Facing an Asset Crisis

Communicating the problem and raising needed resources

Oregon's 2002 Bridge Crisis

Purpose

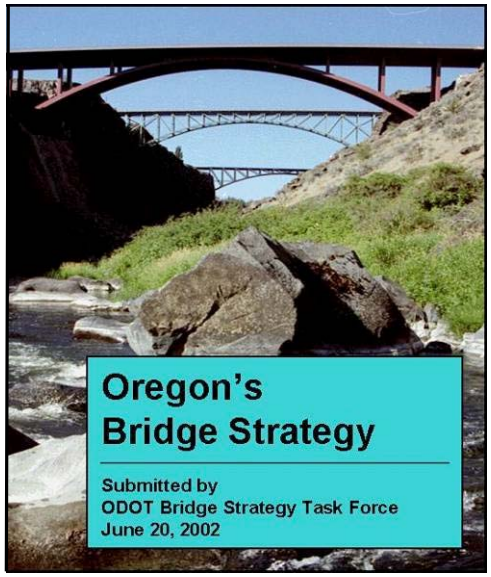
- Describe how ODOT has dealt with a serious bridge asset crises during this decade
- Specifically describe how we communicated the problem and built support for the solution
- Use our experience to describe how to have your ***issue heard above the many***

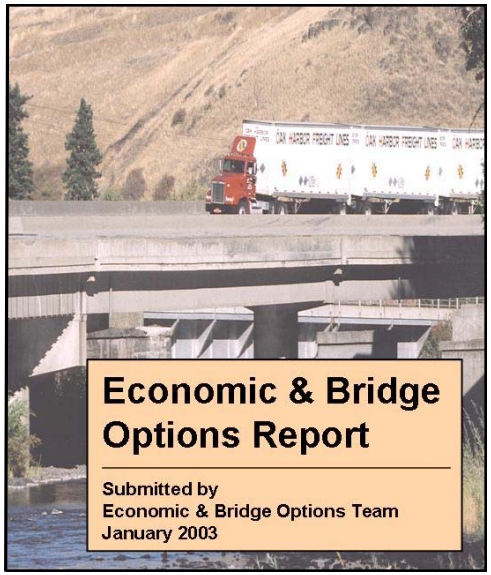
Five Key Steps

- Document the problem
- Make the problem real
- Involve key stakeholders in verifying problem and identifying solutions
- Clearly identify delivery promises
- Make the problem heard above all others

Step 1: Document the Problem

"Make the reporting simple, but have all the details"



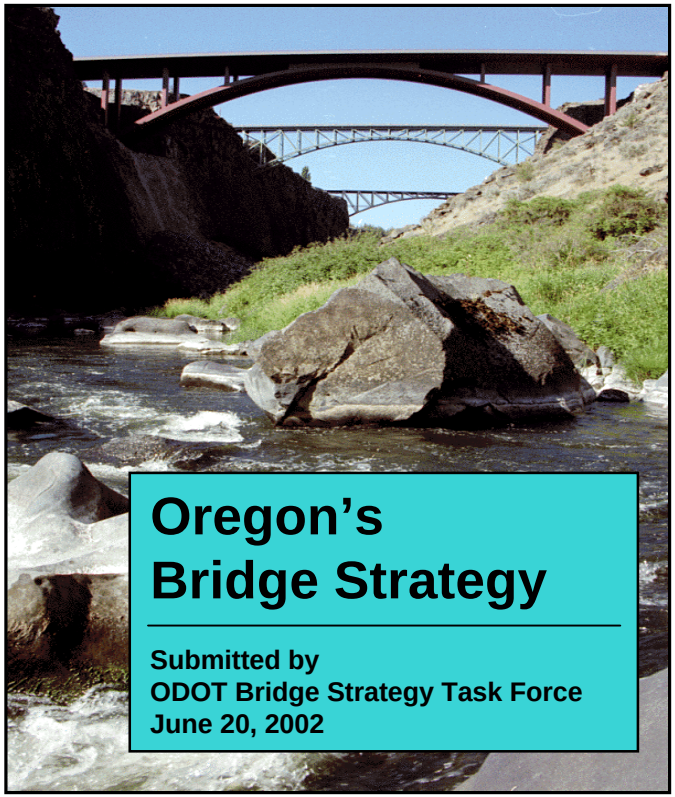


OTIA III Timeline

ODOT: Inspect bridges biennially or more often	2000 – Deterioration accelerates
Bridge Task Force: validate problem, emphasize corridors	June 2002
ODOT: Economic and Bridge Options Report	**Draft:** Nov 02 **Final:** Jan 03
OTC - Governor - Legislature: Select strategy to address problem	2003
ODOT: Develop implementation strategy. Implement. Track deterioration & priorities	2003-2010

Bridge Task Force Report – June 2002

Validated the bridge cracking program, identified that most bridges needed to be replaced, and focused ODOT on a corridor priority approach



