

# Infrastructure Investment and Jobs Act

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January 2022

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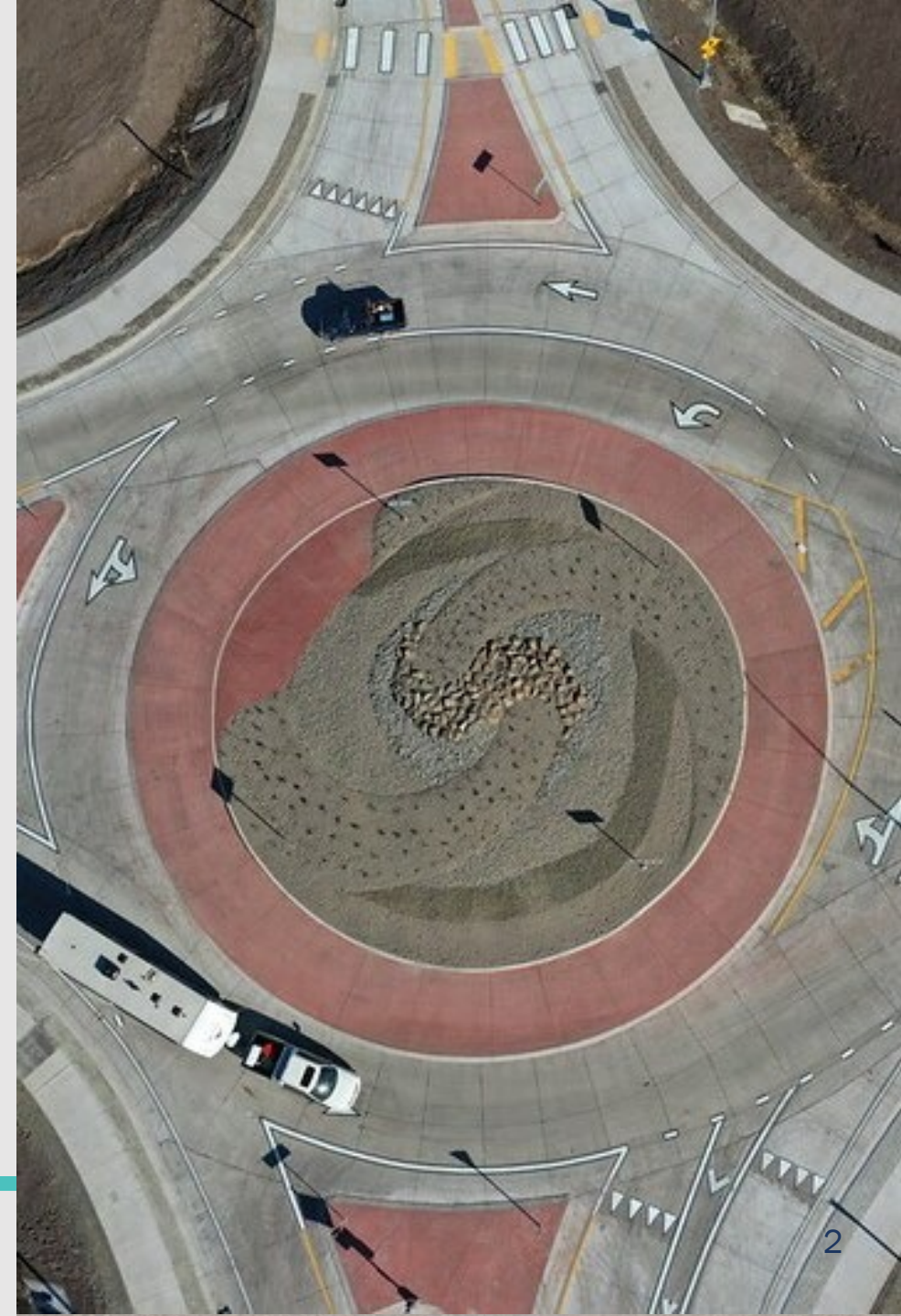
Mac Lynde, ODOT Delivery & Operations Division Administrator

Amanda Pietz, ODOT Policy, Data & Analysis Division Administrator

Karyn Criswell, ODOT Public Transportation Division Administrator

# Outline

- Public comment overview
- Proposed investment areas
- Proposed scenarios
- Scenarios analysis
- Commission feedback



## Timeline and Process for Funding Allocation

Jan 20	OTC receives proposal, provides feedback and takes public comment
Feb	Public comment period on funding options
Feb 17	OTC meeting on IIJA, focused on new programs
March 10	OTC receives public comment on funding options and provides feedback
March 30	OTC approves funding allocation
April	Project selection begins





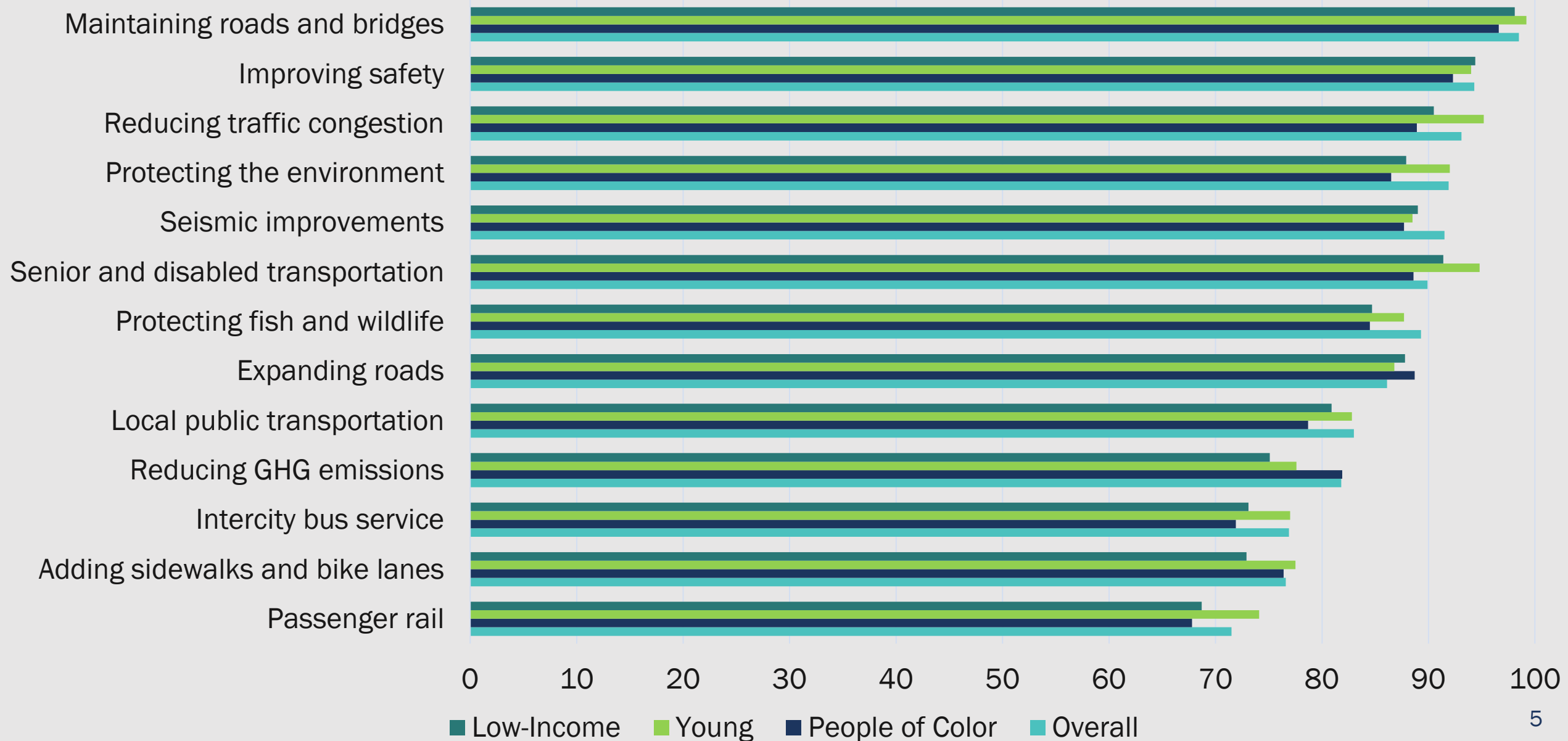
# Public Comment Overview

## Public Input & Engagement Overview

- Analysis of Transportation Needs & Issues Survey on spending priorities
- Conversations with advisory committees and stakeholders
- Public comments at OTC meetings and webinar
- Written comments

# Spending Priorities in the 2021 TNIS by Demographic Group

Percent Saying the Area is Somewhat or Very Important



# Major Themes of Public Comments

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- Support for investing in public and active transportation
- Support for investing in bridges and for preserving road conditions
- A desire to address bottlenecks on state highways
- Interest in addressing the needs of urban arterials
- Support for improving safety across all modes and all programs
- Interest in investing in fish, wildlife, and environmental projects
- Interest in expanding electric vehicle charging opportunities across the entire state
- Concern about ensuring a fair regional distribution of funds and a desire to invest in regional and local priorities



A worker in an orange safety suit and hard hat stands on a blue aerial lift platform, working on a steel bridge structure. The background is a dense forest of evergreen trees. The scene is overlaid with a semi-transparent blue filter.

