

STIMULATING OREGON'S ECONOMY

The state's biggest public works project in a half-century is fostering economic growth and commerce in Oregon for years to come.

The OTIA III State Bridge Delivery Program is part of the Oregon Department of Transportation's 10-year, \$3 billion Oregon Transportation Investment Act. OTIA funds are repairing or replacing hundreds of bridges, paving and maintaining city and county roads, improving and expanding interchanges, adding new capacity to Oregon's highway system, and removing freight bottlenecks statewide. Based on 2008 dollars, about 14 family-wage jobs are sustained for every \$1 million spent on transportation construction in Oregon. Each year during the remainder of the OTIA program, we estimate that construction projects will sustain an average of 4,100 family-wage jobs.

Jump-starting the economy

- With funds provided by the Oregon Transportation Investment Act, the Oregon Department of Transportation is stimulating Oregon's economy by sustaining thousands of family-wage jobs in construction and related industries.
- The \$1.3 billion OTIA III State Bridge Delivery Program is repairing or replacing hundreds of aging bridges on Oregon's state highways. ODOT estimates that the bridge program will sustain an average of more than 2,500 jobs annually until 2011, and an annual average of 2,300 jobs over the 10-year life of the bridge program.
- With the bridge program, ODOT is doubling the volume of highway and bridge construction work previously done by contractors.
- From July 2005 through September 2008, the bridge program employed an estimated 3,046 construction workers hailing from 12 states. Eighty-five percent of those workers—2,610 people—are from Oregon and represent 259 cities from all areas of the state.

Expanding opportunity

- The economic benefits are reaching beyond the construction industry to local businesses in communities across Oregon. Related businesses such as materials and equipment suppliers are experiencing an increase in trade. Other businesses frequented by construction workers are also seeing increased sales, such as the Little Pine Café in Mitchell, which prospered when ODOT replaced two bridges on a nearby highway.
- By developing a range of contract sizes, ODOT is giving Oregon contractors—including emerging small businesses and those owned by women and minorities—opportunities to compete more effectively with national firms. For example, Staton Cos., an Oregon woman-owned company, has worked on several bridge program projects across the state and as a result has been able to add 10 more people to its staff.
- In addition to contributing to job growth, ODOT is laying the foundation for ongoing growth and prosperity for the state's workforce by encouraging diversity in contracting and hiring.



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- ODOT set an aspirational target of 15 percent for the participation of disadvantaged, minority-owned, woman-owned and emerging small businesses in the design contracting of the bridge program and wrote that target into the design contacts.

Building an economic legacy

- By preserving essential freight routes, over which 70 percent of Oregon's goods travel, ODOT is enhancing and protecting the state's economic vitality.
- ODOT is also promoting apprenticeship and job training programs to help build a skilled, sustainable workforce to meet Oregon's construction needs for years to come.
- In 2007, 74 percent of bridge program spending went to Oregon firms. The value of contracts awarded to Oregon firms increased by \$261 million over 2006, and an additional 34 Oregon firms were contracted to work on the program.

