



Accelerated Projects (SWAT) Transformation of Our State Pre- Construction Process

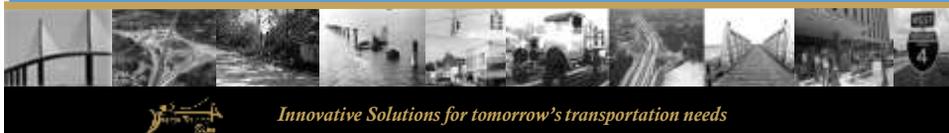
Ken Morefield, PE



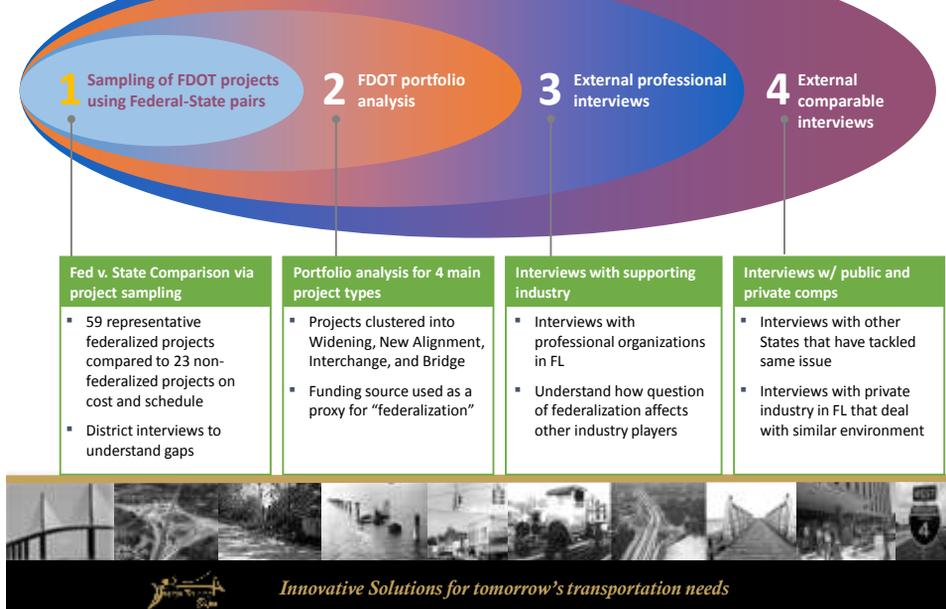
PURPOSE

Federal Requirements Impact Analysis

Objective	<p>To investigate the effect of federal requirements – relative to state requirements – on FDOT's portfolio of road programs:</p> <ul style="list-style-type: none"> ▪ What projects are affected ▪ What federal requirements have impact ▪ How much time and money does compliance with federal requirements cost
Goal	To provide analysis to support potential consideration of different approaches to utilizing federal dollars
Scopes	<ol style="list-style-type: none"> 1. Rapid diagnostic that focused on the schedule impact of most significant federal requirements 2. Guidance on how to segment and prioritize federal and state-only projects 3. Design of improvement initiatives improving the efficiency and effectiveness of the state-only process



The study used multiple methods to assess the relative impact of federal requirements

