

**California Federal Programming Group (CFPG) Meeting  
Summary Meeting Notes  
September 4, 2025**

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**Next CFPG Meeting:** December 11, 2025

**Action Items:**

- FTIP/ FSTIP SHOPP Listings – Caltrans OFPDM to take the lead on implementing the process of updating the FTIP when SHOPP projects are updated by the CTC; this can also be applied to STIP projects.
- Jackie Kahrs (SACOG) requested including the "Bicycle and Pedestrian Facilities" exemption category under the "Scope" section for the SHOPP Minor projects Grouped Project listing.
- José Luis Cáceres (StanCOG) requested clarification: Do SHOPP Minor projects use federal funding or State cash?

**Decision Points:**

- None
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**Item #1 Welcome: Introductions, Housekeeping and MPO Roll Call** (Vaik Renga, Caltrans)

☒ AMBAG  
☒ FCOG  
☐ KCAG  
☒ MCAG  
☒ SACOG  
☒ SJCOG  
☒ SBCAG  
☒ SCAG  
☒ TMPO

☒ BCAG  
☒ KCOG  
☐ MCTC  
☒ MTC  
☒ SANDAG  
☒ SLOCOG  
☒ SRTA  
☒ StanCOG  
☒ TCAG

- 1) James Anderson, Division Chief of Financial Programming, provided a warm welcome, highlighting the importance of collaboration amid fiscal pressures, evolving federal guidance, and priorities for equity, climate action, and timely project delivery.

**Item #2 Federal Partner Updates** (Kien Le, Caltrans)

- 1) Caltrans thanked our federal partners for their collaboration and approval of 14 FTIP formal amendments since the July CFPG meeting. Appreciation was also extended to MPOs for completing the 2025 FTIP development survey; results will be shared at the next CFPG meeting.
- 2) Federal Planning Finding (FPF) #1 – Group Project Listings: Caltrans has updated guidance, pre-approved group listings, and project listing

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templates. Final guidance will be released by mid-September 2025 for use in the 2027 FTIP cycle. MPOs are required to submit a signed certification letter ensuring group project listings are consistent and compliant with federal requirements. The letter should be on MPO letterhead, dated, and signed by the Executive Director or designee with each new FTIP submittal. Sample language will be provided by Caltrans by mid-September. A new letter is required with each FTIP cycle to ensure compliance.

- 3) Federal Planning Finding (FPF) #5 – Federal Discretionary Grants: Beginning with the 2027 FTIP, MPOs must include regionally administered federal discretionary grant-funded projects in their FTIP/FSTIP submissions. Caltrans is developing a statewide process to program both capital and non-capital discretionary grant projects. Coordination with the Caltrans Division of Local Assistance is underway to ensure alignment and awareness.
- 4) Tribal and Federal Lands Highway Projects efforts are in progress to add Tribal Transportation Program (TTP) and Federal Lands Highway (FLH) projects to the current 2025 FTIPs. Best practices will be released by mid-to-late September. MPOs will amend these projects into the 2025 FTIPs as the 2027 cycle begins.

**Item #3 Office of Federal Liaison Updates** (Ryan Greenway/Andrew Carhart, Caltrans) – Presentation [Link](#)

- 1) Presented details related to federal updates:
  - a. In August 2025, \$679 million was withdrawn from 12 offshore wind projects, including two in California. FRA also withdrew \$175 million from four California High-Speed Rail projects, with a full review of HSR grants underway. \$40 million was made available for the Tribal Transportation Program Safety Fund. USDOT has threatened funding cuts for California, Washington, and New Mexico unless English proficiency requirements for commercial drivers are enforced.
  - b. Other federal actions include revised guidance for the NEVI Formula Program issued on August 11, 2025 and Executive Order 14332 released on August 7, 2025 to improve oversight of federal grantmaking. Upcoming grant deadlines include the \$500 million Port Infrastructure Development Program (closing September 10, 2025) and the \$500 million Tribal Transportation Safety Fund (closing September 16, 2025). The Federal Affairs biweekly update continues to provide news, legislation, and funding notices. Under Federal Regulatory Actions, recent notices include an RFI on Surface Transportation Proposals (comments due September 8, 2025), an NPRM on Unmanned Aircraft Systems Beyond Visual Line of Sight

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- (comments due October 6, 2025), an RFI on Automated Vehicle Deployment Research (comments due October 17, 2025), and a final rule rescinding procedures for advance construction of federal-aid projects (effective September 22, 2025).
- c. Advisory committees are seeking nominations through FTA, FHWA, and FAA on topics including transit safety, underserved resources, and air carrier accessibility. Regarding IIJA reauthorization efforts, ongoing working groups are scheduled for Transit (September 10, 2025), Active Transportation/Safety (September 23, 2025), and Tribal survey/Native American Day (September 26, 2025). Future sessions will focus on equity, workforce development, and federal funding in late 2025 through early 2026. A short-term reauthorization (2–3 years) is expected, with potential cuts to green energy and equity programs. A consensus principles document is planned for public release by year-end 2025.
  - d. During discussion and Q&A, Jose Luis Caceres (StanCOG) expressed interest in Performance-Based Management (PBM) that prioritizes projects by performance rather than competition. Ryan Greenway will share the AASHTO PBM Committee agenda and follow up.
  - e. Jackie Kahrs (SACOG) raised questions about discretionary grant reviews and implications for the Safe Streets for All program. Ryan Greenway noted Local Assistance may have further insight, with some MOU changes observed. Reauthorization scenarios included discussion of a possible 2–3 year extension versus a full long-term package.

