

Infrastructure Investment and Jobs Act

Oregon Transportation Commission
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Outline

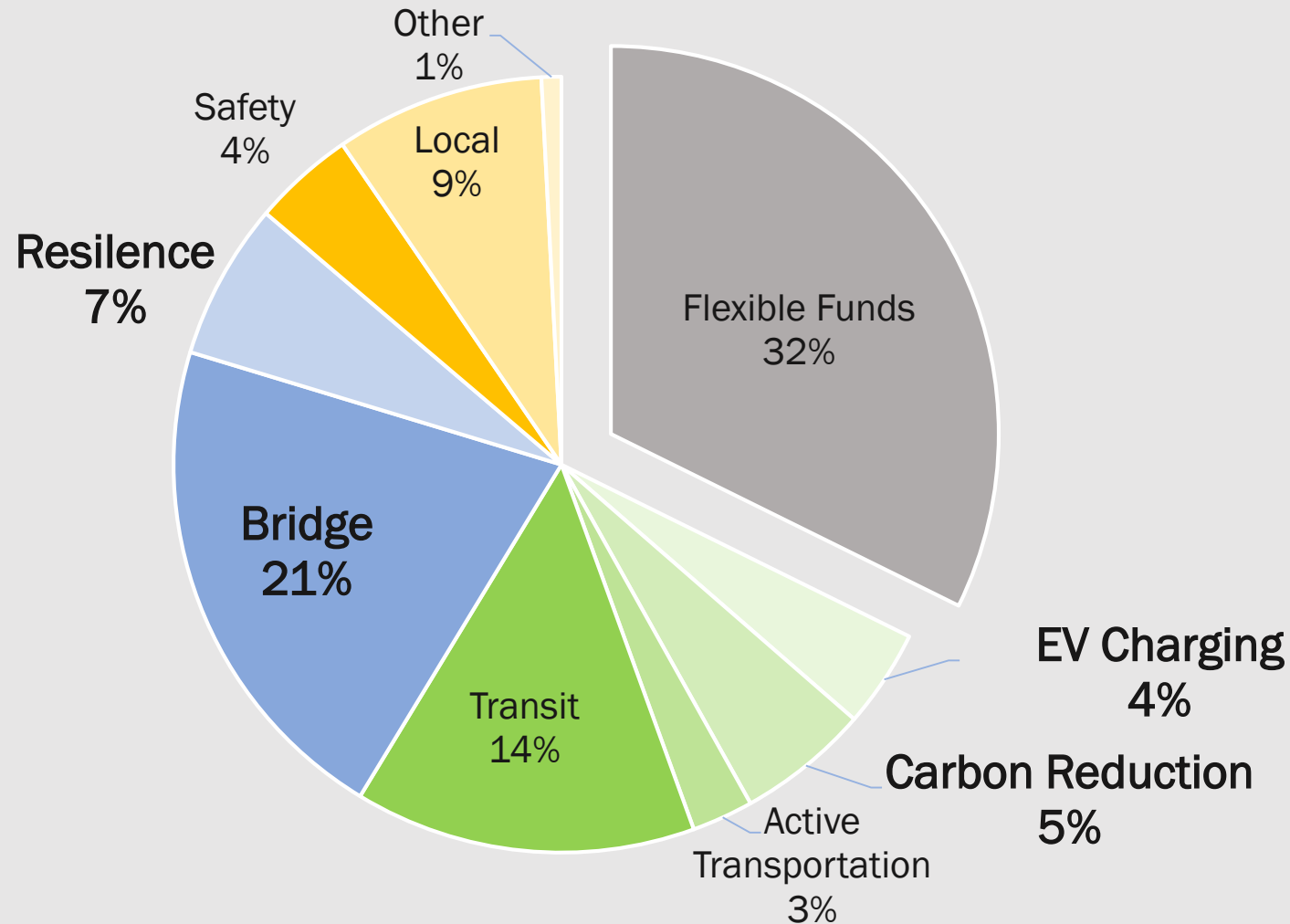
Competitive Grant Program Strategy

IIJA Dedicated Funding Programs

- Bridge Funding
- PROTECT Program for Resilience
- Carbon Reduction Program
- Electric Vehicle Charging

IJA Additional Highway & Transit Formula Funding for Oregon

\$1.2 billion total



Programs that will follow existing processes

- All Roads Transportation Safety
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Transportation Alternatives/Community Paths
- Surface Transportation Block Grant
- MPO Planning
- Public Transportation



Competitive Grants

Over \$100 billion available in competitive programs, including:

- RAISE (\$7.5 billion)
- INFRA (\$8 billion)
- National Infrastructure Project Assistance (\$10 billion)
- Reconnecting Communities (\$1 billion)
- Bridge Discretionary (\$12.5 billion)
- Rural Surface Transportation (\$2 billion)
- Charging and Fueling Infrastructure (\$2.5 billion)
- Consolidated Rail Infrastructure and Safety Improvements (\$5 billion)
- Railroad Crossing Elimination (\$3 billion)
- PROTECT Discretionary (\$1.4 billion)
- Wildlife Crossings (\$350 million)
- Culverts (\$1 billion)



