



# **Project Study Report – Project Development Support (PSR-PDS) Introduction**

California Department of Transportation

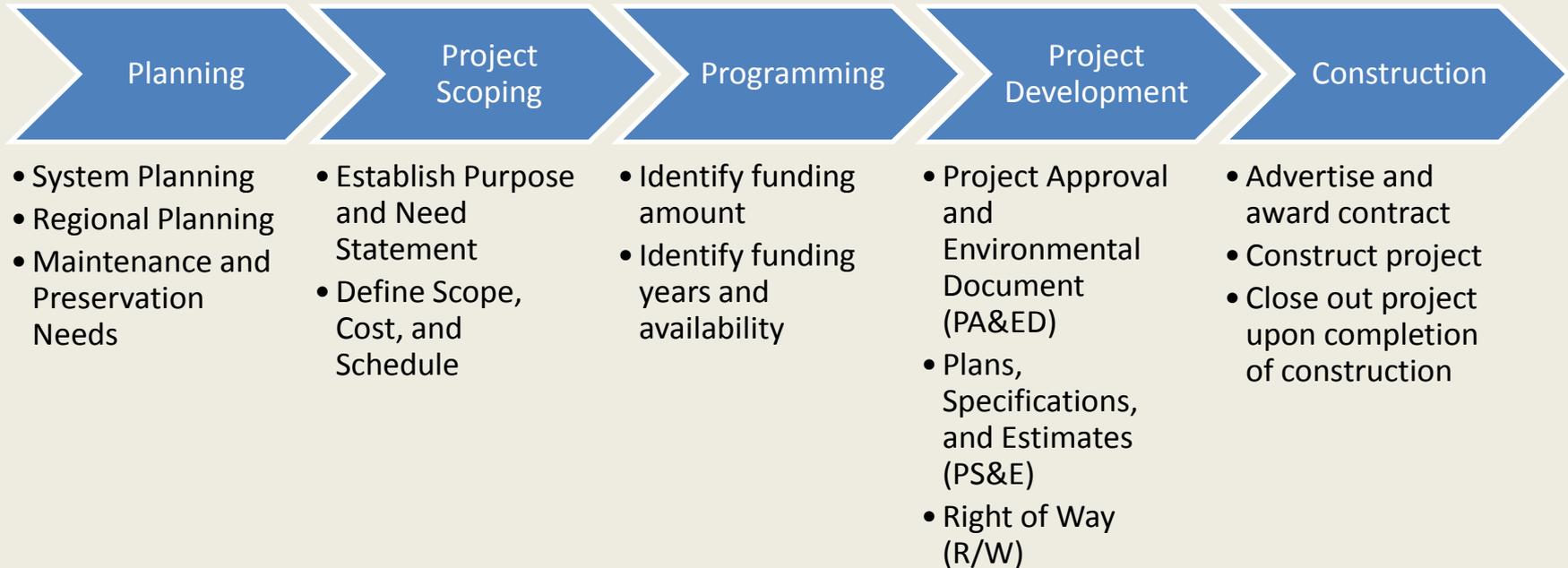
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November 10, 2011

# Presentation Overview

- Project Initiation Document (PID) Overview
- Purpose and Applicability of PSR-PDS
- Highlights of Project Study Report-Project Development Support (PSR-PDS)
- PSR-PDS Guidance Contents and Structure
- PSR-PDS Training Schedule

# Project Development Process



# PID Overview

- Engineering or technical document that documents
  - Project scope, cost, and schedule
  - Approval of state-funded projects
  - Conceptual or scope approval for locally-funded projects
- Outcome of the project scoping effort.
- Both Caltrans and local entities develop PIDs for projects on the State Highway System.

# PID Overview

- Provides a key opportunity for Caltrans and involved regional and local agencies to reach consensus on the project
- The PID is a record of the
  - purpose and need for the project
  - approach that will be taken to meet or reduce transportation deficiencies.
  - existing information, initial assumptions, identified risks, and constraints that drove the development of the project workplan.