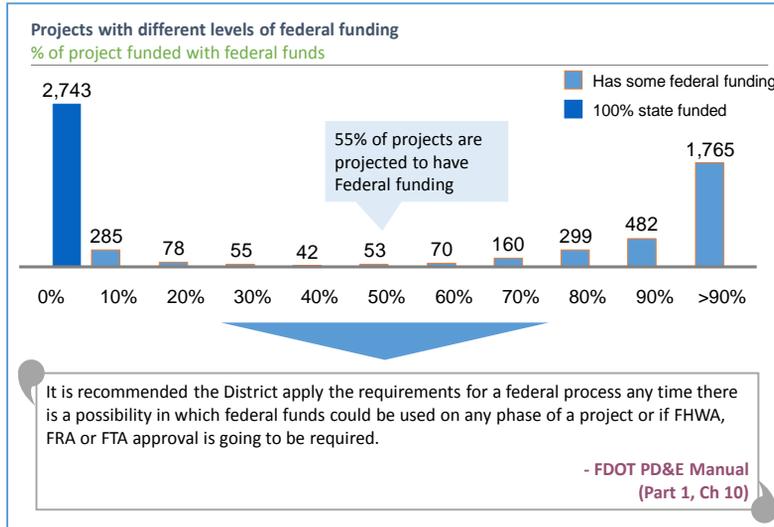


Significant findings

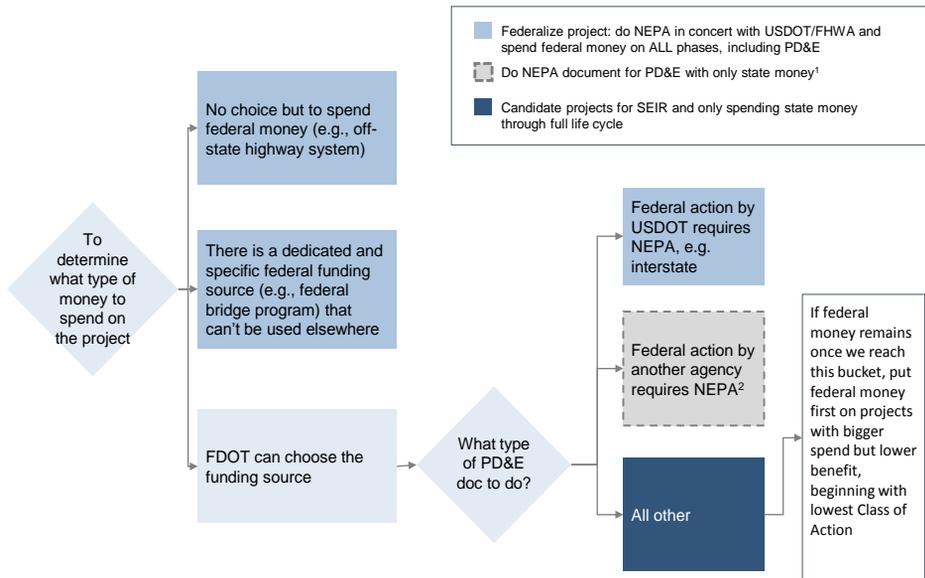
- Most if not all projects are being prepared as though they will be federally funded
- Not all projects need to follow the federal process (be federally funded)
- Projects that are implemented following a state only process must remain state funded through construction
- Majority of time/cost savings is in PD&E
- Overlapping the PD&E and Design phases for state funded projects realizes the most time/cost savings
- State funded PD&E process can be further improved to reduce time and costs
- Standardizing state funded PD&E schedules will improve efficiency and improve quality of final products



While only 55% of projects use federal funding, FDOT has an explicit procedural guidance to federalize as many projects as possible



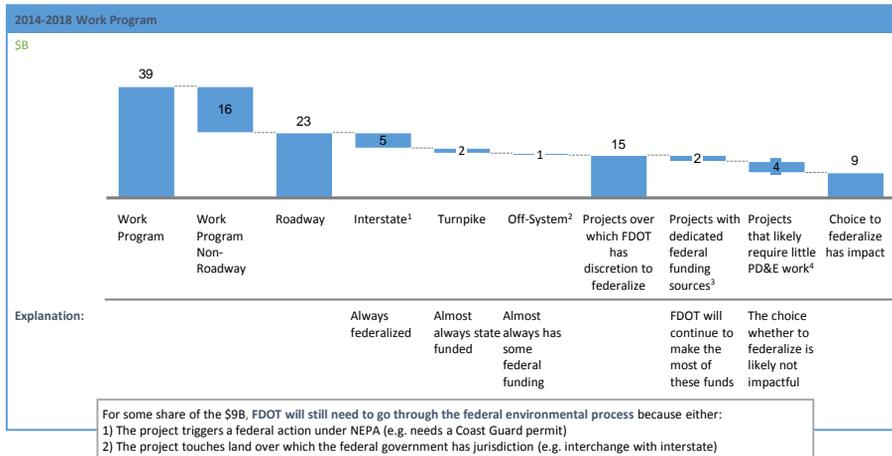
Decision tree for when to use state funding only



