

Infrastructure Investment and Jobs Act

Implications for Oregon

November 2021

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For Revenue, Finance and Compliance



IIJA Basics

- \$1 TRILLION for infrastructure
- \$567 billion for transportation
- Surface transportation portion includes:
 - Reauthorization of surface transportation programs
 - New programs for resilience and climate
 - Special funding for bridges and EV charging
 - Huge amount of discretionary grants
 - All over five years (2022-2026)

Discretionary Grant Opportunities

Over ***\$100 billion*** in discretionary grant opportunities for roads, transit, rail, airports, ports and other modes to be awarded by US DOT





Major Projects

Several large-scale grant programs that could help fund major projects such as the Interstate Bridge Replacement and the Rose Quarter

Passenger Rail

Significant discretionary grants for passenger rail that could improve the Cascades Amtrak service



Oregon Transportation Funding Under IIJA



Highways/Special Programs

\$1 billion in additional funding over 5 years – a 38% increase

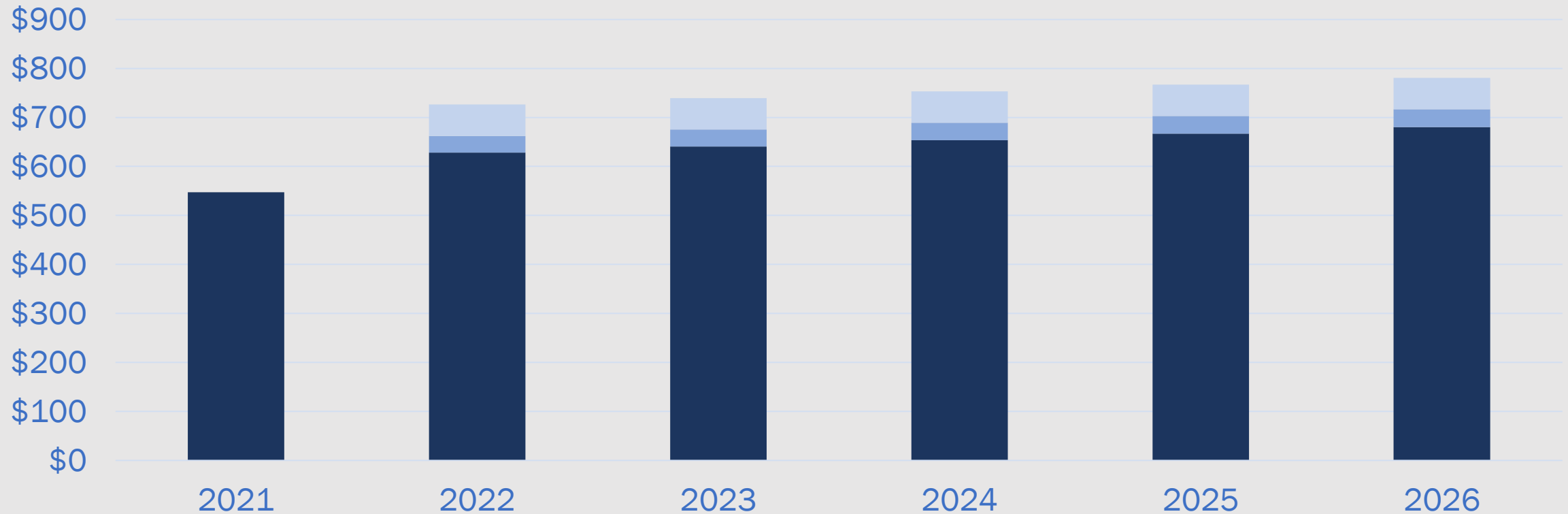


Public Transportation

\$200 million in additional funding over 5 years – a 35% increase

Oregon Highway and Special Programs Funding

In millions of dollars



**Oregon
Department
of Transportation**

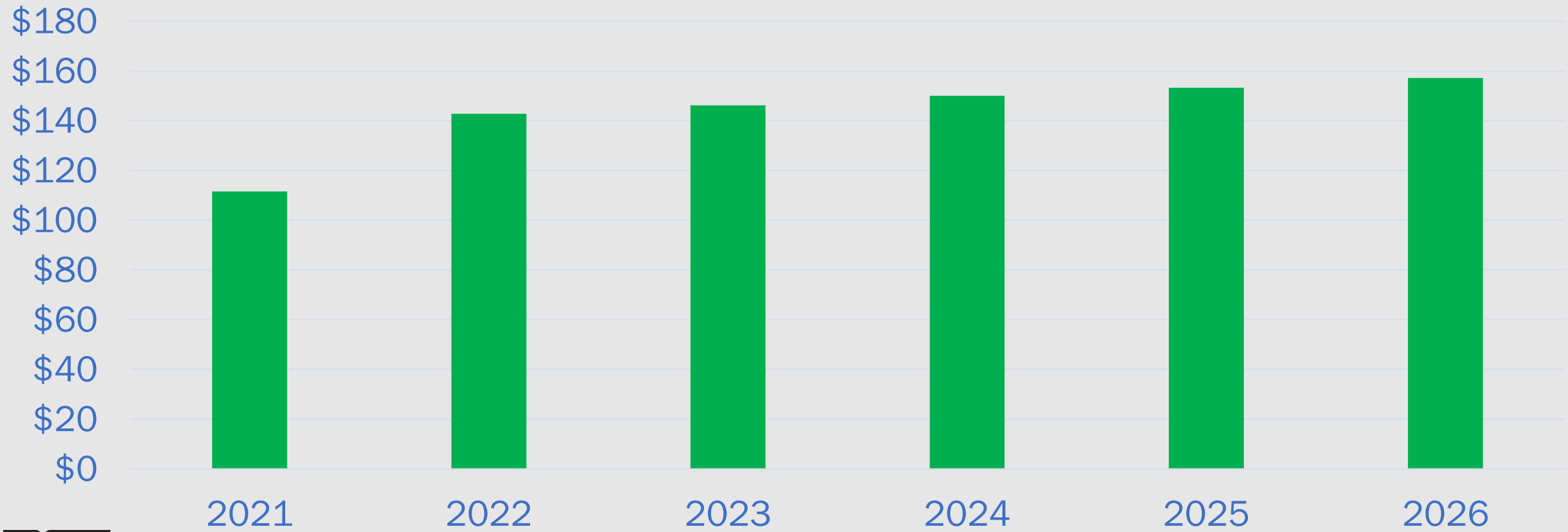
■ Base Apportionments

■ New Apportioned Programs

■ Special Appropriations

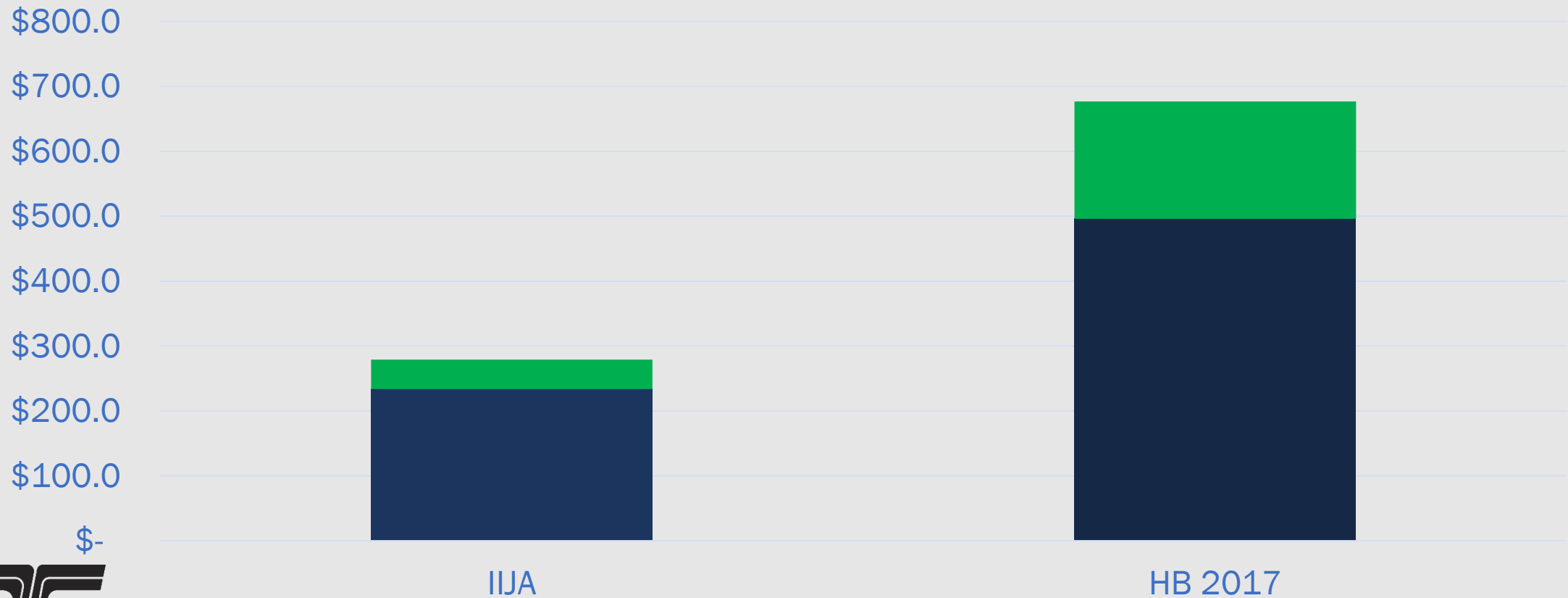
Oregon Public Transportation Funding

In millions of dollars



IIJA Funding Compared to HB 2017

In millions of dollars in state and federal FY 2026





Mitigating Climate Change

\$52 million to expand availability of electric vehicle charging stations

\$82 million for a new Carbon Reduction Program to help achieve our climate commitments



Resilience

\$94 million for a new PROTECT Program to enhance the transportation system's resilience to disasters, including adapting to climate change

Bridges

More than a quarter billion dollars in additional direct investment in repairing and replacing Oregon's bridges



