2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP): FTIP DEVELOPMENT GUIDANCE

Purpose

This document provides statewide guidance for developing an updated FTIP and promotes consistency across Metropolitan Planning Organization (MPO) regions. The guidance outlines critical elements necessary for FTIP inclusion to ensure compliance with federal requirements. FTIPs successfully developed and submitted are included in California's Federal Statewide Transportation Improvement Program (FSTIP) for federal approval.

Scope

MPOs are encouraged to utilize both the FTIP Development Guidance and the FTIP Submittal Instructions and Checklist during FTIP update cycles.

Item	Timeline	Task
Draft 2027 FTIP	No later than August 31, 2026	• Submit Draft 2027 FTIP to FTIP/FSTIP Coordinator assigned to your MPO at the start of public review period, including the Performance Measures Reporting Workbook and the Financial Summary Template • Upload Draft FTIP into CTIPS
Final 2027 FTIP	By September 30, 2026	• Upload Final 2027 FTIP including the board resolution (and amendments, if applicable) into CTIPS to be included in the 2027 FSTIP • Amendments received after September 30, 2026, will be processed by Caltrans, FHWA and FTA after the 2027 FSTIP is approved • MPOs with delegated authority from Caltrans cannot approve Administrative Modifications to board approved 2027 FTIPs until the 2027 FSTIP is approved • After federal approval, the 2027 FSTIP supersedes the prior FSTIP • Only projects included in the 2027 FSTIP can be obligated
Final FTIP Web-link	By September 30, 2026	• Email Final 2027 FTIP Web-link (and amendments, if applicable) to Caltrans FTIP Coordinator

1) COMPREHENSIVE PROJECT LIST

The comprehensive project list includes various project types that should be included using the following processes and criteria.

Programming of Individually Listed Projects

The MPO must ensure that programming individual projects complies with the following guidance:

- **Verify planning studies (non-transportation capital) are included in the Overall Work Program (OWP).** Planning studies do not need to be listed in the FTIP. Program the funding for each project phase in the year of obligation (i.e., E-76).
- For projects **without funding that are programmed within the four-year FTIP cycle and included in the FSTIP for environmental approval purposes**, provide the **Regional Transportation Plan (RTP) project number, project completion date, and total project cost**.
  - **Add the following language to the project description: "Project included in the FTIP for environmental approval."**
- **Provide the following information for each project.** Reference the **Description Format Tables** for detailed information.
  - **Sufficient project description to identify the project** (i.e., type of work, termini and length).
  - **Total project cost** shall be based on the **latest engineering estimates** and may extend beyond the four years of the FTIP. **Cost estimates must be expressed in year-of-expenditure dollars**, using an appropriate inflation rate based on reasonable financial principles and assumptions, and **must be included in the financial plan**. **Projects located in air quality nonattainment and maintenance areas may be included in the first two years of the FTIP and FSTIP only if funds are available or committed.**
  - **The amount of federal funds proposed to be obligated during each program year** for the project or project phase.
  - **Include any required non-federal matching funds.**
  - **Include the implementing agency.**
  - When programming an **FTA-funded project from a prior FTIP into the 2027 FTIP**, use the **project description field** (or the **CTIPS MPO Comments** section) to identify the **fiscal year the funds were awarded**, the **awarded amount**, and the **prior-year fund type**.
  - Include the **corresponding RTP project number or RTP page number.** MPOs that use the **California Transportation Improvement Program System (CTIPS)** to develop their FTIPs may include this information in the **Project**

Title, Location & Description field or the **MPO Comments** field. **Including this information demonstrates that the project is consistent with the RTP.**

DESCRIPTION FORMAT TABLE: HIGHWAY PROJECTS (STATE HIGHWAYS/LOCAL)	
Description Formula: [(Location) + (Limits) + (Improvement)] *For example: In Bakersfield: Between 1st Street and Pine Boulevard; widen roadway from existing 2 lanes to 4 lanes.*	
Location:	• Use the nearest city or significant town identified on state highway maps. • If the project is located more than five miles from a city or town, prefix the city or town name with "East, West, North, or South of." For example: o *In Bakersfield / South of Bakersfield*
Limits:	• Project limits can be stated as from one road to another • Other boundary landmarks--such as rivers, creeks, state parks, or freeway overcrossings--may be used in-lieu of streets or roads. For example: o *Between 1st Street and Pine Boulevard* o *North of Avenal Creed to South of Route 33* o *At Rock Creek Bridge*
Improvement:	• Describe the work to be completed, including significant components of the improvement--particularly those related to air quality conformity. For example: o *Widen roadway from existing 2 lanes to 4 lanes* o *Convert 4-lane expressway to 6-lane freeway with 2 HOV lanes*

