



# **STREAMLINING PROJECT DEVELOPMENT AND DELIVERY**

MAY 18, 2015 INNOVATION EXCHANGE

# ABOUT ACTI—*KARLA PETTY*

- Formed to support FHWA Every Day Counts
- Arizona's State Based Innovation Council
- Mission to Advance Innovation in Delivering the Transportation System
- Many Successes to Date including
  - Traffic Incident Management
  - Alternative Delivery
  - Safety Shoe
  - LPA Stakeholder Partnering
- Members from Private and Public Sector
- Host Innovation Exchanges like this one, and offer support and resources to encourage rapid deployment of innovation throughout the state



## TODAY'S PANEL—*KARLA PETTY*

- Karla Petty, Council Co-Chair and FHWA Arizona Division Administrator
- Dallas Hammit, Council Co-Chair and ADOT State Engineer, Deputy Director
- Alvin Stump, ADOT Prescott District
- Homero Vela, Navajo County
- Kevin Adam, Rural Transportation Advocacy Council
- Chris Bridges, Central Yavapai Metropolitan Planning Organization
- Mike Willett, Yavapai County



# WHY WE NEED INNOVATION IN THIS AREA—

*DALLAS HAMMIT*

- Local Agencies trying to do more with less
- Frustration at not being able to complete capital improvements
- Use of Federal money can be cumbersome
- Council was specifically asked to address this topic
  - Bundling smaller projects
  - Innovative Funding Mechanisms
  - Streamlined Environmental Compliance
  - Simplifying Procurement

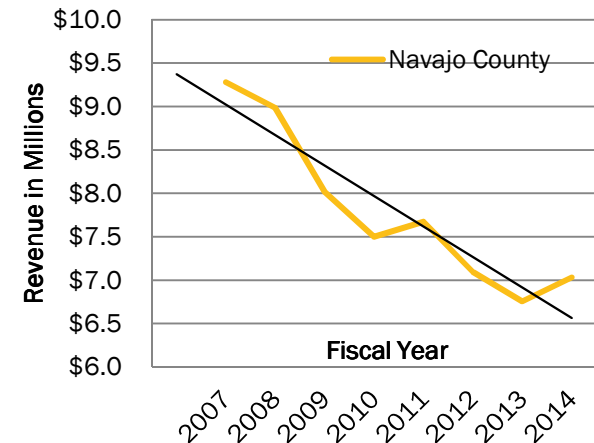


# STATE OF THE PRACTICE—*NAVAJO COUNTY*

## A Local Necessary Condition - Expenditures can not Exceed Revenues

### HURF Revenues are driven globally

- Economy
- Funding Formula and Funding Mechanism
- Driving Trends – Fuel Consumption



### Expenditures are managed locally

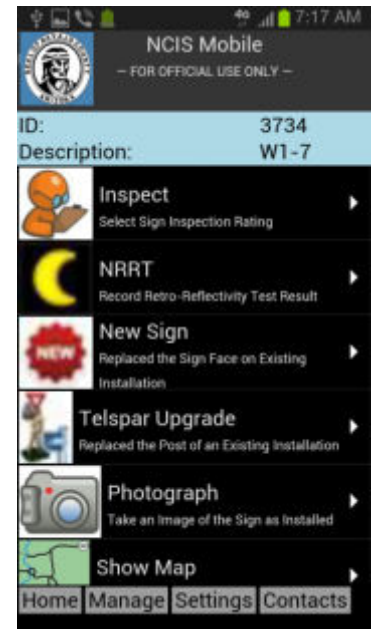
- Improve Operations to Eliminate Waste and Maximize Value
- Leverage Partnerships to Capitalize on Economy of Scale and Shared Expertise
- Resize scope of work



# STATE OF THE PRACTICE— *INNOVATION AND BEST PRACTICES*

## Improve Operations – Eliminate Waste and Maximize Value

- Use of Mobile Technology - Use smartphones to inspect signs and eliminate paperwork to record inspection
- In House Efficiencies - Train fleet team to repair driveline components on heavy equipment – repair in-house
- Optimize labor cost - Retain Heavy Equipment Operators by offering incentives to be qualified on multiple equipment; i.e. motor grader and dump truck to allow flexibility and efficiency while helping retain workforce.
- Optimize Schedule - Use of ten hour days to reduce weekly set-up time and later winter hours to take advantage of sunlight hours.



