficient if the deck, superstructure, substructure or culverts are rated in poor or worse condition.</i>		<i>Off-system bridges are located on a public road that is not part of the federal-aid highway system.</i>	
2,326		10,247	
Share of County Owned	86.8%	Share of County Owned	87.4%
Share of City/Town Owned	8.8%	Share of City/Town Owned	10.6%
Share of Other Locally Owned	0.0%	Share of Other Locally Owned	0.0%
Total Locally Owned	95.6%	Total Locally Owned	98.0%

CLEVELAND COUNTY, OK BRIDGE INVENTORY 2020			
NUMBER OF BRIDGES	SHARE OF COUNTY-OWNED BRIDGES	SHARE OF STRUCTURALLY DEFICIENT BRIDGES	SHARE OF OFF-SYSTEM BRIDGES
308	19.2%	8.1%	34.7%
STRUCTURALLY DEFICIENT BRIDGES		OFF-SYSTEM BRIDGES	
<i>A bridge is classified as structurally deficient if the deck, superstructure, substructure or culverts are rated in poor or worse condition.</i>		<i>Off-system bridges are located on a public road that is not part of the federal-aid highway system.</i>	
25		107	
Share of County Owned	8.0%	Share of County Owned	29.0%
Share of City/Town Owned	84.0%	Share of City/Town Owned	66.4%
Share of Other Locally Owned	0.0%	Share of Other Locally Owned	0.0%
Total Locally Owned	92.0%	Total Locally Owned	95.4%

AT-GRADE RAIL CROSSING COMPETITIVE GRANT PROGRAM

Counties could apply directly to USDOT for these competitive grants funds, at an 80 percent federal cost share, to meet the following goals of:

- Eliminating frequently blocked at-grade crossings
- Improving the health and safety of communities
- Reducing the impacts of rail operations on underserved communities
- Improving mobility and commerce

\$500 million would be provided annually for eligible projects, including:

- Closing or separating at-grade crossings
- Track relocation
- Installing protective devices and other technological solutions that improve safety
- Planning, environmental review and design activities related to an eligible project



PERMIT STREAMLINING

CODIFIES "ONE FEDERAL DECISION" PERMIT STREAMLINING PROVISIONS

USDOT would be required to take several steps to implement new streamlining policies, including:

- Developing a two-year timeline for completing environmental reviews on major projects—defined as a project requiring multiple reviews, permits or studies
- Issuing any related authorizations no later than 90 days following a record of decision issuance
- Limiting reviews to 200 pages
- Requiring federal agencies to identify existing categorical exclusions that, if also applied by another agency, would have the potential to expedite project delivery. Finally
- Requiring USDOT to annually report to Congress the time it takes to complete reviews required by the National Environmental Protection Act (NEPA)

EXPEDITES EVALUATIONS FOR PROJECTS WITHIN AN OPERATIONAL RIGHT-OF-WAY

Federal agencies would be required to provide, at minimum, a preliminary review of applications for projects within an operational right-of-way within 45 days of submission. Other deadlines would also be created, and federal agencies not meeting a prescribed timeline would be subject to reporting requirements.

INCREASES COST THRESHOLDS ELIGIBLE FOR CATEGORICAL EXCLUSIONS

For small projects, the threshold would increase from \$5 million to \$6 million; for large projects, it would increase from \$30 million to \$35 million, thereby making more projects eligible.

Counties bear the cost of delays caused by overly burdensome federal review processes.

Since 2000,

- The average labor cost to pave a road has increased 104%
- The average cost of paving materials has increased 127%
- The average cost to replace a bridge has increased 210%



FLEXIBLE GRANT PROGRAMS FOR COUNTIES

INCREASES FUNDING FOR THE NATIONALLY SIGNIFICANT FREIGHT AND HIGHWAY PROJECTS (INFRA) GRANT PROGRAM

\$8 BILLION OVER FIVE YEARS

The bill would appropriate \$3.2 billion over five years, in addition to authorizing \$4.8 billion in Highway Trust Fund contract authority. Thirty percent of the funds would be reserved for small projects in rural areas, and the federal share for those projects would increase from 60 to 80 percent.

**\$8 BILLION FOR
INFRA GRANTS
OVER FIVE YEARS**

AUTHORIZES THE REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANT PROGRAM (FORMERLY BUILD/TIGER) FOR THE FIRST TIME

\$7.5 BILLION OVER FIVE YEARS

**\$7.5 BILLION FOR
RAISE GRANTS
OVER FIVE YEARS**

For the first time, the RAISE program would become an authorized program, moving it from the discretionary to the mandatory side of the federal ledger and ensuring its continued funding. This flexible, competitive grant program – formerly named both BUILD and TIGER by the two previous administrations, respectively – is widely utilized by counties to carry out a variety of eligible infrastructure projects.