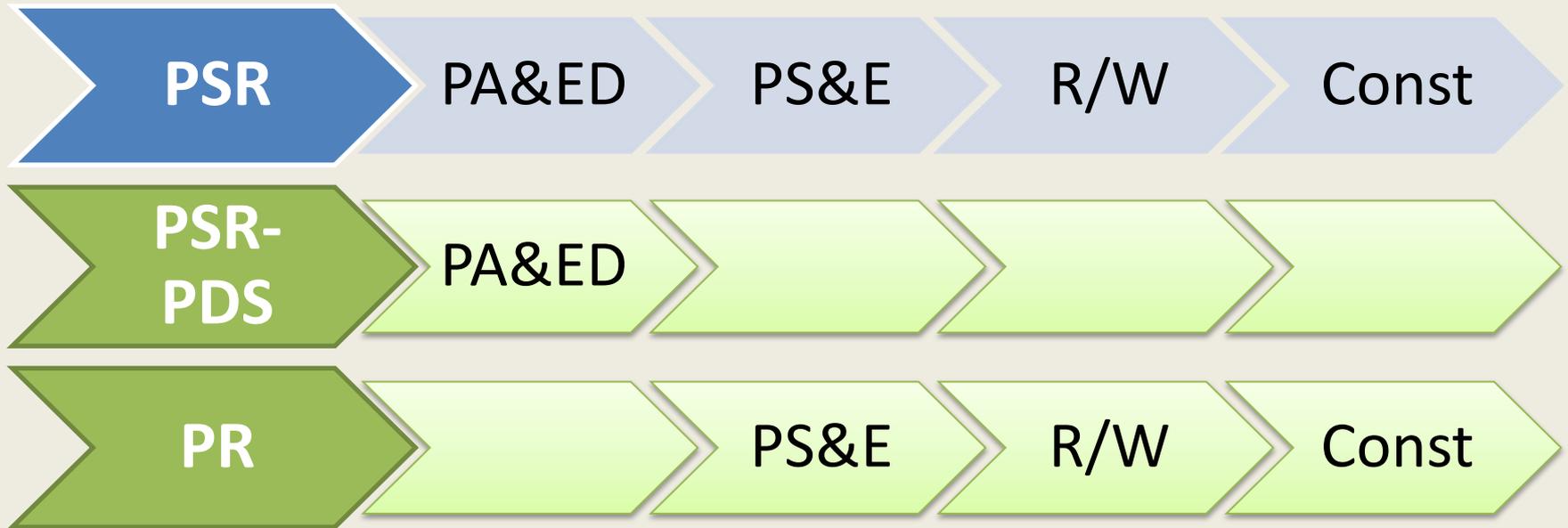
# Laws and Policies

- Government Code
  - Requires PIDs for projects programmed in the State Transportation Improvement Program (STIP)
  - Requires Caltrans review and approve PIDs prepared by local entities
- Caltrans Policy
  - Requires PIDs for all major projects on the State Highway System regardless of funding
- California Transportation Commission (CTC) Project Study Report (PSR) Guidelines
  - Apply to all State and locally-funded vehicle capacity-increasing projects on the State highway system.

# Types of PIDs

- PSR
  - Used to program all support, right of way acquisition, and construction costs
- PSR-PDS
  - Streamlined PID used to only program the support costs needed to achieve PA&ED
  - Project Report used to program remaining support, right of way, and construction costs

# PSR vs. PSR-PDS



# Purpose of PSR-PDS

- Gain Caltrans approval for the project to proceed to the PA&ED phase.
- Estimate support costs for the work and studies needed to complete PA&ED.
- Reduce the level of effort and information needed in the PID phase by deferring extensive work and studies to the PA&ED phase.