Competitive Grant Strategy

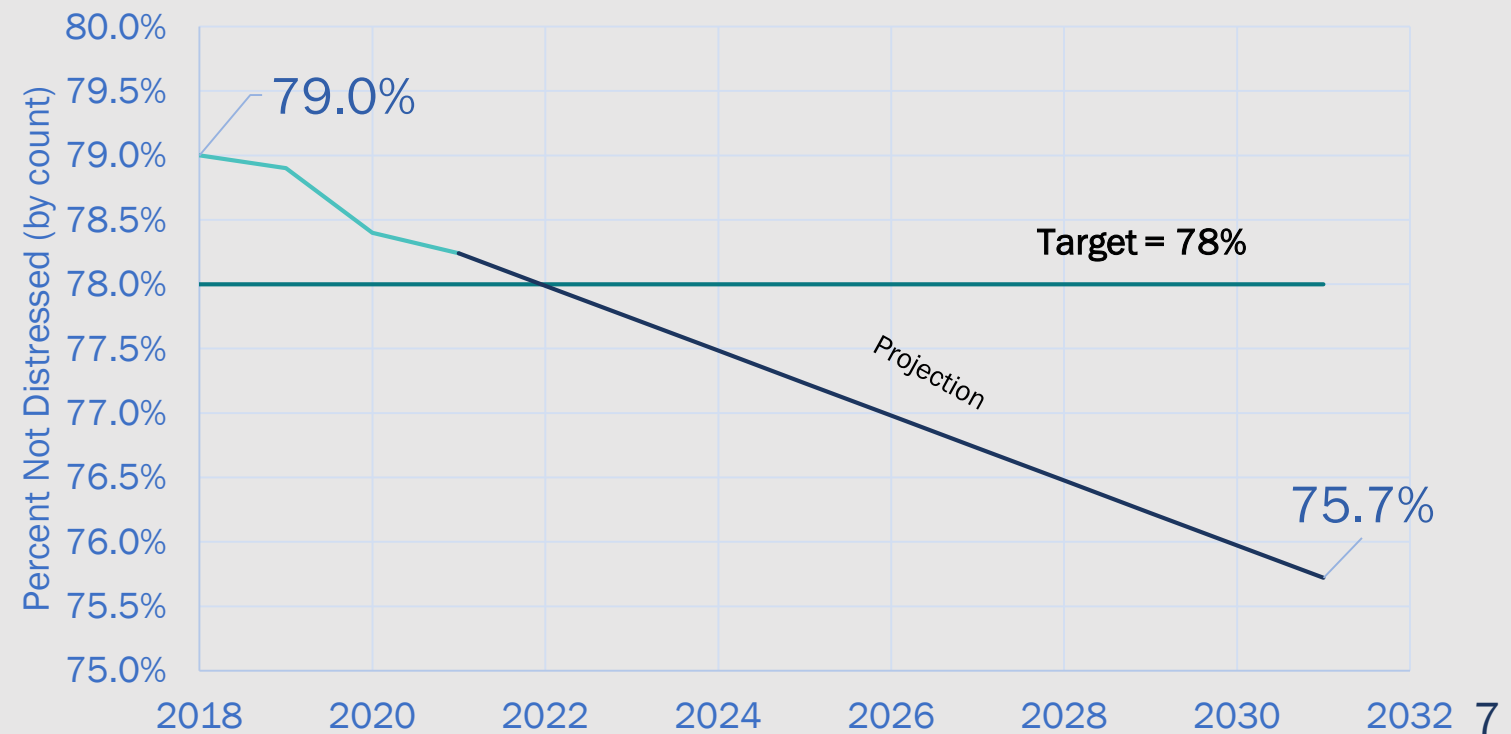
- Identify priority project opportunities across programs
- Get priority projects ready– planning, environmental review, design
- Pre-position match in statewide pot and individual programs
- Identify resources for grant-writing



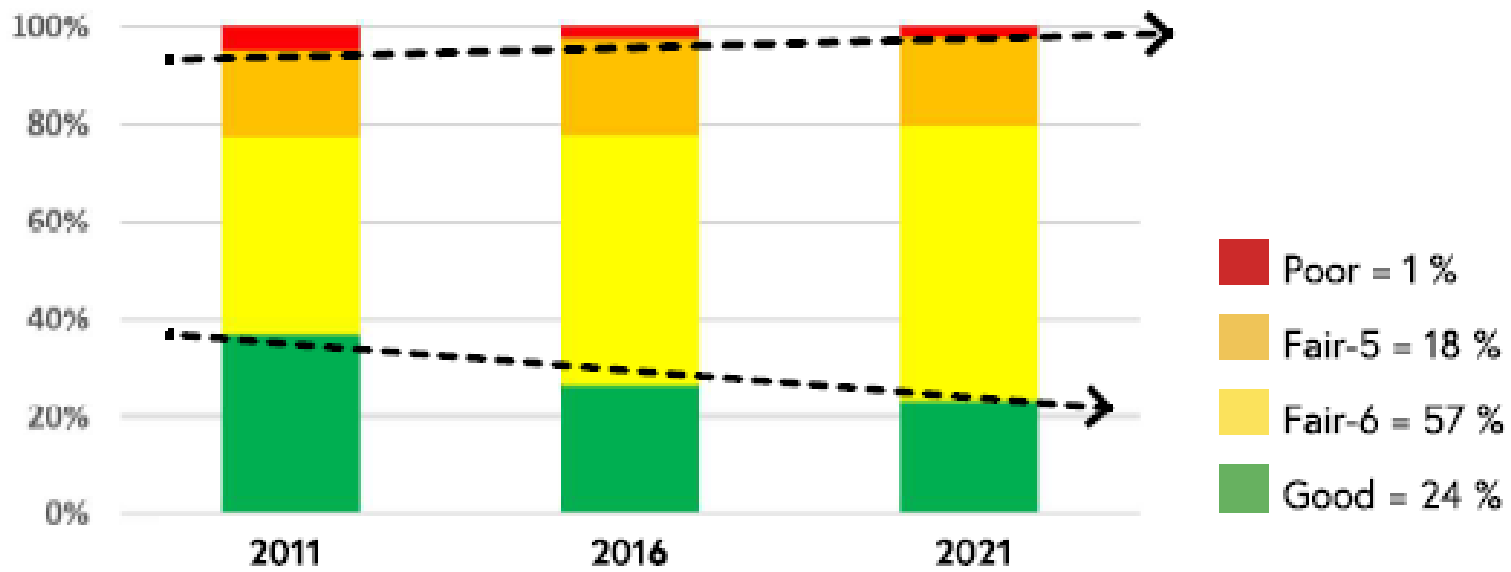


Bridges

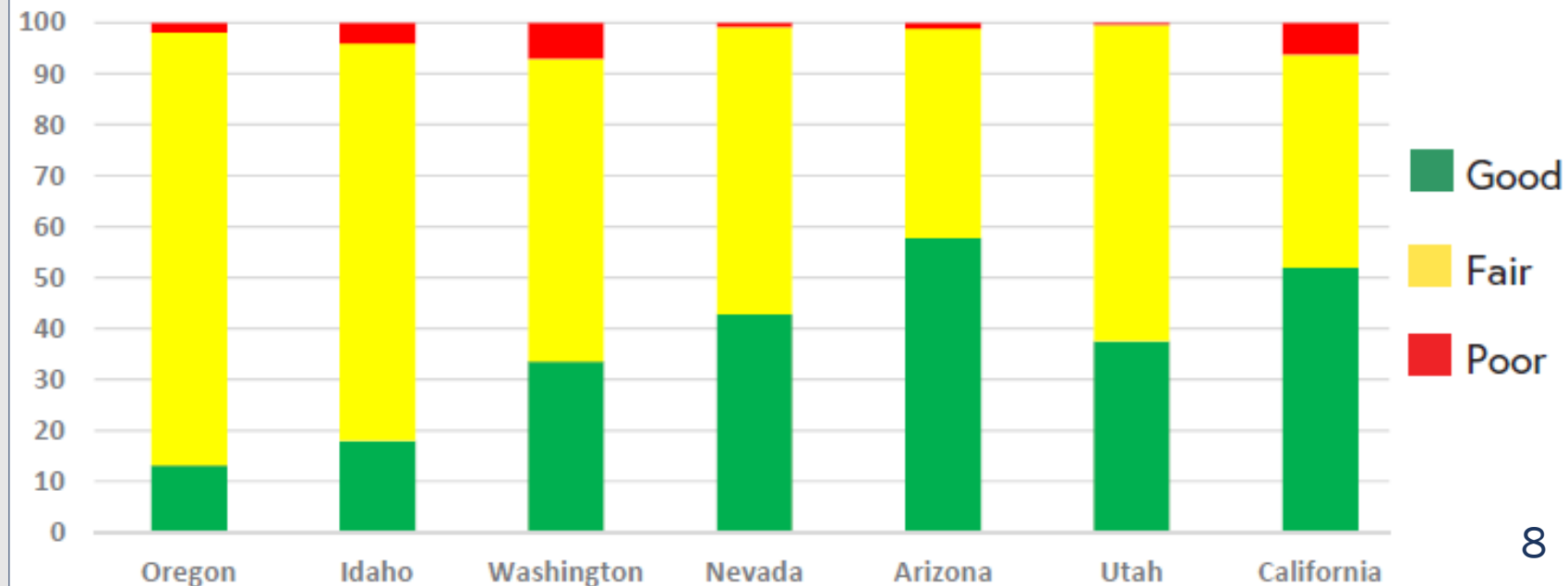
\$268 million investment in repairing and replacing Oregon's aging bridges