Oregon's Growing Bridge Crisis

1997 - No emergency repairs, 42 load restrictions

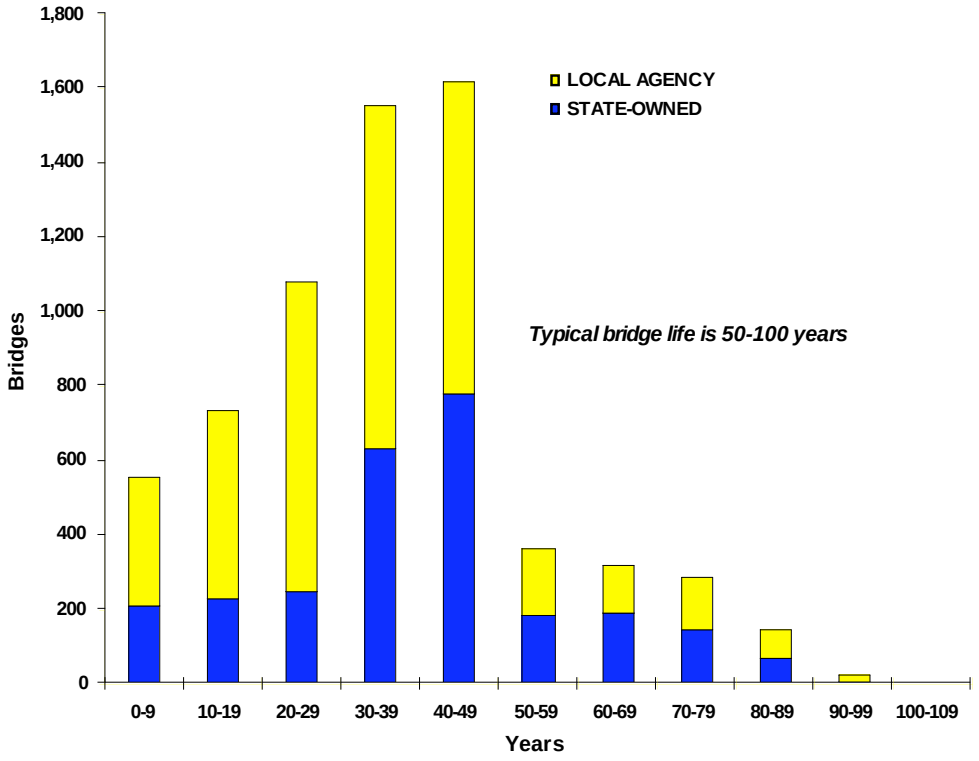
2000 - 13 emergency repairs, 49 load restrictions

2001 - 18 emergency repairs, 68 load restrictions

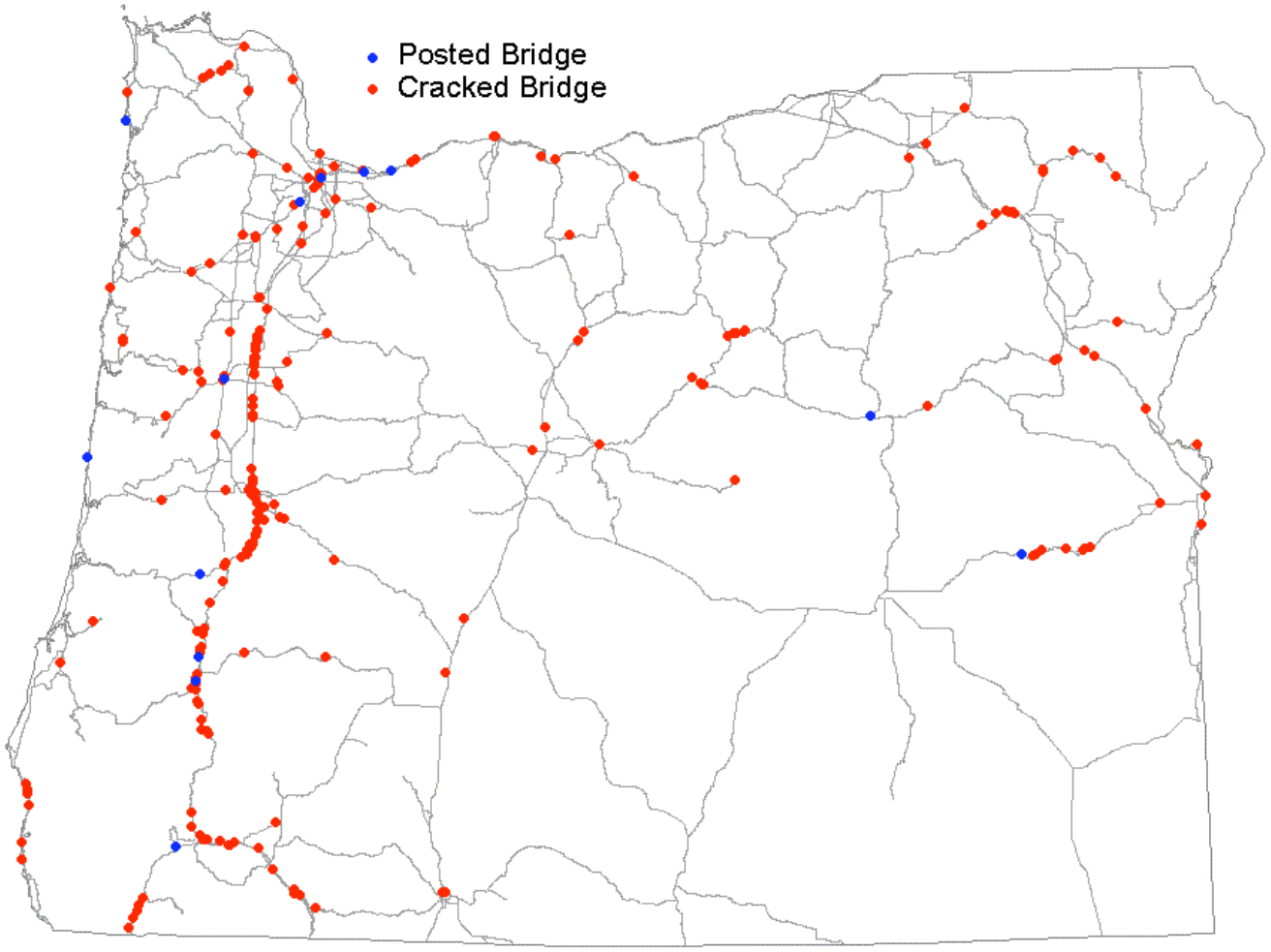
Identified reinforced concrete deck girder cracks

