

Breaking Down Barriers

HOW TO SAVE TAX DOLLARS
BY ELIMINATING RED TAPE



Improve processes that delay transportation projects
and the creation of thousands of much-needed jobs.



Accelerating project delivery to create jobs

California, along with the rest of the nation, has done more with less over the past few years while weathering the economic downturn. Decreased capital investment in transportation, coupled with the length of time it takes for federally funded projects to begin construction, has resulted in unprecedented unemployment in the transportation industry.

The Orange County Transportation Authority (OCTA) began the Breaking Down Barriers initiative in the summer of 2009 in search of ways to improve federal processes that delay the creation of thousands of good-paying jobs urgently needed now to jump-start the economy.

Working in concert with other efforts spearheaded by top Department of Transportation officials and key Congressional leaders, OCTA has garnered widespread support of its initiative. Breaking Down Barriers will help unlock projects trapped in the federal project delivery process and assist to get people back to work in Southern California and the rest of the nation without the need for massive amounts of additional federal investment.

Specific recommendations to improve lengthy federal processes

Through research and in-depth interviews with transportation providers across the country, the Breaking Down Barriers initiative has identified 23 specific changes to existing federal law, regulations or practices that will help expedite projects and create jobs now. The recommendations from this initiative improve federal processes without eliminating any of the necessary environmental protections required by law.

Here are some examples of barriers which can be broken down to expedite project delivery:

Project programming

Barrier: Lengthy Transportation Improvement Program (TIP) process

Processing Time: Each TIP amendment can take at least four months to clear the local Metropolitan Planning Organization (MPO), the 30-day public review period, the State Department of Transportation (DOT) and the Federal Highway Administration (FHWA)

Recommendation: Delegate or shorten the TIP amendment process to create jobs sooner

- Review TIP & State Transportation Improvement Program (STIP) concurrently
- Advance pre-construction activities

Project contracting and design standards

Barrier: Limited bidding options and no pre-award authority

Recommendation: Implement broad authority for innovative procurements and design

- Use design-build to expedite projects
- Expand use of qualified, short-listed consultants
- Combine projects to accelerate construction
- Use prefabrication / other off-site technologies
- Expand use of public-private partnerships

Project development

Barrier: Environmental process delays

Processing time: Months to years

Recommendation: Improve environmental process

- Improve efficiency of environmental reviews
- Advance pre-construction activities
- Promote integrated planning and programming
- Clarify environmental roles and eliminate duplication
- Identify environmental community and economic goals early
- Involve attorneys early to avoid problems later
- Expand use of programmatic agreements
- Expand use of "in lieu" fees and mitigation banking
- Flexibility in ROW acquisition and utility relocation
- Construction Manager / General Contractor (CM/GC) project delivery method

Refer to the complete
report online:

[http://www.octa.net/
barriers_home.aspx](http://www.octa.net/barriers_home.aspx)

Tracking Transportation's RETURN ON INVESTMENT

\$1 billion = 18,000
INVESTMENT = JOBS



\$48.2 billion
INVESTED ANNUALLY
IN TRANSPORTATION
PROGRAMS THROUGH
SAFETEA-LU



868,000
JOBS



MORE INFORMATION

Marnie O'Brien Primmer
Mobility 21 Executive Director
949.698.2856 (cell)
949.288.6884 (office)
mprimmer@mobility21.com
www.mobility21.com