# STATE OF THE PRACTICE— INNOVATION AND BEST PRACTICES

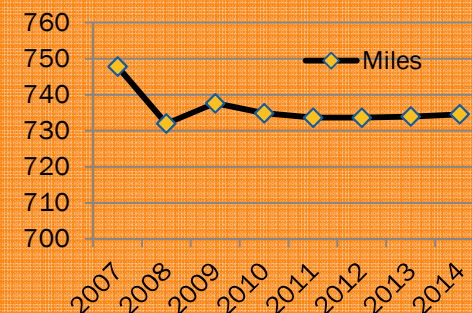
## Work in Partnership

- ❑ Partnerships promote economy of scale and leveraging of expertise
- ❑ Red Dog Graveling Partnership Example
  - Challenge – How to provide reasonably priced gravel material to Black Mesa Region of Navajo County
  - Partnership Solution
    - Use clinkers from Peabody Coal
    - Join with Chapters, Navajo Nation, Peabody to fund \$1.1 million annual project
  - Economy of Scale - 40,000 tons allows for competitive crushing contract
  - Utilize Partner Expertise
    - BIA - road maintenance
    - Navajo DOT - NEPA compliance
    - Navajo County - Project management
    - Chapters - Road priorities

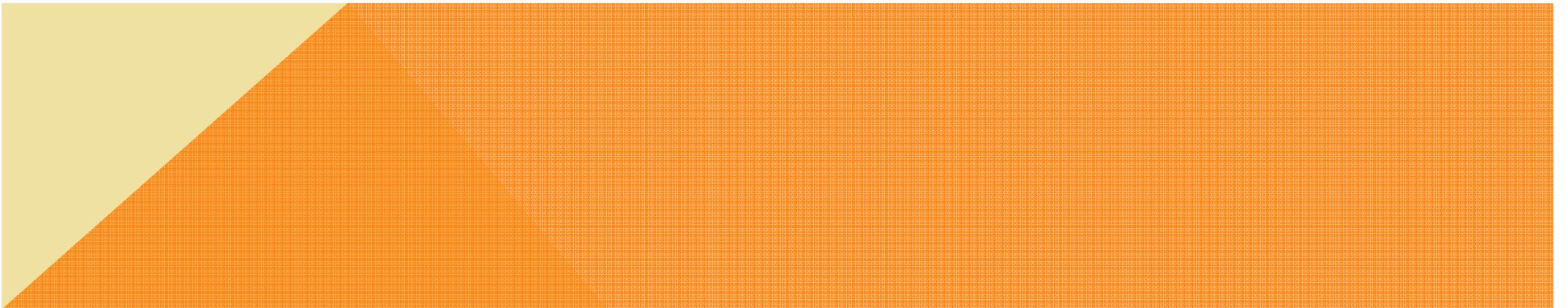


## Resize Scope of Work –

Have decreased/ held constant miles of maintained roads – not the solution – just a necessary temporary fix