ODOT Bridge Conditions Over Last 10 Years



2020 Western States NHS Conditions *(by deck area)*

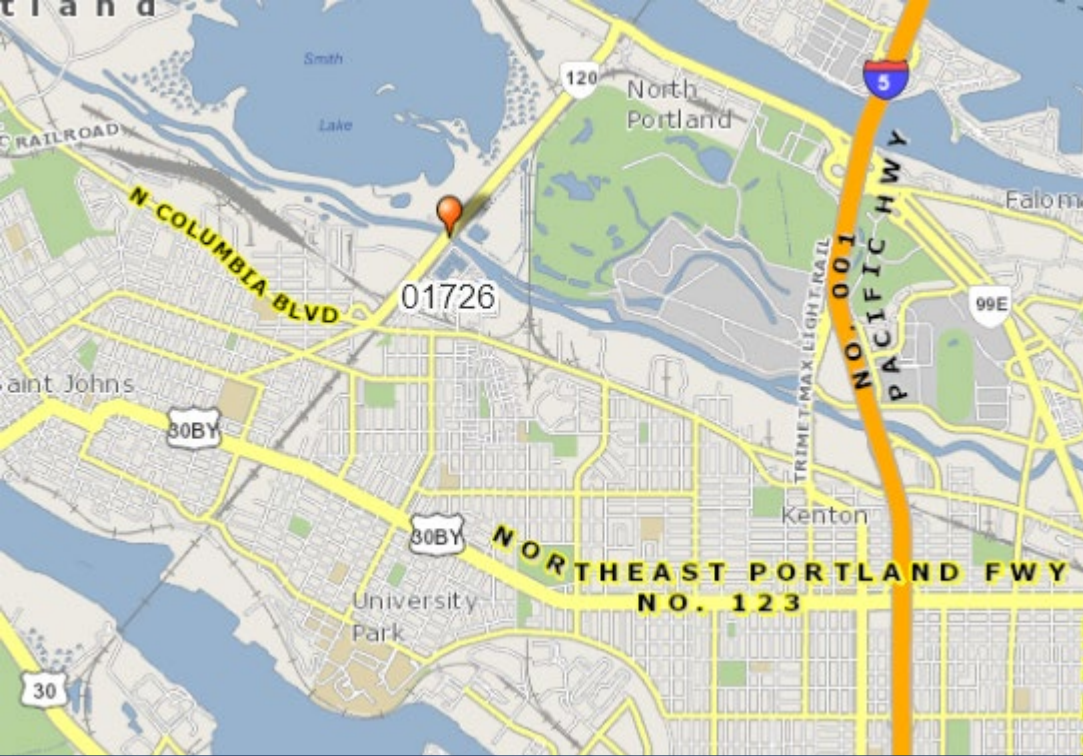




Fremont Bridge

- Built in 1973
- Original paint
- Painting Will require several phases
- To extend useful life





Columbia Slough – Swift Highway

- Freight = Load Restrictions
- Connected Communities = Equity
- Connecting the State with the Port
- Safety
- Resiliency



Timber Bridges

- With total available funding, we may start replacing timber bridges
- Many are off of priority Fix-It Routes and being load rated
- Takes considerable Maintenance funding to hold these together
- Replacement will enable maintenance crews to do preventive maintenance on other bridges to keep in fair condition longer





Local Bridge Funding

- County & City Bridges
- 15% Off-system Requirement



Resilience

\$94 million for a new PROTECT Program to better anticipate, prepare for, and adapt to changing conditions, extreme weather events and natural hazards

Climate Adaptation Roadmap

- ✓ Better understand projected impacts
- ✓ Map where, when, and how infrastructure is most vulnerable to climate hazards
- ✓ Inform projects and strategies to address risks and increase system resiliency