Similar to current law, surface transportation projects with significant local or regional impacts would be eligible, including projects to replace and rehabilitate culverts or prevent stormwater runoff. Grant award amounts would be limited to \$25 million, and the 50/50 split for urban-rural project selection would remain.

APPROPRIATIONS FOR LOCAL GOVERNMENTS

**DIVISION J –
USDOT
Discretionary
Appropriations for
S&L governments**

**\$100.69 billion
over 5 years**

Appropriations for USDOT Grants to State/Local Governments in BID			
		Formula	Competitive
OST	Megaprojects		5,000.0
OST	RAISE Grants		7,500.0
OST	Safe Streets		5,000.0
OST	Culverts		1,000.0
OST	SMART		500.0
FAA	Airport Grants - Airside	14,900.0	100.0
FAA	Airport Grants - Terminals		5,000.0
FHWA	Bridge Program	27,500.0	9,235.0
FHWA	EV Charging Infrastructure	5,000.0	
FHWA	INFRA Grants		3,200.0
FHWA	Reduce Truck Emissions in Ports		150.0
FHWA	Reconnecting Communities		500.0
FHWA	Ferry Boats and Terminals	342.0	
FHWA	Appalachian Highways	1,250.0	
FRA	CRISI Grants		5,000.0
FRA	Railroad Crossing Elimination		3,000.0
FRA	Fed.-State Partnership for IPR		36,000.0
FTA	State of Good Repair Grants	4,750.0	
FTA	Low-No Emission Bus Grants		5,250.0
FTA	Capital Investment Grants		8,000.0
FTA	ADA Upgrades to Rail Transit		1,750.0
FTA	Electric or Low-Emission Ferries		250.0
FTA	Rural Passenger Ferry Service		1,000.0
MARAD	Port Infrastructure Development		2,250.0
PHMSA	Nat. Gas Pipeline Modernization		1,000.0
Total, US Department of Transportation		53,742.0	100,685.0

LEGISLATIVE STATUS

H.R. 3684, the Infrastructure Investment & Jobs Act (IIJA)

The IIJA is a bipartisan infrastructure package that would provide \$973 billion over five years from FY 2022 through FY 2026 for a variety of infrastructure sectors. It currently awaits a vote in the House, where it is expected to be considered on October 31. View NACo's comprehensive analysis of the IIJA [here](#).

HOUSE INTRODUCED	HOUSE COMMITTEE PASSAGE	HOUSE PASSAGE	SENATE INTRODUCED	SENATE COMMITTEE PASSAGE	SENATE PASSAGE	RESOLVING DIFFERENCES	FINAL PASSAGE
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

H.R. 5376, the Build Better Back Act (BBBA)

The BBBA is the Congressional majority's FY 2022 reconciliation package, totaled at \$3.5 trillion upon its passage of the U.S. House of Representatives. The bill would address many of the social provisions outlined in President Biden's American Jobs Plan and American Families Plan. Democrats in the U.S. House and Senate are currently negotiating over the final price tag and which programs to include.

HOUSE INTRODUCED	HOUSE COMMITTEE PASSAGE	HOUSE PASSAGE	SENATE INTRODUCED	SENATE COMMITTEE PASSAGE	SENATE PASSAGE	FINAL PASSAGE
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

LEGISLATIVE OUTLOOK

On August 10, the U.S. Senate passed the IJA in a vote of 69-30, with the support of all 50 Democrats and 19 Republicans, including Senate Minority Leader Mitch McConnell (R-Ky.). The U.S. House of Representatives initially pledged to take up the legislation by September 27, though leadership was eventually forced to concede to a later date to provide time for additional negotiations on the \$3.5 trillion, FY 2022 reconciliation package: H.R. 5376, *the Build Back Better Act* (BBBA).

Progressives in the House are taking seriously a commitment made by Speaker Nancy Pelosi (D-Calif.) to move the bipartisan infrastructure deal and the larger reconciliation package simultaneously and have, thus far, been successful in delaying the timeline for enactment of the IJA.

Ensuring the success of this two-track approach has proved to be a complicated and delicate balancing act for Democratic leadership. Final passage of the reconciliation package will require approval from all 50 Democrats in the Senate (in addition to the tie-breaking vote of President Kamala Harris) and all but three in the House. With narrow margins, disagreements over how much to invest and what programs to include continue to divide moderate and progressive Democrats in the two chambers and threaten to derail President Biden's legislative agenda.

