Note: Responses are accurate as of the date of publication and are subject to change. Chapter 6 of the Local Assistance Procedures Manual (LAPM), and the Standard Environmental Reference (SER) are updated annually and contain current guidance. You may access the LAPM here: https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm and the SER here: https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser

Federal Aide Series FAQ

FAQ Day 1/AM Session

1. If you're preparing a joint NEPA/CEQA document, which definition of "significance" is followed?
   Response: Both definitions apply. This will depend on the section of the joint document you are working on—the CEQA definition is applicable for the CEQA section, and the NEPA definition is applicable for the NEPA section.

2. Is there an expiration date for EAs?
   Response: There is no expiration date, but Revalidations may be useful/required.

3. What triggers the need for Revalidation?
   Response: The most common Revalidation for a NEPA Document or CE is for a project moving onto the next phase of the federal process (i.e., moving from Environmental to Design/Right of Way or Construction). Other triggers are changes in project scope, setting, effects, and mitigation measures and a 3-year timeline (EIS only).
   You can read more about this below:
   https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/f0004159-ch33-3trigger-combined-a11y.pdf

4. When you say "final design," do you mean 90%-100% design plans? Are we ok with working on 30% to 60% project designs as we work through the environmental impacts?
   Response: Generally, when we say "final design," we mean 100% complete (including the level of detail & construction methods/work-windows, etc.) required by our regulatory partners for their permitting needs. So yes, working your design to 30% - 60% is good to answer your environmental questions. However, you can't move forward with permitting until you have your environmental clearance in hand, which is the result of the PE phase, per the delivery process summary we provided at the beginning.

5. Do permits have to be obtained before starting final design or before completing final design?
   Response: Permits must be received by the applicant before the project begins construction**.**

FAQ Day 2/PM Session

1. Is the FSTIP and FTIP the same thing?
   Response: The Federal Programming Branch is responsible for preparing and managing the Federal Statewide Transportation Improvement Program (FSTIP). The FSTIP is a 4-year statewide intermodal program of transportation projects that is consistent with the statewide transportation plan and planning processes, the metropolitan plans, and the Federal Transportation Improvements Programs (FTIPs). The FSTIP is prepared by Caltrans in cooperation with the Metropolitan Planning Organizations (MPOs) and the Regional Transportation Planning Agencies (RTPAs). The FTIP is without the state (Caltrans). The project needs to be federally programmed to use the PES. It doesn't matter which one is used, it is dependent on your project funding type. This information is in Federal Aid Project Delivery Overview. To learn more, please visit the links below.

   Resources:

   [TRAINING & RESOURCES | Caltrans](#)

   [Federal Programming Branch | Caltrans](#)

   https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/federal-transportation-improvement-program-ftip

2. Could you drop in the link to where we can find the FSTIP for project info and print out?
   Response:

   Here are the links to the FSTIP:
   https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/federal-transportation-improvement-program-ftip

   https://dot.ca.gov/programs/financial-programming/office-of-federal-programming-data-management-ofpdm

3. On the PES, would we list multiple exemptions that apply?
   Response: No, you do not list multiple exclusions. If multiple apply, identify the most relevant exclusion and list that one.

4. Does the species list for the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) include state endangered species?
   Response: No, the USFSW IPaC and the National Marine Fisheries Service (NMFS) species list are for federally listed species. For state species status, the California Department of Wildlife uses the California Natural Diversity Database (CNDDB).

5. To clarify, Caltrans carries out the consultation, but if section 7 was required, would the local agency/consultant still be responsible for preparing the BA?
   Response: Yes.

6. If the project itself is not within State R/W but traffic control is needed on the freeway off-ramp during construction, does it encroach to State?
   Response: Yes, if work occurs on State R/W, Caltrans requires operational and maintenance safety protocols that will need to be followed.

7. How do we find the DLAE for a particular county?
   Response: The link below gives a list of all the DLAEs by district and lists what counties they cover.
   https://dot.ca.gov/programs/local-assistance/other-important-issues/local-assistance-contacts