¹ Do NEPA document with state money only, thus later phases of project are not automatically federalized, yet flexibility is maintained for using federal money in subsequent phases

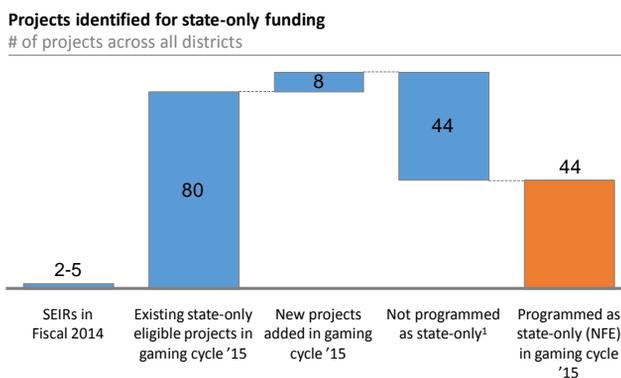
² Applies in the case of needing a federal permit. The lead agency for issuing the permit should be the lead agency for NEPA approvals. Since no federal dollars are used on PD&E, no USDOT federal action is triggered. Therefore USDOT/FHWA is not required to be involved in NEPA document review or approval.

The focus of the study is on the share of projects in FDOT's portfolio where federalization is not mandatory and FDOT therefore has discretion about whether to federalize



1 For interstate, turnpike, and off-system, the value includes all non-preservation and non-ops projects
 2 Defined as estimate of county roads
 3 Includes preservation
 4 Likely includes operations and ITS

Districts selected 44 projects to be programmed as state-funded in the current gaming cycle, resulting in an estimated 97 years of time saved, just by following the state process



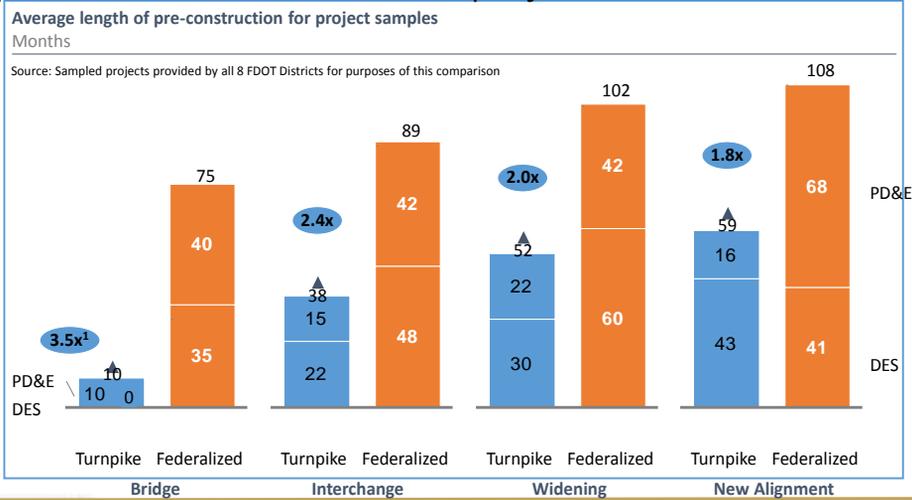
Just from putting these projects through the current state process, as demonstrated by the Turnpike, we'd expect to save 97 years of pre-construction timing

By further streamlining the state process, we can expect time savings of up to 247 years²

1 Projects removed from state-only eligibility at the discretion of the districts due to: uncertainty of future funding needs, availability of current or future eligible state funds, existing plans to use federal funds
 2 Range is based on calculating time savings for the 44 projects through a comparison of average federal pre-construction durations by expected environmental class of action vs. 1) average current state process durations, as shown by Turnpike projects used in project sample and Districts 4 & 6 Value Engineering on the fed process, and 2) streamlined state process with PD&E & Design overlap

Source: Baseline for days saved comparison derived from Federal Impact Analysis, Summer 2014

Federalized projects sampled lasted 1.8x-3.5x longer in pre-construction than State projects