Safety

\$45 million in additional funding for the All Roads Transportation Safety (ARTS) Program to make state and local roads safer for all users



Improving Active Transportation

\$30 million in additional direct funding for bicycle and pedestrian programs



Public Transportation

Nearly \$200 million in additional funding for public transportation in rural and urban communities





Local Programs

\$200 million in additional funding for cities, counties, and metropolitan planning organizations for safety, bicycle/pedestrian, bridge, and other community priorities

Local Programs Breakdown

Additional Total Funding Over 5 Years

Statewide Programs

- ARTS: \$20m
- Local Bridge: \$34m
- Community Paths: \$20m
- CMAQ: \$8m
- MPO planning: \$6m
- STBG fund share with cities/counties/small MPOs: \$32m

Transportation Management Areas

- Surface Transportation Block Grants: \$30m
- Transportation Alternatives: \$11m
- Carbon Reduction: \$27m

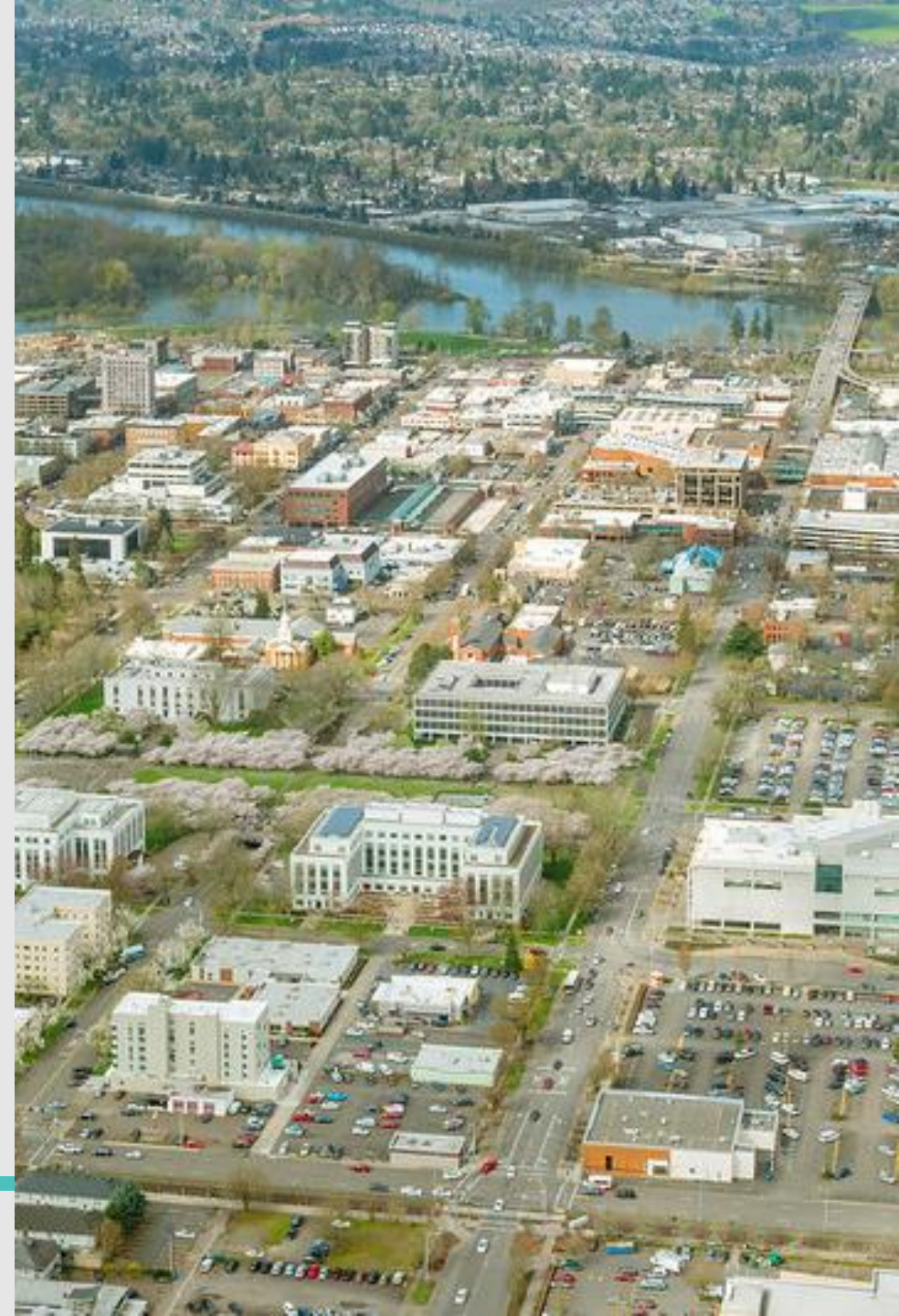
All numbers are early rough estimates and subject to change