# Questions





# PROJECT EXAMPLES—YAVAPAI COUNTY

Regional Coordination/ Cooperation from the beginning

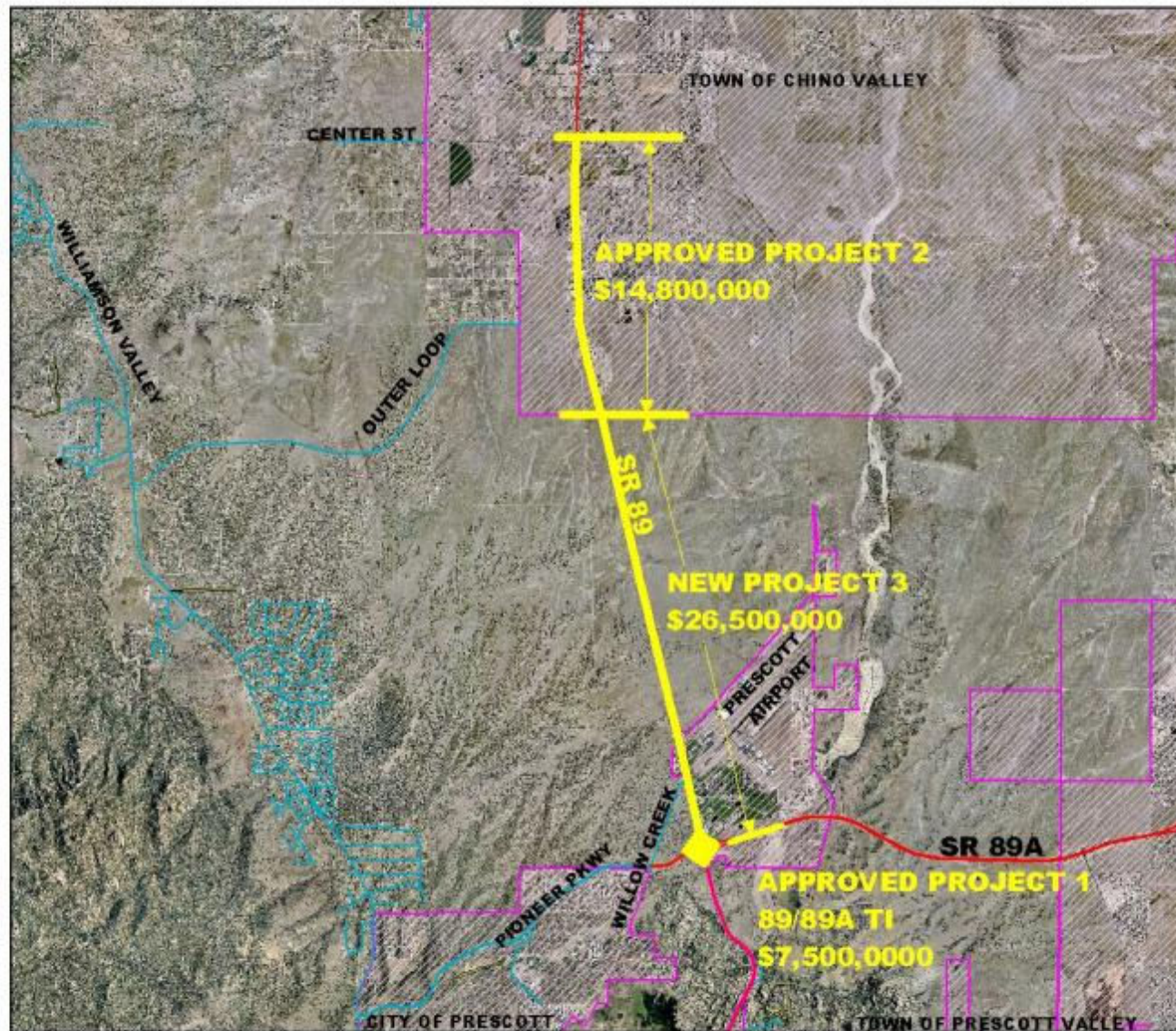
Bundling smaller projects

- SR 89A /Fain Road was constructed in phases to become a complete and continuous corridor



- SR 89 from Chino Valley to Prescott along with a local project to make the “system” work.





Yavapai County assumes no responsibility for errors, omissions, and/or inaccuracies in this mapping product.



## State Route 89

### LEGEND

- County Boundary
- State Hwy
- County Maintained Roads
- Paved Maintained
- Unpaved Maintained
- Cities & Towns



0 6000 12000

1 in. = 6000 ft.

