

Programs Funded by Infrastructure Investment and Jobs Act

Flexible Highway Funds

The Oregon Transportation Commission approved spending \$412 million of Infrastructure Investment and Jobs Act flexible highway funding on the programs described below. For details on how ODOT will spend funding in new dedicated formula funding programs, see summaries of the [National Electric Vehicle Infrastructure](#), [Carbon Reduction](#), [Bridge](#), and [PROTECT](#) programs.

- **Great Streets (\$50 million)**

Many state highways that pass through urbanized areas are focused on moving cars and trucks through communities but do not adequately address community safety, specifically for people walking and biking. These main streets do not support community and economic vitality and many need significant improvements. Federal and state transportation funding is usually attached to specific program requirements that makes it difficult to address safety needs for these critical streets holistically. The Commission dedicated funding to a “Great Streets” program to improve urban main streets in communities of all sizes. The “Great Streets” program prioritizes safety, accessibility, and equity, and will address declining road conditions and other needs.

- **Safe Routes to School (\$30 million)**

[ODOT’s Safe Routes to School](#) program makes improvements that help students bike or walk safely to elementary and middle schools. Additional funding for Safe Routes education programs and construction projects such as sidewalks, crossings and bicycle facilities will help meet a portion of the significant unfunded need while also providing broad community benefits for many users.

- **Innovative Mobility Pilot Program (\$10 million)**

The new [Innovative Mobility Pilot Program \(IMPP\)](#) will provide grants to community-based organizations and government agencies for innovative public and active transportation programs and projects that will enhance sustainable and equitable mobility. The IMPP will significantly expand ODOT’s ability to leverage private and other public funds through partnerships to meet a broad range of community needs that make it easier for people to walk, roll, bike, share rides, vanpool, and take public transportation to meet daily travel needs. The \$10 million in federal IJA funding will be supplemented by additional state funding.

- **Local Climate Planning (\$15 million)**

Under the Department of Land Conservation and Development’s proposed [Climate-Friendly and Equitable Communities rulemaking](#), cities, counties, and metropolitan planning organizations in urbanized areas over 50,000 will be required to update their local transportation plans to reduce greenhouse gas emissions from the transportation system. Providing cost-share funding to local governments will help advance the state’s climate goals while providing funding assistance to local governments.

- **Americans with Disabilities Act Curb Ramps (\$95 million)**

ODOT has committed to make state highways accessible for those experiencing a disability by building ADA-compliant curb ramps. IIJA funds will provide ODOT additional resources to help meet its commitment to build or rebuild 26,000 curb ramps.

- **Fix-It (\$75 million)**

Fix-It projects repair or rebuild existing bridges, pavement and other assets to keep them in a state of good repair. While IIJA provides a significant direct infusion of resources in bridges, additional funding approved by the OTC will be dedicated to pavement and other assets to limit the deterioration of state highways.

- **Enhance Highway (\$50 million)**

Enhance highway projects reduce congestion, improve safety, and create economic development opportunities by adding lanes, fixing interchanges, and making other improvements that make roads function better. Funding is needed to complete a number of Enhance Highway projects—particularly those earmarked by the Legislature in HB 2017.

- **Business and Workforce Development (\$7 million)**

To meet equity goals and expand the pool of contractors and workers, the OTC invested in programs that provide supportive services to businesses owned by women and people of color and that help expand and diversify the transportation construction workforce.

- **Match for US DOT Competitive Grants (\$40 million)**

Under the IIJA, US DOT will award more than \$100 billion in funding under competitive grant programs. However, ODOT will be constrained in applying for these funds due to a shortage of state funds to use as the required non-federal match. The OTC provided IIJA funds to cover state-funded projects, freeing up State Highway Fund resources to leverage significant federal resources under a variety of programs, from congestion relief funding to wildlife crossings and pedestrian and bicycle projects.

- **Operations and Maintenance (\$40 million)**

ODOT faces a significant long-term deficit in the agency's operations and maintenance (O&M) budget, which primarily funds highway maintenance activities, including patching potholes, plowing snow, and other day-to-day work that keeps roads safe and open to traffic. The O&M budget also pays for the DMV, truck safety and regulation, and administrative functions. The IIJA will exacerbate this O&M shortfall by increasing the amount of state O&M funding ODOT needs to shift to providing match for federal funds and by increasing staffing costs for delivering federally funded projects. Using IIJA funds to cover the cost of some O&M programs currently funded by state dollars will partially offset this impact and reduce future cuts to maintenance and operations programs.

Other resources (websites, email address, contact info)

- [National Electric Vehicle Infrastructure](#)
- [Carbon Reduction](#)
- [Bridge](#) program
- [PROTECT](#) program