



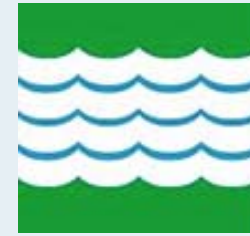
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Caltrans Permitting Process Improvement Study Update

March 15, 2017

By Lan Saadatnejadi

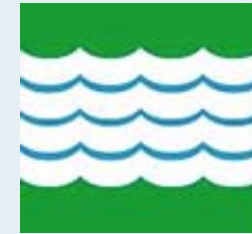
Status To-Date



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- ▶ Task 1A: Summary of Potential Concerns
- ▶ Task 1B: Literature Search of SB State Highway Facilities
- ▶ Task 2: Caltrans Current Practices & Opportunities for Streamlined Approach
- ▶ Task 3: Concept SBHP Project Development and Delivery Approach

Types of Processes



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| | Encroachment Permit Process | PEER Process | Project Development Process |
|--|---------------------------------|--|--|
| Applicable for Cost of Improvements within State Right of Way | Less than \$1 million | Greater than \$1 M and less than \$3 M | Greater than \$3 million |
| Lead Point of Coordination | Local Permit Office | Program/Project Management | Program/Project Management |
| Documents Required | Encroachment Permit Application | PEER | <ul style="list-style-type: none"> - Project Initiation Document - Cooperative/ Maintenance/ Freeway Agreements - Project Report/ Environmental Document - Plans, Specifications & Estimates - Right of Way Certification |

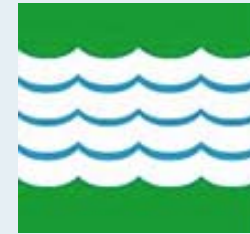
Encroachment Permit Projects



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- ▶ Requires 100% complete PS&E to start formal review process
- ▶ Fact sheet required for each project requiring design exceptions
- ▶ Non-standard features are independently justified for each project along the same corridor

PEER Projects

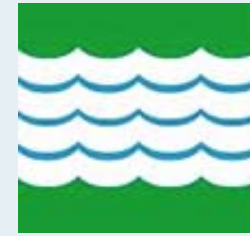


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- ▶ PEER is required for each project
- ▶ Fact sheet required for each project requiring design exceptions
- ▶ Non-standard features are independently justified for each project along the same corridor

Full Project Development Projects

- ▶ PID is required for each project
- ▶ PR/ED is required for each project
- ▶ Cooperative agreements are required for each project
- ▶ Fact sheet required for each project requiring design exceptions
- ▶ Non-standard features are independently justified for each project along the same corridor



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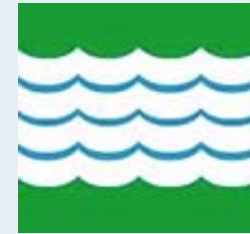
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Recommended Process



LRS
Program Delivery, Inc.
Help good people succeed

Master Corridor Plan (MCP)



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- ▶ Key South Bay State highway corridors
- ▶ Define roadway sections based on agreed upon purpose, need, functionalities, and attributes of the subject corridor
- ▶ Ensure early design and constructability consultation between Caltrans and lead project agencies

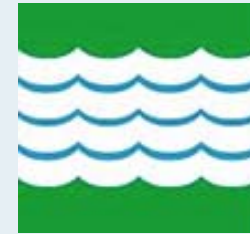
MCP Process



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- ▶ Step 1: Develop Project Study Report - Project Development Support (PSR-PDS)
- ▶ Step 2: Develop Project Report / Environmental Document (PR/ED)

Step 1: Develop Project Study Report - Project Development Support (PSR-PDS)



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- ▶ One consolidated project initiation document for whole corridor segment
- ▶ ID transportation/facility related elements to consider:
 - ▶ limits of the study
 - ▶ concept alternatives
 - ▶ necessary technical analysis efforts to further develop the MCP
 - ▶ order-of-magnitude cost range
 - ▶ target milestones
 - ▶ potential funding sources
 - ▶ project development partners.
- ▶ Provide a better definition of the relevant technical analysis and serve as a basis to secure/program funds to complete the MCP
- ▶ Fulfills Caltrans' requirement for project initiation document

