

# PROGRAM GOALS AND OBJECTIVES

To meet the intent of the Legislature and achieve long-term benefits for the state, ODOT developed five goals for 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.

## Maintain freight mobility and keep traffic moving

- ODOT is developing and implementing corridor management practices that keep traffic moving and minimize negative effects on business and the public.
  - › Traffic continues to move along Oregon's key freight corridors while hundreds of aging state highway bridges—many of them on Interstate 5 and Interstate 84—are replaced or repaired under the bridge program.
  - › ODOT coordinates the work with other state and local projects, especially on I-5 and I-84.
  - › ODOT works to ensure unimpeded movement of heavy and oversize freight throughout the state during the bridge program.
  - › Parallel routes on other state highways offer motorists and commercial truckers a travel alternative while interstate highway bridges are under construction.
  - › ODOT uses its award-winning Work Zone Traffic Analysis tool to plan the safest times for lane, shoulder and roadway closures.

## Stimulate Oregon's economy

- ODOT is maximizing the bridge program's potential to provide a boost to the economy, create jobs and build a foundation for continued growth of industry.
  - › The bridge program creates opportunities for Oregon companies by developing a range of contract sizes and contracting techniques.
  - › ODOT works with existing Oregon state agency programs to support disadvantaged, woman-owned, minority-owned and emerging small businesses.
  - › Related businesses such as materials and equipment suppliers are experiencing an increase in trade because of the bridge program. Other businesses frequented by construction workers are also seeing increased sales.
  - › ODOT is employing additional strategies to maximize the participation of people and firms traditionally underrepresented in heavy highway construction. The agency is also promoting apprenticeship and job training programs to help build a skilled, sustainable workforce.



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## Employ efficient and cost-effective delivery practices

- ODOT is employing cost-containment and cost-reduction tools and procedures to ensure efficient delivery.
  - › The bridge program's Materials Market Forecasting Model allows for better estimates of construction costs and more concrete budget management.
- ODOT is using effective contracting techniques to expedite delivery, such as accelerated construction schedules, design-build and construction manager/general contractor.

## Build projects sensitive to their communities and landscape

- ODOT is involving businesses, special interest groups and community stakeholders in the decision-making process. The Context Sensitive and Sustainable Solutions approach to design and construction uses community values to shape a new generation of bridges. The four essential aspects of CS<sup>3</sup> are:
  - › Effective decision-making
  - › Outcomes that reflect community values and are sensitive to environmental resources
  - › The principles of sustainability
  - › Safe, efficient and financially feasible solutions

## Capitalize on funding opportunities

- ODOT continues to look for opportunities to leverage OTIA funds. As of November 2008, the bridge program had secured \$3.4 million in federal allotments and grants.
  - › Additional funding includes several grants from the Federal Highway Administration: the Highways for LIFE grant, Supportive Service Funds and Innovative Bridge Research and Construction grant. The bridge program also received funding from the Environmental Protection Agency for preserving air quality.

