

Infrastructure Investment and Jobs Act

Racial Justice Council

January 19, 2022

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Revenue, Finance and Compliance

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 Transportation Commission



Chair Bob Van
Brocklin



Vice Chair Alando
Simpson



Julie Brown



Sharon Smith



Marcilynn Burke

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.

Four Key Decision Points That Will Integrate Equity



Funding Allocation

How to spend the money across program areas

March 2022



Project Selection

Which specific projects to fund in each program

From April 2022



Project Development

Designing each project to meet community needs

2022-2027



Contracting

How to procure and contract for each project

2022-2027

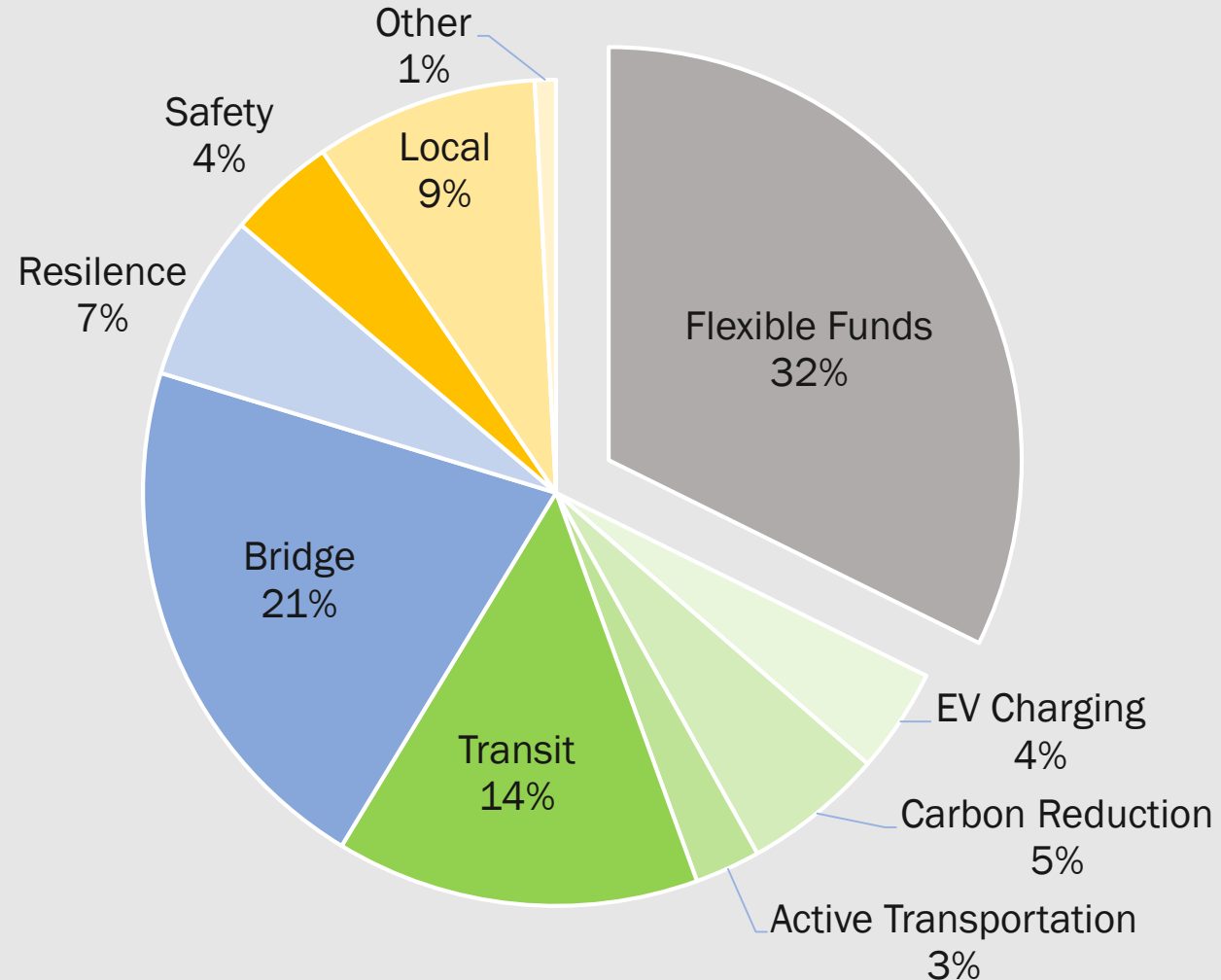
Feedback Requested from RJC

- How should the OTC allocate the IJA funds across different categories of funding and programs?
- What criteria should we provide to the OTC to ensure an equity-informed lens in project selection?
- How can ODOT ensure opportunity for BIPOC and women-owned firms to compete effectively for contracts & subcontracts?