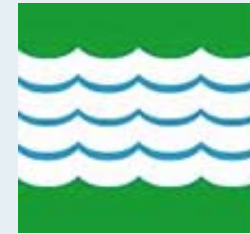
Step 2: Develop Project Report / Environmental Document (PR/ED)



- ▶ One consolidated environmental document and project report for whole corridor segment
- ▶ Approval for geometric footprint of whole corridor segment
- ▶ Include Implementation Plan defining:
 - ▶ Lead/sponsoring agency
 - ▶ Scope/schedule/cost
- ▶ Secure funding for detailed design and capital expenditures
- ▶ Lead agency

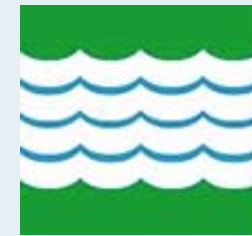
Factors to Consider in MCP

- ▶ System performance
- ▶ Place/facility type/function
- ▶ Future utility
- ▶ Stakeholder issues/concerns
- ▶ Data driven safety issues
- ▶ Value added for the added cost to use standard design
- ▶ Risks mitigation/management
- ▶ Livable community
- ▶ Sustainability
- ▶ Funding criteria
- ▶ Public acceptance
- ▶ Delay reduction
- ▶ Facilities in a State of Good Repair
- ▶ Longevity of asset
- ▶ Life cycle cost
- ▶ Governance
- ▶ Performance metrics
- ▶ Roles & responsibilities of stakeholder agencies
- ▶ Encroachment permit policies related to implementation of the design and funding concept
- ▶ Reducing VMT
- ▶ Reduced GHG
- ▶ Modal Shift



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MCP v. Traditional



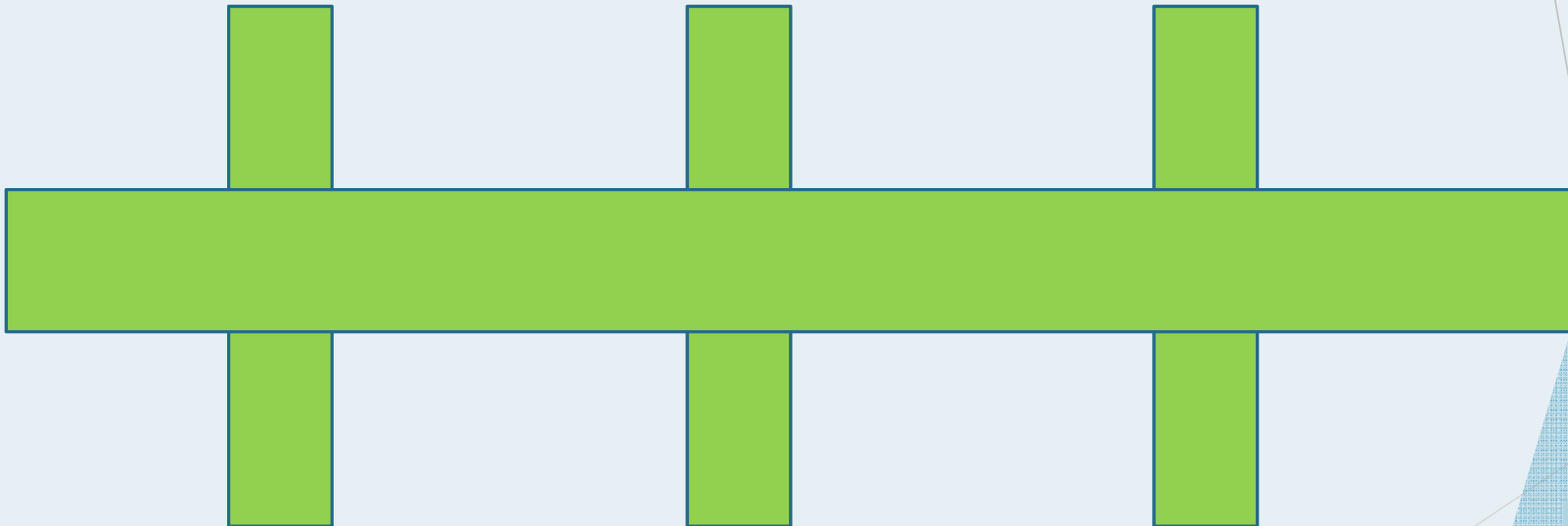
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| Item | MCP | Traditional |
|-----------------------------------|---|--|
| Project Initiation Document (PID) | Do once for whole corridor segment | Multiple PIDs, one for each project along corridor |
| PEER | Not eligible | Multiple PEERs, one for each project along corridor |
| Project Report (PR) | One PR for whole corridor segment | Multiple PRs, one for each project along corridor |
| Design Exceptions | One Fact Sheet for whole corridor segment | Multiple Fact Sheets, one for each project requiring exception |
| Environmental Document (ED) | One ED for whole corridor segment | Multiple EDs, one for each project requiring exception |
| Cooperative Agreement | One master agreement | Multiple agreements, one for each project along corridor |