January 9, 2006

# SR 89

# CHINO VALLEY TO PRESCOTT





**SR 89 IN 2004**  
**ADT SIMILAR TO I-17 AT CORDES JUNCTION**



**SR 89 AT ROAD 2 SOUTH  
(before access control 2004)**





**SR 89 AT ROAD 2 SOUTH  
(before access control 2004)**



**SR 89 AT ROAD 2 SOUTH  
(after access control 2015)**





**SR 89 AT ROAD 2 SOUTH  
(commercial area growth 2015)**



**OFF SYSTEM COOPERATION  
FOR SHARED ACCESS**

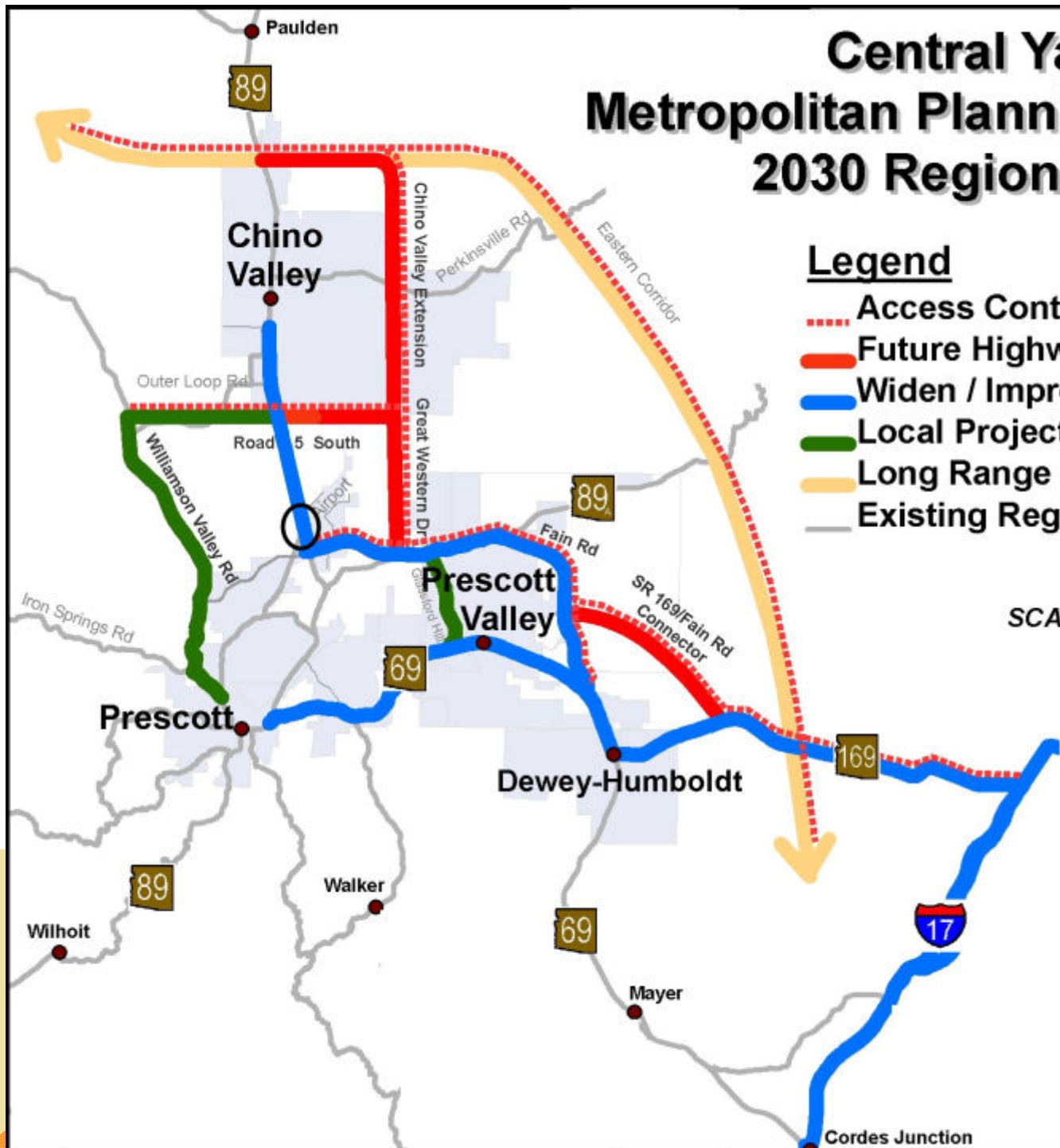


# Central Yavapai Metropolitan Planning Organization 2030 Regional System

## Legend

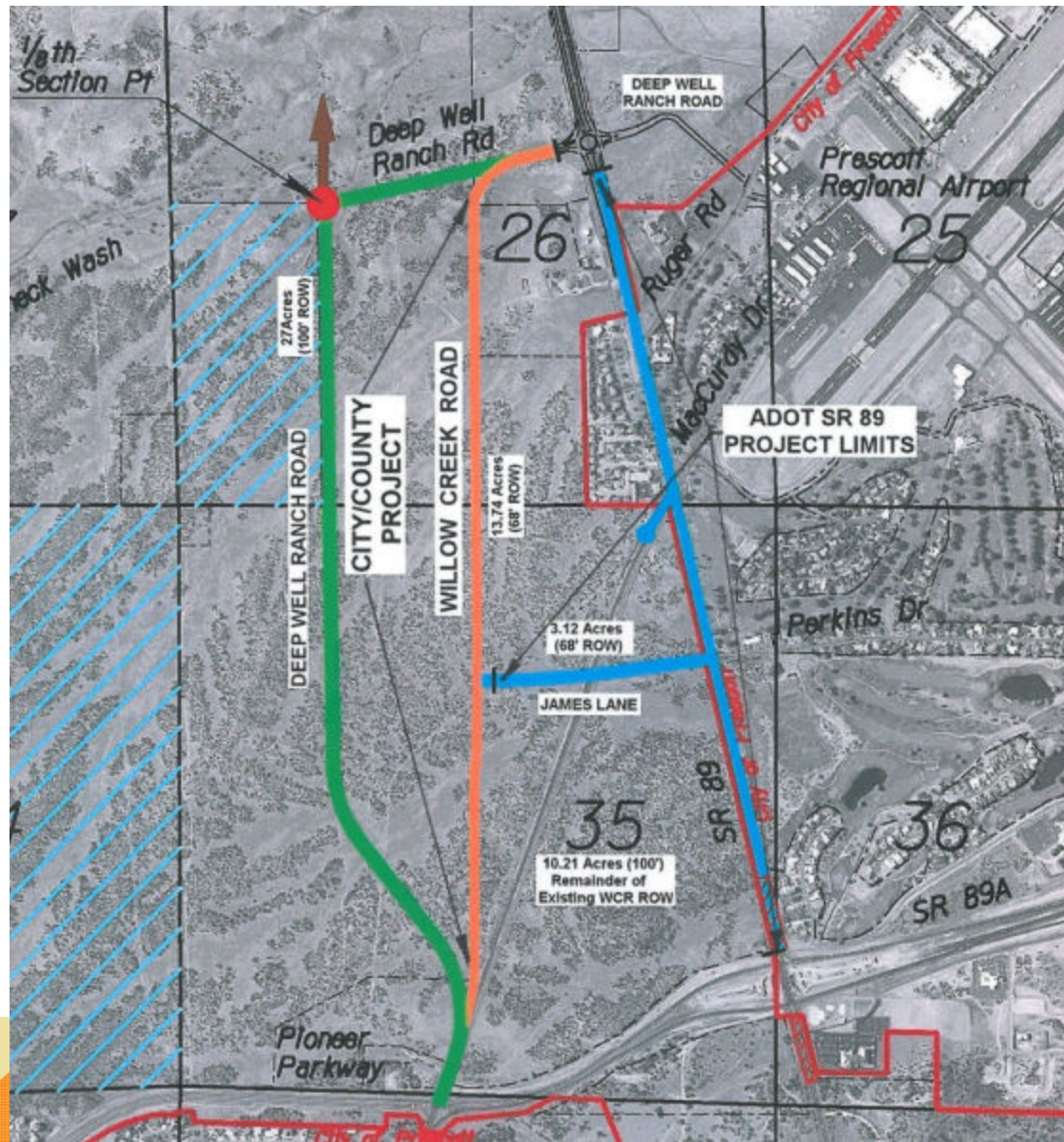
- ..... Access Controlled Facility
- Future Highways
- Widen / Improve Existing Highways
- Local Projects
- Long Range Corridor Study
- Existing Regional Routes