Funding for Urban Areas

Additional Total Funding Over 5 Years

	Roads/Flexible Funding		Public Transportation	
	Total	Increase	Total	Increase
Portland	\$214m	\$53m	\$504m	\$121m
Salem	\$34m	\$8m	\$33m	\$8m
Eugene	\$35m	\$8m	\$67m	\$17m



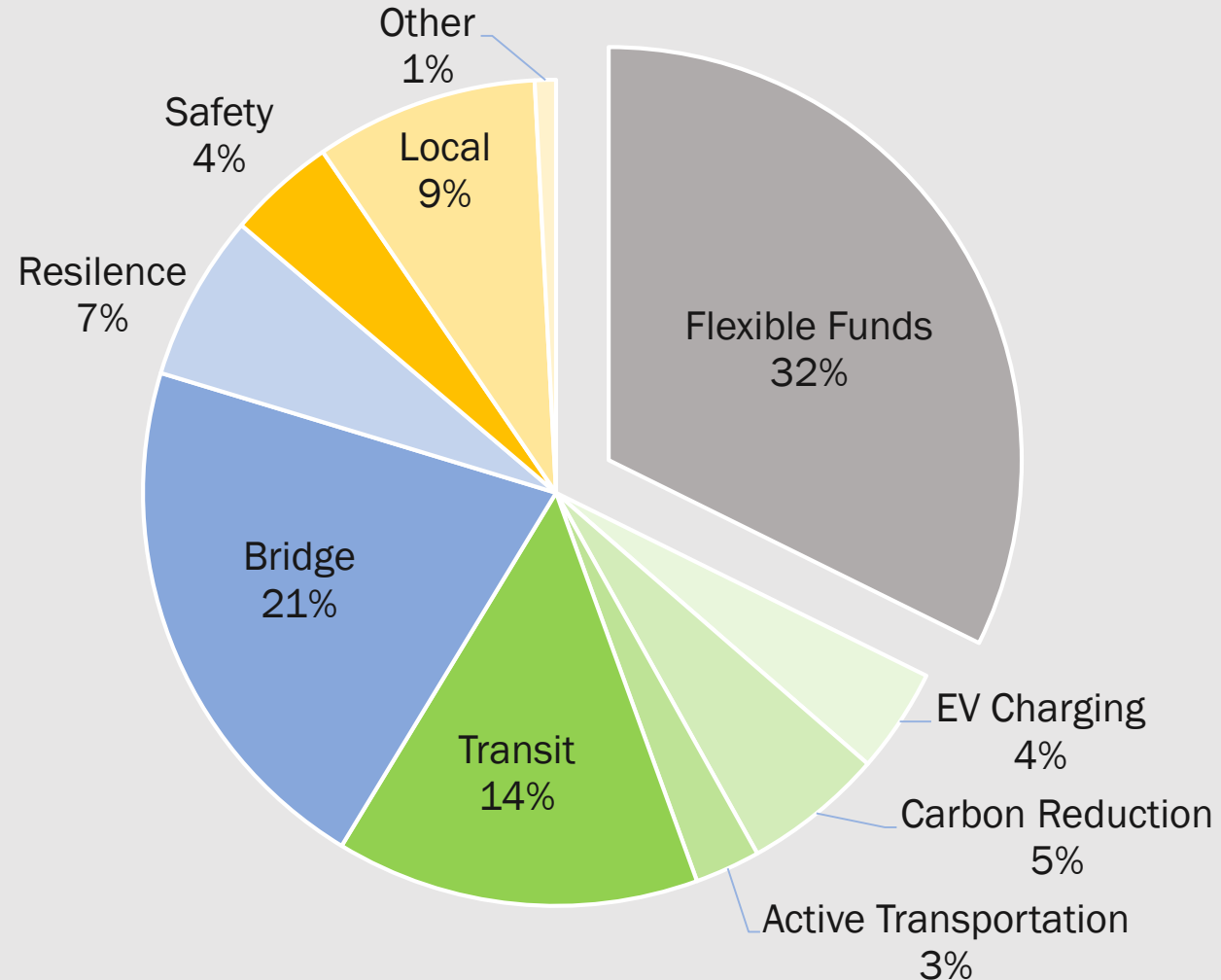
Additional Flexible Funding

While most funding is dedicated by Congress to specific programs, some resources are flexible and can be used by ODOT for a variety of purposes



IIJA Additional Funding for Oregon

\$1.2 billion total



A worker in a blue safety suit and hard hat is positioned on a blue lift bucket, working on a steel bridge structure. The background is a dense forest of green trees. The entire image has a dark blue overlay.

Updating the Statewide Transportation Improvement Program

Timeline & Public Engagement Approach

	November	December	January	February	March
OTC	Briefing at November 18 meeting	Background briefings to answer additional questions	Present initial public input, present draft scenarios and seek feedback		Receive public input/comment, approve final funding scenario
Stakeholder Engagement	Seek feedback on priorities for allocation of flexible funds to guide development of scenarios through advisory committee presentations, webinar, public comment submission		Public comment period on scenarios after OTC meeting, including advisory committee presentations and online open house		Public comment on scenarios at OTC meeting

OTC/ODOT Strategic Action Plan Priorities



Equity

Prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.



Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.



Sufficient and Reliable Funding

Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.



Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.

- **Preservation and Stewardship:** Preserve, maintain, and operate Oregon's multimodal transportation system and achieve a cleaner environment.
- **Safety:** Prevent traffic fatalities and serious injuries and ensure the safety of system users and transportation workers.
- **Accessibility, Mobility and Climate Change:** Provide greater transportation access and a broader range of mobility options for Oregonians and address climate change.
- **Congestion Relief:** Invest in a comprehensive congestion management strategy for the Portland metropolitan region to benefit all Oregonians. Implement system and operational innovations to reduce traffic congestion throughout Oregon.
- **Project Delivery:** Develop practical solutions to transportation problems in order to address community needs and ensure system reliability and resiliency.
- **Innovative Technologies:** Invest in and integrate technologies to improve transportation services and operations throughout Oregon.

Themes of Public Input on the 2024-2027 STIP

- Support to increase funding for Public and Active Transportation to advance equity, address climate, and enhance accessibility and mobility for all
- Support for Fix-It investments and reluctance to cut spending on bridge and pavement preservation to avoid accelerating system deterioration
- Support for Enhance Highway investments to reduce congestion and facilitate economic development



STIP Funding Allocations

Selected Funding Categories

Category	21-24 STIP	24-27 STIP
Fix-It	\$850m	\$800m
Public and Active Transportation	\$158m	\$255m
Enhance Highway	\$687m	\$175m
Safety	\$147m	\$147m
Local Programs	\$406m	\$405m
ADA Curb Ramps	\$316m	\$170m