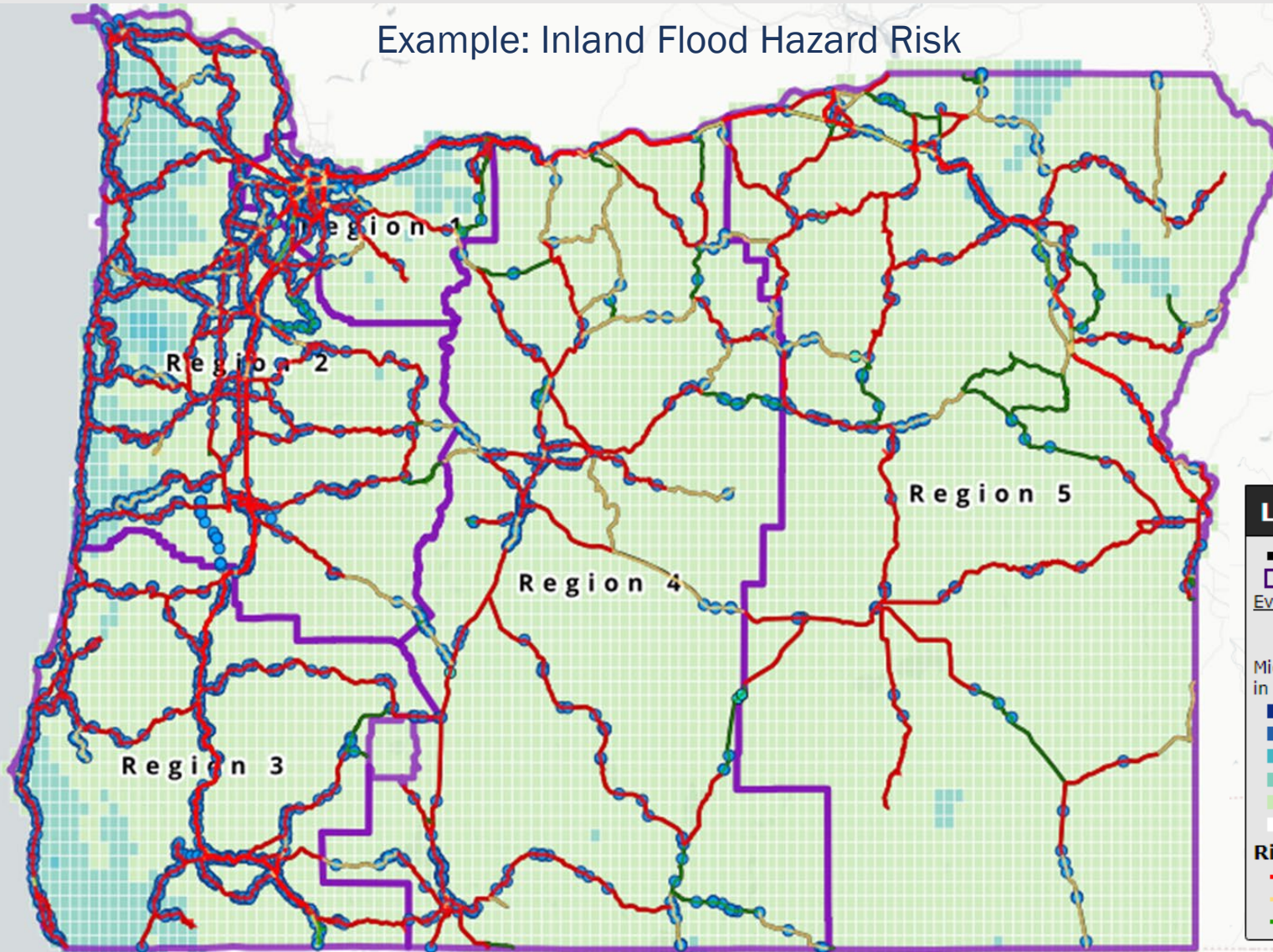


Statewide Climate Change Adaptation & Resilience Roadmap



Climate Hazard Risk Maps

Example: Inland Flood Hazard Risk



Exposure

Consequences

Risk

Legend

- State Highways
- ODOT Region

Event Impact

- Flood
- High Water Events
- Mid-century very heavy precip (change in inches)
- 0.4 to 0.5
- 0.3 to 0.4
- 0.2 to 0.3
- 0.1 to 0.2
- 0 to 0.1
- ≤ 0

Risk Score

- High
- Medium
- Low

Anticipating Impacts



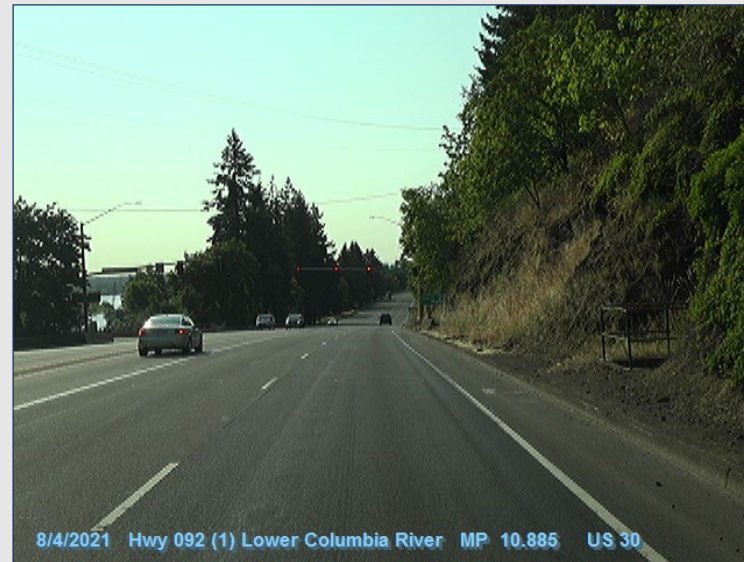
Highway 47 washout near Mist, January 2022.

How Does PROTECT Funding Benefit the Public?

