

Bridge Repair and Replacement

Background

The Bridge program helps states and local governments improve the condition of their bridges.

Eligible Activities

The program funds projects to replace, rehabilitate, preserve, protect, and construct bridges on public roads. Both state and local bridges are eligible.

IJA requires that 15% of the bridge funding (\$40 million) be spent on bridges that are not on the federal-aid highway system (known as "off-system bridges".) These bridges are on low-volume roads that carry local traffic. Virtually all of these bridges are owned by local governments.

Funding

Oregon will receive \$268 million over five years for bridge projects. This is explicitly a one-time infusion of additional resources, and ODOT assumes that this funding will not continue in 2027 and beyond.

In addition, IJA provides \$12.5 billion for a competitive grant program for bridges, including large grants for major bridge projects. ODOT will determine priority projects we should seek to fund under this competitive grant program after US DOT lays out program priorities.

ODOT's Proposed Program Approach

IJA funding will supplement existing funding for bridges and seismic resilience provided under HB 2017. In the 2024-2027 STIP, ODOT has programmed \$372 million in bridge and seismic funding. The IJA bridge funding effectively restores the State Bridge Program funding for addressing bridge conditions to the levels of the 2021-2024 STIP.

ODOT proposes to use Bridge funds in the major categories of:

- Preserving and enhancing resilience of Major Bridges
- Painting Steel Bridges
- Addressing Chloride Contaminated Concrete Bridge Decks
- Replacing Timber Bridges
- Off-System Bridges (through the 15% requirement)

The rationale for this approach is to expand activities that keep bridges from declining from "fair" condition to "poor" condition, to timely improve the condition of major bridges that are impractical to replace, to improve some bridges from "poor" to "fair" condition, and to replace "poor" condition timber bridges. The timber bridge work is generally contingent on the IJA Fix-It funding scenario being selected, which would allow ODOT to use some additional discretionary funds on these bridges. This would free up the Major Bridge Maintenance

program for more cost-effective preservation and repair activities that in turn will keep many more bridges in "fair" condition.

Some examples of projects that could use Bridge Formula Program funds include:

- Painting a portion of the Willamette River (I-405) Fremont Bridge Complex
- Replacing the Columbia Slough, Hwy. 120 (Swift Highway) Bridge
- Address deck chloride contamination, Hwy 001 NB Conn to Hwy 69 WB over Hwy 001 & 69
- Standard designs for programmatic replacement of timber bridges

Local Bridge Funding

ODOT is working with the League of Oregon Cities and Association of Oregon Counties to determine a fair allocation of these IJA Bridge funds to local government bridges. Between the IJA Bridge funds and additional funding that will automatically flow to the Local Bridge Program under the ODOT/AOC/LOC fund-sharing agreement, local bridges will receive at least \$100 million in additional funding. This will increase the Local Bridge Program by at least 60% over current levels.