

FREQUENTLY ASKED QUESTIONS

The who, what, when, where and why of the OTIA III State Bridge Delivery Program.

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.

What is OTIA III?

OTIA III is the third Oregon Transportation Investment Act. Enacted by the 2003 Legislature, the \$2.46 billion OTIA III allocates \$1.3 billion to repair or replace hundreds of aging state highway bridges. The Oregon Department of Transportation will complete this work by 2013 through its OTIA III State Bridge Delivery Program.

OTIA III funding also provides \$1.16 million for work on county and city bridges, local road maintenance and paving, and new lanes and interchanges on Oregon's highways.

What is the consequence of not fixing Oregon's bridges?

Weight limits on Oregon's aging bridges would become common. At the time OTIA III funding was passed, the potential cost to Oregon's economy was estimated at \$123 billion in lost production and 88,000 lost jobs in the next 25 years.

How will the state finance a public investment of this size?

OTIA III uses revenues from increased motor vehicle and trucking fees to finance \$2.46 billion in transportation projects. It builds on OTIA I and II, which provide a combined \$500 million for projects throughout the state. The breakdown of OTIA III funding is:

- \$1.3 billion in bonds to repair or replace aging state highway bridges
- \$300 million in bonds to repair or replace aging local bridges
- \$361 million for county and city highway maintenance
- \$500 million for highway modernization work statewide

Who will do the bridge repair work?

ODOT is outsourcing the bridge repair and replacement work and the jobs it creates directly to Oregon's engineering and construction industry.

ODOT contracted with Oregon Bridge Delivery Partners to manage the program. ODOT is responsible for the delivery of the bridge program, with its OTIA III State Bridge Delivery Unit providing program oversight.



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OBDP contracted with engineering firms for the design aspects of the projects. ODOT is contracting directly with construction firms for the bridge repairs and replacements and managing them through OBDP.

What is the timeline to replace the bridges?

The bridge repairs and replacements will occur over 10 years. The bridge program is divided into five overlapping stages that will keep commerce flowing throughout key freight corridors—especially along Interstate 5 and Interstate 84. Staged construction is designed to keep traffic moving and to reduce any adverse economic effects on local businesses and communities.

Will all this construction cause traffic disruptions?

At times, delays or detours can't be avoided—that's the nature of major bridge and highway construction. A top priority for ODOT is to manage the construction in a way that keeps traffic and freight moving during the bridge work. ODOT will use Web sites, TripCheck.com, the 511 traffic information phone line, variable message signs and news releases to keep drivers informed about construction work and traffic.

How will the bridge program spark Oregon's economy?

The bridge program will support an annual average of approximately 2,300 jobs over the life of the program. ODOT is building a strong foundation for continued economic growth by maximizing opportunities for Oregon design and construction contractors to compete for the bridge work.

ODOT is efficiently sizing and timing the purchase of materials and equipment to provide maximum opportunities for Oregon suppliers. The economic benefits will ripple throughout the state to related businesses such as hotels, eateries, grocery stores and other establishments patronized by construction workers. Wherever highway construction work happens, money flows into Oregon's economy.

What kind of economic opportunities will the bridge program create for Oregon?

By developing a range of contract sizes, ODOT is giving Oregon contractors—including disadvantaged, woman-owned, minority-owned and emerging small businesses—opportunities to compete more effectively with larger national firms.



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ODOT is employing additional strategies to maximize the participation of people and firms traditionally underrepresented in heavy highway construction. ODOT is also promoting apprenticeship and job training programs to help build a skilled, sustainable workforce.

How will ODOT repair or replace so many major bridges in a single decade?

ODOT has grouped, or “bundled,” the projects to promote efficiency and is using a variety of effective practices to speed construction. At the same time, ODOT is working to tightly control and reduce design and construction costs for each project.

Will local communities have a say in how their bridges are repaired or replaced?

Yes. ODOT’s innovative decision-making framework, called Context Sensitive and Sustainable Solutions, or CS³, directly involves citizens and all stakeholders in key decision-making. CS³ is community values shaping a new generation of bridges.

CS³ is ensuring that the bridge repair work is done in ways that are sensitive to the environments that make Oregon’s communities such special places. An example of CS³ is traffic management coordination at state, corridor and local levels to reduce construction traffic and adverse economic effects that come with big highway projects.

Is ODOT looking for other funding?

Yes. A program goal is to leverage bridge program funds to do more without spending more dollars. For example, the bridge program secured more than \$1 million in Federal Highway Administration Innovative Bridge Research and Construction and Highways for LIFE grants.