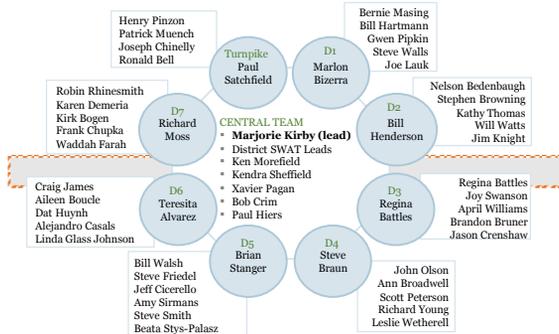


Transformation Focus



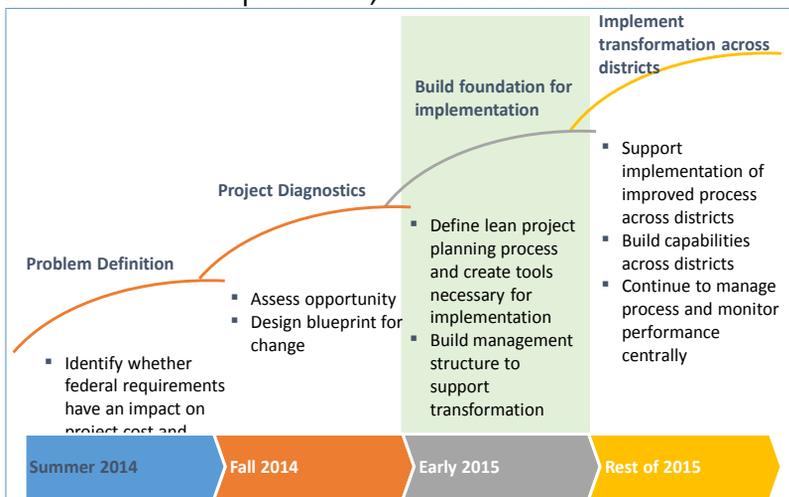
Districts have each nominated a State-Wide Acceleration and Transformation (SWAT) Team to lead the effort in improving how we operate