2003 - 140 of Oregon's bridges (5%) projected to be restricted by 2003

850 of Oregon's bridges (30%) projected to be restricted by 2010

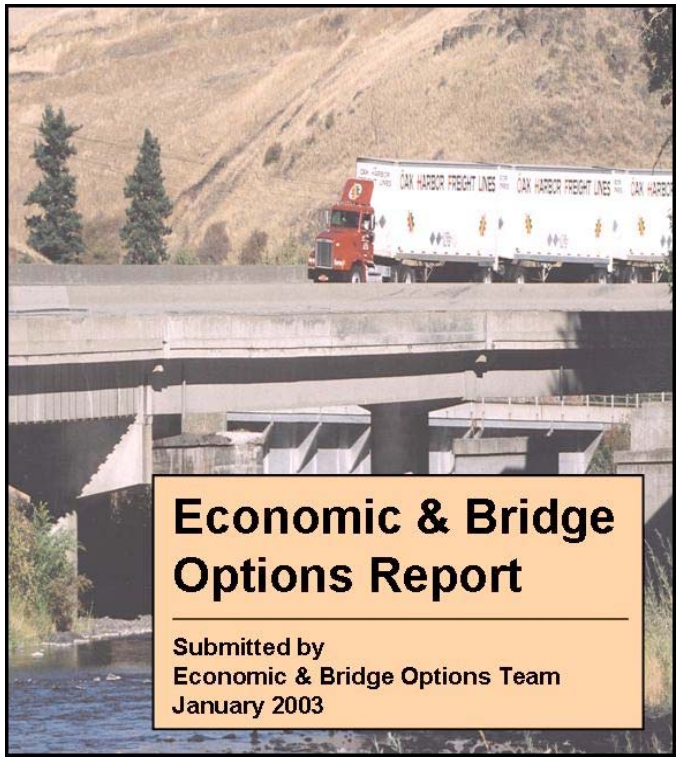


Posted/Cracked State Bridges - 2002



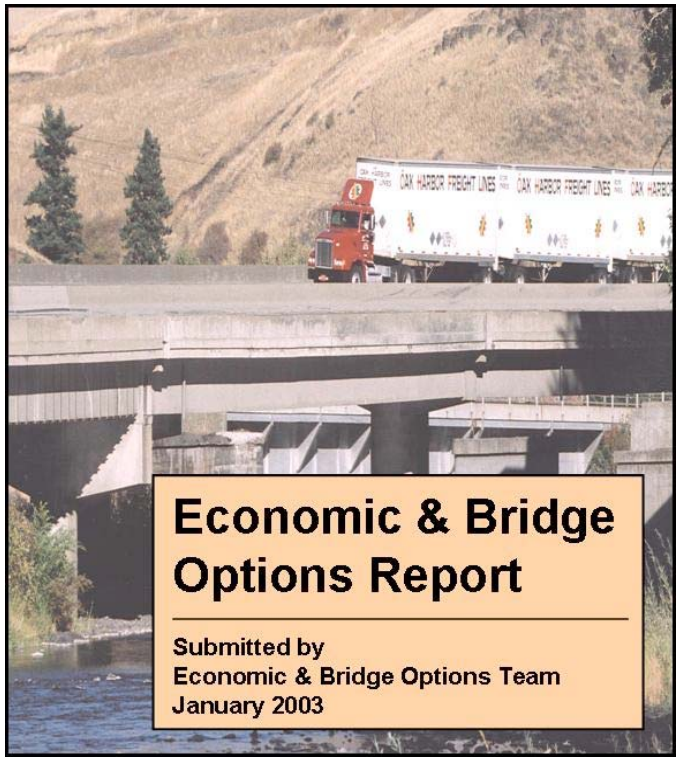
Bridge Options Report – January 2003

Explored the array of actions the OTC, Governor, and Legislature could take to understand and respond to the impacts of Oregon's decaying bridges