- Culvert by Mist before failure



- Proposed culvert replacement on US 30 by the St. Johns Bridge



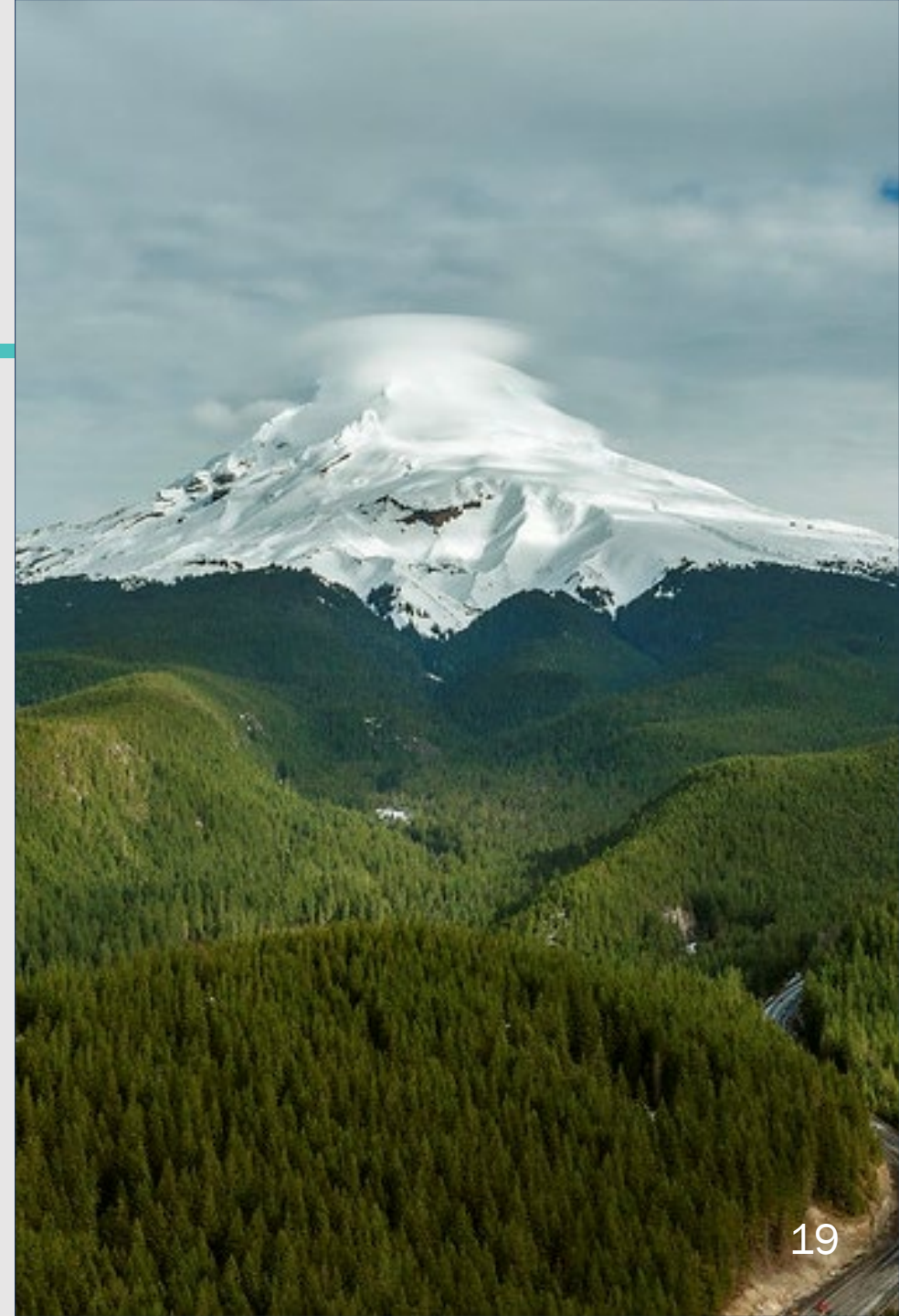
Planning for the Future

- 2% for planning
- Further develop large projects
- Pursue additional grants



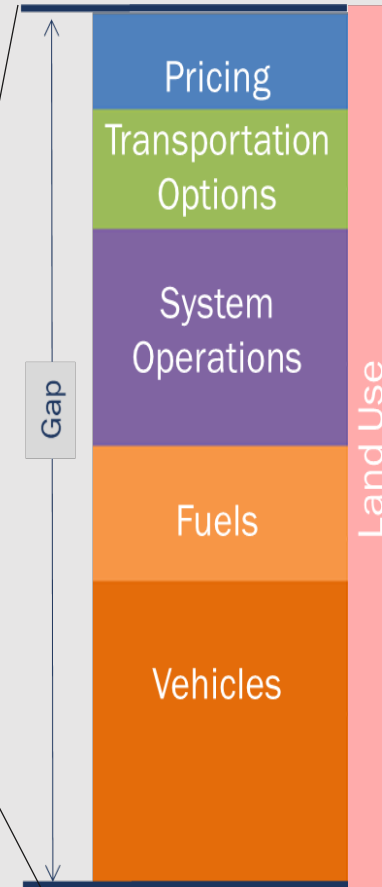
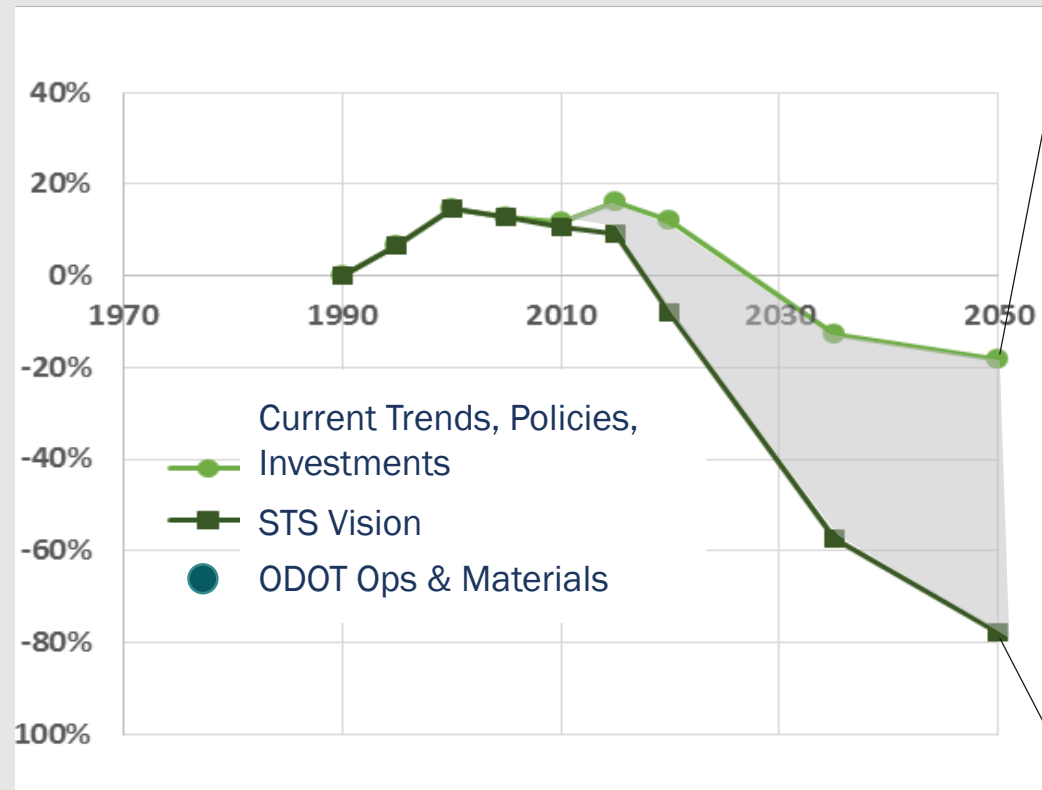
Carbon Reduction Program

- \$82 million for a new Carbon Reduction Program to help achieve our climate commitments
- Funding split approximately into thirds:
 - Three large MPOs receive suballocation by formula
 - ODOT will award grants to smaller MPOs and rural areas
 - ODOT has funds for statewide programs
- Carbon Reduction Strategy required