SCALE: 0 2 4 8 Miles



**CYMPO**  
Central Yavapai Metropolitan  
Planning Organization

April 3, 2008



**LOCAL PROJECT AS PART OF THE SYSTEM**





SR 89



SR 89A

**SR 89-89A INTERSECTION  
(No Bridge)**



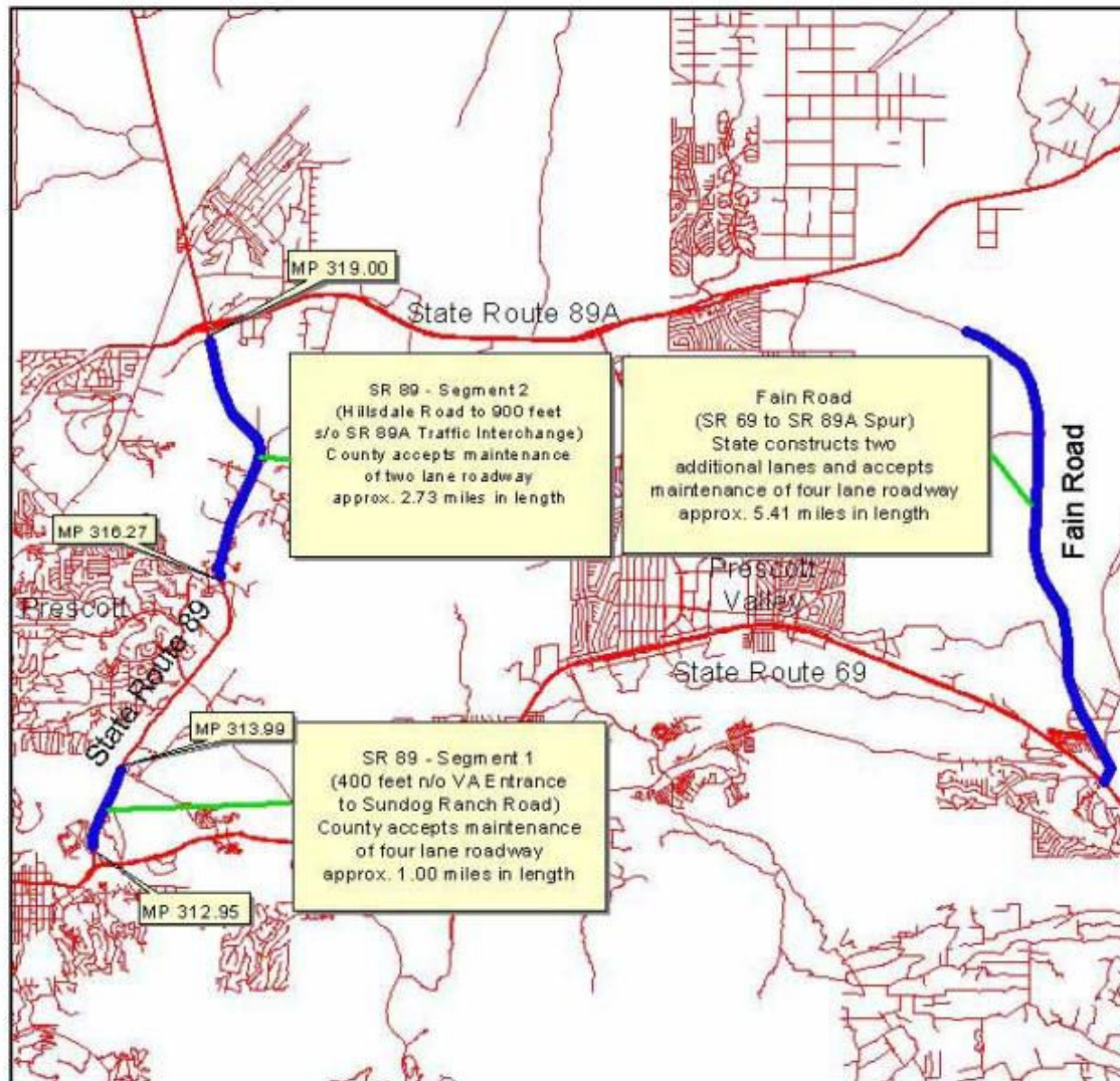
*“Have a plan”*

*“Build what you can”*



## **SR 89-89A INTERSECTION (Completed)**





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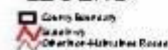


# **Fain Road Widening/SR89 Ownership Transfer Intergovernmental Agreement**

## **Exhibit A**

**(IGA/JPA 10-225-I)**

### **LEGEND**



0 4500 9000

1 in. = 9000 ft.

January 27, 2011

# HOW TO MAKE IT WORK

## View needs from a regional perspective

- Get consensus in the regional transportation studies on the project priorities

## Communication: Regional Coordination/ Cooperation

- Get to know your partners, involve the land use planners and wildlife agencies early
- CT-LU as an example

## Common goals

- Identify your common goals and get consensus on your approach
- Involve all stakeholders as early as possible
- Get political support from elected officials and community groups

## Funding from various sources

- Bundle your funding: Local, ADOT, MPO and COG funding to show regional and political support