IIJA Additional Funding for Oregon

\$1.2 billion total over 5 years (2022-2026)



Proposed Investment Areas for Flexible Highway Funds

- 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





Great Streets

- Urban arterials should be safe for all users and prioritize economic and community activity
- 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





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



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

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

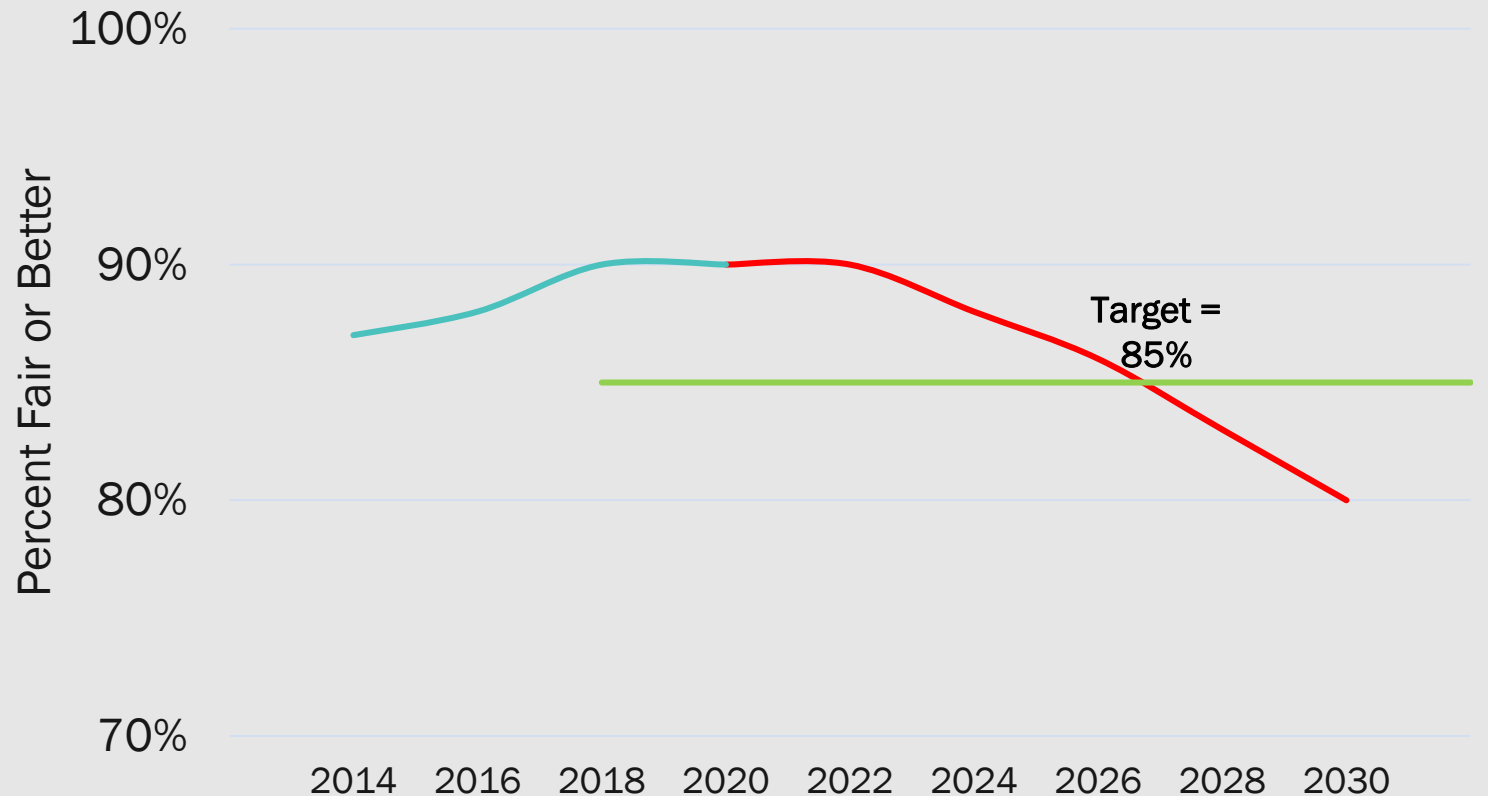


Fix-It

- Fix-It programs reduced slightly in '24-'27 STIP
- Pavement preservation provided just \$100m/year in '24-'27 STIP
- Pavement conditions projected to decline

State Highway Pavement Conditions

Percent Fair or Better





Operations and Maintenance

- ODOT faces a \$500 million shortfall in O&M funding for maintenance, DMV, CCD, administration through 2029
- Setting aside small portion of funds to federalize O&M could reduce this impact