Report Content

- Defined the problem
  (including economic and community impacts)
- Described relationship between bridges, freight, and Oregon's economy – an economic analysis
- Analyzed a range of options
- Supported a corridor approach
- Included detailed appendices



Step 2: Make the Problem Real

"Make the problem come to life by describing the scope and potential impacts"

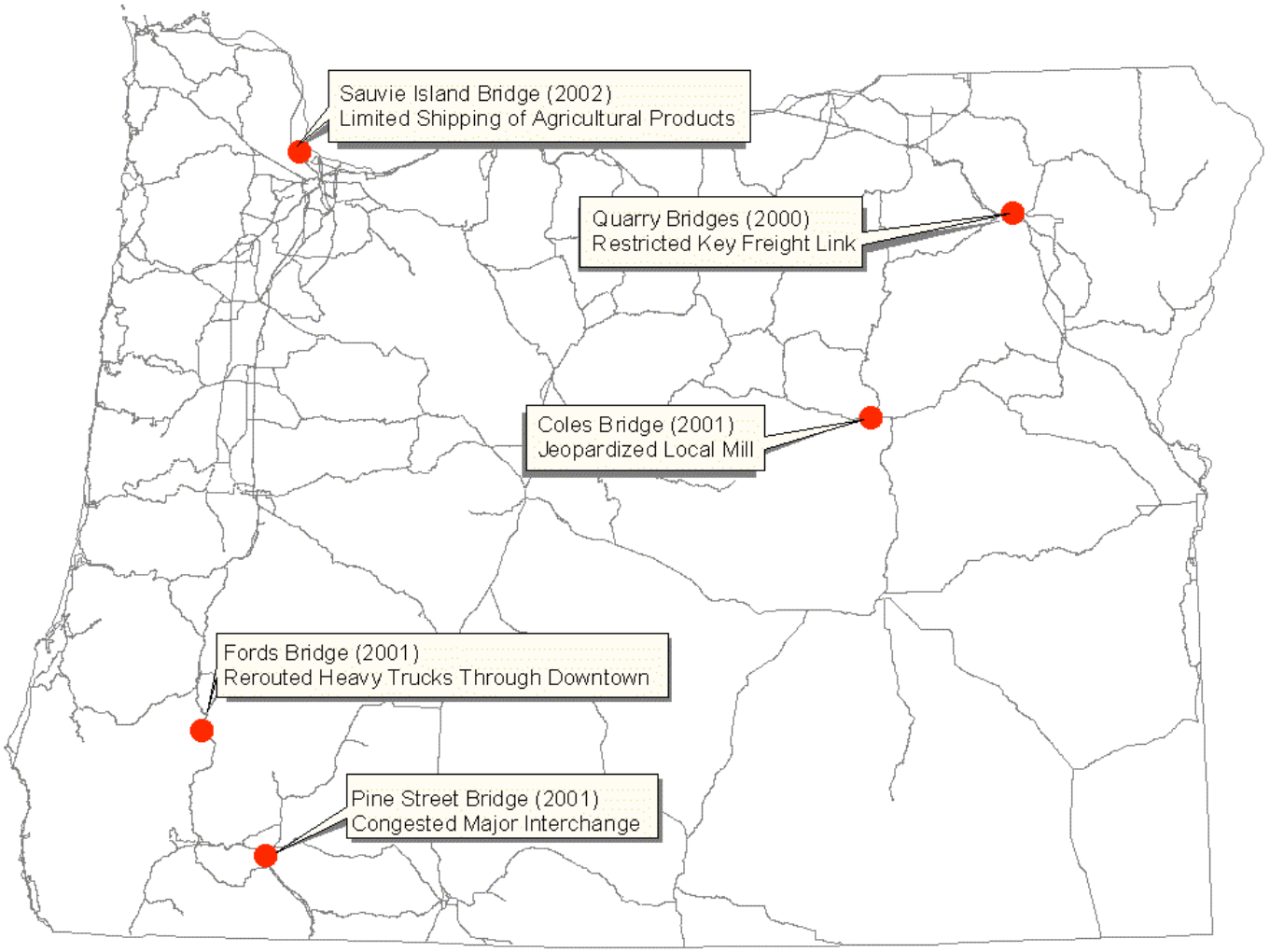
Case Study: The "Riddle Effect"

For 20 days in March 2001, the Oregon communities of Canyonville and Riddle, 30 minutes south of Roseburg, **experienced a surge in truck traffic unlike anything they had seen before**.

