

Infrastructure Investment and Jobs Act

Implications for Oregon

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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



Oregon Transportation Funding Under IIJA



Highways/Special Programs

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

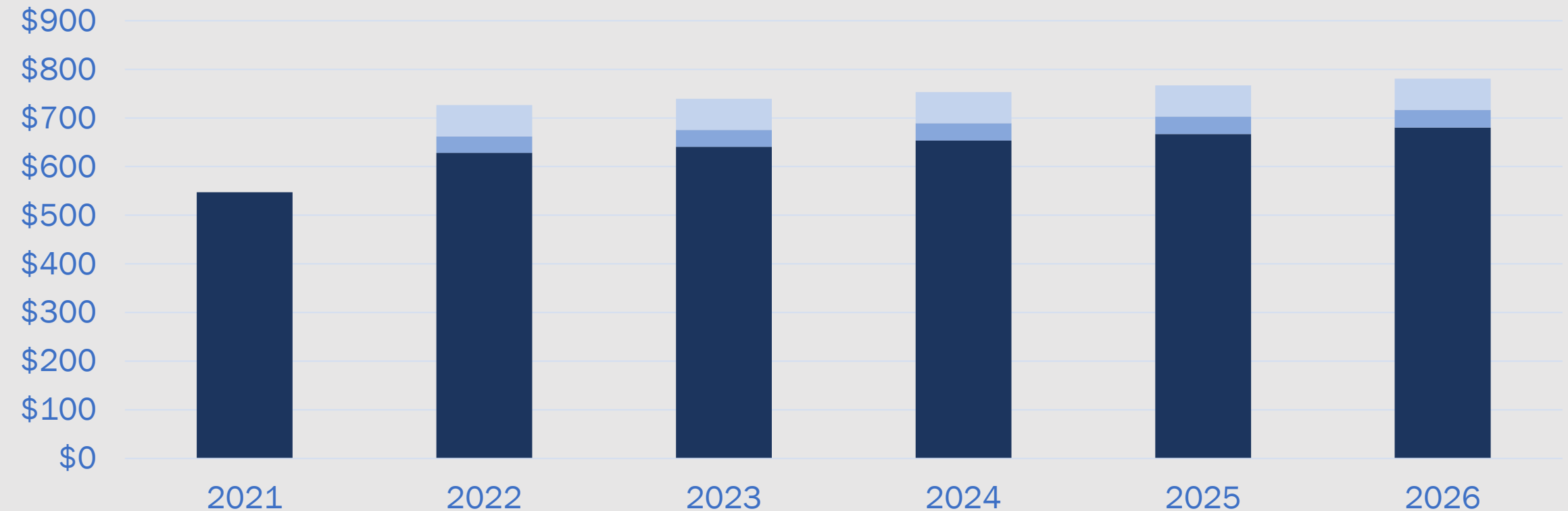


Public Transportation

\$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**

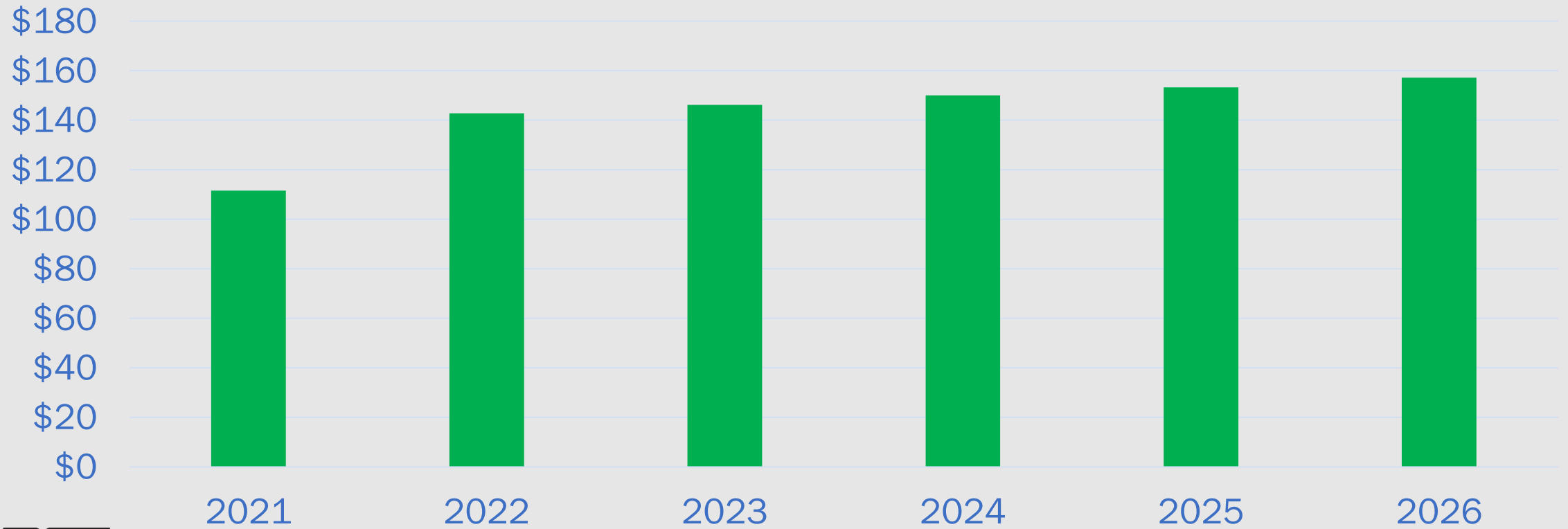
■ Base Apportionments

■ New Apportioned Programs

■ Special Appropriations

Oregon Public Transportation Funding

In millions of dollars



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