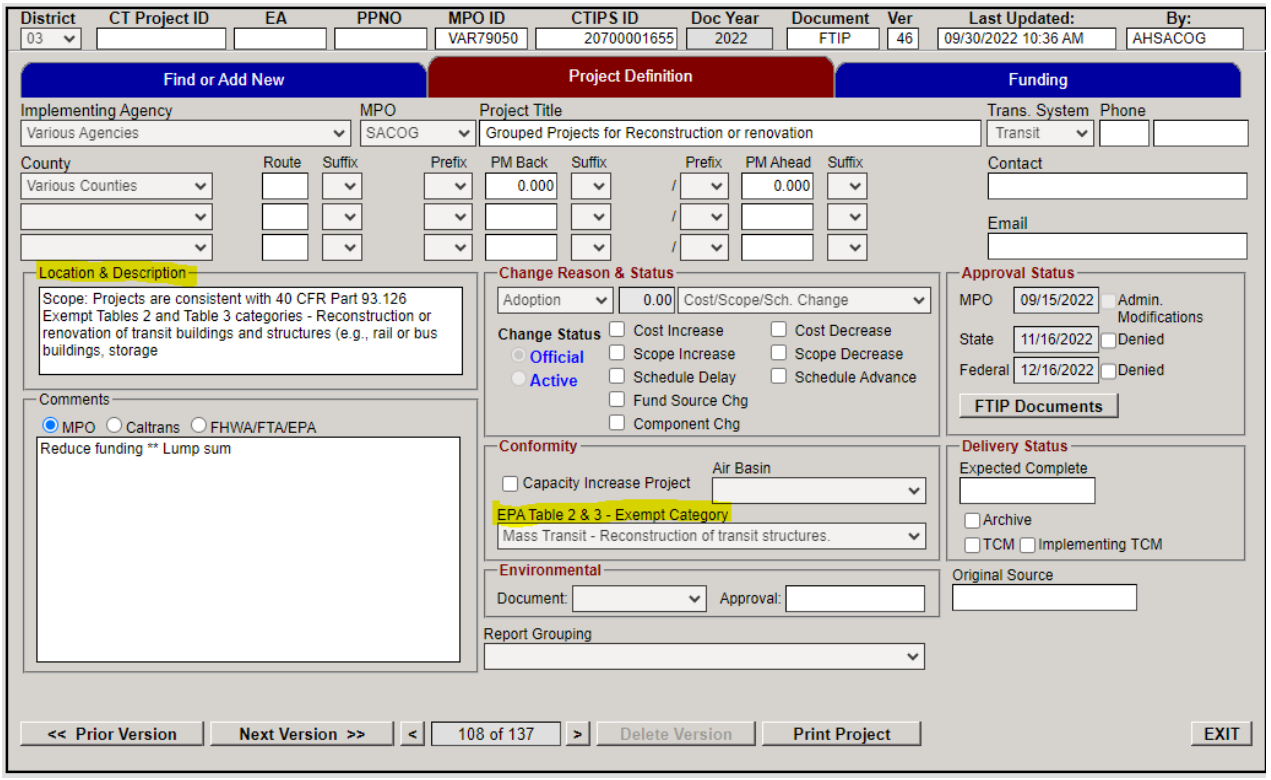
DESCRIPTION FORMAT TABLE: TRANSIT PROJECTS	
Description Formula: [(Location :) + (Limits) + (;) + (Improvement)] For example: North of Bakersfield: San Joaquin Corridor–Track and signal improvements.	
Location:	• For work at spot locations for large (statewide) transit agencies, identify the nearest city or significant town identified on state highway maps. If the project is located more than five miles from the city or town, prefix the city or town name with "East, West, North, or South of." For example: o *In Bakersfield:* o *North of Bakersfield:* • Otherwise: Skip this step.
Limits:	• For work at spot locations (all agencies), identify the station name, provide a description of the facility, and name the rail corridor associated with the project. For example: o *Lafayette BART Station;* o *The Daly City Yard, adjacent to the Coloma Station;* o *San Joaquin Corridor;* • Otherwise: Skip this step.
Improvement:	• Describe the work to be completed, including significant components of the improvement, particularly those related to air quality conformity. o *Construct a station.* o *Track and signal improvements.* • For projects that apply to the entire transit agency jurisdiction, describe activity. o *Purchase of 59 buses--12 MCI's and 47 Standard 40 ft buses (note if this is an expansion or replacement activity).* o *Para-transit van leasing.* o *Operating assistance for Sacramento Regional Transit.*

Programming of Grouped Projects

The **MPO must ensure** that **programming grouped projects** comply with the following guidance:

- **Use the guidelines titled "Caltrans' Guidance for Programming Grouped Project Listings_09-19-25"** for programming grouped projects in **air quality non-attainment or maintenance areas. (See Attachment A)**
- Use the **"Caltrans' Request for MPO Certification Letter_09-08-25"** to prepare the **MPO Grouped Project Listing Certification Letter** for inclusion in the **FTIP. (See Attachment B)**

  - The certification letter confirms the MPO **prepared the FTIP** and verified the **grouped project listings comply with applicable federal requirements.**
  - The letter must be **printed on the MPO's letterhead, dated and signed** by the **MPO's Executive Director or their designated representative** and **submitted with the Final FTIP to Caltrans by September 30, 2026.**
- **Refer to** 23 CFR § 771.117 (c) **and** (d) for MPO areas **(SBCAG, AMBAG, and Shasta)** and **rural non-MPO counties classified as air quality attainment** for information on projects that can be classified as **"Categorical Exclusion (CE)."** Projects that are **not considered regionally significant and qualify as CE may be grouped together.**
- **MPOs are responsible for determining whether projects are eligible for inclusion.**
- **Refer to the "Best Practices for Use of Group Project Listings for Transit Projects" when grouping FTA-funded projects. (See Attachment C)**
  - FTA-funded projects can be grouped provided the **detailed project list is made available to both the FTA and the public.**
  - The **detailed project list must be included in the FTIP and in the FTIP amendment circulated for public review.**
- Include all necessary details in CTIPS. The **location and description fields must reference the appropriate CFR section**. The conformity subsection in CTIPS must be appropriate, including **reference to EPA Table 2 & 3 Exempt Categories**.



Use of Toll Credits

Federal-aid highway projects typically require sponsors to provide non-federal funds as a match to federal funds. However, at the MPO's discretion, **a project may be funded without the required non-federal match by applying Toll Credit (TC) provisions.** Using **TCs allows the non-federal share requirement to be satisfied**, enabling a project to be **funded with 100% federal participation for federally eligible project costs.**

- **TCs do not generate additional federal funding.**
- TCs are limited to the non-federal match required for the federal apportionments available in a given year.
- Under the current Caltrans federal funding policy, the following programs are excluded from the use of TCs: STIP (IIP), SHOPP, and Highway Maintenance Program projects. MPOs may use CMAQ and STBGP funds in lieu of the required federal match by using TCs for the eligible projects under those programs.
- The MPO must ensure that use of toll credits complies with the **"Caltrans' Toll Credit Use Policy**." **(See Attachment D)**
- Consult with Caltrans Division of Local Assistance (DLA) for use of toll credits for any program not specifically listed in this section.

ELIGIBLE PROGRAMS FOR USE OF TOLL CREDITS (TCs)		
PROGRAMS	**CRITERIA**	**TOLL CREDIT ELIGIBLE**
STIP	• TCs can only be used for RIP projects	Eligible federal funds (e.g. CMAQ, STBGP)
HBP–Off System	• TCs can be used for "Off federal-aid system" projects	HBP
HBP–On System projects	• TCs can be used for "On federal aid system" projects using other eligible federal funds	Eligible federal funds (e.g., HIP, STBGP)
HSIP	• TCs can be used for projects from the local HSIP using other eligible federal funds, except for certain countermeasures eligible to use HSIP funds.	Eligible federal funds (e.g., CMAQ, STBGP)
*CMAQ and STBGP	• Projects may be programmed with TCs at MPO's discretion	CMAQ, STBGP
FTA – Funded Projects	• Projects funded from formula programs are eligible to receive TCs. Eligible programs include: o 5307, including CMAQ and RSTP FTA transfer projects o 5309 o 5310 o 5311, including CMAQ and RSTP FTA transfer projects o 5337 o 5339	Various

*** FTIP Notation:** For CMAQ and STBGP-funded projects, indicate the **"Use of Toll Credits (TCs)"** in the project description or MPO Comments field in the FTIP.

Restriction: TCs **shall not** be used if the non-federal match requirement has already been satisfied with other non-federal funds. TCs cannot be reimbursed, transferred, or carried as a balance and they are applied only at the time of federal authorization.

