



November 23, 2021

To: Metropolitan Policy Committee
From: Paul Thompson
Subject: Item 6.b: Infrastructure Investment and Jobs Act – Implications for Oregon

Action Recommended: Presentation; provide feedback to ODOT; consider formal input to OTC

Background and Discussion

After the passage of the federal Infrastructure Investment and Jobs Act (IIJA), which includes reauthorization of the federal transportation bill, the Oregon Transportation Commission (OTC) has initiated discussions and outreach around priorities for allocation of flexible funds resulting from the legislation. Travis Brouwer, ODOT Assistant Director for Revenue, Finance and Compliance, will provide MPC with information on the IIJA, the resulting dedicated and flexible transportation funding coming to Oregon, and options for use of the flexible funding. A current copy of his planned presentation is included with this memo as Attachment 1.

IIJA transportation funding is almost immediately available to Oregon, beginning with the current federal fiscal year that started this past October 1st. As a result, funding decisions must be made soon, and will build on funding decisions already made during the development of the 2021-2024 and 2024-2027 Statewide Transportation Improvement Programs (STIPs).

In 2020 and early 2021 the MPC engaged in discussions and input to the OTC on funding priorities for the 2024-2027 STIP. At that time, MPC's priorities were increased funding for the Non-Highway funding category, emphasis in the use of ODOT Fix-It funds on seismic resilience and GHG adaptation, and increased transparency in funding decisions. As the OTC discussion at that time neared its conclusion, I delivered the testimony included as Attachment 2 to this memo at the December 2020 OTC meeting. Attachment 3 to this memo shows "slide #8" referenced in my testimony and may serve to remind MPC members of the scenarios and tradeoffs under discussion at that time.

The last slide in Mr. Brouwer's upcoming December 2nd presentation asks several "questions for advisory committees and stakeholders." One of those asks "Do the priorities expressed in 2020 – particularly strong support for public and active transportation [the Non-Highway funding category supported by MPC] and Fix-It – remain? Or have these priorities changed in some ways?"

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Attachments

1. Draft ODOT presentation
2. December 2020 STIP Funding Testimony
3. 2024-2027 STIP Funding Scenario Summary