October 31 is the new date for an IJA vote in the U.S. House of Representatives. Potentially setting up a familiar showdown, it remains unclear if Democrats in the House and Senate can reach an agreement on framework or a top-line number for the BBBA by that date. Should progress remain stalled at the end of the month, final passage of the IJA will once again be put in serious jeopardy. Adding to the uncertainty, the current **30-day patch of the surface transportation law will also expire**.

America's 3,069 counties, parishes and boroughs urge Congress to immediately pass these critical bipartisan infrastructure investments that will provide badly needed support for both county infrastructure and our local economies.

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

Legislation would **SIGNIFICANTLY EXPAND infrastructure eligible uses for counties to utilize direct ARPA Local Fiscal Recovery Funds** by doing the following:

1. Providing flexibility for counties to use the greater of \$10 million or 30 percent of their ARPA allocation for a wide variety of transportation infrastructure projects

Counties could explicitly use funds under this section to meet local match requirements for:

- Nationally Significant Freight and Highway Projects Program
- Transportation Infrastructure Finance Improvement Act (TIFIA) Loan Program – in addition to satisfying the TIFIA local match requirement, these funds could also be used to repay a TIFIA loan
- Fixed Guideway Capital Investment Grant Program
- National Infrastructure Project Assistance* (est. by IJA)

Counties would be prohibited under this section from using ARP funds for operating expenses.

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

U.S.C.	Programs	Are counties directly eligible?	Currently exists or established by IIJA?
23 U.S.C. 117	Nationally Significant Freight and Highway Projects	Yes	Currently exists
124*	Bridge Investment Program	Yes	Est. by IIJA
133	Surface Transportation Block Grant Program	Not directly	Currently exists
151(f)*	Charging and Fueling Infrastructure Grant Program	Yes	Est. by IIJA
173*	Carbon Reduction Program	Yes	Est. BY IIIJA
174*	Rural Surface Transportation Grant Program	Yes	Est. by IIJA
175*	PROTECT Program	Yes	Est. by IIJA
Ch. 6	TIFIA Loan Program	Yes	Currently exists

U.S.C.	Programs	Are counties directly eligible?	Currently exists or established by IIJA?
	Not in RAISE Grant Program (formerly statute BUILD & TIGER)	Yes	Currently exists
49 U.S.C. 5307	Urbanized Area Formula Grants	Yes	Currently exists
5309	Fixed Guideway Capital Investment Grants (CIG)	Yes	Currently exists
5311	Formula Grants for Rural Areas	Not directly	Currently exists
5337	State of Good Repair Grants	Yes	Currently exists
5339	Grants for Buses and Bus Facilities	Yes	Currently exists
6703*	National Culvert Removal, Replacement, and Restoration Grant Program	Yes	Est. by IIJA

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

2. Allowing a county to consider \$10 million of their ARPA funds as lost revenue for use toward government services, as defined by the U.S. Treasury in the ARPA Interim Final Rule, including but not limited to:

- Maintenance of infrastructure
- Pay-go funded construction of infrastructure (pay-go refers to “paying-as-you-go” or utilizing current revenue rather than borrowing against it, ex. by issuing a bond) including:
 - Roads
 - Modernization of cybersecurity, including hardware, software and protection of critical infrastructure
 - Health services
 - Environmental remediation
 - School or educational services
 - Provision of police, fire and other public safety services

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

3. Providing flexibility for counties to use the greater of \$10 million or 30 percent of their ARPA allocation for a wide variety of transportation infrastructure projects

County ARPA funds designated for use under one or more of the proposed new eligible uses must be **obligated by December 31, 2024** and **expended by September 30, 2026**.

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

S. 3011 unanimously passed the U.S. Senate on October 19. This legislation would provide state and local governments considerable flexibility to use direct American Resuce Plan funds on transportation and infrastructure projects.

SENATE INTRODUCED	SENATE PASSAGE	HOUSE INTRODUCED	HOUSE PASSAGE	FINAL PASSAGE
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

For Oklahoma counties, enactment of S. 3011 would mean...

- Nearly **\$470 million** in new infrastructure flexibility within county ARP funds
- Nearly **\$400 million** in new flexibilities to carry out Treasury-defined “government services”
- Roughly **\$256 million** in infrastructure flexibility for the 63 of 77 Oklahoma counties that received an ARP allocation under \$10 million

QUESTIONS?

Jessica Jennings, *Associate Legislative Director – Transportation and Infrastructure & Liaison to the Rural Action Caucus, NACo*

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