Example

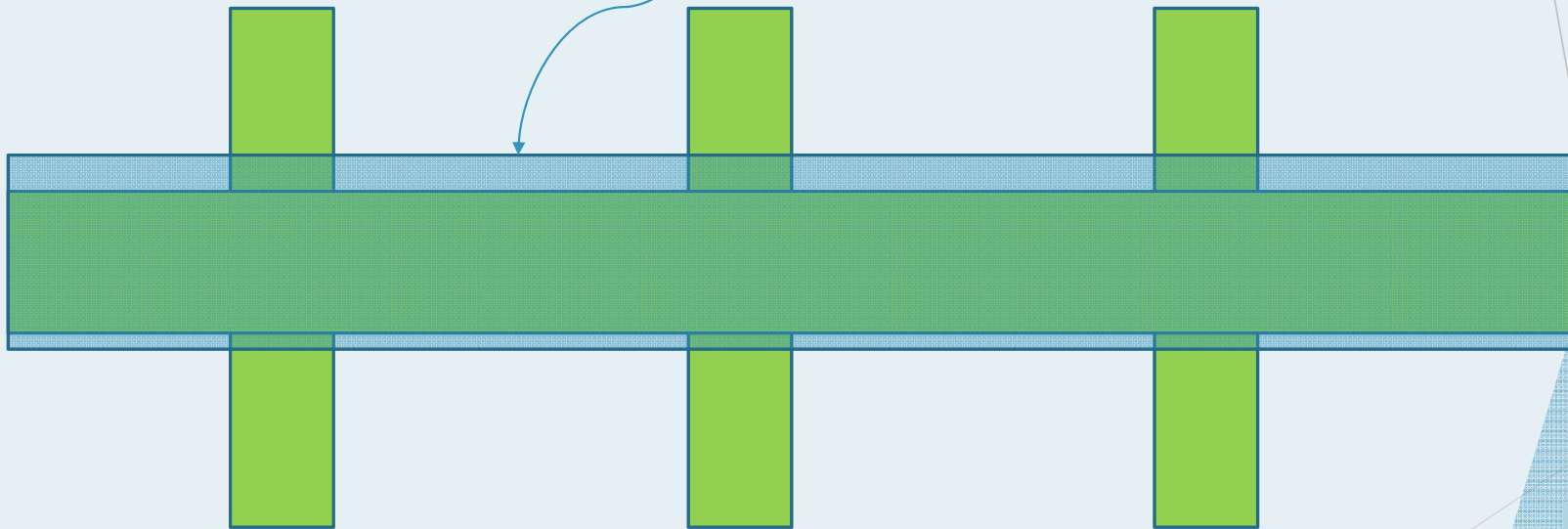


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Example

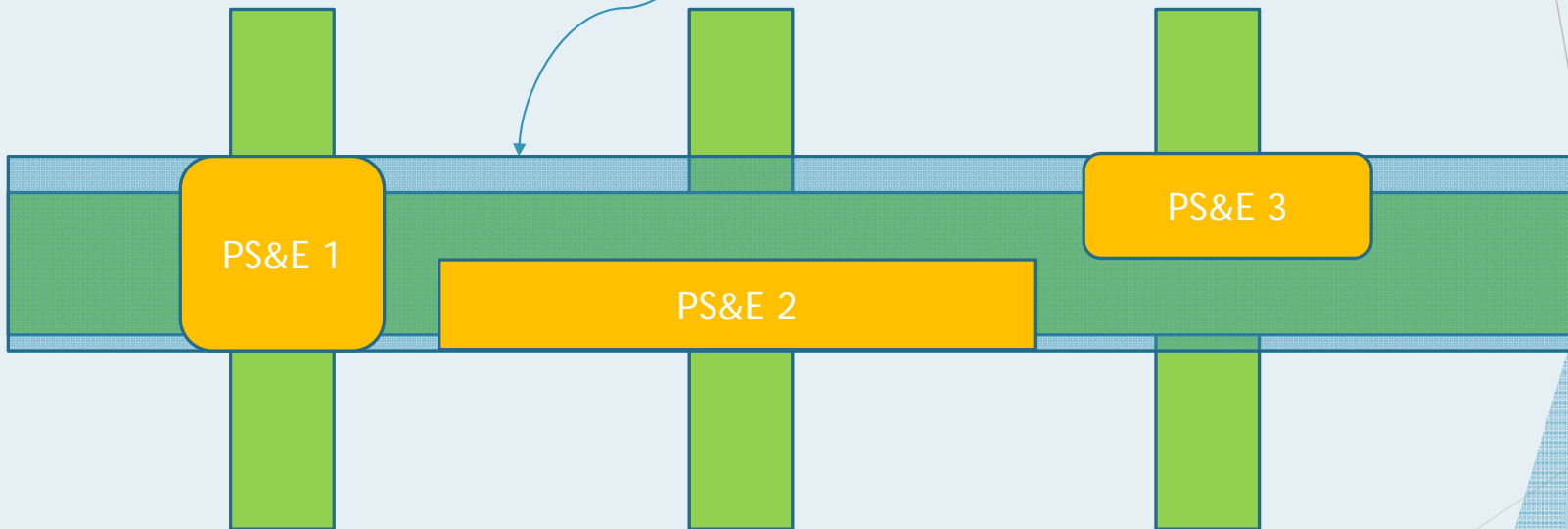
Footprint ID'd by MCP



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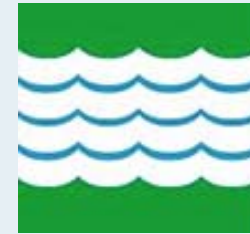
Example

Footprint ID'd by MCP



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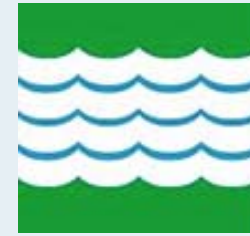
Sample Timeline



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| | Y1 | Y2 | Y3 | Y4 | Y5 |
|---------|---------|-------|------|--------------|----|
| MCP-S1 | PSR-PDS | | | | |
| MCP-S2 | | PR/ED | | | |
| Proj. 1 | | | PS&E | Construction | |
| Proj. 2 | | | PS&E | Construction | |
| Proj. 3 | | | PS&E | Construction | |
| Proj. 4 | | | PS&E | Construction | |
| Proj. 5 | | | PS&E | Construction | |