# Proposed Investment Areas



# STIP Funding Allocations

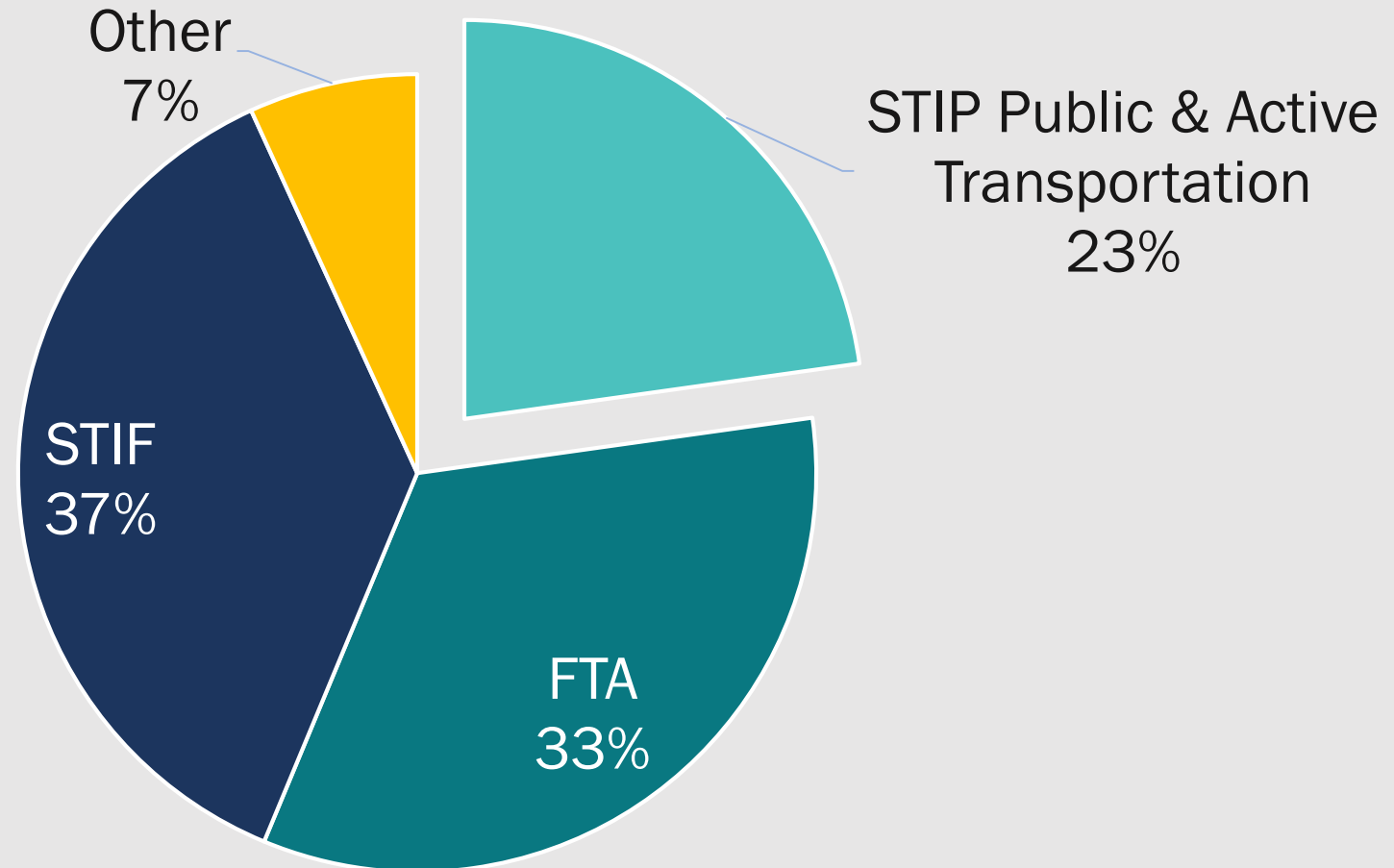
## Selected Funding Categories

Category	21-24 STIP	24-27 STIP
Fix-It	\$839m	\$827m
Public and Active Transportation	\$158m	\$255m
Enhance Highway	\$687m	\$175m
Safety	\$147m	\$147m
Local Programs	\$406m	\$405m
ADA Accessibility	\$316m	\$170m



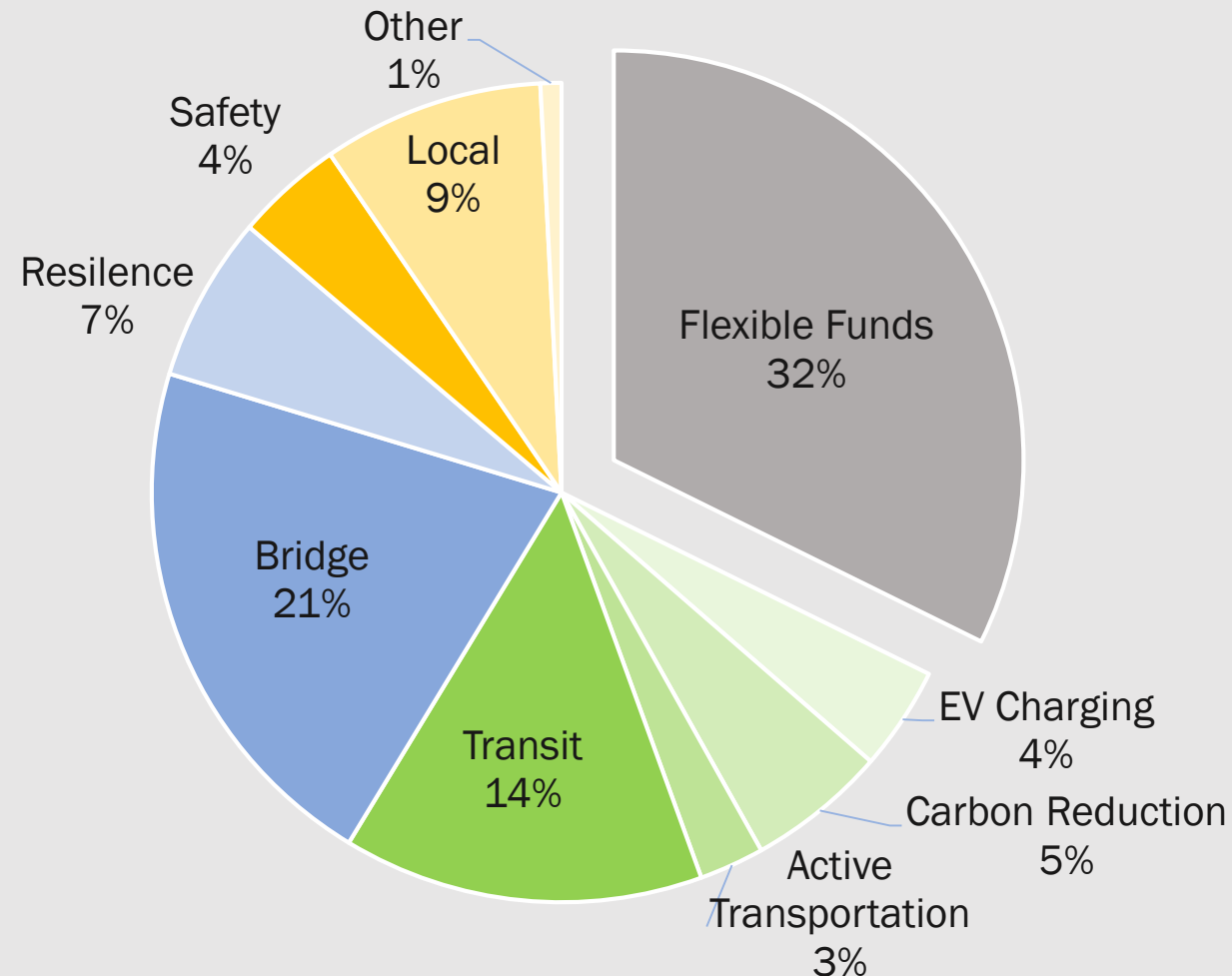
# Public & Active Transportation Spending