## Partnering, friendship, trust

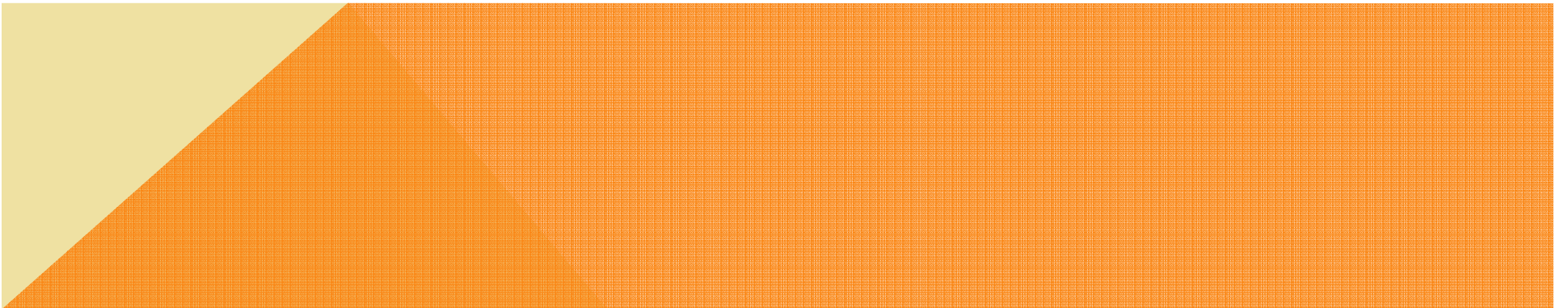
- Travel to meet with your partners on a regular basis, keep it informal.

## Project development

- Local partner studies and designs can expedite project development



# Questions



# BARRIERS/MYTHS—LACK OF FUNDING

- THE REALITY

*STATE REVENUE/NEEDS GAP* *\$62.7 Billion*

*AZ COUNTY ROAD REVENUE/NEEDS GAP* *\$7.45 Billion*

- Even if revenues were doubled, less than two-thirds of the needs would be met
- Best case realistic funding scenario - innovation & efficiencies will still be vital to address as much of the infrastructure needs as possible
- No promise of future funding for capital improvements; unsure of future of source of funding, therefore unwilling to commit to anything but local maintenance—unwillingness to take a risk due to lack of funding
- Even if we are successful at increasing funding, we still won't meet needs; it is a myth that more funding will solve all of our problems
- If you let the lack of funding stop you from moving forward it is a barrier. Need to work with what you have and take the steps you can; real partnership can address needs; don't let the lack of funding paralyze you



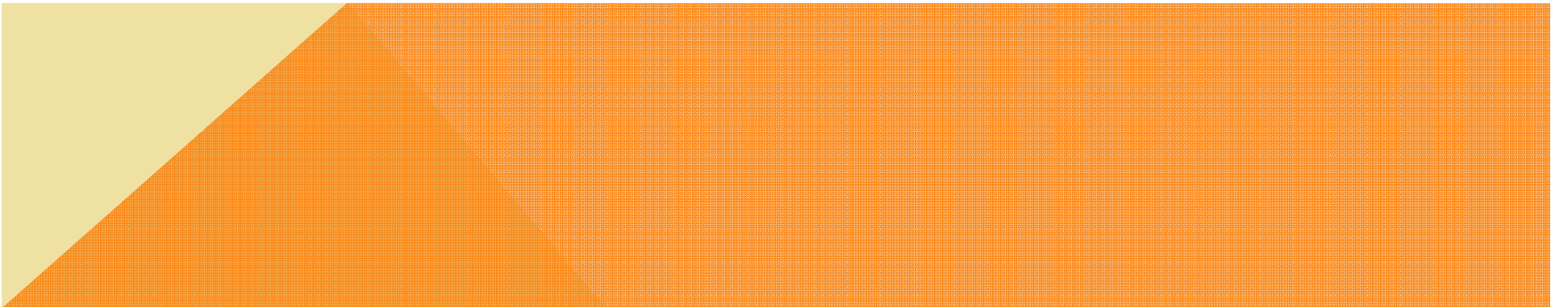


# BARRIERS/MYTHS

- Getting consensus, finding common goal—SR 260 as project example (agreement on access control was huge)
- Assuming you can't change the process—need to ask question can we do this differently
- Navigating bureaucracy—gaining staff acceptance at state level, getting everyone on board with innovative process
- Gaining political support
- Partnership needs to be based on common goals
- Take time to brainstorm—do not go immediately to a solution; come up with all possible or impossible alternatives
- Takes forever, so you don't get started – need the streamline process that is measurable to see if the total team meets expected metrics



# Questions



## RELATED EDC INITIATIVES—*DALLAS HAMMIT*

EDC-3 Initiatives all focused on streamlining project delivery

- Regional Models of Cooperation
- Stakeholder Partnering
- Railroad Coordination
- Improved Quality of Environmental Documents
- Data Driven Safety Analysis