2026 State Highway Operation and Protection Program (SHOPP)

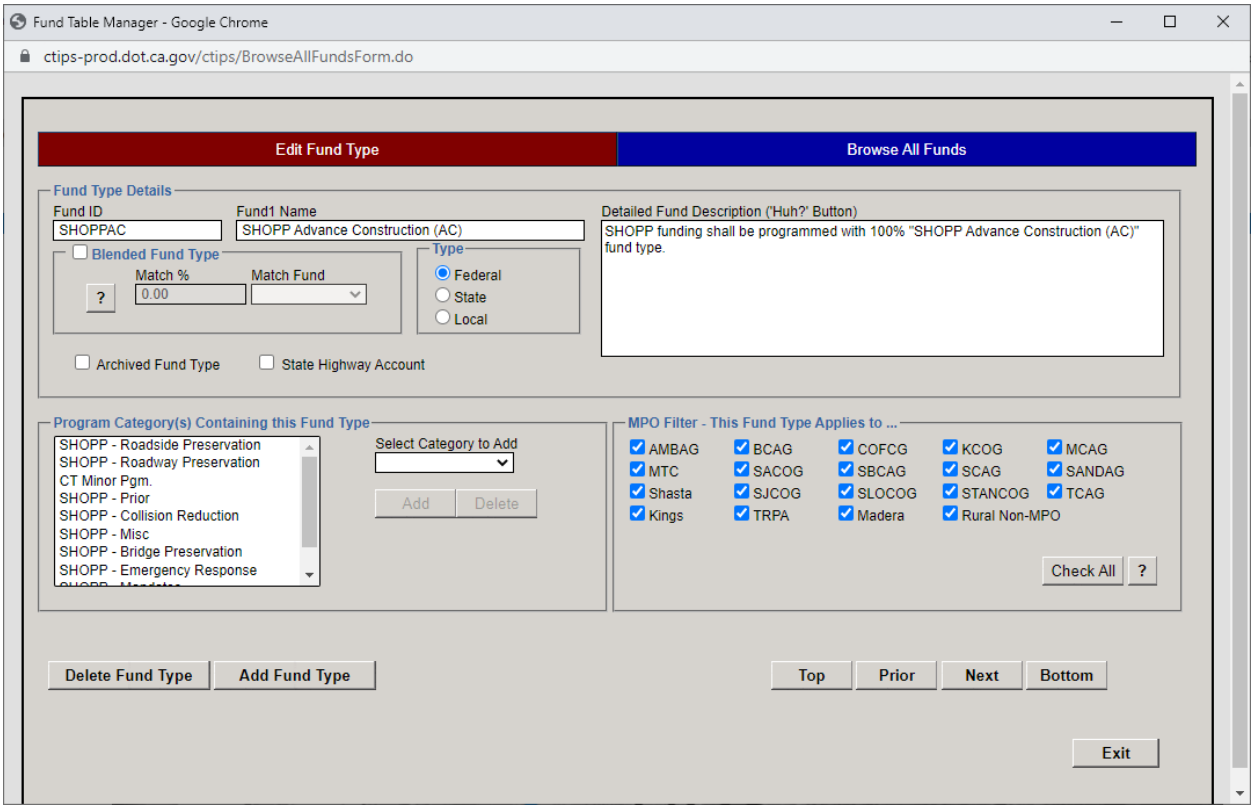
For **non-attainment areas**, projects that are **not exempt from air quality conformity determinations must be listed individually in the FTIP.** Similarly, for **attainment areas**, projects that are **not classified as Categorical Exclusion (CE) must also be listed individually in the FTIP.**

- **Fund Type:** Program **all projects** with the **"SHOPP Advance Construction (AC)" fund type.**
- **Financial Summary: Verify** in the **financial summary** that **total revenue equals the total programmed.**
- **Contingency Projects (G-13): Program the Preliminary Engineering (PE) and Right of Way (RW) phases.** Once the **Construction Capital and Construction Support phases** are programmed in the **2026 SHOPP, District FTIP Coordinators will notify MPOs** to program these phases in the **2027 FTIP.**
- **Project Classification: MPOs are responsible for determining** whether a project can be classified as **non-exempt or Categorical Exclusion (CE). Contact the District FTIP Coordinator** if additional information, such as a **detailed project scope**, is needed to make this determination.

SHOPP Programming Process Timeline	
DATE	**TASK**
January 30, 2026	Caltrans submits the proposed 2026 SHOPP to CTC
March 19-20, 2026	CTC adoption of the 2026 SHOPP
May 4, 2026	The 2026 SHOP becomes available in CTIPS
By May 15, 2026	Caltrans Programming provides the SHOPP Grouped Project Reports

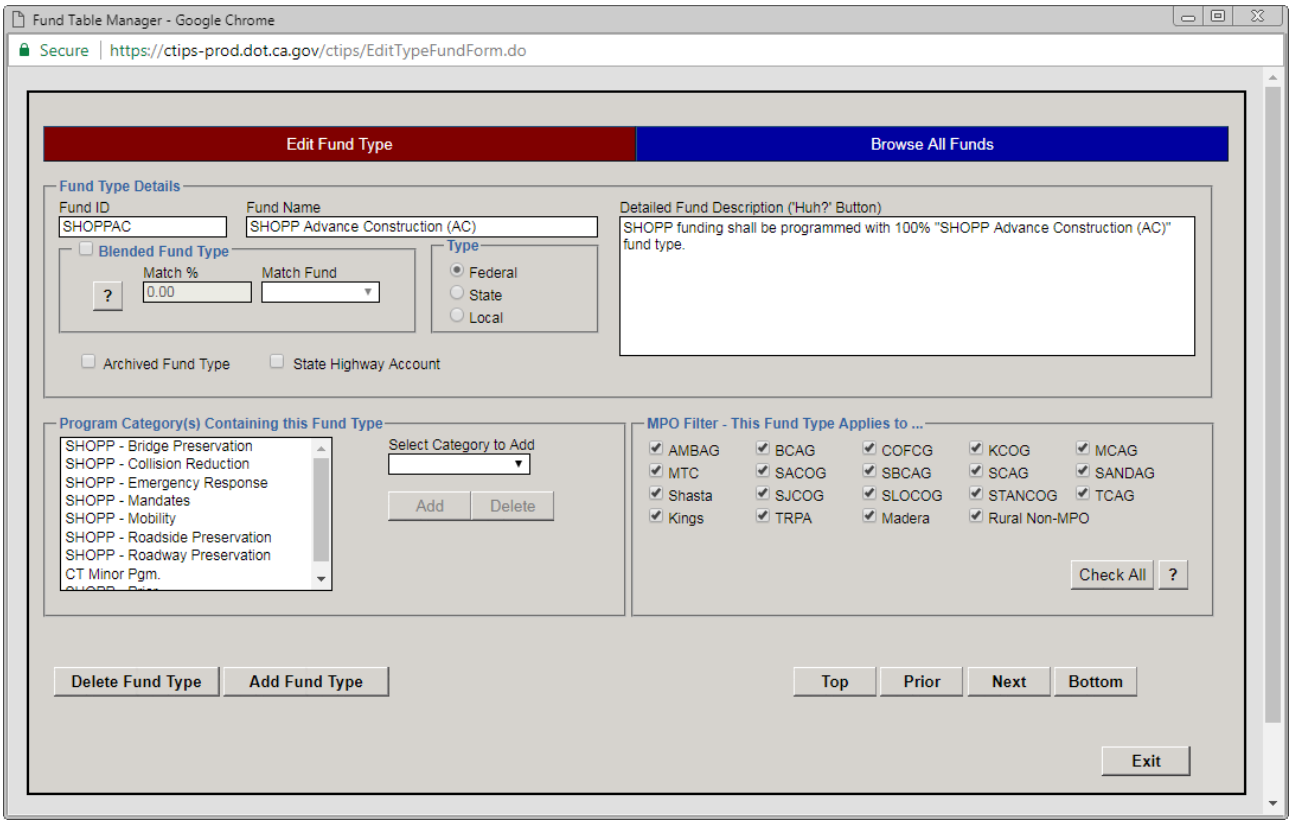
- **SHOPP FTIP Programming Instructions:**
  - **Non-attainment areas:** MPOs must **review the SHOPP Grouped Listings** Report to determine **project eligibility for grouping**. Any **non-exempt projects** must be **removed from the grouped project listing** and **programmed separately as line-item projects**.
  - **Attainment Areas:** MPOs must review the SHOPP Grouped Project Listings Report and **program any projects not classified as "Categorical Exclusion (CE)," as line-item projects.** MPOs may contact their District FTIP Coordinators for additional project details if needed.