State and Federal Sources, 2025-2027 (pre-IIJA)



# IIJA Additional Funding for Oregon

\$1.2 billion total





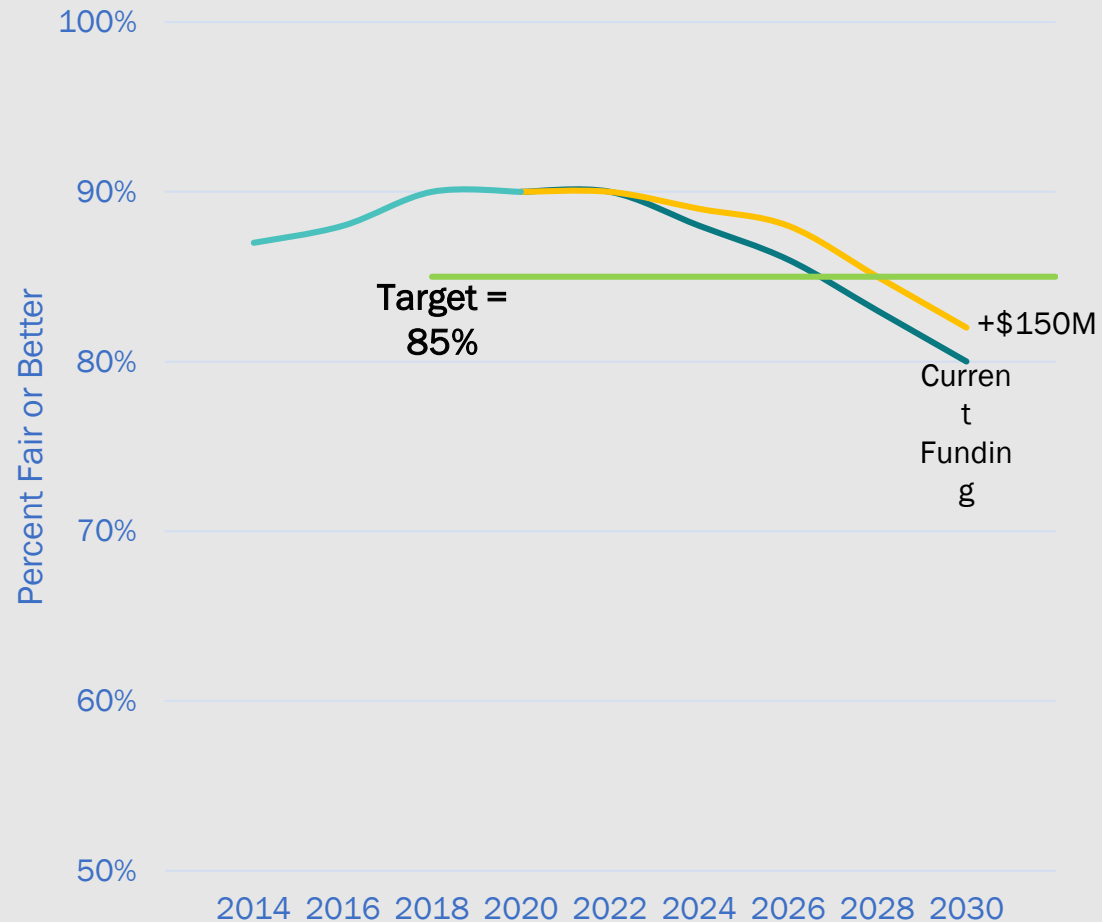
# Proposed Investment Areas

- Fix-It
- Enhance Highway
- ADA Accessibility
- Great Streets
- Safe Routes to School
- Local Climate Planning
- Operations and Maintenance
- Match for discretionary grants
- Business & Workforce Development

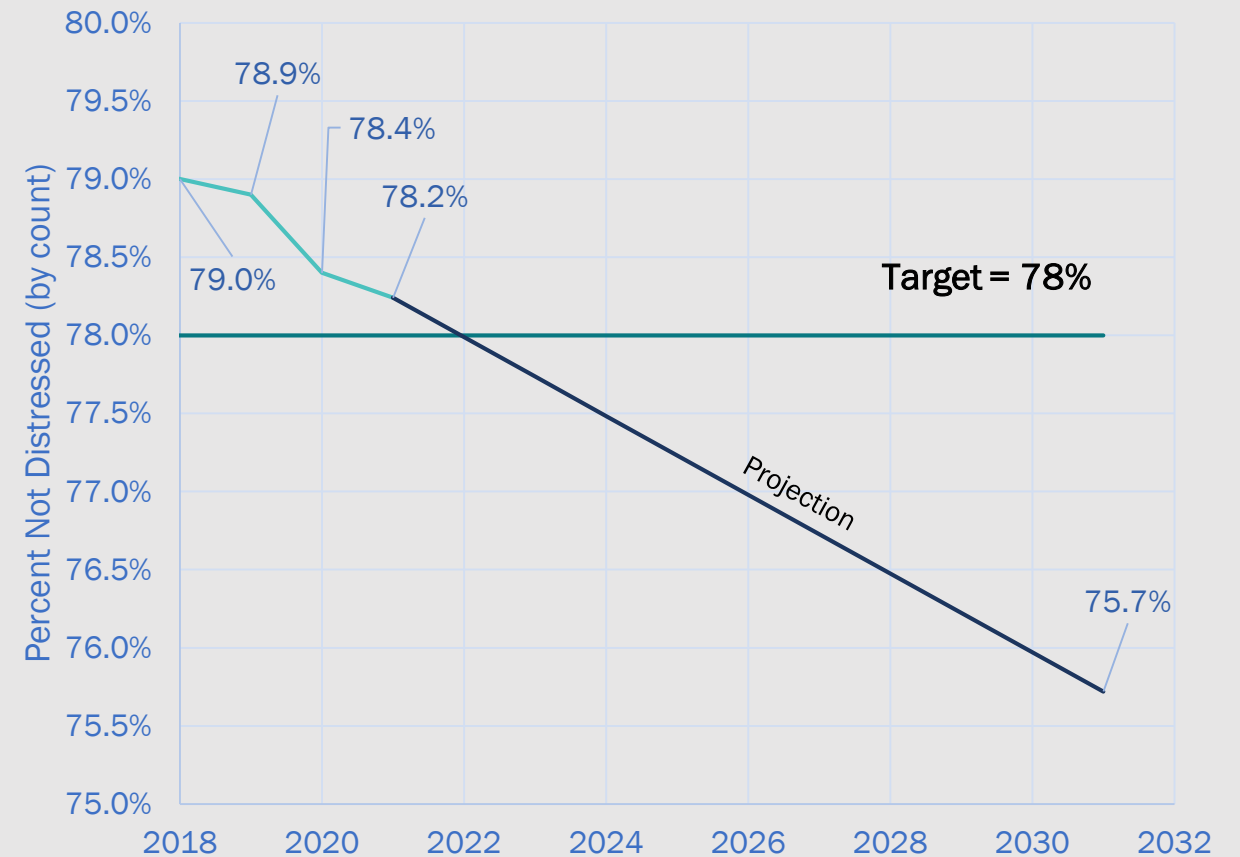


# Fix-It

## Pavement Conditions



## Bridge Conditions





## Enhance Highway

- Extremely limited funding in '24-'27 STIP--\$65m in discretionary funding to supplement HB 2017
- Priorities include:
  - Finishing off underfunded projects--particularly HB 2017 named projects
  - Going further down the list of '24-'27 STIP Enhance Highway Discretionary projects
  - Low-cost operational solutions
  - Developing projects for discretionary grants and future opportunities



