

Locally Sponsored Project Initiation Document (PID) Evaluation Guidance (Guidance) Frequently Asked Questions (FAQs)

The *Locally Sponsored Project Initiation Document (PID) Evaluation Guidance (Guidance)* is one of many Caltrans tools associated with the Project Development Procedures Manual (PDPM) used to guide and inform PID development. As local agencies propose new projects on the State Highway System (SHS), this Guidance helps agencies understand how to align their ideas and concepts to meet statewide transportation goals. This Guidance is intended to promote early collaboration with Partners to develop a project scope that is in greater alignment with the Climate Action Plan for Transportation Infrastructure (CAPTI) and statewide transportation goals during PID development.

1. How does the Guidance differ from the Caltrans System Investment Strategy (CSIS)?

This Guidance is independent of the CSIS. It does not include metrics for evaluating projects. Instead, it is focused on engagement, collaboration, and building partnerships with local agencies in early project initiation, prior to the development of a PID. The CSIS is aimed at scoring, prioritizing, and nominating projects for various state and federal discretionary programs for subsequent phases of project delivery post PID. The CSIS utilizes qualitative and quantitative metrics to evaluate and score projects based on a set of data. This Guidance complements the PID process in the PDPM and focuses on exploring opportunities for conceptual CAPTI alignment before project scoping begins in the PID.

2. What is a Project Initiation Document (PID)?

A PID is a document that is meant to take a transportation project concept or idea and scope it. It identifies the purpose and need of the project and feasibility of delivering it in terms of an estimated cost, environmental studies needed, potential project impacts and mitigation, and schedule.

A PID must be developed and approved by Caltrans for major capital projects¹ proposed on the SHS. This is an essential first step in the project development process. Once an idea becomes a PID, it is then eligible to seek funding and programming as a project, apply for discretionary grant programs, and proceed to the next phase of project development, the Project Approval and Environmental Document (PA&ED) phase.

3. What is a Locally Sponsored PID?

Locally sponsored PID refers to a major project proposed on the SHS that is sponsored by a local agency. The PID development requires an executed Cooperative Agreement between Caltrans and the local agency to establish roles and responsibilities, including reimbursements, among others.

4. Will this Guidance stop a project from moving forward?

No, local sponsors can still proceed with PID development for projects regardless of their alignment under this Guidance. This Guidance is to encourage collaboration between Caltrans and partners early in project development to assess alignment with state goals and explore opportunities to combat climate risks and promote multimodal options – walking, biking, and riding transit. The ultimate goal is for all parties involved to reach a consensus on the alignment approach moving forward in project development, which then sets up the project for more successful partnership and prioritization for various state and federal funding opportunities.

¹ Construction Cost Thresholds Within State ROW of greater than \$3 million