- Use the **"SHOPP Advance Construction (AC)"** fund type and select the appropriate SHOPP Program Category (e.g., Mobility, Bridge Preservation). This fund type **includes both state and federal funds.**
- Ensure **total revenue equals total programmed funding** for all SHOPP projects.



- **SHOPP Long Lead Projects:** These projects require **more than four years to develop** due to the **complexity of the environmental and Preliminary Engineering (PE) work.** MPOs may **program the PE phase** for these projects.
- **G-13 Contingency Projects:**
  - Program these projects using the **"SHOPP-AC"** fund type.
  - For **non-exempt projects**, program all phases (PE, RW and CON) in the Fiscal Year (FY) identified in the 2026 SHOPP.
  - For **exempt projects**, program the PE and RW phases in the FY shown in the 2026 SHOPP. Program CON Capital and CON Support in a future year, outside of the 2027 (or 2020) FSTIP. Once CON Capital and CON Support are approved in the SHOPP, Caltrans District FTIP Coordinators will request MPOs to program these phases in the current FSTIP.

- **Asset Management Pilot Projects:** These projects are funded from the "SHOPP-MISC" Program Category and reported on Page 1 of the Grouped Project Listing Report for your region. The project scope may include multiple work components; program these projects as line-item projects.



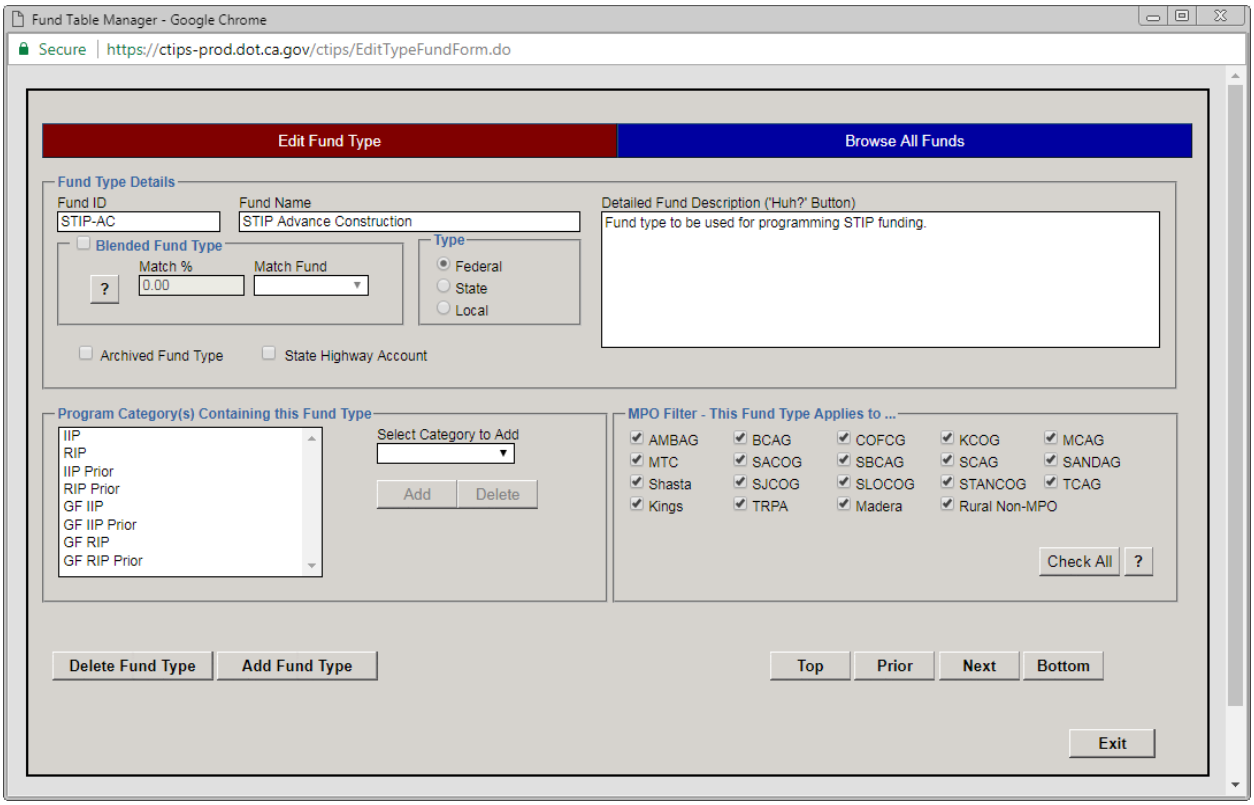
2026 State Transportation Improvement Program (STIP)

The **total project cost** and **all funding sources, including non-STIP funding,** must be **shown in the FTIP.**