## ADA Accessibility

- ODOT has committed to addressing curb ramps that inhibit access for people with disabilities
- Additional funding needed to meet required number of curb ramps through 2027





## Great Streets

- Urban arterials should be safe for all users and prioritize economic and community activity
- Many urban arterials face significant safety, multimodal, and roadway condition needs that are difficult to meet with our current program structure
- Would invest in meeting the comprehensive needs of streets in incorporated areas of all sizes, with a focus on safety and multimodal accessibility



# Safe Routes to School

- Would help provide safe ways for kids to get to school and broad benefits for many users
- Would supplement HB 2017 and additional investments made by OTC in 2024-2027 STIP
- Last two rounds of competitive funding have had \$4 in requests for every dollar of funding







## Local Climate Planning

- Under DLCD's updated Transportation Planning Rule, cities, counties and MPOs will need to update local plans for investing in carbon reduction
- Funding can help move forward on implementing Governor Brown's EO 20-04 and making progress on Oregon's climate commitments

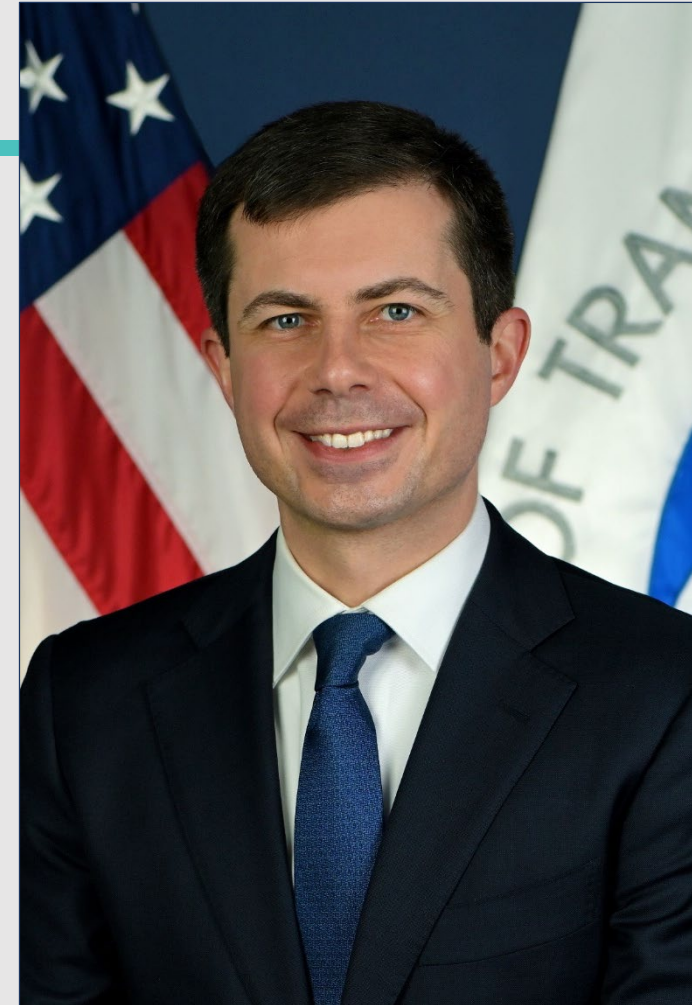


## Operations and Maintenance

- ODOT faces a \$500 million shortfall in O&M funding for maintenance, administration, DMV, CCD through 2029
- IIJA will increase O&M deficit due to increased match and staffing costs
- Setting aside small portion of funds to federalize O&M would reduce this impact

## Match for Competitive Grants

- Over \$100 billion in competitive grants to be awarded by USDOT
- ODOT has limited funding available to match these grants
- Federalizing some costs would free up funding to make a pot of state match available
- Could be used for wildlife crossings, RAISE, INFRA, etc.
- \$40 million could leverage \$160 million in federal funds







## Business & Workforce Development

- Additional project volume will require broadening pool of contractors/subcontractors and expanding workforce
- Funding would support programs for BIPOC/women owned businesses and developing a skilled and diverse workforce

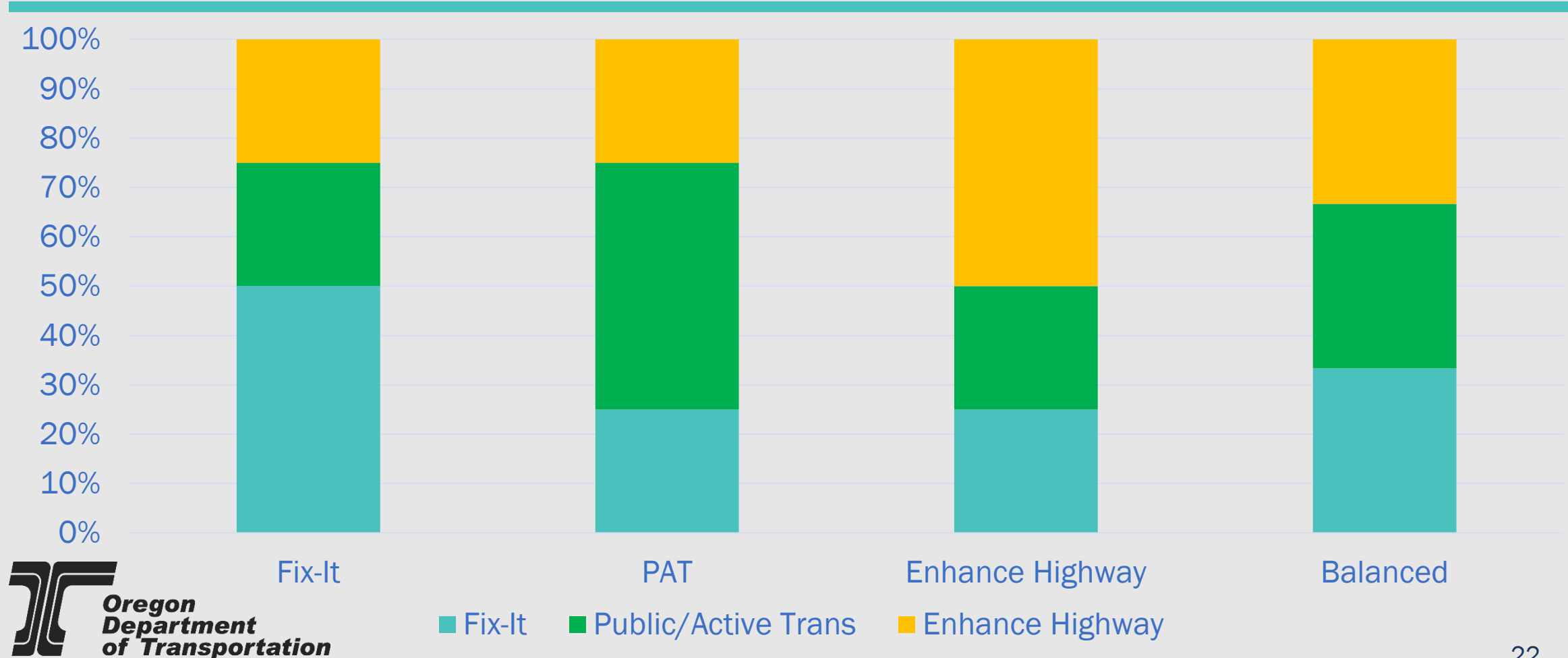


A worker wearing a red safety suit and a hard hat is standing on a blue aerial lift platform. The worker is positioned on a steel bridge structure, possibly performing maintenance or construction. The background is a dense forest of evergreen trees. The entire image has a blue tint.