Active Transportation Investments

Program	Amount
Off-Road Bicycle and Pedestrian Paths	\$36m
Safe Routes to School Infrastructure	\$55m
Safe Routes to School Education	\$4m
Bicycle/Pedestrian Strategic	\$45m
State Highway Fund 1% Setaside	\$25.5m



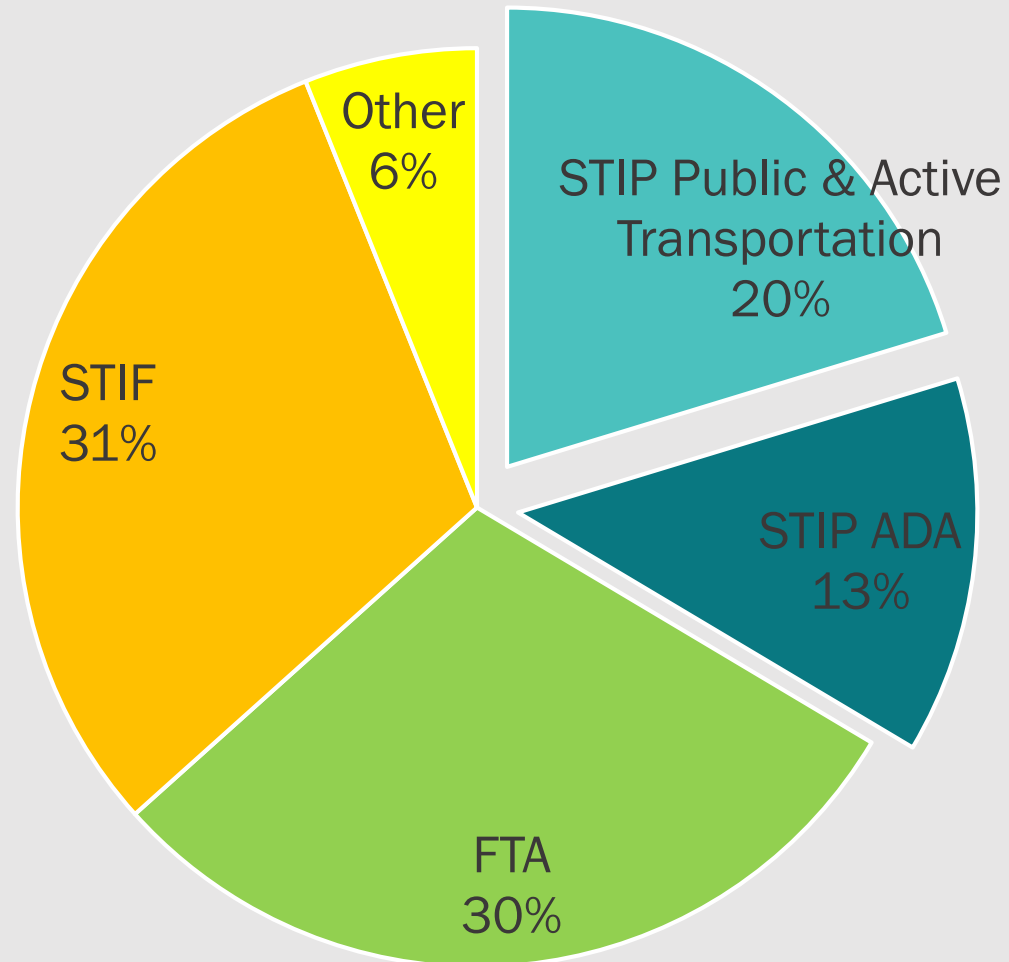
Public Transportation/ Transportation Options

Program	Amount
Transit Vehicle Replacement	\$15m
Mass Transit Vehicles	\$12m
Elderly & Disabled Transit	\$50m
Transportation Options	\$7.5m



Public & Active Transportation Spending

State and Federal Sources, 2025-2027



Questions for Advisory Committees and Stakeholders

To inform development of funding scenarios for the OTC

- Given the investments already made in the STIP and the federal infrastructure bill, how should the OTC allocate flexible funding to best advance the OTC/ODOT Strategic Action Plan and the state's transportation goals?
- Do the priorities expressed in 2020– particularly strong support for public and active transportation and Fix-It– remain? Or have these priorities changed in some ways?
- What are the specific priorities for investment of funds in public and active transportation?