- If a project phase is programmed **outside of the 2027 FSTIP period,** the **total project cost** may be documented in the **MPO comment section** or the **project description field in CTIPS.**
- When a **STIP project is transferred from the STIP into the FTIP in CTIPS** using the **"CTIPS Transfer Mechanism," Right of Way Support and Construction Support costs** are **automatically added** to the corresponding capital costs.
- **STIP FTIP Programming Options:**
  - MPOs may **choose one of the following options for programming STIP projects.** Program only existing projects from the 2026 STIP that are to be reprogrammed in the 2026 STIP.
    - **Recommended Option #1**: **Use the CTC adopted 2026 STIP.**

- **Option #2:** Use CTC staff recommendations.
- **Option #3:** Use the county and interregional share information from the 2026 Proposed STIP Fund Estimate (FE). https://catc.ca.gov/-/media/ctc-media/documents/programs/stip/2026-stip/2026-stip-fund-estimate-a11y.pdf
- **Option #4:** For the first three years of the 2027 FTIP, program only existing projects from the 2024 STIP that are reprogrammed in the 2026 STIP. Program new STIP projects, if any, in the fourth year of the 2027 FTIP. The total programmed STIP funding in the 2027 FTIP must be constrained to the region's available STIP targets for the region per FE.
- **Note: Options 2-4 require the MPO to process an FTIP amendment to align with the 2026 STIP once it is adopted by the CTC. The FTIP amendment must be submitted to Caltrans by September 30, 2026.**

- Ensure projects are programmed using the appropriate **"STIP Advance Construction–RIP/IIP"** fund type.
- Any **non-STIP project funding** (e.g., Road Repair and Accountability Act funding, Proposition 1B, local funds) must be programmed **consistently with the STIP funding details in CTIPS**

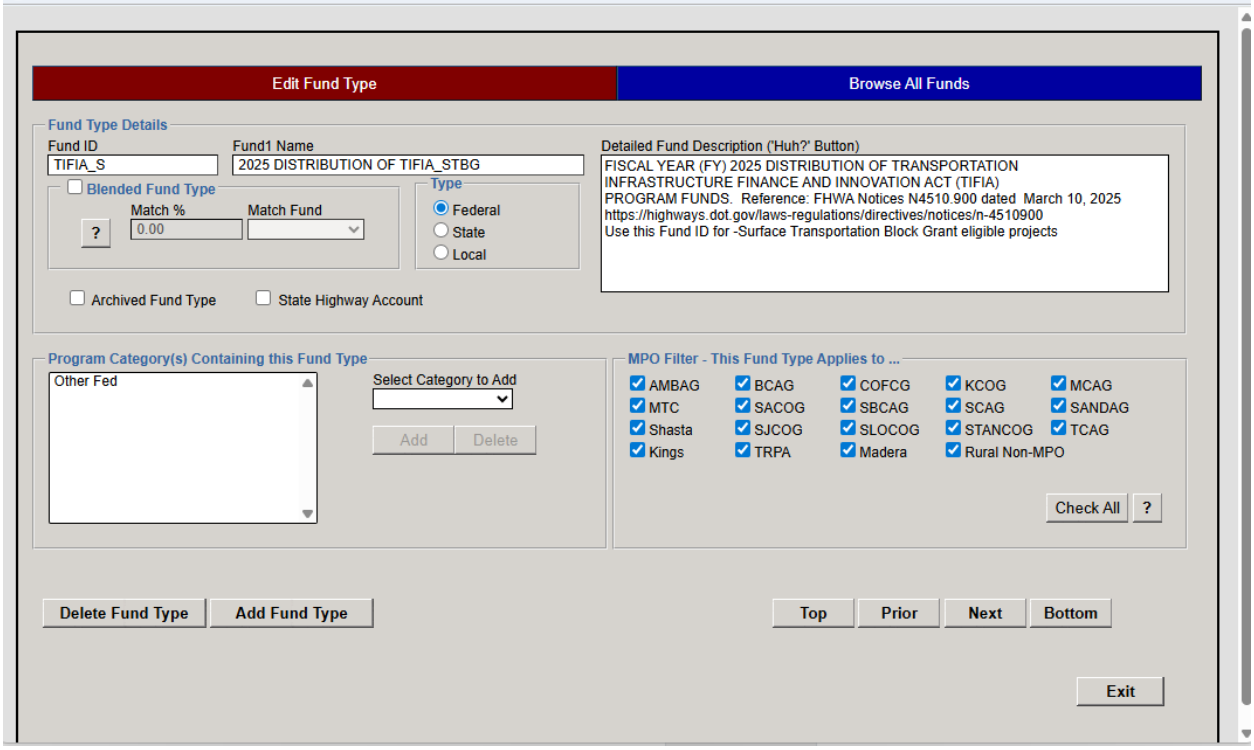


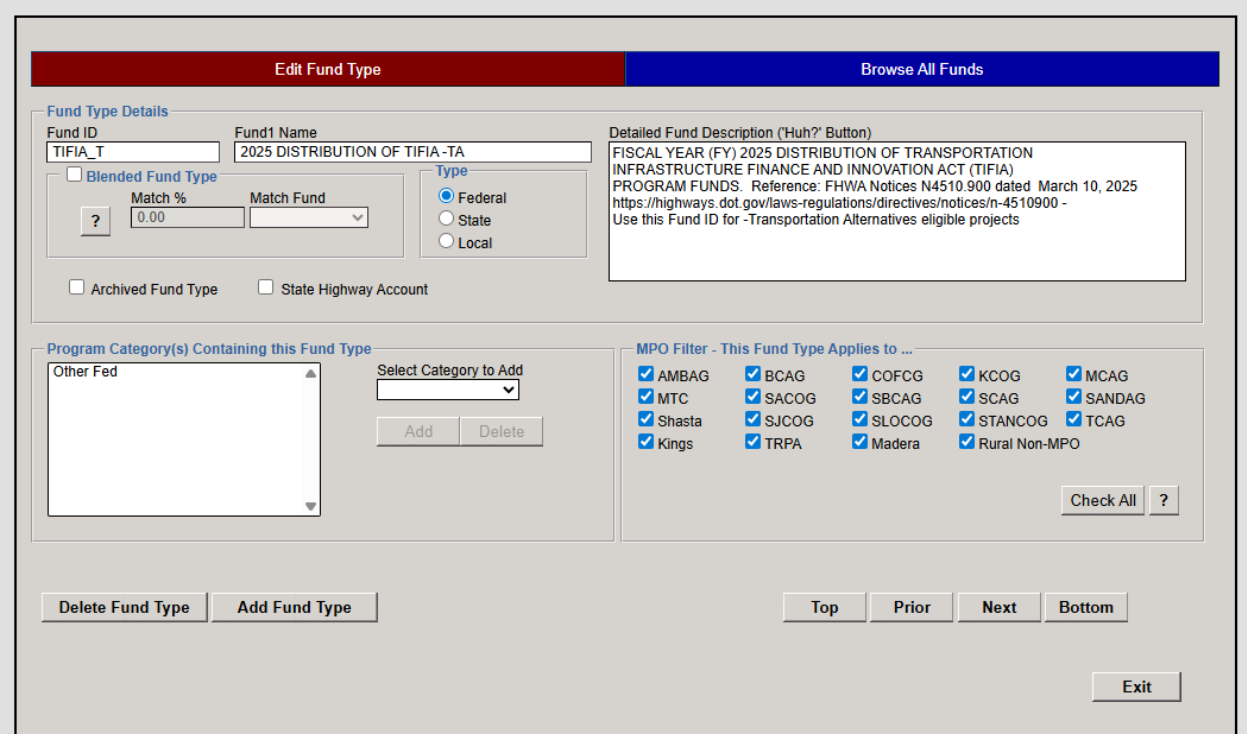
STIP Programming Process Timeline	
DATE	**TASK**
March 2, 2026	CTC staff recommendations for the 2026 STIP projects are expected to be released
March 19-20, 2026	CTC adoption of the 2026 SHOPP
May 1, 2026	The 2026 STIP will be available in CTIPS for transfer into the FTIPs