# Scenarios

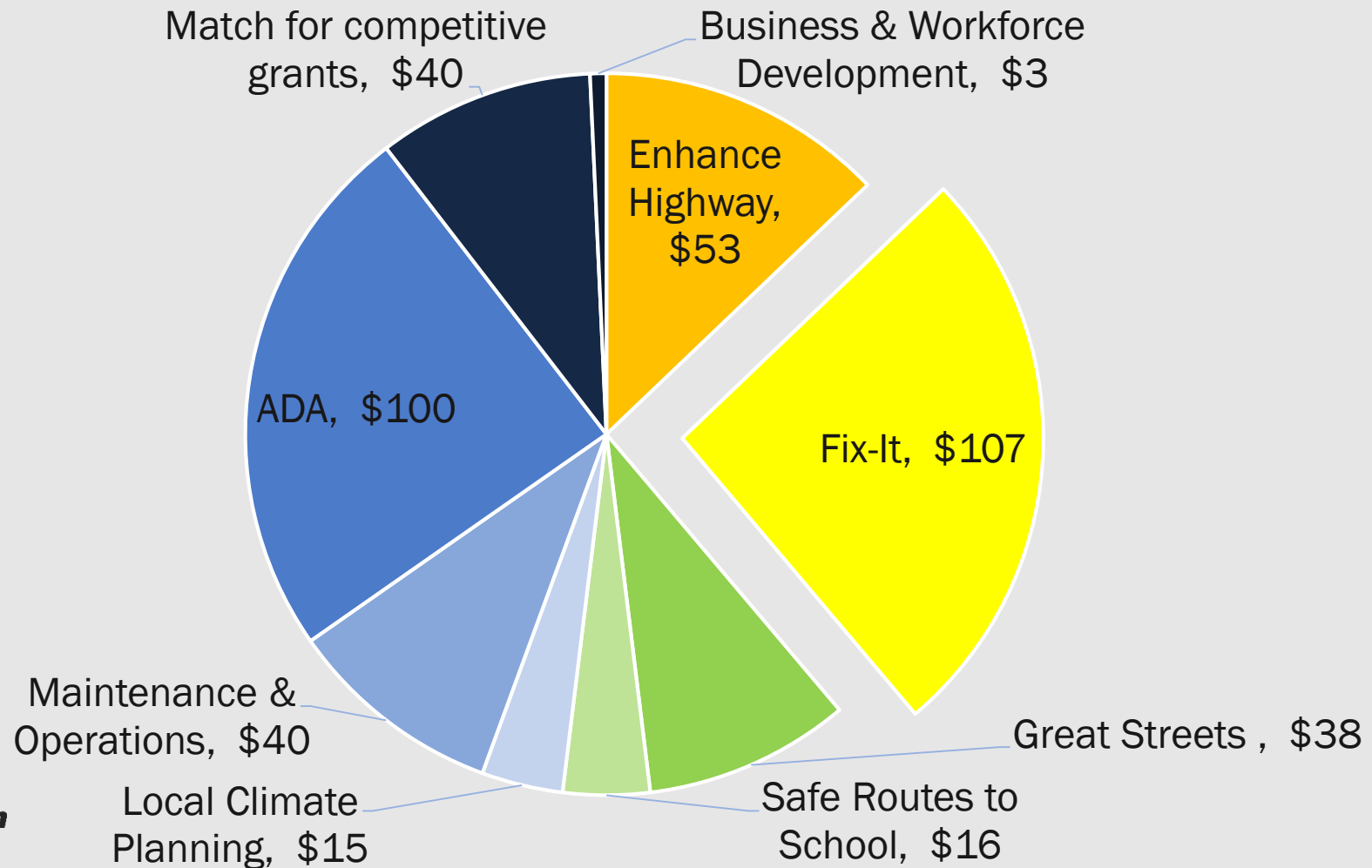
# IIJA Flexible Funding Scenarios

Net of \$198 million setaside for ADA, match, O&M, Business & Workforce, and climate planning