Ford's Bridge, an Interstate 5 (I-5) bridge several miles away, was closed for emergency repairs, and the **truck detours ran through the main streets of these two towns of fewer than 1,500 people.**

The streets and bridges of these two small communities were not built to handle the volume of large trucks, resulting in **safety concerns and infrastructure damage to city facilities**….

Recent Bridge Emergencies



Investment Has Regional Implications

- Bridge restrictions hurt businesses currently paying highest shipping costs
- Investment location has regional consequences
  - Rogue Valley/SW Oregon have bulk of cracked bridges
  - Central Oregon needs freight routes to reach markets
- Portland provides market or link to external markets for much of Oregon

Livability Declines Without Investment

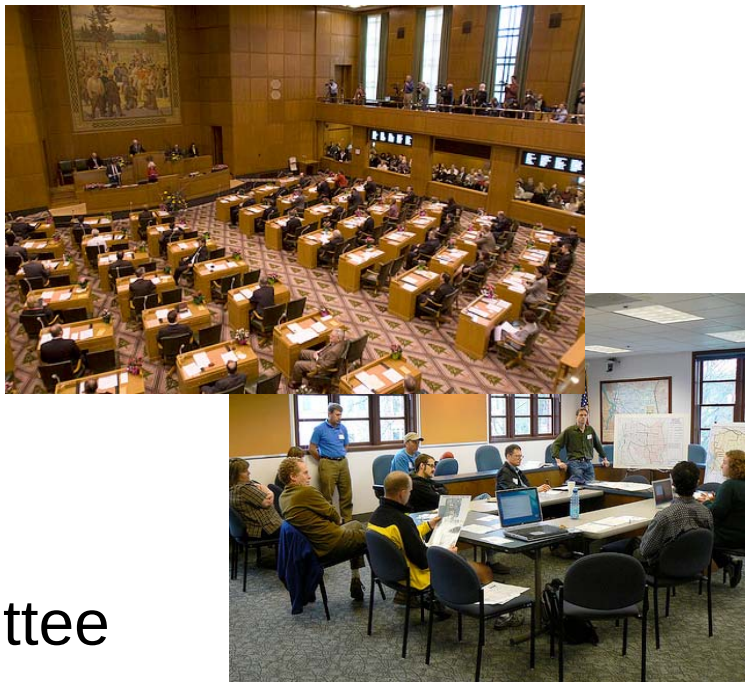
- Bridge restrictions increase truck travel within:
  - Downtowns and neighborhoods
  - Restrictive roadway geometry
  - Oversize vehicle-restricted areas
  - Environmentally sensitive areas
- Truck travel on local roads increases:
  - Safety risks
  - Maintenance costs

Step 3: Involve Key Stakeholders in Verifying Problem & Solutions

"Secure buy-in from people who can support legislation by saying YES"

Partnering Strengthens Bridge Programs

- OTIA III State Bridge Delivery program goals developed with direction from the Legislature and in partnership with:
  - External policy/technical stakeholders committee
  - Businesses
  - Transportation stakeholders
  - Association of Oregon Counties
  - League of Oregon Cities
- ODOT Bridge Oversight Committee



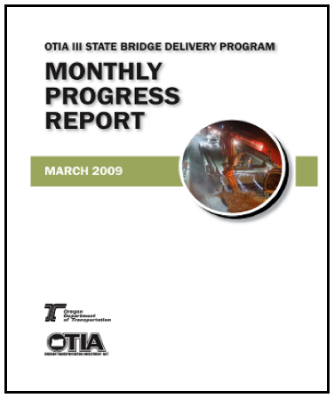
Result: $2.46 Billion Over 10 Years

2003 Legislature increases funding for OTIA III

- **$1.3 Billion:** state bridges creates OTIA III State Bridge Delivery Program
- **$300 Million:** local bridges
- **$361 Million:** maintenance and preservation for cities and counties
- **$500 Million:** industrial access, large projects of significance. Federal earmarks and more

Step 4: Identify Delivery Promises

"Be specific, realistic, and develop measurements"



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Principles for OTIA III Implementation

- Stimulate Oregon's economy
  - Provide an immediate boost to Oregon's economy and support construction industry jobs
- Engage Oregon's private sector
  - Create opportunities for local industries to hone their competitive edge
- Keep Oregon moving
  - Expedite delivery by using innovative delivery methods
  - Coordinate construction to minimize impacts to motorists and the trucking industry

OTIA III State Bridge Delivery Program Goals

OTIA III Delivery Approach

- Created a new unit within ODOT
  - OTIA III Bridge Delivery Unit
- Hired a program management firm
  - Program/design/construction management
  - ODOT involved in management decisions
- Incorporated context sensitive and sustainable solutions
- Developed programmatic permits