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Select the appropriate fund type for programming projects with **TIFIA apportionments** in the FTIP. For **TIFIA loan projects**, contact the Caltrans FTIP Coordinator for the appropriate fund type.

- **Option #1**: **TIFIA_S** for **STBG** eligible projects
- **Option #2**: **TIFIA_T** for **transportation alternatives** eligible projects





Periodic Evaluation of Facilities Repeatedly Requiring Repair and Reconstruction due to Emergency Events

Per 23 CFR § 667, Caltrans is required to conduct **statewide evaluations** to determine whether **reasonable alternatives exist** for **roads, highways, and bridges** that have required **repair or reconstruction on two or more occasions due to emergency events.**

- **These evaluations must be completed before** any affected portion of a road, highway, or bridge project is **included in the FSTIP.**
- **Summary of Caltrans Evaluation Activities:**
  - Caltrans included a **summary of transportation assets repeatedly damaged by emergency events** under the **2022 Transportation Asset Management Plan (TAMP). TAMP Section 5.5 and Appendix B, "Table E – Repeatedly damaged assets on the NHS,"** provide details of National Highway System (**NHS) locations with repeated damages assets for the period 2006-2020**: https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/2022-tamp-final-remediated_fixed_v2.pdf.
  - Caltrans also **maintains the Sites of Repeated Disaster Damage (SORRD) table,** available through the **DLA** as an attachment: https://dot.ca.gov/programs/local-assistance/guidance-and-oversight/23-cfr-667.

- **Local Agencies, MPOs, RTPAs, and other planning organizations are expected to consult the SORRD list** during **planning, programming, and project development** to determine whether proposed projects are **located at sites with repeated disaster damage.**
- **Locations with repeated disaster damage should be evaluated** for potential **project adjustments or new projects** that incorporate **one or more resiliency improvements** addressing the **underlying causes of the repeated damage.**
- **Guidance for MPOs**–including the **23 CFR § 667 Compliance Certification Form (Resiliency Evaluation Certification)**, the **Evaluation Form (Resiliency Worksheet)**, and other helpful documents–is available at the DLA's 23 CFR § 667 guidance webpage: https://dot.ca.gov/programs/local-assistance/guidance-and-oversight/23-cfr-667.
- **MPOs and RTPAs consider the SORDD-listed locations**, as well as information from **completed project 23 CFR § 667 Resiliency Certifications**, when developing projects on the **federal aid system**. **Federal-aid projects may be programmed into the FTIP only after the project's 23 CFR § 667 Resiliency Certification is complete.**

2) MPO Board Resolution

Pursuant to 23 CFR § 450.326, the **FTIP must be formally approved by the MPO's governing board** and supported by certifications confirming that the metropolitan transportation planning process complies with **federal planning requirements**. FHWA/FTA planning regulations also require that the **Board Resolution** be included in the FTIP submittal for **FSTIP approval.**

- The MPO's governing board must adopt the 2027 FTIP through a **signed resolution** prior to submitting the Final FTIP to Caltrans.
- The **signed resolution** must be **included in the Final FTIP submittal package**.
- At a minimum, the resolution should certify the following:
  - **Consistence with the adopted RTP/Sustainable Communities Strategy (SCS)**
  - **Fiscal constraint**, confirming that the FTIP is financially constrained by year, **uses available or committed revenues**, and includes **analysis of maintenance and operations funding**, including strategies to address any identified shortfalls.
  - **Air quality conformity**, affirming that the FTIP complies with applicable **transportation conformity requirements**.
  - **Public participation**, certifying that the MPO followed the **Public Participation Plan** and completed the required public review and period.
  - **Adoption of the FTIP for inclusion in the FSTIP**, authorizing submittal to Caltrans for state and federal approval.

3) Federal Performance Measures

Include a **dedicated section** in the FTIP addressing **federal performance measures**.

- **Identify each applicable federal performance measure and the most recently adopted target** for each, including **PM 1, PM 2, PM 3, Transit Asset Management (TAM), and Public Transportation Agency Safety Plan (PTASP).**
- **Describe the MPO's targets** for each performance measure, indicating whether the MPO is **supporting the State's targets or establishing MPO-specific targets.**
  - For **TAM** and **PTASP** targets, MPOs must collect targets from transit agencies and establish a **regional target**. Describe the **methodology used** to develop the regional target.
  - Describe the **coordination efforts** undertaken to establish each performance target, including coordination with the **State, transit agencies, and other relevant partners.**
- Ensure the **FTIP performance measures section** is **consistent with the RTP**, specifically the **System Performance Report**, and includes references to the RTP or directs readers to the RTP System Performance Report for additional detail.
- Explain how the projects programmed in the FTIP are **consistent with the RTP goals, objectives, and/or strategies.**
- Explain how the projects programmed in the FTIP **align with the MPO's project selection criteria.**
- Identify and describe **FTIP-programmed projects** that help to achieve or make progress towards achieving each performance target **(PM 1, PM 2, PM 3, TAM, and PTASP).**
  - Identify the **funding program(s) and funding source(s).**
  - Identify whether the project is located on the **NHS** (PM 2).
  - Describe **existing conditions/performance** and the **anticipated conditions/performance** upon project is implementation.
- Use the **"FTIP Performance Measures Template"** (Word file) to address the FTIP performance-measure requirements.
- Submit the **"FTIP Performance Measures Reporting Workbook"** (Excel file) to **Caltrans** with the **Draft FTIP**.

4) Performance-Based Planning and Programming (PBPP)

Federal regulations require States and MPOs to use a **performance-based approach** to transportation planning and programming. States, MPOs, and transit operators must establish **performance targets** in key national performance areas.