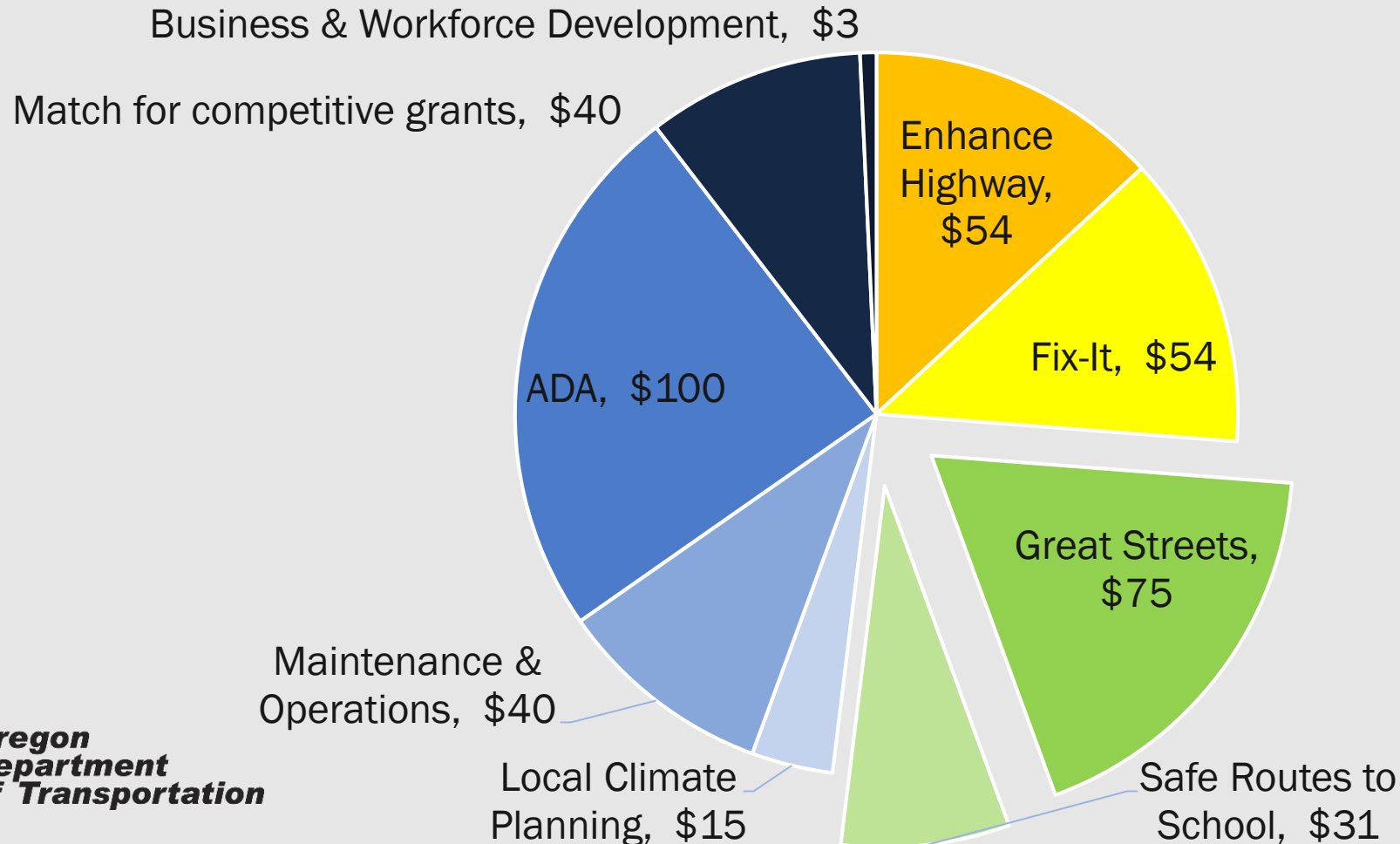




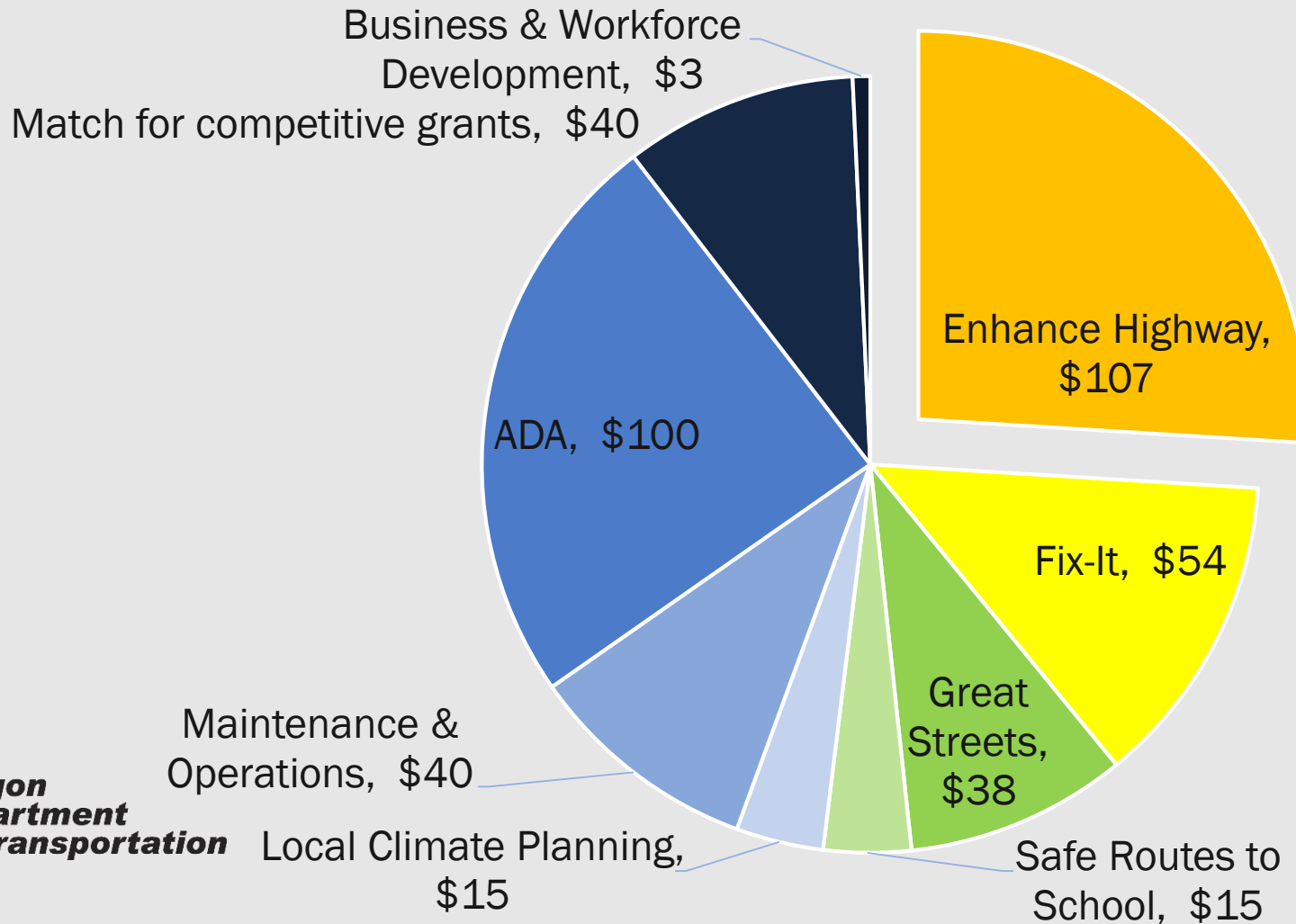
# Scenario 1: Fix-It



# Scenario 2: Public and Active Transportation

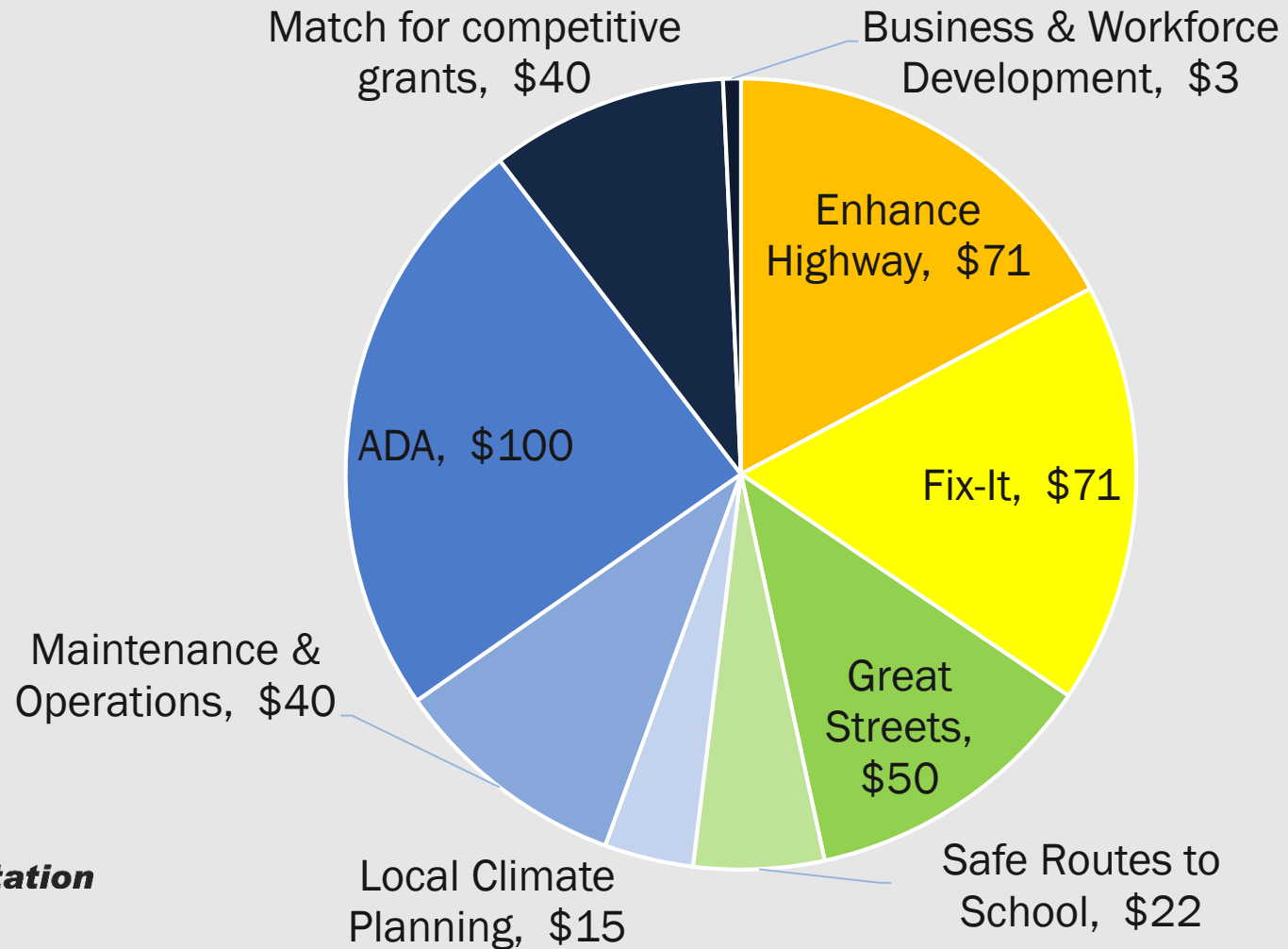


# Scenario 3: Enhance Highway





# Scenario 4: Balanced





# Scenario Analysis

# Program Funding Allocations

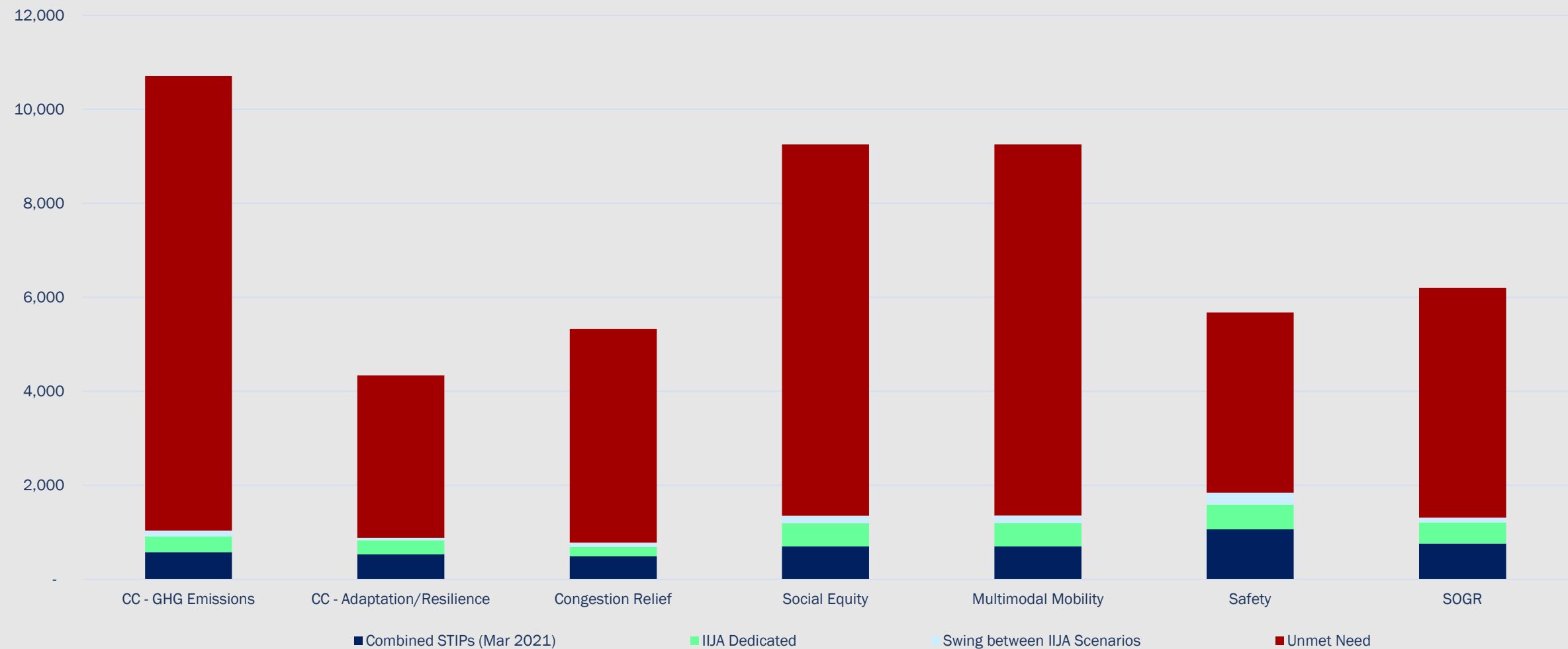
Priority outcome areas used to assess trade-offs across new funding scenarios





# Addressing Outcome Needs

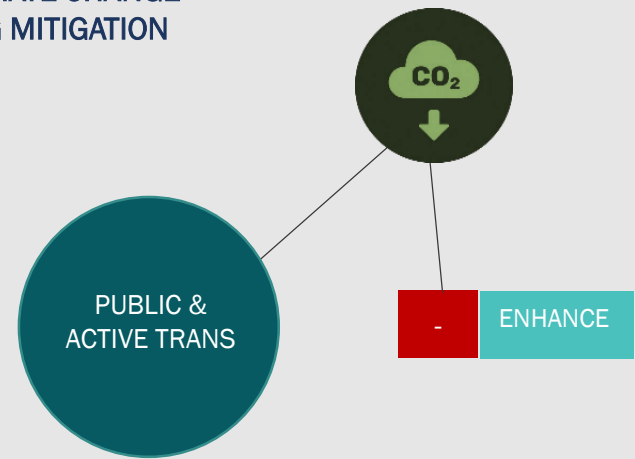
Projected Outcomes vs. 6 years of Need



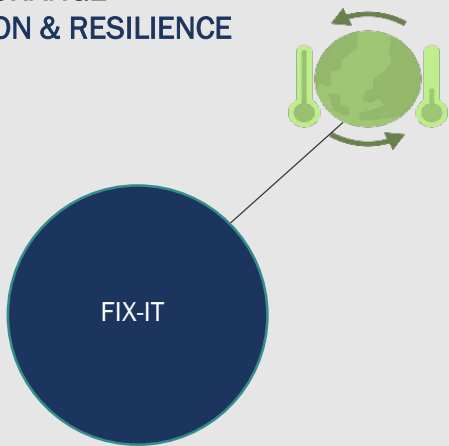
