PENNDOT Next Generation

Area V 2013 Annual Meeting
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Mission Statement

Engage PennDOT Management and Staff to undertake a proactive approach for refreshing and advancing business practices and technology

Goal #1 – Achieve Savings throughout the Entire Organization

Goal #2 – Integrate the practice of modernizing processes, maximizing organizational capacity, and reviewing and refreshing policies
What is PennDOT Next Generation?

• A fresh review of PennDOT’s policies, processes, procedures, and programs.

• PennDOT Next Generation **will**:
  – Examine our functions and create efficiencies
  – Refresh and advance business practices and technology
  – Create a culture of continuous improvement
PennDOT Next Generation
Why Now?

- Better use of taxpayer money
- Become a better business partner
- Be a better employer and retain quality employees
- Be a national leader in research and new products
- Improve the public’s confidence
PennDOT Next Generation
What are the Components?

- PennDOT Next Generation Projects
- Mapping the Future
- Modernization Initiatives
- State Transportation Innovation Council
- IdeaLink
PennDOT Next Generation
Next Generation Projects

- Began in February 2012 with four pilot projects:
  - Bridge Inspection
  - Right-of-Way
  - Highway Occupancy Permits
  - Safety Culture

- $7.6 million in projected annual savings
Bridge Inspection Pilot
Pennsylvania ranks 3rd in the nation for number of bridges in FHWA’s National Bridge Inventory (NBI)

Identify opportunities to balance workloads across districts

Streamline operations:
- Field Inspections
- Load Rating Analysis
- APRAS Manual Reviews
Bridge Inspection Pilot Status

• Increased inspection frequency for small “good” condition bridges
  - From 2 years to 4 years

• Implemented regional review teams for Load re-ratings
  - West, Central, East

• Improved Automated Permit Routing and Analysis System (APRAS)
  - More efficient routing
  - Shared reviews
Bridge Inspection Pilot
Ongoing Progress

KEY
ZONE 1a - Northeast Lawrence County inspected by District 10-0
ZONE 2 - Northern Washington County inspected by District 11-0
ZONE 3 - Northwest Westmoreland County inspected by District 11-0
ZONE 4a - Southern Allegheny County inspected by District 12-0
ZONE 5 - Eastern Westmoreland County inspected by District 10-0
ZONE 6 - Structures carrying I-79 in Butler County inspected by District 11-0
Bridge Inspection Pilot Benefits

• Equalize Workload between Districts
• Time and Cost Savings
• Expertise Sharing
• Improved Consistency

PROJECTED ANNUAL SAVINGS = $540,000
Right-of-Way Pilot
Right-of-Way Pilot
Project Description

• Districts currently manage ROW locally
  – Staffing levels vary
  – Appraiser availability inconsistent

• Examine processes, policies, and organization to streamline:
  – Appraisals and acquisitions
  – Outdoor Advertising
  – Property management
Right-of-Way Pilot Status

• Implemented
  – Outdoor Advertising surveillance cycle-time changed from annual to biennial
  – Eliminated redundant reviews
  – Regionalized work functions

• Additional ideas underway, including
  – Paperless submissions
  – Reduce Treasury payment from 30 to 15 days
Right-of-Way Pilot Benefits

- Streamlined communications
- Resource sharing
- Knowledge sharing
- Improved efficiency

PROJECTED ANNUAL SAVINGS = $1.2 Million
Highway Occupancy Permit (HOP) Pilot
HOP Pilot
Project Description

• All functions are at the district level
  – Inconsistent workloads and use of Consultants
  – Approx. 1,400 reviews per year

• Identify opportunities to streamline permit review process

• Regionalize reviews of transportation impact studies and assessments
HOP Pilot
Projected Annual TIS/TIA Reviews

Based on District input and District 8 consultant TIS review contract data.
HOP Pilot Status

• **Near-term**
  – Forward TIS / TIA to Central Office for review via ePermitting system (EPS)

• **Long-term**
  – Develop process to distribute reviews across District boundaries as necessary
  – Optimal regional structure being evaluated
HOP Pilot
Benefits

• HOP review times were reduced from 45 days to 10 days

• Review consistency
  – Developer expectations consistent statewide
  – Single applicant point of contact

• Cost/time savings
  – Reduction/elimination of consultant costs
  – Quicker review time turnarounds

PROJECTED ANNUAL SAVINGS : $1.9 Million
Safety Culture Change Pilot
Safety Culture Change Pilot Project Description

• Change the safety culture from a priority to a Core Value

• Potential to significantly reduce costs and improve employee well-being

• Current PennDOT workers compensation claims: $7.6 million annually
Safety Culture Change Pilot Status

• Safety culture survey assessment: over 8,000 participants

• Mandatory safety culture training was developed
  – Pilots in Districts 5 and 12

• Updating safety documentation
Safety Culture Change Pilot

Benefits

• Creates a culture where safety is a core value, not just a priority

PROJECTED ANNUAL SAVINGS: $4 million
Other Next Generation Projects

Based on the success of the four pilots....

- 30 new Next Generation projects underway
Current Project Areas

- Geotechnical
- Surveying
- Winter Services
- Inter-agency Maintenance
- CADD Support
- Materials Testing
- GIS
- Public Transit
- Grant Management
Other PNG Accomplishments

- Relocating the Photogrammetry and Survey Section from a rental facility saves $114,000 annually.

- CADD replacement plotters and scanning equipment will save $1,000,000 over the next decade.
Construction QA

- Share construction inspectors and managers across PennDOT districts to balance workload

- Streamline data collection for construction projects
  - Sharepoint and Mobile computing

- Reduce costs without sacrificing quality

- Projected annual savings up to $20 million
Materials Testing

- Simplify the testing, approval, and certification process
- Regional testing labs
- Use of concrete acceptance maturity meter
- Revise/eliminate material forms and data collection
- Projected annual savings up to $1.3 million
Winter Services

- Share resources and equipment
- District 4-0 Pilot for routed rentals
- More effective use of materials and snow plow routes
- Maintain roadway conditions while saving money and reducing overtime costs
- Projected annual savings up to $10 million or more
Executive Summary
- November 2012
- Status of all five Next Generation components

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PennDOT Next Generation

Current Cost Savings

- PNG Projects
- Mapping the Future
- PTC DCNR PennDOT
- Local Governments
- Transit Agencies
- Modernization

Total Projected Annual Savings: $50 - 75 million

The State Transportation Innovation Council and IdeLink are also implementing valuable initiatives, with cost savings to be identified in the future.
Summary

• $50 to $70 million potential total savings so far

• More than $40 million in potential savings from Next Generation Projects

• Next Generation Project Savings = Additional capacity for contract work
Thank you

Comments, questions, or ideas?

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