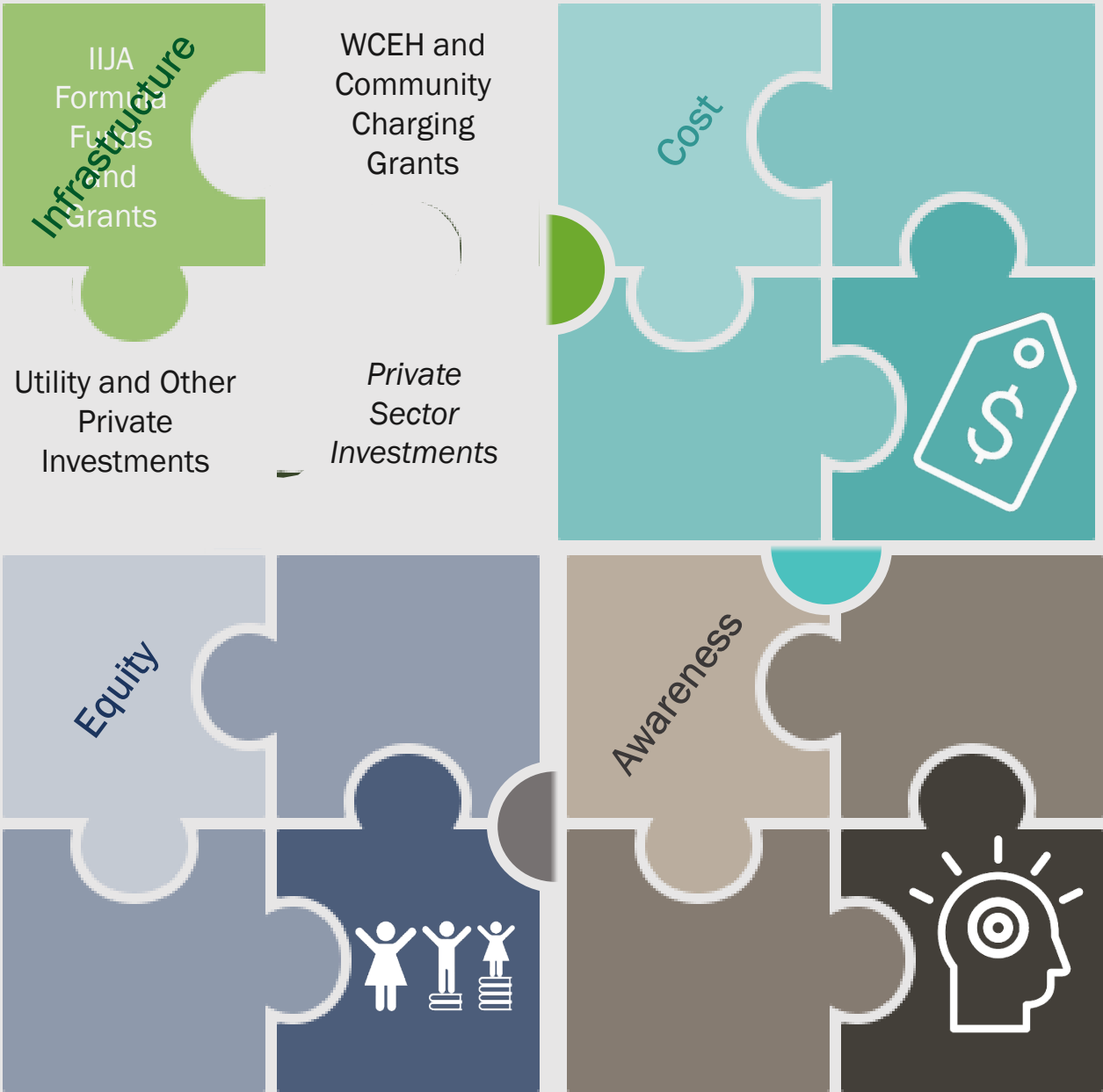


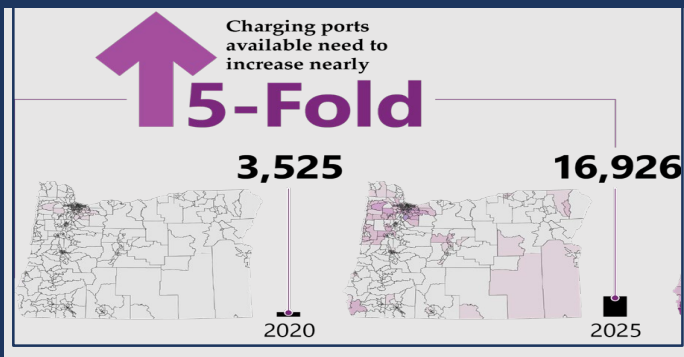
Carbon Reduction Strategy Framework

- Statewide Transportation Strategy (STS) is OR's Framework for reducing transportation GHG emissions since 2012
- Add ODOT Operations, Materials and Fuels GHG emissions reductions
- Advisory Committee



Transportation Electrification





Transportation Electrification Infrastructure Needs Analysis (TEINA)



Public Charging Infrastructure

Light-duty



Focused Investments. Technology is ready and utilization increasing rapidly

Corridors, rural, BIPOC, workplace, multi-unit dwellings

Med & Heavy Duty



Emerging. Lower use today but new regulations will increase use soon. Infrastructure needed 5 years ahead.

Highest use corridors (e.g. I-5), pilot charging hubs, future proof light-duty sites

E-micromobility



Opportunistic. Rapid growth. Mostly served by at-home charging but should be enabled at charging stations.

Add 110v outlets to public charging sites, remove other barriers to increase overall use