*\*Note: chart reflects the extent to which the program funding allocations in IIJA STIP scenarios are projected to address transportation system needs across priority outcome areas. Identified outcome area needs are based on estimated funding needed to achieve Agency goals and objectives as described in statewide policy and modal plans, system needs assessments, and program investment strategies and do not include system needs funded outside the STIP (e.g. local, transit, and maintenance and operations).*

# Which Investments Influence Outcomes (Scaled)

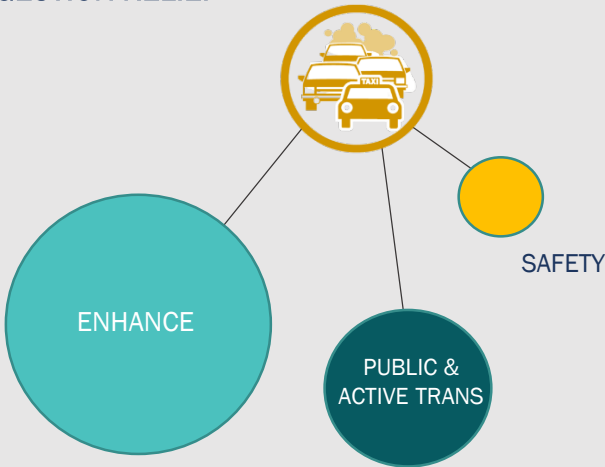
CLIMATE CHANGE  
GHG MITIGATION



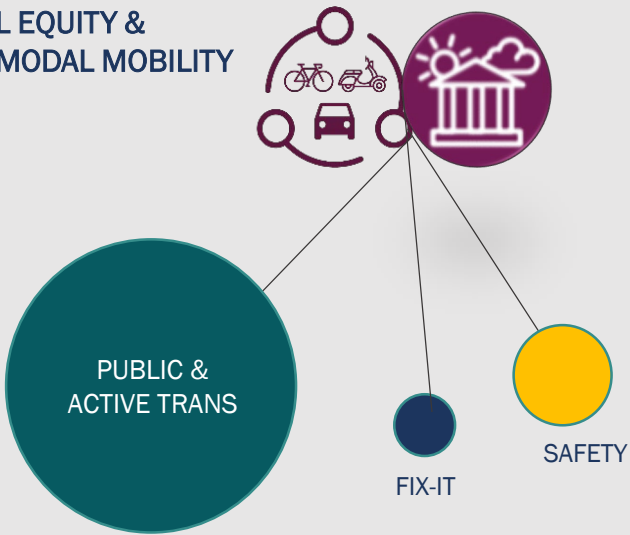
CLIMATE CHANGE  
ADAPTATION & RESILIENCE



