

# Infrastructure Investment and Jobs Act

## Implications for Oregon

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November 2021



# The Basics of the IIJA

- **\$1 TRILLION** package covering many types of infrastructure
- About half goes to transportation
- Surface transportation component combines FAST Act reauthorization with infrastructure package to include:
  - Reauthorization of existing programs
  - New programming and funding
  - Special one-time infrastructure package funding
  - All over a five year term (2022-2026)

# Oregon Transportation Funding Under IIJA



## Highways/Special Programs

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

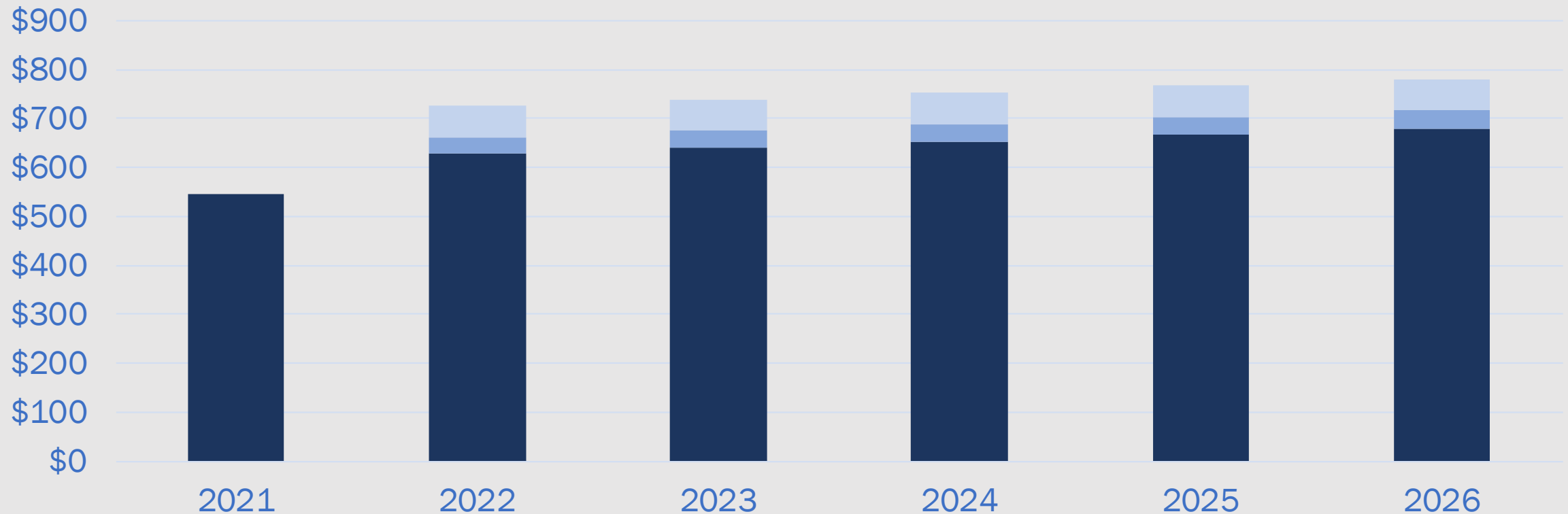


## Public Transportation

\$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**

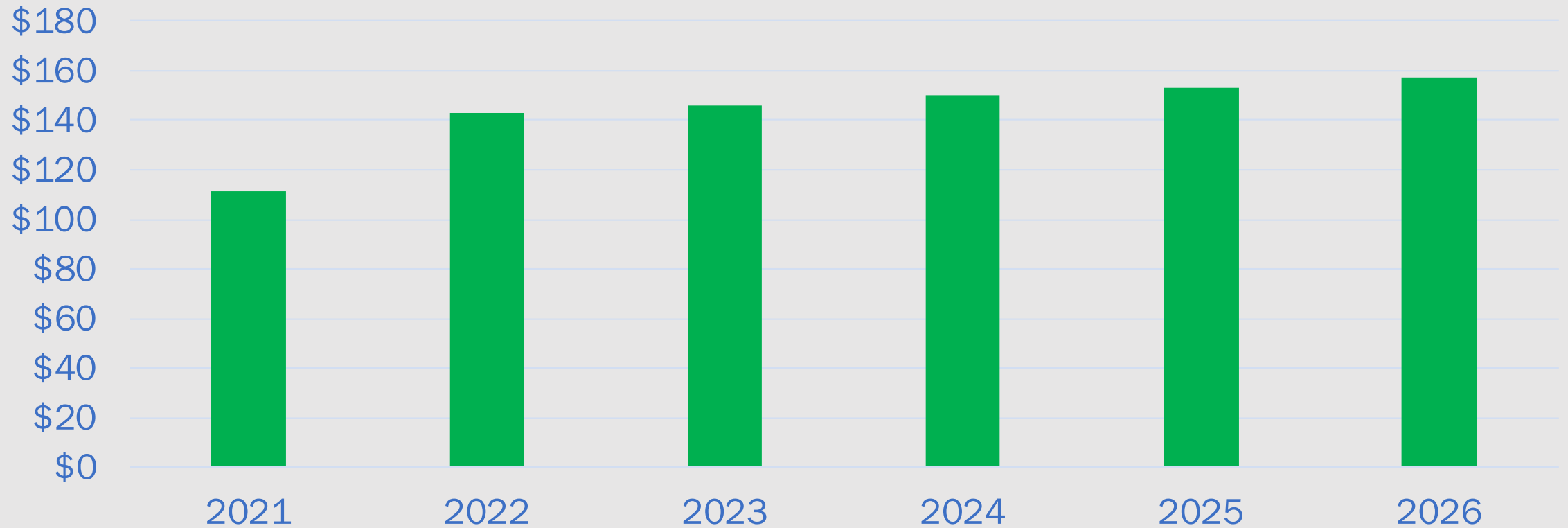
■ Base Apportionments

■ New Apportioned Programs

■ Special Appropriations

# Oregon Public Transportation Funding

In millions of dollars





# Addressing 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 \$250 million in additional direct investment in repairing and replacing Oregon's bridges





# Safety

More than \$40 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





# Local Programs

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

# Public Transportation

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



# 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



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 evergreen trees. The entire image has a dark blue overlay.

# Updating the Statewide Transportation Improvement Program

# 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	\$404.5m
ADA Curb Ramps	\$316.4m	\$170m



# 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?