ODOT Approach to Investments

Funding Sources

Current

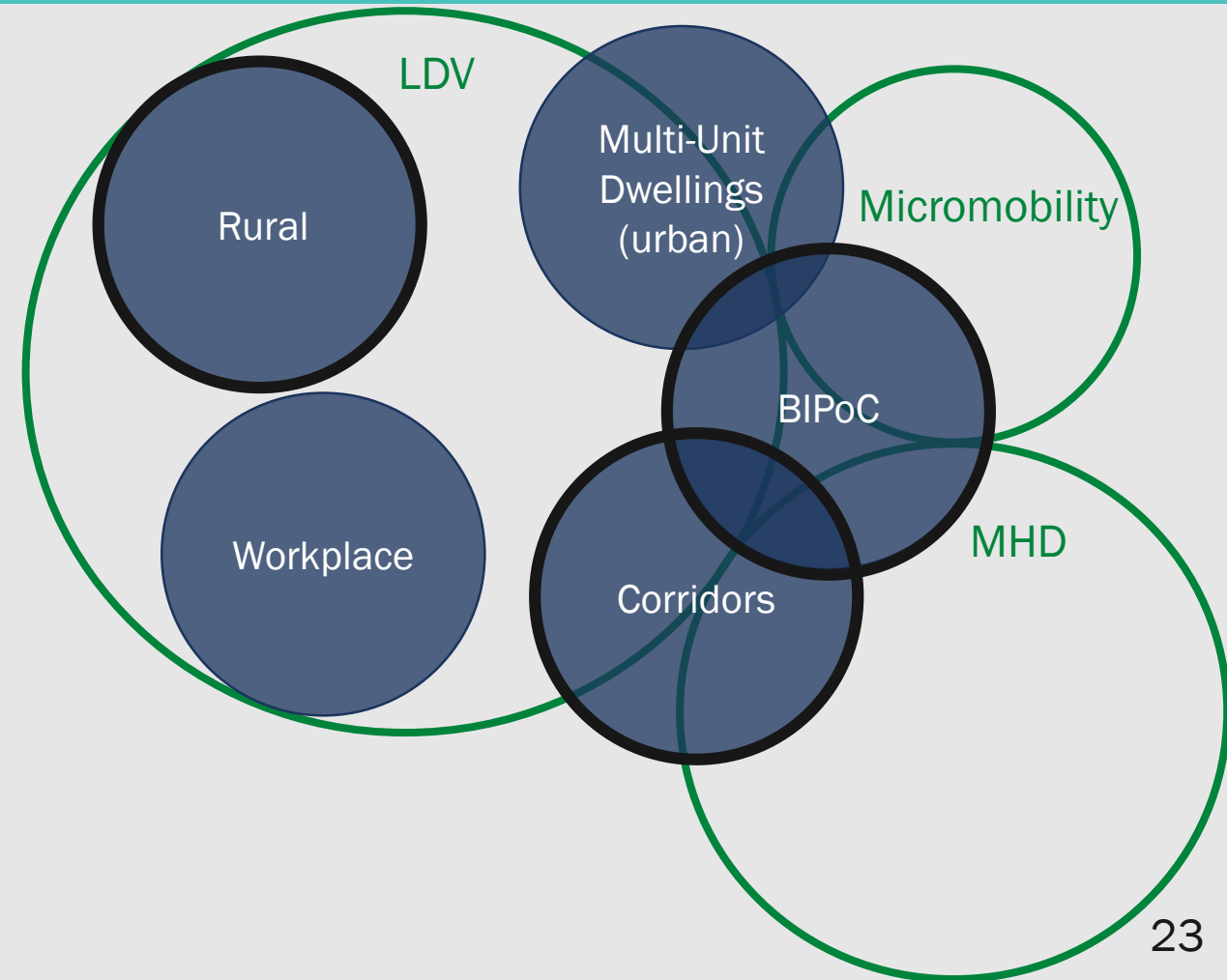
Community Charging (TOF)

IIJA Discretionary Grants

IIJA National EV Formula Funds

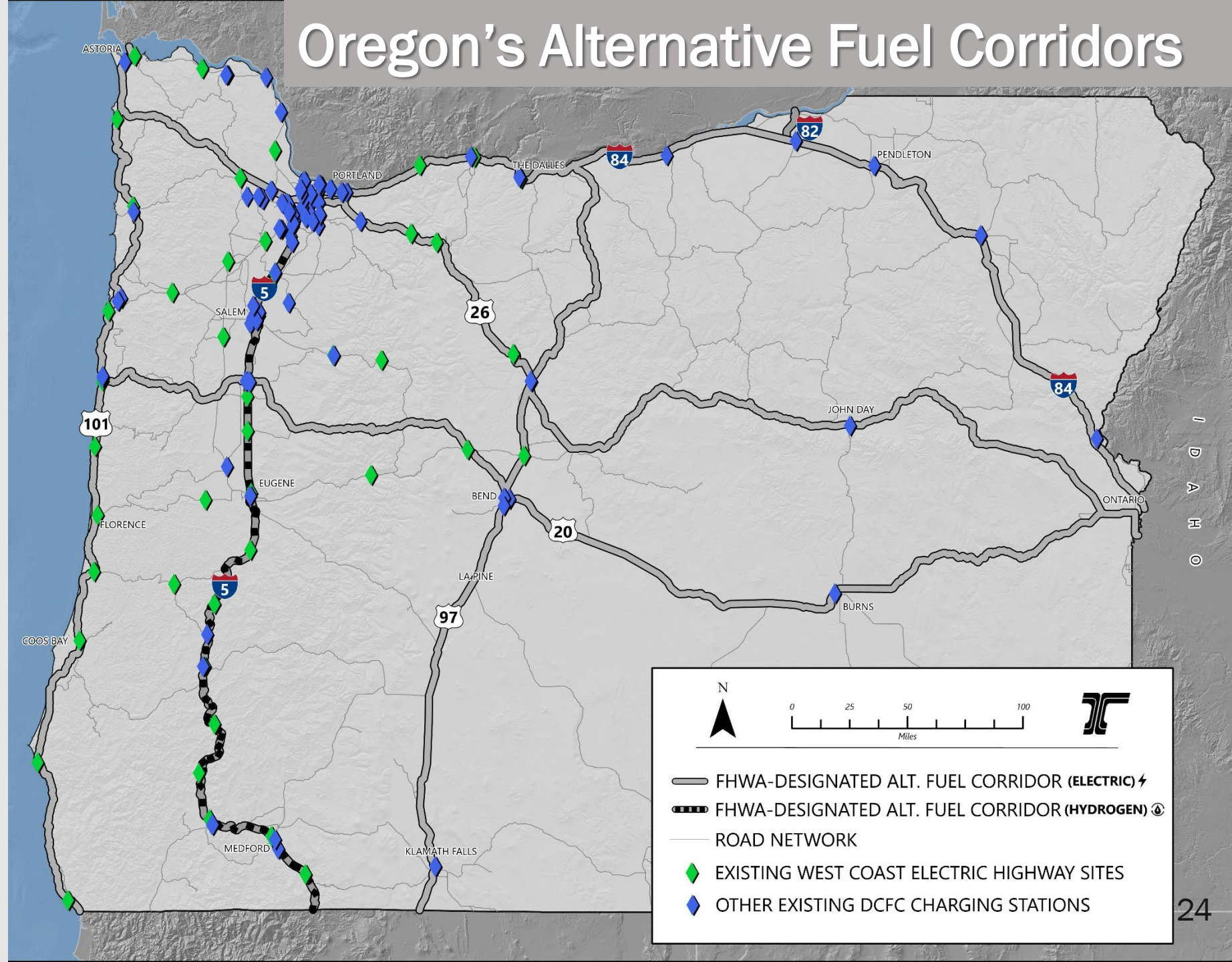
WCEH Upgrades

Priorities



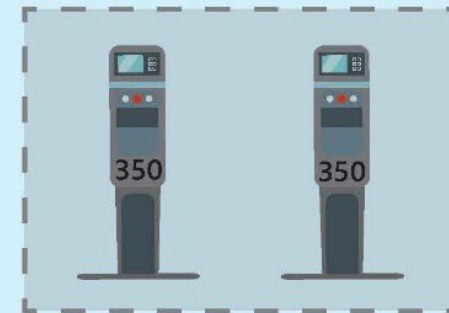
IIJA National EV Formula Funds

Must be used on federally-designated corridors



IIJA National EV Formula Funds

Our plans for a typical site



Charging Stations Every 50-100 miles

Quad: 3x150 KW, 1x350 KW

Future proof for additional 350 KW chargers

Five-Year Outlook: Needs and ODOT Progress (Charging Ports)