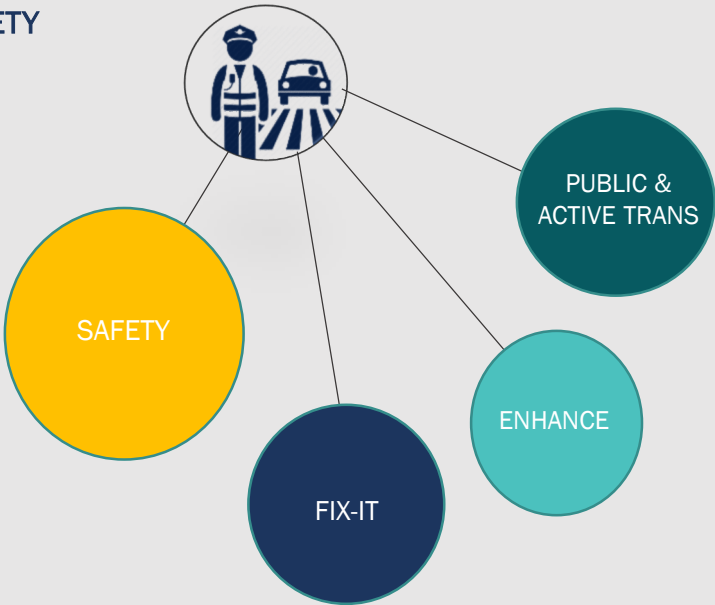
CONGESTION RELIEF



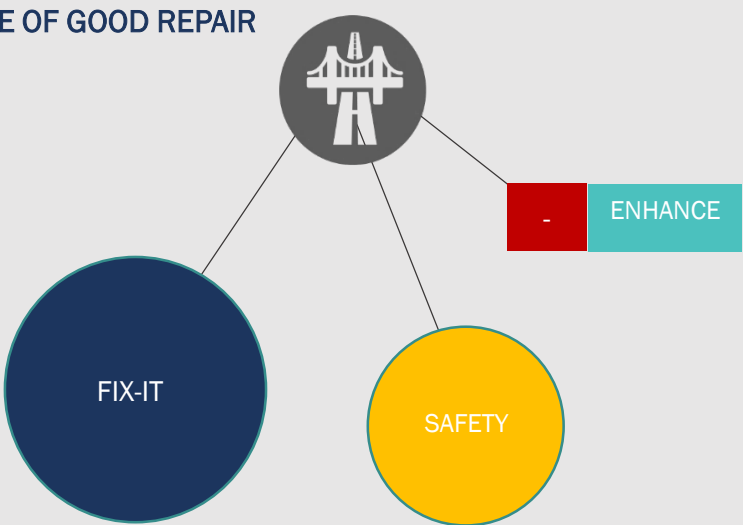
SOCIAL EQUITY &  
MULTIMODAL MOBILITY



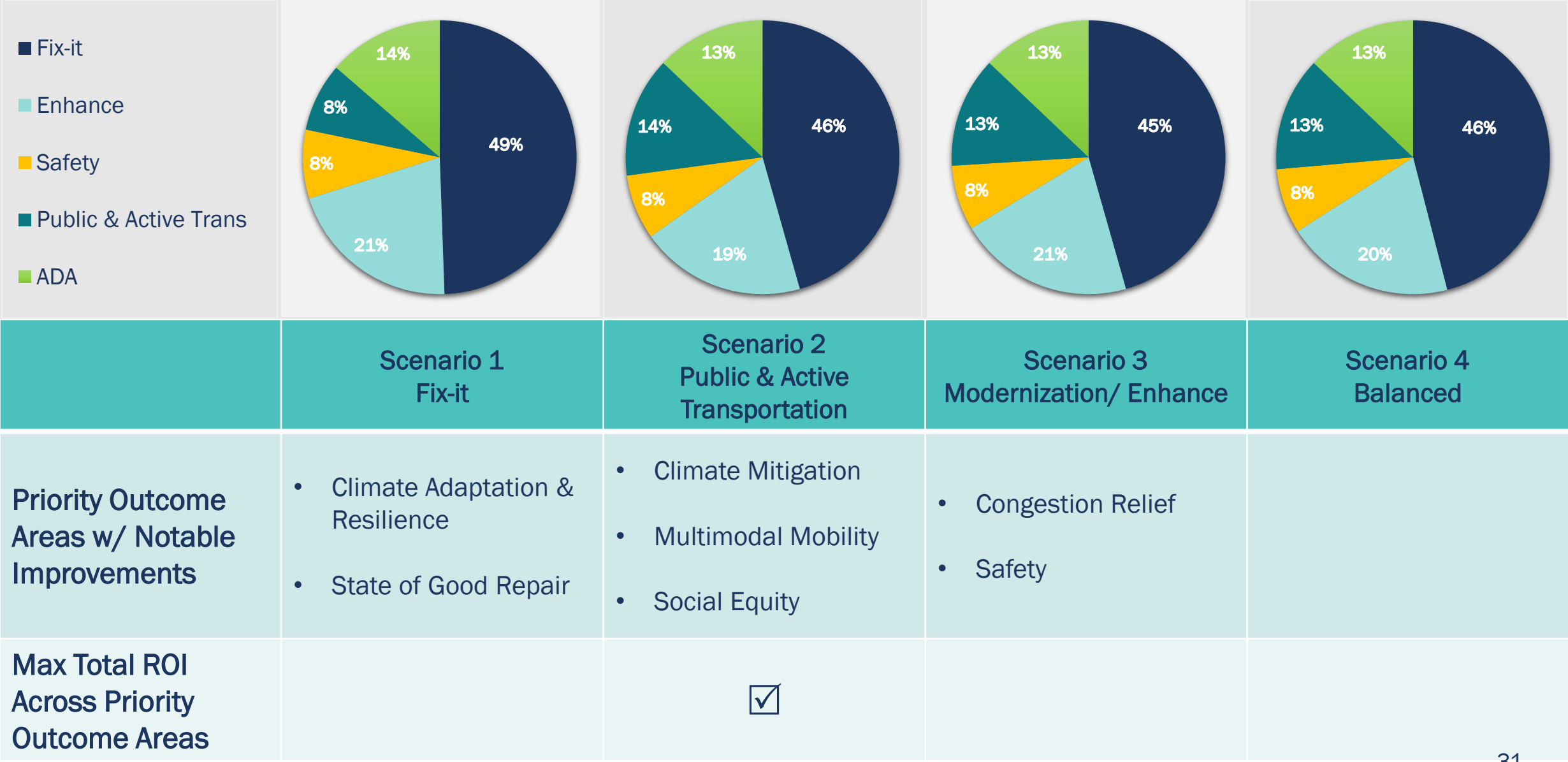
SAFETY



STATE OF GOOD REPAIR



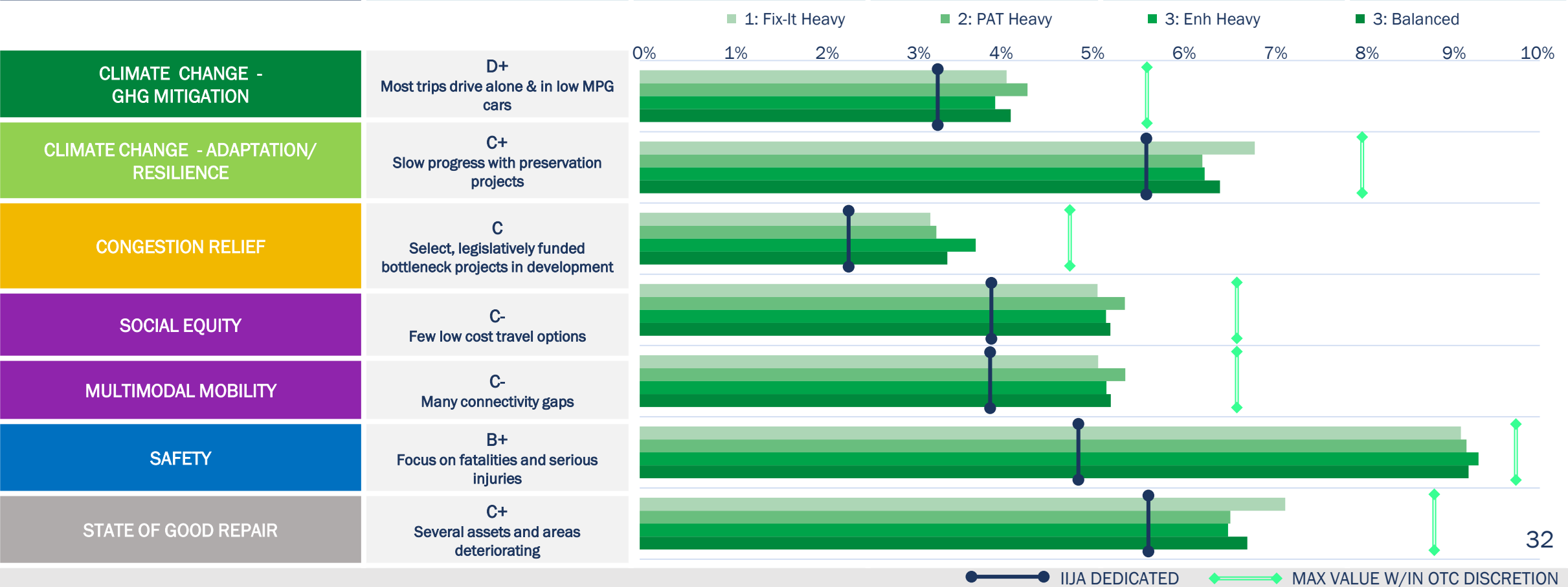
# Preliminary Analysis of IIJA Scenario Trade-offs



*\*Note: funding splits reflect total investments with dedicated and discretionary IIJA amounts included in each scenario.*



	BASLINE PRE-IJA COMBINED STIP FUNDING*	S1 LEANING FIX-IT	S2 LEANING PUBLIC & ACTIVE TRANSPORTATION	S3 LEANING MODERNIZATION/ ENHANCE	S4 BALANCED INVESTMENTS
FIX-IT*	1666	2123	2070	2070	2087
ENHANCE	835	888	889	942	906
PUBLIC & ACTIVE TRANS	432	594	646	594	612
SAFETY	294	348	348	348	348
ADA	486	586	586	586	586



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## Request for Feedback

- Are these the correct areas to focus investment of IIJA flexible highway program funds?
- Do you have any comments about proposed programs?
- Are these appropriate funding options to release for public review and comment?