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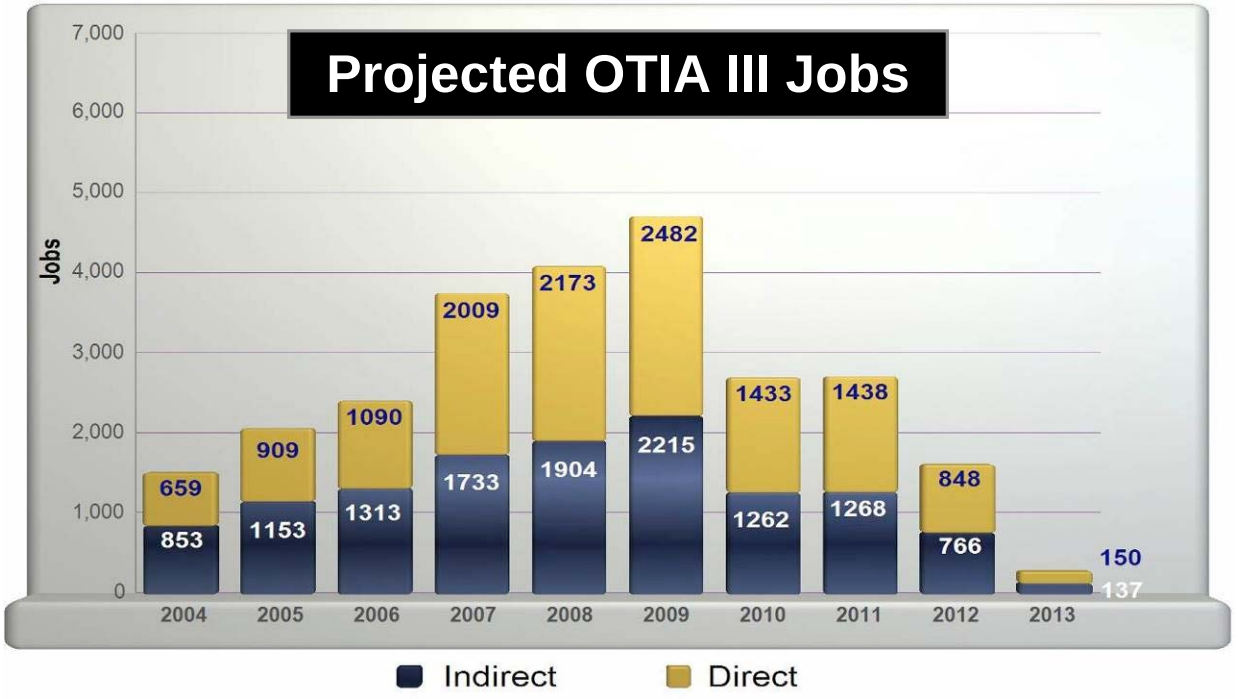
Step 5: Make Problem Heard Above All Others

"In this case: jobs, jobs, jobs"