Current SWAT Team Organization Chart – Feb 2015

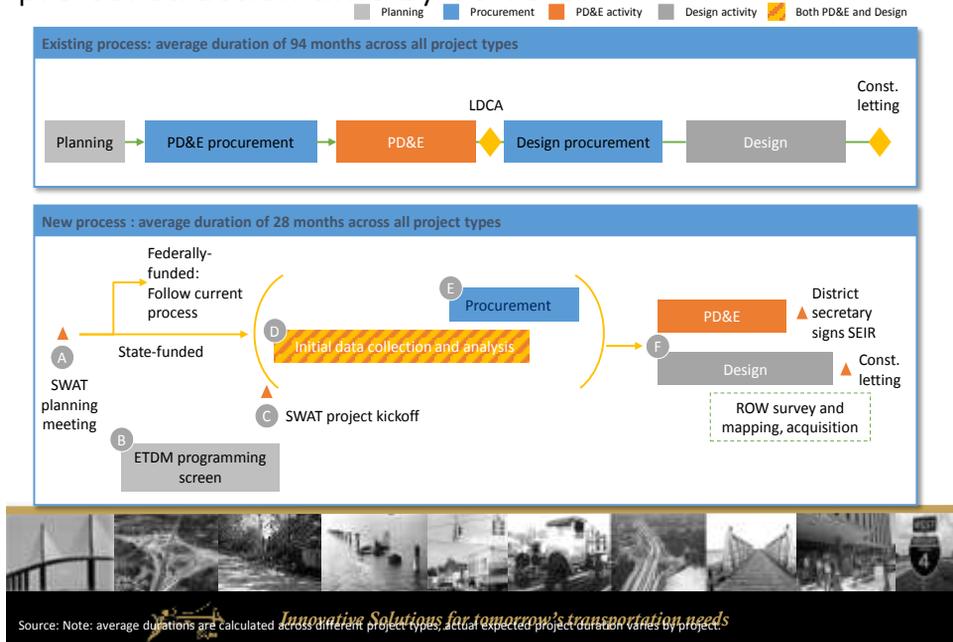


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| <p>District SWAT Teams: Support the Projects</p> <ul style="list-style-type: none"> Hold SWAT planning and project kick-off meetings to focus the project scope and schedule Drive improvement through structured problem solving Push District innovations state-wide through Central SWAT Communicate process changes to PMs and Consultants | <p>Central SWAT Team: Support the Districts</p> <ul style="list-style-type: none"> Collect expertise and best practices across Districts Identify and deploy tools and programs to encourage continuous improvement Monitor progress of implementation Work with District SWATs to facilitate state-wide training |
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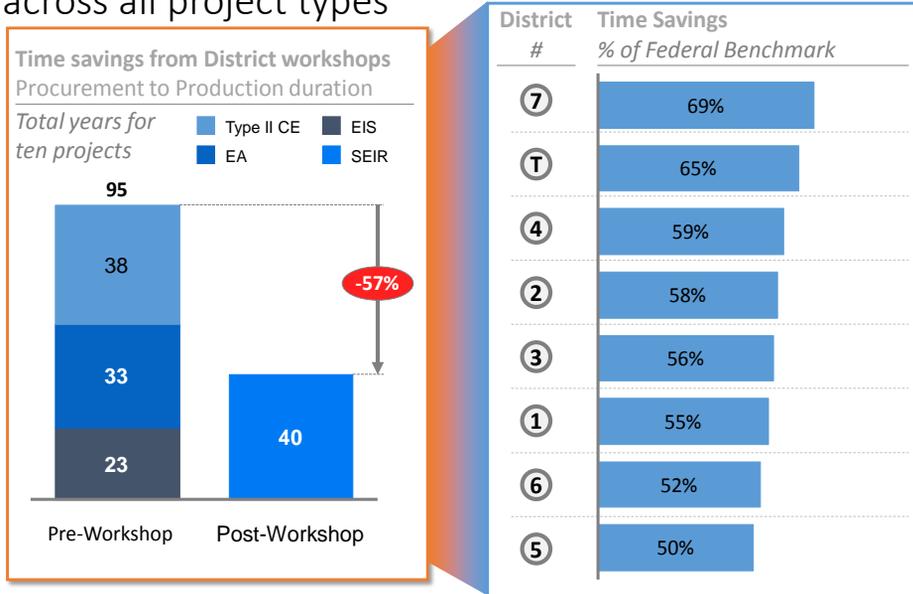
We have been working for the past year to streamline the preconstruction process, and we will continue to do so



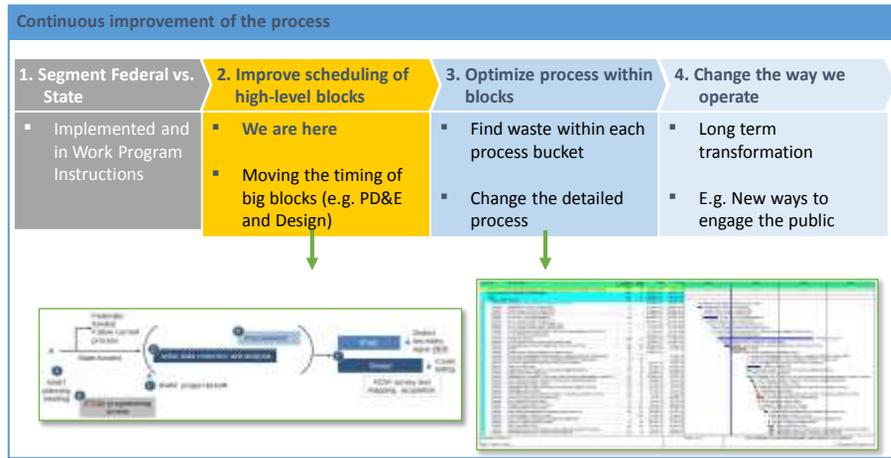
We have defined an improved state process expected to cut pre-construction time by 60-75%



We have applied the new process to an initial set of ten projects and have already found 57% time savings, across all project types



These changes are only the beginning – we have embarked on a long journey of continuous improvement



Questions?