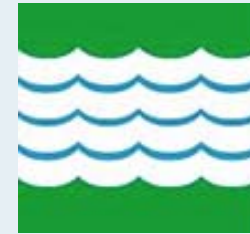
Savings on Time and Resources



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- ▶ Improvements along the corridor are coordinated
- ▶ Project initiation is done once
- ▶ Geometric approval for the corridor is processed once
- ▶ Environmental process covers the whole corridor
- ▶ Master agreement memorializes corridor commitments
- ▶ Replicable for all major arterial corridors

Proposed Pilot Corridor → PCH

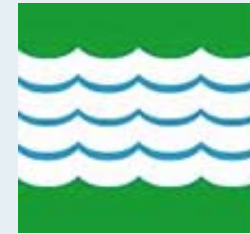


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- ▶ Segment 1: El Segundo to the eastern boundary of Torrance through the cities of El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, and Torrance
- ▶ Segment 2: Lomita to the eastern boundary of the community of Wilmington in the City of Los Angeles

Coordinating Committee

- ▶ Executive members of the agencies relevant to funding and delivery of the projects in the corridor segments
- ▶ Provide policy coordination, technical consultation, conflict resolution, and process oversight



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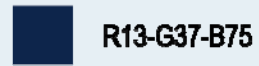
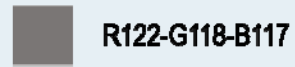
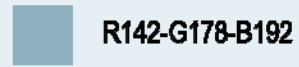
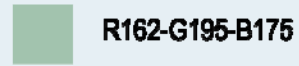
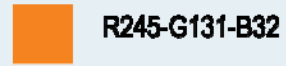
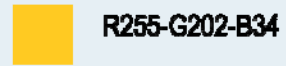
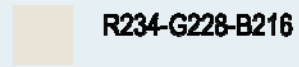


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Q&As



LRS COLOR PALETTE



MCP Process



PSR-PDS

- ID Purpose & Need
- ID Potential
 - Vehicular Delay Reduction
- Benefits
- Determine Order-of-Mag. Cost

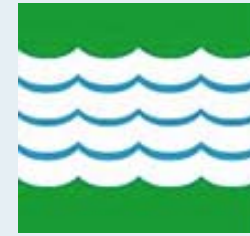
PR/ED

- Determine corridor geometry
- Complete environmental process
- ID Implementation Phases
- Execute Master Agreement with Caltrans
- Implementation Plan

PS&E

- Individual PS&E packages
- Obtain encroachment permit

Policies in Recent Years



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- ▶ Design Flexibility, HDM 6th Edition, 12/30/2015
- ▶ Delegated authorities to District 7, February 2015:
 - ▶ Baseline Design Stewardship Agreement Delegation of Authority
 - ▶ HDM standards on non-interstate freeways (e.g. Routes 1, 91, 107, and 213)
 - ▶ Longitudinal utility encroachments on non-interstate and interstate freeways (e.g. Routes 91, 105, 110, and 405)
 - ▶ Exceptions to High-Low Underground Facilities Policy on all conventional highways, expressways, and non-interstate and interstate freeways (e.g. Routes 1, 91, 105, 107, 110, 213, and 405)

Process

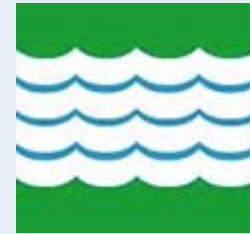


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- ▶ Engineer of record provides design decision documentation (i.e. Fact Sheet)
- ▶ District Design Oversight Engineers perform the due diligence
- ▶ District Design Liaison conduct independent quality assurance (IQA)
- ▶ Design Office Chiefs approve the design decisions

Quality Management System

- ▶ Systematic process to improve quality
- ▶ Standardized statewide evaluation criteria
- ▶ Started with Districts 7, 8, and 12 on Caltrans developed projects
- ▶ Roll out to externally led projects in future years



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