



Program Lays Groundwork for Big Projects

SB 1 Workload Increases Need to Prepare Project Initiation Documents, or PIDs

Caltrans' Project Initiation Document (PID) program, which helps identify the scope, cost, schedules and potential risks of major projects before funds are committed, is prepared to undertake a workload that has increased since the passage of the Road Repair and Accountability Act of 2017 (Senate Bill 1).

The PIDs program received some welcome help in the 2017-18 fiscal year. The equivalent of about 100 additional positions were approved to keep pace with SB 1 demands that are bringing forward increasingly complex projects, according to a Caltrans [annual report](#) to the Legislature.

Caltrans delivered 520 PID reports in FY 2016-17 and began work on 143 others that carried over into 2017-18.

A PID is required for every capital project proposed for the State Highway System. The documents provide engineering details of planned projects to ensure a more predictable and efficient path toward their eventual inclusion in the funding cycle, and, ultimately, project delivery. PIDs help Caltrans identify potential risks before ground is broken, and limit cost overruns and delays.

Here are highlights from the FY 2016-17 Caltrans annual report:

- PIDs are an integral part of project development to repair damage from winter storms that devastated roadways, culverts and bridges in California. The damage that season was so great that then-Gov. Edmund G. Brown Jr. declared a state of emergency to secure funding to help communities recover.
- The program integrated climate change and greenhouse gas carbon estimates into PID documents, as well as analysis of Complete Streets elements, which seeks to provide safe mobility for all types of travelers.
- Several PIDs were prepared for high-priority freight corridor bridge projects.

Caltrans has increased efficiencies by incorporating asset management strategies into PID documents to ensure each "asset," or element of a highway project such as pavement, culvert or bridge repairs, help Caltrans achieve SB 1 and 2017 State Highway System Management Plan performance objectives. This strategy focuses on repairing multiple highway assets in a single

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project, reducing the impact to the traveling public.

The SB-1 PID Program staff increases allow Caltrans to keep pace with new annual funding from the landmark transportation law.

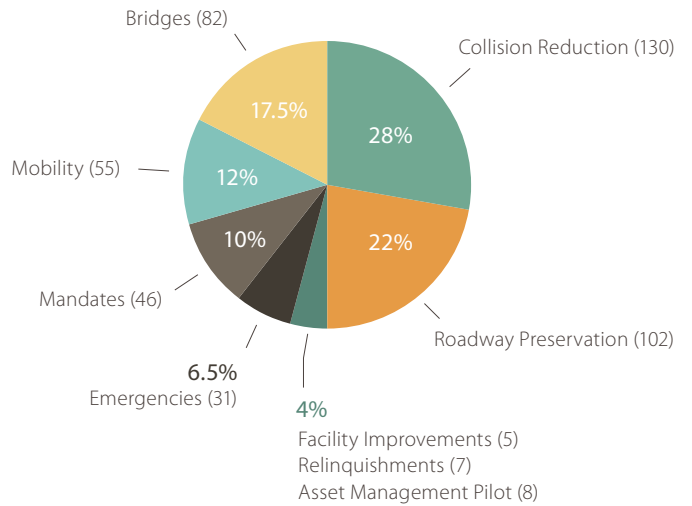
The majority of the 520 PIDs completed in FY 2016-17 are projects funded through the State Highway Operation and Protection Program (SHOPP), which is Caltrans' main source of funding for repair and rehabilitation of the existing transportation system. Of the 520 PIDs finished, 54 are for projects with non-SHOPP and local-sponsored funding sources. The projects have a total value of about \$16 billion.

Since 2013-14, Caltrans has prepared a total of 1,600 PIDs that analyzed highway capital projects.

SB 1 is generating more comprehensive repair projects, such as bridges and pavement, that require extra planning and analysis during the PID process. Meanwhile, PID planners are working with other Caltrans divisions to reduce document development costs, as well as streamline and complete analyses so projects can be more quickly programmed into the SHOPP funding cycles.

More projects also require consideration of advance mitigation measures to offset environmental impacts.

Type of SHOPP PIDs Completed in 2016-17



A more holistic approach to project development is required of Caltrans and other agencies by SB 1, and the new law directs that \$30 million be spent annually for the next four years to create an advance mitigation program. (See story, pages 34-35.) **MM**

Source: Project Initiation Document Program Report Fiscal Year 2016-17; Annette Clark, Chief, Office of Program and Project Planning.

Four Year Completed Project Initiation Documents Summary