Enhance Highway

- Extremely limited discretionary funding in '24-'27 STIP– only \$65 million available statewide
- 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

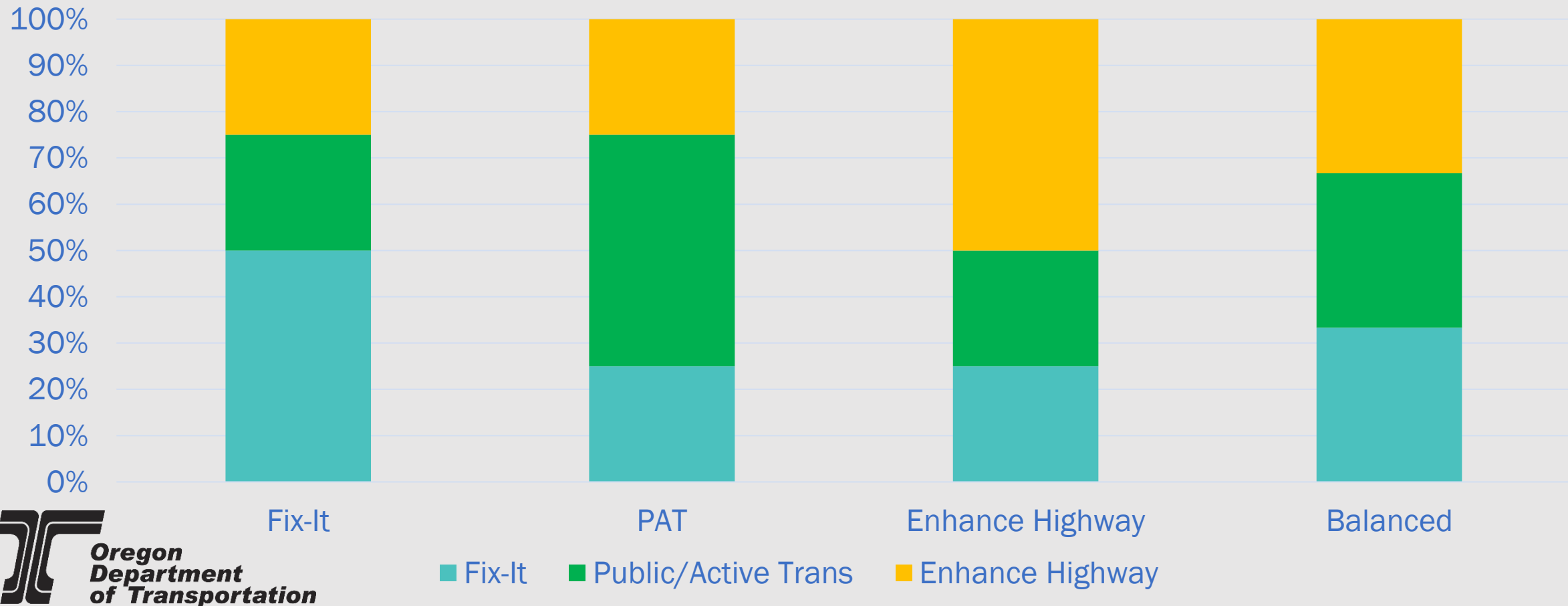
Match for Competitive Grants

- Over \$100 billion in competitive grants to be awarded by USDOT
- ODOT has limited funding available to match these grants
- \$40 million could leverage \$160 million in federal funds



IIJA Flexible Funding Scenarios

Net of set asides for other programs



Preliminary Analysis of IJA Scenario Trade-offs

	Scenario 1 Fix-it	Scenario 2 Public & Active Transportation	Scenario 3 Modernization/ Enhance	Scenario 4 Balanced
<ul style="list-style-type: none"> ■ Fix-it ■ Enhance ■ Safety ■ Public & Active Trans ■ ADA 				
Priority Outcome Areas w/ Notable Improvements	<ul style="list-style-type: none"> • Climate Adaptation & Resilience • State of Good Repair 	<ul style="list-style-type: none"> • Climate Mitigation • Multimodal Mobility • Social Equity 	<ul style="list-style-type: none"> • Congestion Relief • Safety 	
Max Total ROI Across Priority Outcome Areas		<input checked="" type="checkbox"/>		

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

How to Provide Feedback

- Contact ODOT leadership to schedule a discussion: travis.brouwer@odot.oregon.gov
- Participate in equity engagement session with ODOT on February 3rd at 6:30 pm
- Submit comments and letters through OTC website at www.oregon.gov/odot/Get-Involved/Pages/OTC-Comments.aspx
- Provide public comment at OTC meetings
 - January 20
 - February 17 (special meeting on IJJA)
 - March 10
 - March 30 (special meeting on IJJA)



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