Major Projects

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





Resilience

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



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

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



Rail and Intercity Public Transportation

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





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 |



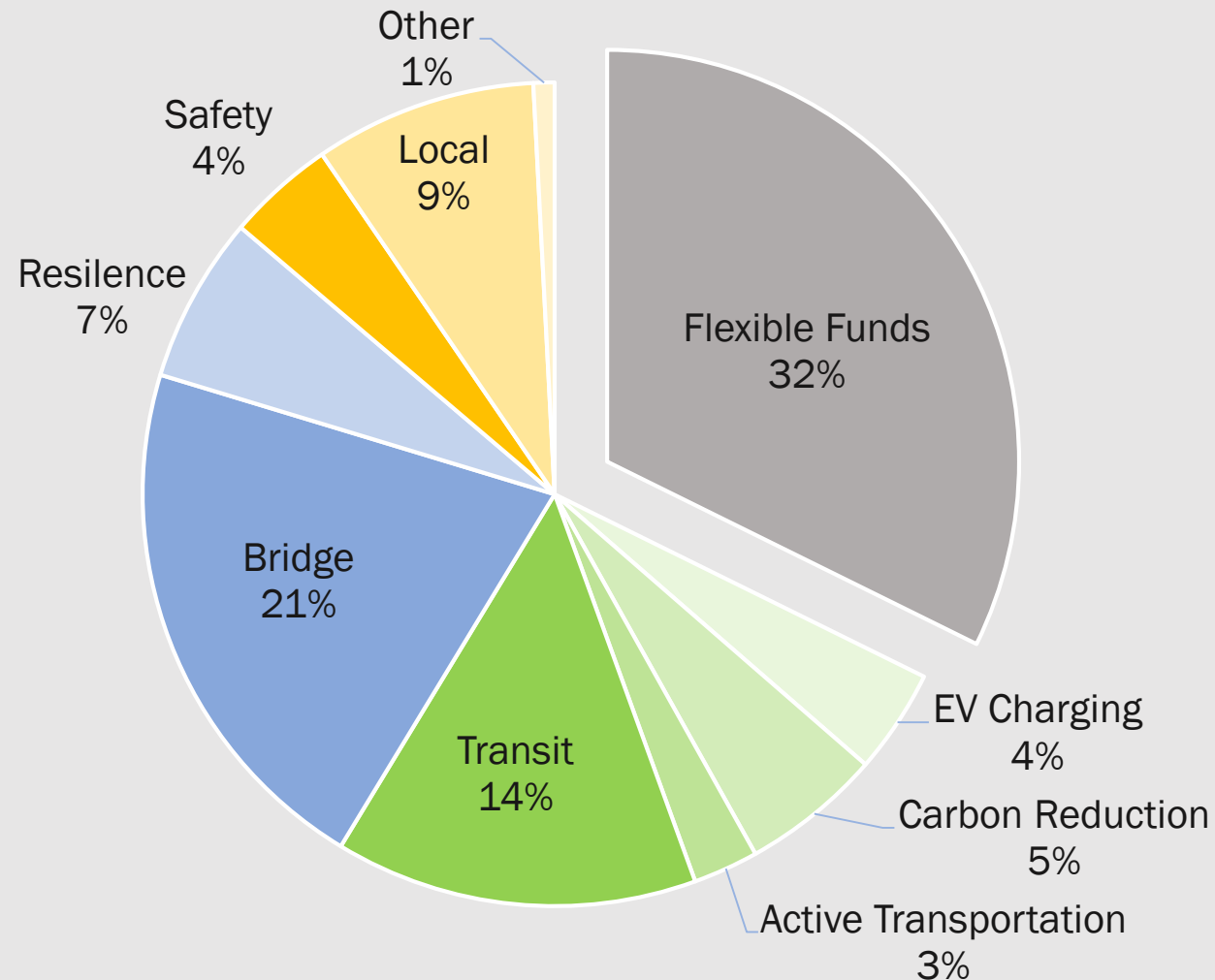
Additional Flexible Funding

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



IJA Additional Funding for Oregon

\$1.2 billion total





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 |