# Purpose of PSR-PDS

- PSR-PDS does provide approval for the project to proceed to the PA&ED phase.
- PSR-PDS does not provide conceptual approval of the project as defined in Chapter 9 of the Project Development Procedures Manual (PDPM):
  - If conceptual approval of the project is required, the project sponsor should consider using the PSR format as defined in Appendix L of the PDPM instead of the PSR-PDS format.
- The Project Development Team (PDT) should discuss the appropriate format to achieve project sponsor goals during the pre-PID meeting. If appropriate, a local agency may submit a request to the Caltrans District Director for approval to use the PSR in lieu of the PSR-PDS.

# PSR-PDS Applicability

- Use PSR-PDS for all STIP, special funded, and long lead State Highway Operations and Protection Program (SHOPP) projects unless the local sponsor requests a PSR and has District Director approval.

# Highlights of PSR-PDS

- Emphasizes the use of existing data to determine the work and studies needed to complete the Project Approval and Environmental Document (PA&ED) phase
- Centralizes information, guidance, and tools to develop a PSR-PDS
- Requires more detailed work to be conducted later in the PA&ED phase
- PSR-PDS process requires a discussion of the non-standard geometrics issues with the Caltrans Headquarters Design Coordinator
- Requires order of magnitude estimates for right of way and construction capital

# PSR-PDS Features

- Value added areas of the PSR-PDS guidance include:
  - Quality Management Plan for locally implemented PIDs
  - Risk Register
  - Transportation Planning Scoping Information Sheet
  - PSR-PDS Surveys Needs Questionnaire
- Updated and/or streamlined tools that defer work/or studies to the PA&ED phase
  - Storm water Documentation
  - Right of Way Conceptual Cost Estimate
  - Preliminary Traffic Engineering Assessment
  - Division of Engineering PSR-PDS Scoping Checklist
- Preliminary Environmental Analysis Report (PEAR) - Five to 15 Pages

# PSR-PDS and Other Guidance

- PDPM
  - Appendix S (Guidance for PSR-PDS)
  - Chapter 9 and Appendix L (Guidance for all PID types)

# PSR-PDS Guidance - Structure

- PDPM - Appendix S
  - Chapter 1 – Introduction
  - Chapter 2 – PSR-PDS Process and Preparation Procedures
  - Chapter 3 – Outline for PSR-PDS
  - Chapter 4 – PSR-PDS Estimates
  - Chapter 5 – Scoping Tools
  - Chapter 6 – PSR-PDS Templates

# PSR-PDS Training Schedule



Session	Chapter	Topic	Nov 2011	Dec 2011	Jan 2012
One	One	Introduction	10		
Two	Two	<b>PSR-PDS Process and Preparation Procedures</b> Develop Work Programs, Authorization for PID Preparation, Pre-PID Meeting, Form the PDT, Develop Consensus on the Project Purpose and Need	17		
Three	Two	Obtain and Review Existing Reports..., Review of the Project Site in the Field, Identify Additional Data Requirements for Project Scoping		1	
Four	Two	Perform the Initial Engineering Analysis and Develop Alternatives - Environmental, Design, Structures		8	
Five	Two	Perform the Initial Engineering Analysis and Develop Alternatives - Traffic Engineering Performance Assessment, Stormwater, Right of Way, Local and Regional Input		15	
Six	Two	Develop Cost Estimates, Develop Schedules, Risk, Quality Management Plan and Independent Quality Assurance			5
Seven	Two	Complete PSR-PDS, Caltrans District Review and Approval			12
	Three	<b>Outline for PSR-PDS</b>			
	Four	<b>PSR-PDS Estimates</b>			
	Five	<b>Scoping Tools</b>			
	Six	<b>PSR-PDS Templates</b>			

# Resources

- Project Development Procedures Manual
  - <http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm>
- Office of Projects Plan Coordination
  - <http://www.dot.ca.gov/hq/tpp/offices/oppc/index.html>