## RELATED INITIATIVES FROM FHWA—*KARLA PETTY*

- FHWA has implemented a practice where five Area Engineers are involved in environmental discussions, reviews and approvals for projects where once it was only two Environmental Specialists
- FHWA is working with ADOT to develop Programmatic Agreements to streamline coordination between FHWA and ADOT, 106 (Cultural) issues, Recreational Trails reviews, and USFWS approvals
- FHWA is working with ADOT to better coordinate and understand project authorization schedules so that priorities for reviews and approvals can be placed on the most critical projects

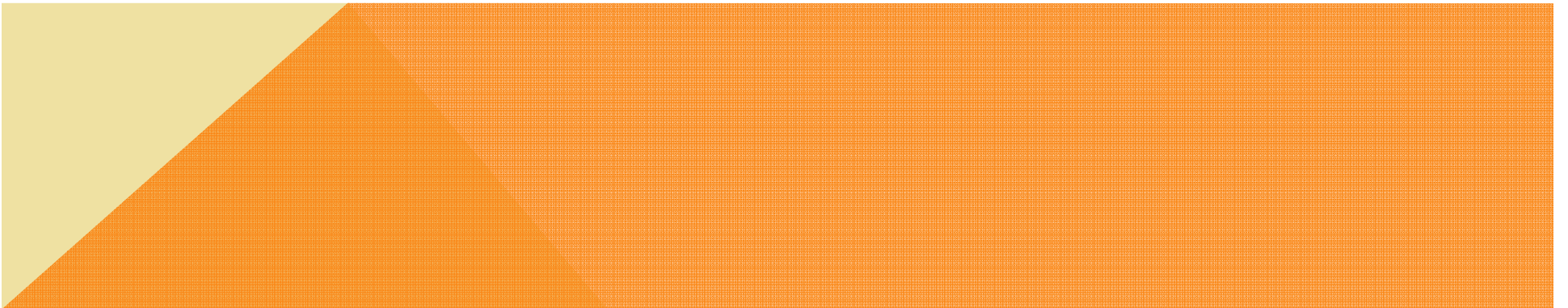


## RESOURCES AVAILABLE—*DALLAS HAMMIT*

- ACTI Council
- ACTI Website: [www.azdot.gov/acti](http://www.azdot.gov/acti)
- AID Funding : [www.fhwa.dot.gov/accelerating/grants](http://www.fhwa.dot.gov/accelerating/grants)
- STIC Incentive Funding : \$100,000 Available
- Your peers

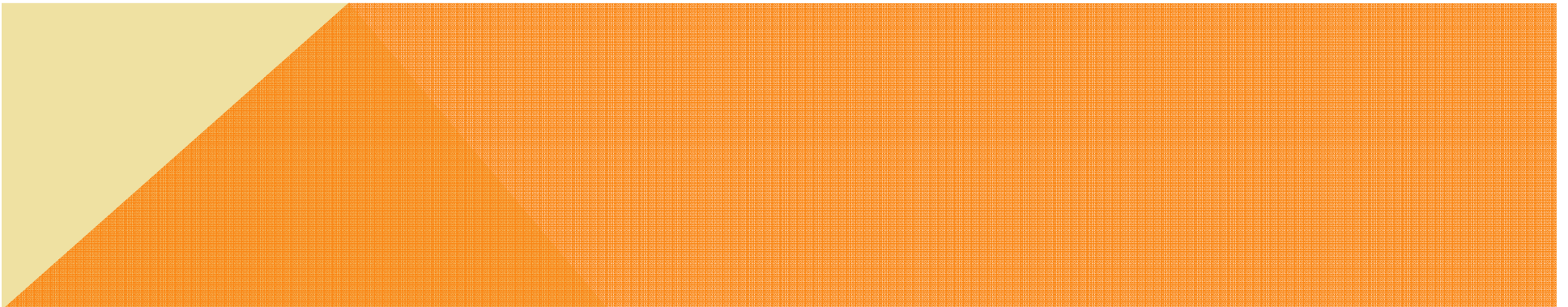


# Questions



# 2015 INNOVATION EXCHANGE CAMPAIGN

- May—Streamlining Project Development and Delivery
- August at League of Cities and Towns Conference—Technology Innovation
- September—Innovation for Improved Coordination
- November—Materials Innovation





**[WWW.AZDOT.GOV/ACTI](http://WWW.AZDOT.GOV/ACTI)**  
2015 INNOVATION EXCHANGE CAMPAIGN