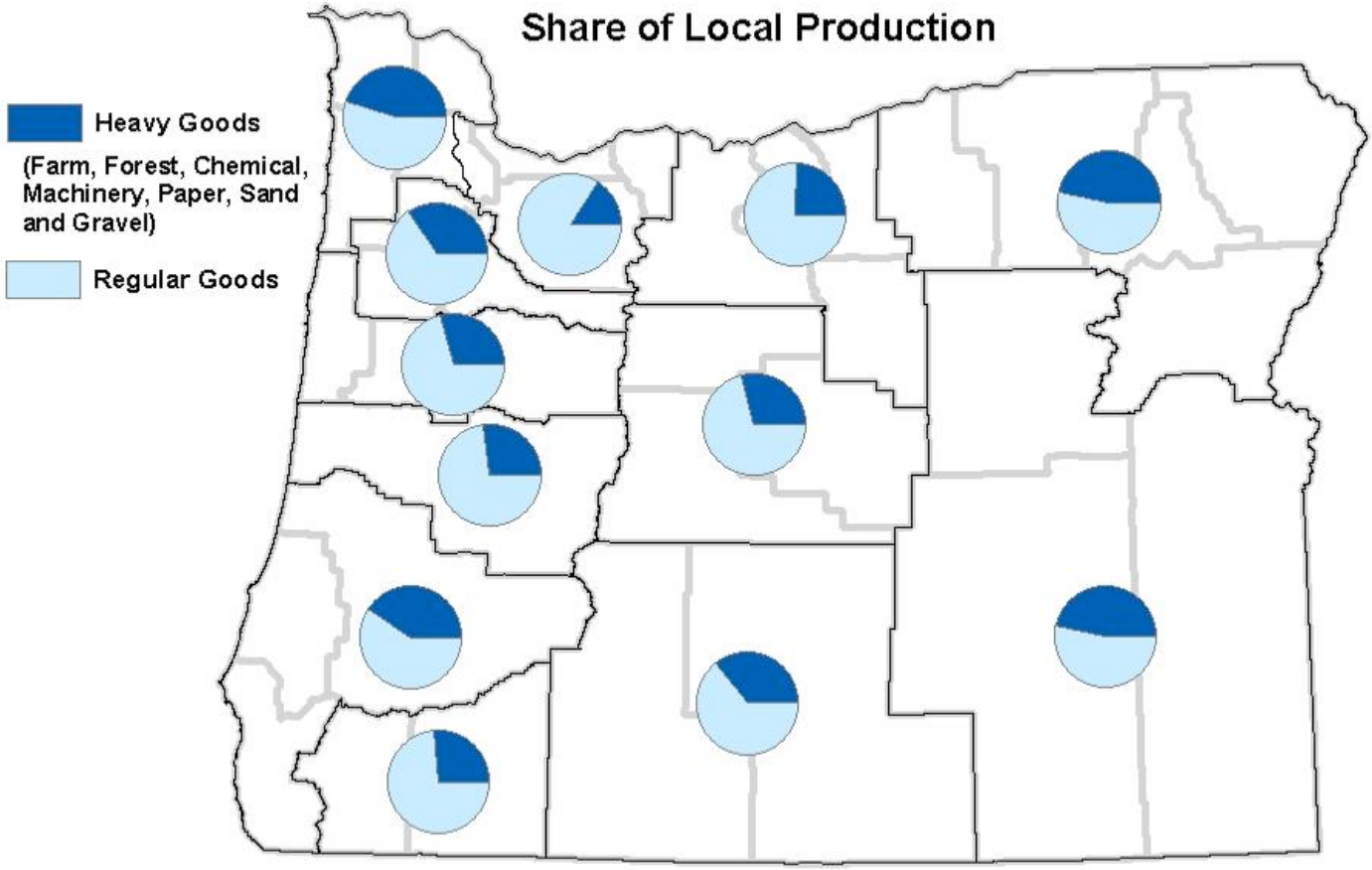


Aging Bridges Threaten State Economy

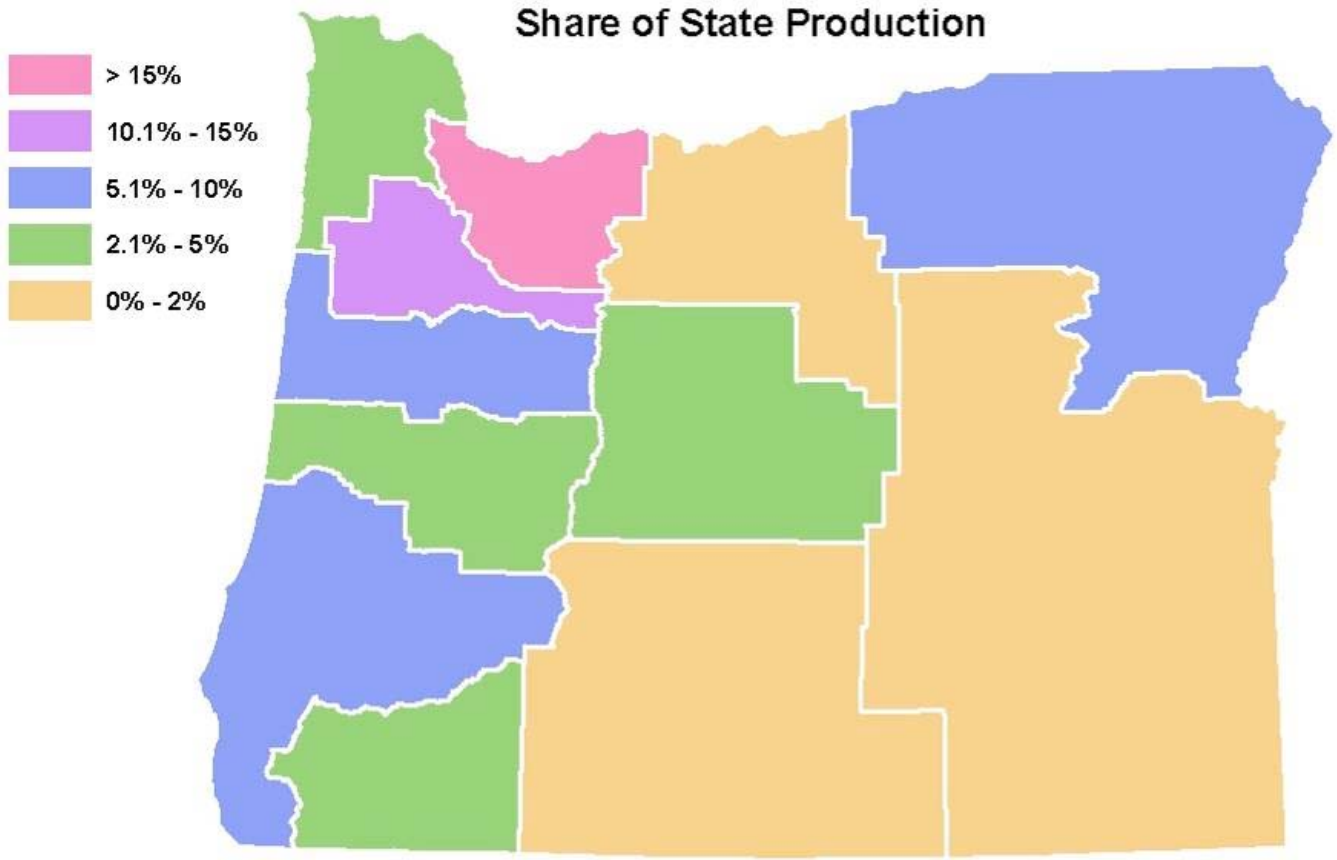
$4.7 billion in needed bridge work identified