- A key step in the **PBPP** process is MPO **decision-making to prioritize and select projects** for regional funding. MPOs must describe the **process and criteria** used to select and prioritize projects and explain how this process is **performance-based.**
- **Title** 23 CFR § 450.306 defines the scope of the metropolitan planning process and includes requirement for MPOs to **establish performance targets.**
- **Title** 23 CFR § 450.326 describes the development and content of the **Transportation Improvement Program (TIP)**, including performance targets requirements under 23 CFR § 450.326(c) and (d).
- **MPO Project Select and Prioritization Narrative:**
  - Identify and describe the **funding sources** used by the MPO to **select and program projects**.
  - Describe whether project selection is conducted through a **competitive process,** including whether the MPO **conducts a call for projects.**
  - If a competitive call for projects is **not** used, explain how projects are **prioritized and selected** for funding within the region.
  - Identify and describe the **scoring criteria, evaluation methods or analyses** used to select projects, and explain how these criteria are **linked to federal and regional performance measures.**

5) Financial Summary Documentation

- Financial (fiscal) constraint is a fundamental requirement of the **statewide and metropolitan transportation planning processes.** Fiscal constraint means that the RTP, FTIP, and FSTIP include sufficient financial information to demonstrate that all programmed projects can be implemented using **committed, available, or reasonably available** Federal, State, local, and private revenues, while ensuring the **federally supported transportation system is adequately operated and maintained.**
- **In air quality nonattainment and maintenance areas**, projects included in the **first two years** of the FTIP and FSTIP must be funded with **"available" or "committed" funds**.
  - **Available funds** are derived from an existing source historically used for transportation purposes, such as federally authorized and/or appropriated funds.
  - **Committed funds** are revenues that have been formally dedicated or obligated for transportation purposes. In these areas, **fiscal constraint must**

be demonstrated in the RTP and FTIP prior to a transportation conformity determination.

- Additional guidance on fiscal constraint is available from FHWA:
  - Clarifying Fiscal Constraint Guidance: https://www.fhwa.dot.gov/planning/clarify_fiscal_constraint.cfm
  - Financial Planning and Fiscal Constraint for Transportation Plans and Programs Questions & Answers: https://www.fhwa.dot.gov/planning/fsclcntrntques.cfm
- **FTIP Financial Requirements**
  The MPO must prepare fiscally constrained FTIP and:
  - Program **CMAQ, STBGP, and Carbon Reduction Program (CRP)** funded projects **up to the annual apportionment level** for the region.
  - Program projects from various **Caltrans-managed state funding programs** consistent with **project listings provided by Caltrans.**
  - Include the **FTIP Financial Summary Tables** in the **Draft FTIP** for public review. Any **borrowing or loaning of apportionments** must be noted in the financial summary table footnotes, consistent with agreements executed by DLA.
  - Submit the **Financial Summary Tables dated February 13, 2026**, as part of the Final FTIP submitted to **Caltrans**.
- **Maintenance and Operations Costs**
  - Include an **analysis of revenues dedicated to the maintenance and operation of the federal-aid system** in the financial plan.
  - Describe the **basis for the revenue calculations**, identify any **anticipated shortfalls**, and explain the **strategies or actions planned to address funding gaps.**

6) Air Quality Analysis and Determination

MPOs should include an **Air Quality Conformity Analysis and Determination** in the FTIP to ensure that all federal funded and regionally significant transportation projects comply with the Clean Air Act (CAA) and related federal regulations. This requirement demonstrates that transportation planning and programming activities do not **delay or interfere with the achievement of air quality standards**.

- The full **Air Quality Analysis and Determination should document methodology, assumptions and modeling** used to assess **emissions impacts**.
- **Analysis** should be included for all **non-attainment and maintenance areas within the MPO region** and demonstrate that **emissions from are within the State Implementation Plans (SIPs)**.
- The **Conformity Determination** should provide a formal statement **confirming the FTIP conforms to applicable air quality requirements**, be **MPO Board approved** and included in the **FTIP submittal**.

- The **Conformity Analysis Checklist for MPO Transportation Improvement Plans (TIPs)/Regional Transportation Improvement Plans (RTPs)** must be included and **verify all required elements** are addressed.
- Inclusion of the air quality analysis satisfies 23 U.S.C. § 134 and 49 U.S.C. § 5303 and the implementing regulations in 40 CFR § 93, which require that MPOs in nonattainment and maintenance areas demonstrate that transportation plans, programs, and projects conform to state air quality implementation plans (SIPs).
- Including the conformity analysis ensures **transparency** allowing all partners to review how transportation investments affect air quality and regional goals.

7) Federal Planning Finding (FPF) Requirements

MPO Grouped Project Certification Letter (2025 FPF #1)

- MPOs must submit a **Grouped Project Listing Certification Letter** certifying that **grouped project listings comply with all applicable federal requirements.**
  - Reference "Caltrans' Guidance for Programming Grouped Project Listings_09-19-25;" **(See Attachment A)**
  - Reference "Caltrans' Request for MPO Certification Letter_09-08-25" **(See Attachment B)**
- The certification letter must:
  - Be prepared on the **MPO's official letterhead**
  - Be **dated and signed** by the MPO's **Executive Director or their designated representative**
  - Be included with the **Final FTIP submittal** to Caltrans

Grouping of FTA-Funded Projects (2025 FPF #2)

- When grouping **FTA-funded projects**, MPOs should reference the **"Best Practices for Group Project Listings for Transit Projects**." **(See Attachment C)**

Programming Federal Discretionary Grant Projects (2025 FPF #5)

- MPOs must include all **regionally administered federal discretionary grant-funded projects** in FTIP submittals

8) Public Participation Process/Interagency Consultation

- The MPO must ensure that the FTIP explicitly states that the **public involvement activities and public review comment period** for the FTIP **satisfy the Program of Projects (POP) public participation requirements** for the FTA 5307 Program**.**
- The FTIP public involvement process may be used to satisfy the public participation requirement for development of the POP for the FTA 5307 Program, provided the following conditions are met:
  - The **transit recipient coordinates** with the MPO,
  - The **public is clearly informed** that the **FTIP public participation process** is being used to satisfy the **POP public involvement requirements**.
- MPOs must include a description in the FTIP explaining how they coordinate their

programming process with Federal Land Management Agencies (FLMAs) in the region. This description should include:
  - Projects that improve access to federal lands, and
  - Any **federal funding sources** for projects coordinated with FLMAs.
- **MPOs and Caltrans must coordinate with FLMAs** throughout the **transportation planning and project programming process**, particularly for **infrastructure and connectivity needs** related to:
  - **Access routes,** and
  - **Public roads and transportation services connecting to Federal lands.**
- Through joint coordination, **Caltrans, MPOs, Tribal Governments, FLMAs, and local agencies** should:
  - Promote **integration of transportation planning activities**,
  - Develop **cross-cutting State and MPO long-range transportation plans, programs, and corridor studies**, and
  - Coordinate with the **Office of Federal Lands Highway (FLH**) transportation plans and programs.
- Agencies **should explore opportunities to leverage transportation funding** to support **access and transportation needs of FLMAs before projects are programmed** in the **FTIP and FSTIP.**
- **MPOs must appropriately involve FLMAs** in the development of both the **RTP and the FTIP** in accordance with 23 CFR § 450.316(d).
- Additionally, the **Tribal Transportation Program (TTP), Federal Lands Transportation Program (FLTP), and Federal Lands Access Program (FLAP) TIPs** must be **included in the FSTIP**, either **directly or by reference**, after FHWA approval consistent with 23 U.S.C. § 201(c) and 23 CFR § 450.218(e).

