

# Transportation Funding:

## Stimulus, State, Transportation Authorization

### **CARES (Coronavirus Aid, Relief and Economic Security Act) – March 2020**

The CARES Act was the largest stimulus bill in history, providing an estimated \$2 trillion stimulus funding intended to provide emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic.

- The CARES Act provided US DOT \$36.1 billion in overall funding for various programs to provide relief from the COVID-19 pandemic (Aviation, Transit, Motor Carriers).
- \$25 billion in support was provided to Public Transportation providers who were currently to recipients of urbanized area and rural area formula funds (\$22.7 billion to large and small urban areas and \$2.2 billion to rural areas).
- Funding was provided at 100-percent federal share, with no local match required, and could be used to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19.
- Funds were required to be allocated within a specific time frame.

### **CRRSSA (Coronavirus Response & Relief Supplemental Appropriations Act) – Dec. 2020**

The CRRSSA was a \$900 billion coronavirus relief bill that was part of a larger \$1.4 trillion omnibus spending and appropriations bill.

- Total funding for transportation was \$45 billion, with much of the funding going to aviation and passenger transport (ferries, school buses, motor coaches, etc.).
- Funding for Transit included \$14B and \$9.8 billion was allocated for the Highway Infrastructure Program (HIP) which can be used operations and maintenance, lost revenues, salaries and debt service payments as well as construction.
- Florida DOT received just over \$473 million through the Surface Transportation Block Grant program.

### **American Rescue Plan Act (ARPA) – March 2021**

ARPA provided \$1.9 trillion in mandatory funding, program changes and tax policies aimed at mitigating the continuing effects of the pandemic.

- Plan has carve-out of \$30.5 B for transit and \$8B for airports. No guidance from FHWA or FAA on how much of the carve out will come to Florida.
- Included roughly \$40 billion in funding for transportation owned, operated or directly supported by counties
- \$10.2 billion was allocated to Florida. Governor identified \$2B for transportation with language in back of the Appropriations bill.

***At the state level, fuel tax proceeds and Documentary Stamp collections are important to monitor.***

# Ongoing Activities

## American Jobs Plan – under consideration

- Total funding has varied with some proposals as high as \$2.3 trillion
- An example of the breakdown being considered is: \$932 billion to infrastructure of which \$571 to Transportation (\$115 billion to highways, \$80B to intercity rail, \$135B to EVs, \$110B to transit, \$25B to airports, \$17B to Ports, \$44B to megaprojects, \$20B to Safety, \$25B to equity).
- Highway funding appears to be directed towards “fix-it-first” rather than capacity. Which could be problematic for states like Florida because our infrastructure is in good condition.
- It would be ideal if the funds were provided as general revenue. FDOT is proceeding with the normal Work Program of \$9 billion with planning for potential stimulus funding.

## Fixing Americas Surface Transportation (FAST) Act

The FAST Act is a 5-year transportation authorization that was set to expire in December 2020. Congress extended the FAST Act for one-year with an additional \$31m allocated to the Surface Transportation Block Grant (STBG) program of which \$13 million was for SU.

**Reauthorization of FAST Act** sill to come. FDOT has taken the following positions:

- The Act must provide State, local and private partners the long-term funding certainty they need to effectively plan and deliver projects.
- Such reauthorization must, at a minimum, address the long-term solvency of the Highway Trust Fund in a fiscally responsible manner.
- Congress should distribute funds to the states using existing funding formula mechanisms.
- Due to Florida’s explosive population growth, Congress should use the most-current census data available in distribution formulas.
- Congress should emphasize streamlining and program simplification – while resisting new program creation.

## STIMULUS PROJECT CONSIDERATIONS

Locally supported

Vital Few focused

Aligned for stimulus funding

Alternate delivery possibility

Diverse projects:

- Size (\$)
- Work Mix
- Location
- Complexity
- Benefit

## GUIDING PRINCIPLES

FDOT/D5 Priority

MPO/TPO Priority

Regional Significance

Community Impact

- Resiliency
- Mobility
- Safety
- Community-centric
- Economic benefit

Collaboration

Project Advancement /  
Readiness

Prior Project Impact(s)  
(Deferral, Reduction, etc.)

Geographic Equity