- Without bridge investment
  - Trucking industry adds more trips as loads are limited
  - 80,000 lb restriction affects 30% of truck tons shipped
  - 64,000 lb restriction affects 90% of truck tones shipped
- Economic influence
  - Negative impact on Oregon's economy – up to $122 billion by 2025
  - **Potential loss of 88,000 jobs by 2025**

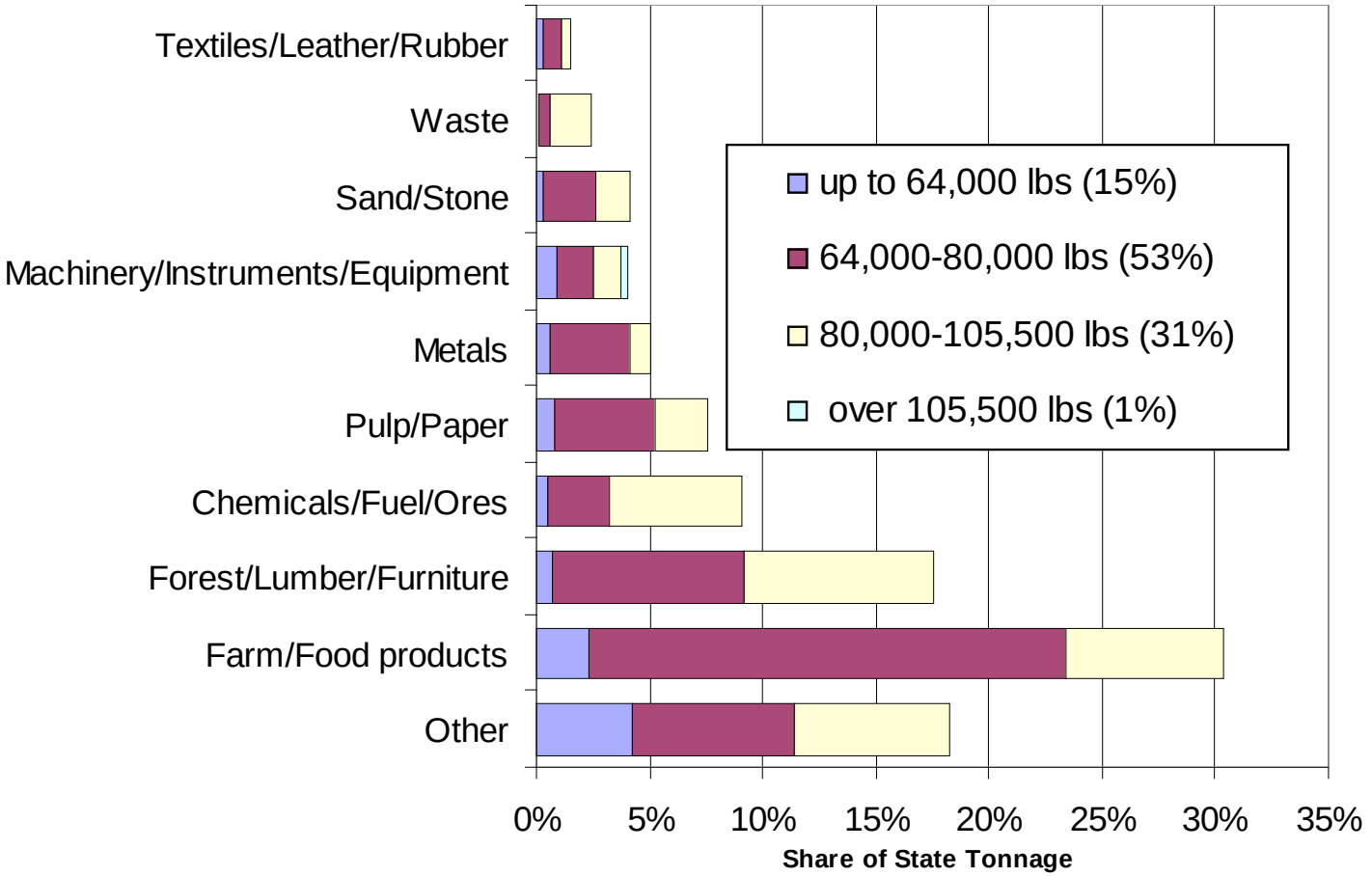
Goods Moved by Heavy Trucks are Important for Oregon's Economy



Portland & Willamette Valley Areas Produce Most Goods Moved By Trucks



Heavy Trucks Carry Many Commodities



Source: ODOT Special Weighings Truck data; 1997 Oregon Commodity Flow Survey.

Questions