Oregon Bridge Delivery Partners: Program Management

A Joint Venture of Fluor Enterprises, Inc., and HDR Engineering, Inc.
Transportation is at a “cross road”

Oregon’s Infrastructure Dilemma
Why Program Management in Oregon?

5 percent state-owned bridges weight-restricted and projected to be 30 percent by 2010

Loss to Oregon over the next 25 years:

- $123 billion in productivity
- 88,000 jobs

Need 600 new state employees
Oregon Transportation Investment Act (OTIA) III (2003)

$2.46 Billion Over 10 Years
Oregon Bridge Delivery Partners: Mission

- Repair or replace hundreds of bridges throughout Oregon while enhancing the economy, mobility, communities and environment
- Customer: Oregon Department of Transportation
- Program: OTIA III State Bridge Delivery Program
- Time: 10 years
- Budget: $1.3 billion
30 Program Management
70 A/E services

Project Delivery Methods:
• Design-Bid-Build
• Design-Build
• Construction Management
  General Contractor (CM/GC)
Context Sensitive and Sustainable Solutions (CS³) Program Goals

- Capitalize on funding opportunities
- Build projects that are sensitive to their communities and landscape
- Stimulate the economy
- Employ efficient and cost-effective delivery practices
- Maintain freight mobility/keep traffic moving
CS³ Results
During the duration of the OTIA III bridge program, total direct spending (including program management and non-OTIA money) was over $2.1 billion. The total economic impact of the bridge program is estimated to be over $5.6 billion due to respending throughout the economy. In addition, over the duration of the bridge program it is estimated to create or sustain 22,000 jobs.
Economic Savings
(Estimated through program completion unless otherwise stated)

<table>
<thead>
<tr>
<th>Economic Savings</th>
<th>$1.3 billion “Delivery” Budget</th>
<th>$1.512 billion Program Budget</th>
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<tbody>
<tr>
<td>Budget under run (as of May 2012)</td>
<td>&gt; $50 million</td>
<td>&gt; $60 million</td>
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<tr>
<td>Mobility Impact Reduction</td>
<td>&gt; $200 million</td>
<td>&gt; $200 million</td>
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<td>Environmental Programmatic Permitting</td>
<td>$74 million</td>
<td>$74 million</td>
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<tr>
<td>Recycled Material</td>
<td>$20 million</td>
<td>$20 million</td>
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<tr>
<td>Design Exceptions</td>
<td>$683 million</td>
<td>$683 million</td>
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<td><strong>Total</strong></td>
<td>&gt; $1.027 billion</td>
<td>&gt; 1.037 billion</td>
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* Nearly $150 million additional savings for bulk steel buys, steel versus concrete, CMGC risk-analysis, and flood mitigation
Efficient and Cost Effective Delivery Practices

Benefit-Cost of IT Systems

- Cost: $3.4 Million
- Benefit: $7.3 Million
Mobility

(Estimated through program completion unless otherwise stated.)

• Zero delays in construction zones
• Zero load restricted bridges
Build Projects Sensitive to Their Communities and Landscape
Capitalize on Funding Opportunities
The Currency of the Future is Trust

\[
\text{TRUST} = C + R + I/SO
\]

Where

- \( C \) = credibility
- \( R \) = reliability
- \( I \) = intimacy
- \( SO \) = self-orientation
Conclusion

• Historic change in the way ODOT does business
• Over 2.8 million safe work hours
• On schedule
• Under budget
• 35 international, national, and regional awards
• Outstanding client relationship
Transportation is at a “cross road”

Problems without clear answers: economical, social, environmental

What future do we want?
Are we ready?
Questions

Contact

John L. Craig
Program Director, Oregon Bridge Delivery Partners
Phone: (503) 587-2904
E-mail: john.craig@obdp.org
Website: http://www.obdp.org