9) Expedited Project Selection Procedures (EPSP)

- EPSPs allow an MPO to **advance or select eligible projects** within the adopted FTIP using a **pre-approved selection process without requiring a full FTIP amendment**, provided federal planning requirements continue to be satisfied.
- Documenting EPSP in the FTIP promotes transparency by clearly describing the circumstances and procedures under which projects may be selected, replaced, or advanced while maintaining compliance with federal planning and programming regulations.
- EPSP must:
  - Be **described** in the adopted FTIP
  - Be **consistent** with the MPO's public participation procedures
  - **Maintain financial constraint** of the FTIP
  - **Remain consistent** with the adopted RTP
  - **Follow applicable conformity requirements**
- EPSP may be used for project selection from an **eligible project pool, grouped**

project listings, or other pre-identified program categories consistent with 23 CFR § 450.332(c).

- EPSP may only be used when:
  - The **total federal funding programmed within the applicable funding category and fiscal year does not increase**, and
  - **Financial constraint** of the FTIP is **maintained**.
- In **nonattainment and maintenance areas**, projects subject to transportation conformity (40 CFR § 93) must already be **included in the conforming regional emissions analysis or otherwise meet conformity exemption criteria**. If a conformity determination is **required**, the **action must be processed as an FTIP amendment**.
- **Changes** that affect **fiscal constraint**, require a **new conformity determination**, or require **additional public review** must be processed as a **formal FTIP amendment** with FHWA/FTA approval.

10) Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Surface Transportation Block Grant Program (STBGP)

- Providing web links to CMAQ and STBGP project selection procedures supports transparency in the FTIP development process and allows Caltrans, FHWA, and FTA to verify eligibility, selection methodology, and consistency with federal performance-based planning requirements.
  - Refer to **"Caltrans' Administration and Oversight of the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) Programs" (See Attachment E)**
- For **CMAQ-funded** projects, the MPO project selection process must document how projects:
  - Meet **federal eligibility** requirements under 23 USC § 149
  - Support the **reduction of transportation-related emissions**
  - Contribute toward **attainment or maintenance of National Ambient Air Quality Standards (NAAQS)**
  - Are evaluated using **emissions benefits or performance measu**res
- MPOs must also provide **project-level information** requested by Caltrans to support:
  - The FHWA **CMAQ Performance Plan**
  - The FHWA **Annual CMAQ Obligations Report**, including post-completion project tracking
- For **STBGP-funded projects**, the project selection process should describe how projects:
  - Are evaluated across a **broad range of eligible project types**
  - Support **regional transportation goals and priorities** identified in the RTP

- Are selected in a manner that is **flexible, performance-informed, and consistent with adopted project selection criteria**.

11)FTIP Amendment Process

Include a **description** of the MPO's **FTIP amendment process.**

- The **FTIP amendment process** should include:
  - An explanation of the **criteria used to determine when a formal amendment is required** versus when an **administrative modification** is appropriate
  - A description of the **public participation process for FTIP amendments**
  - An explanation of **how administrative modifications and formal amendments are approved**, including identification of the approving authority.

12)Consistency with State Managed Programs Project Lists

- Caltrans' Federal Programming and Data Management Office (OFPDM) will provide MPOs with the most **current listings** of projects from Caltrans managed **federal and state programs** (e.g., Highway Bridge Program, Highway Safety Improvement Program, Highway Maintenance Program etc.) as they become available.
- MPOs must **incorporate these projects into the FTIP** using the most recent information provided by Caltrans.
- Because these projects are administered by Caltrans, MPOs **should not independently alter project scope, funding, or schedule**. Any proposed changes must be coordinated with Caltrans prior to FTIP submittal.
- Prior to FTIP submittal, MPOs must **reconcile the FTIP with Caltrans-provided statewide program listings**. All discrepancies must be resolved before the FTIP can be incorporated into the FSTIP.
- For assistance, contact: FSTIP@dot.ca.gov.

13)Verify Links

Accurate and functional links support **efficient review and approval** of the FTIP. Links are used by **Caltrans, FHWA** and **FTA** to verify federal and state requirements, supporting documentation, and referenced plans, reports and certifications.

14)Electronic FSTIP (E-FSTIP)

To streamline and expedite the submittal and approval of the FSTIP, Caltrans implemented Electronic Submittal and Approval of the FSTIP (E-FSTIP).

- The **E-FSTIP** enables **MPOs, Caltrans, FHWA and the FTA** to **electronically submit and approve the FSTIP, FTIPs, and FTIP amendments**.
- MPOs must **submit their 2027 FTIPs, FTIP amendments, administrative modifications, and air quality conformity determinations** to Caltrans **by uploading the documents into the California Transportation Improvement**

Program System (CTIPS) to obtain **state and federal approvals**.

- **Caltrans' approval** of federal programming documents in **CTIPS** constitutes the **State's approval** of **FTIPs and FTIP amendments** for inclusion in the **FSTIP**.
- **FHWA's and FTA's entry of an approval date in CTIPS** constitutes **federal approval** of the **FSTIP, FTIP amendments, and associated air quality conformity determinations.**
- Use the **"E-FSTIP Amendment Approval Procedures for MPOs"** for instructions on **uploading FTIP and FTIP amendments into CTIPS. (See Attachment F)**

Attachments:

- **Attachment A**: Caltrans' Guidance for Programming Grouped Project Listings_09-19-25
- **Attachment B**: Caltrans' Request for MPO Certification Letter_09-08-25
- **Attachment C**: Best Practices for Use of Group Project Listings for Transit Projects
- **Attachment D**: Caltrans' Toll Credit Use Policy
- **Attachment E**: Caltrans' Administration and Oversight of the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) Programs
- **Attachment F**: E-FSTIP Amendment Approval Procedures for MPOs

Disclaimer: This guidance is not intended to supersede federal regulations. FTIPs must comply with all applicable metropolitan transportation planning regulations per 23 CFR § 450.