ODOT Funding Sources

Current (WCEH Upgrades)

Community Charging (TOF)

IIJA Discretionary Grants

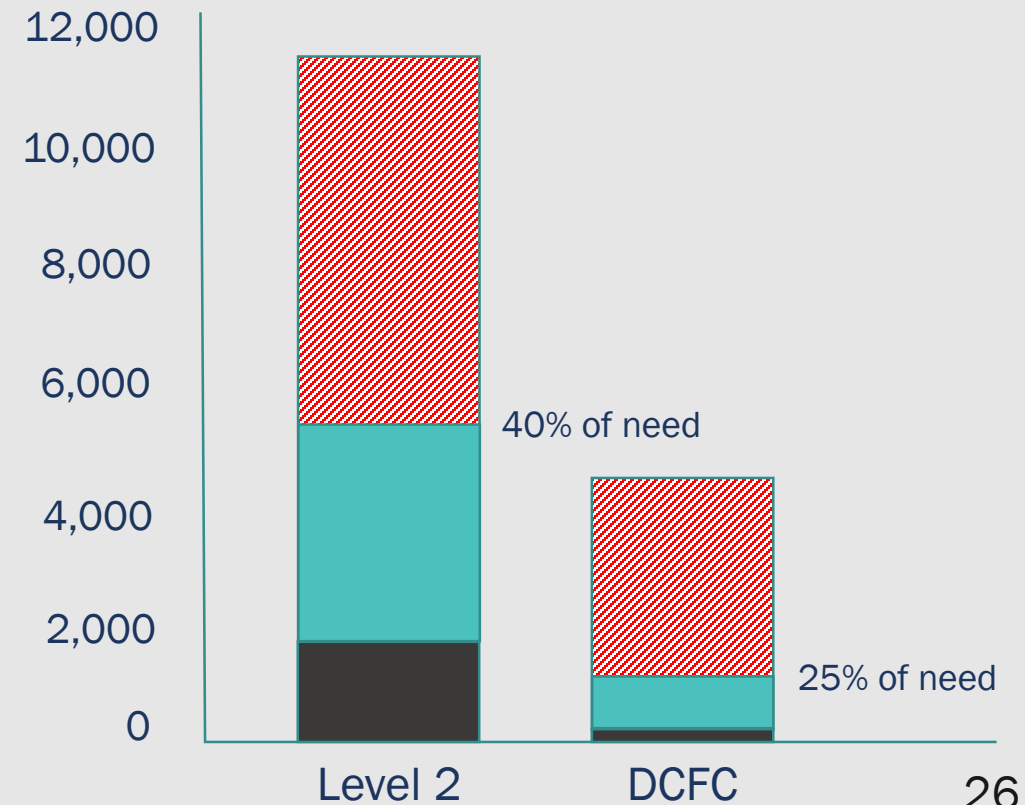
IIJA National EV Formula Funds

Buys Us

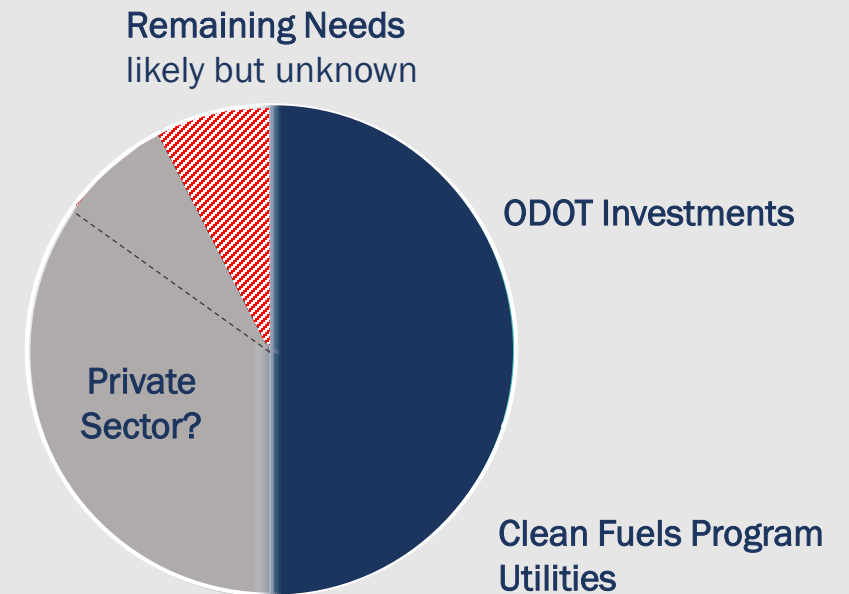
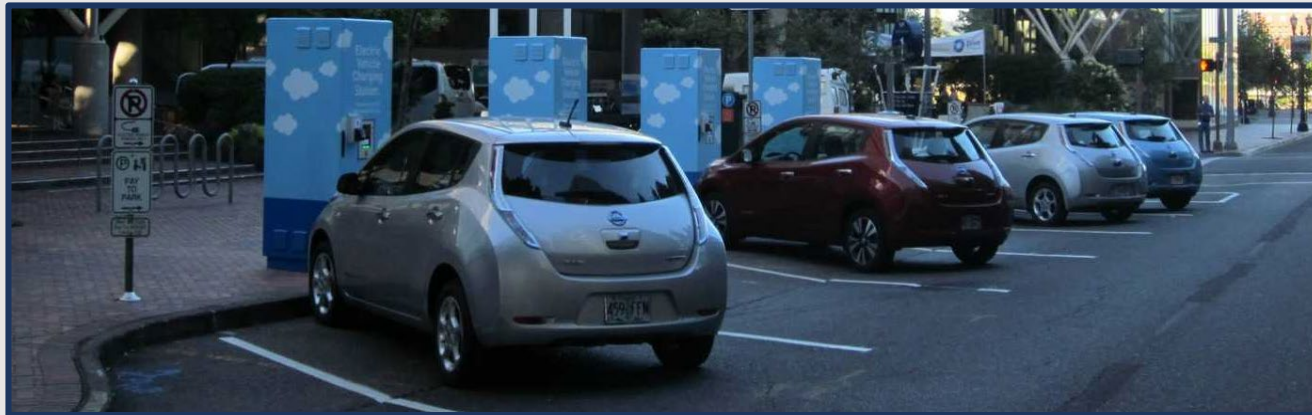
~4,000 Level 2

~1,000 DCFC

Investment Needs



Five-Year Outlook: Needs and Overall Progress



Total IIJA Highway and Transit Formula Funding Under the Fix-It Scenario