**Item #4 MPOs Achievements** FTIP/FSTIP SHOPP Listings in Year of Obligation  
(José Luis Cáceres, Stanislaus Council of Governments)

- 1) State and federal fiscal years differ (July–June vs. Oct–Sept), causing confusion when programming projects with time extensions. For example, a STIP/SHOPP project programmed in 2023–24 but extended to August 2025 still appears as 2023–24 in STIP, while the obligation occurs in FFY 2025.
- 2) Caltrans has provided MPOs with lists based on SHOPP years rather than intended obligation years. When projects are extended, MPOs must amend FTIPs, leading to delays and added workload. StanCOG has manually revised Caltrans' lists to reprogram SHOPP projects, risking delays despite public announcements.
- 3) To reduce misalignment and streamline FTIP adoption, Caltrans SHOPP staff should provide lists based on intended obligation year, especially for extended projects. District 03 was cited as a model, coordinating monthly

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updates with MPOs. Practices vary statewide; some districts meet monthly, others quarterly or ad hoc. Caltrans HQ will convene a statewide FTIP Coordinators meeting by month's end to clarify roles and improve consistency.

- 4) Keith Williams (SRTA) proposed long-term CTIPS improvements, such as toggling between state and federal fiscal years. Jose Luis Cáceres (StanCOG) cautioned this may cause confusion but emphasized the need for SHOPP programmers to identify the correct FFY. Jackie Kahrs (SACOG) praised District 03's proactive role and questioned whether other districts are doing the same. John Saelee (MTC) noted similar issues with FTA fund transfers, highlighting that this challenge extends beyond SHOPP.

**Item #5 MPO Roundtable 2025 FPF #1:** Ensure Grouped Project Listings are Consistent with Federal Regulations – Open Q&A Session for Caltrans & MPOs with Caltrans' Air Quality Office (Vaik Renga/Rodney Tavitas, Caltrans)

- 1) Per FHWA Regionally Significant Projects (RSPs) affecting traffic flow on interstate or state highways (e.g., new interchanges, HOV lanes) are typically considered regionally significant unless clearly exempt. Determination depends on travel demand model impact. Projects may be exempt if expanded capacity is already modeled; interagency consultation is recommended.
- 2) EV chargers are confirmed as exempt under channelization/traffic control device categories. Project-level conformity may still apply if federal funds are used in non-attainment areas. MPOs and Caltrans have treated EV chargers as "transportation enhancement activities." Draft grouped project listing (Item #67) includes EV infrastructure; final guidance is expected mid-September.
- 3) Questions remain on whether SHOPP Minor uses federal funds or state cash—Caltrans will follow up. MPOs requested inclusion of bike/ped facilities under SHOPP Minor group listings. Many projects may be exempt (e.g., safety, rehab, repairs), but new capacity projects (e.g., interchanges) may be regionally significant and require case-by-case review. FHWA and Caltrans flagged risks during conformity lapse grace periods, which prevent new amendments. Ten MPOs may face potential lapses within 1–2 years, requiring coordination.

**Item #6 Caltrans' Office of Air Quality Program Status** (Rodney Tavitas, Caltrans)

- 1) The federal administration revoked California's independent waiver authority, effective June 12, 2025. This creates inconsistencies in emission rates and vehicle fleet assumptions, potentially triggering a conformity lockdown.

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- 2) Any project or amendment requiring the EMFAC model is currently impacted. CARB is developing adjustment factors, expected within 3–4 months, which may enable progress on the 2027 FSTIP. Regions with historical conformity challenges (e.g., San Joaquin Valley, SCAG) face elevated risks.
- 3) Without adjustment factors, regions may enter a lapse grace period—meaning no regional conformity determinations and no amendments processed. Federal clarification is being sought on what qualifies as an amendment versus an administrative modification.
- 4) Discussions are underway with federal partners to clarify amendment definitions and processes. The goal is to secure agreement that administrative modifications are not considered amendments.
- 5) MPOs and agencies are asked to provide a list of potentially impacted projects, and a forecast of amendments based on recent years (2023–2024). Precision is not required; estimates are sufficient to illustrate scope.

**Item #7 Caltrans' Division of Local Assistance (DLA) Program Status**

- 1) Abhijit Bagde: Obligation Authority (OA) updates
  - a. Caltrans Division of Local Assistance (DLA) began FY25 with \$1.5 million in OA for local assistance. As of August 31, approximately \$15.1 million remains, with 99% of OA delivered for the federal fiscal year.
  - b. An additional \$30 million in August redistribution OA is anticipated to support further project delivery. Regions including SANDAG, SLOCOG, SCAG, TMPO, and TCAG have exceeded 100% of their OA share.
  - c. All E-76s are scheduled for transmission to Headquarters by September 5. New obligation plan templates will be distributed to MPOs in December, with training planned for November.
- 2) Bob Baca: Highway Bridge Program (HBP) updates:
  - Presentation [Link](#)
  - a. Of the 56 CPF/CDS projects with obligation deadlines this federal fiscal year, 46 have been obligated, totaling over \$91.8 million. Of the 10 remaining projects: 3 are in FMIS awaiting FHWA approval; 1 is with Local Assistance HQ pending certifications; 3 have not been submitted; and 3 are returning federal funds for various reasons.
  - b. There are 25 competitive grant projects, primarily from the Infrastructure Investment and Jobs Act (IIJA), facing challenges in executing project-specific agreements. The process involves additional layers of federal review, including legal and financial office evaluations, followed by final approval from the Secretary of Transportation.

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- c. The Federal Earmark Repurposing Program has received a high volume of applications. Once approved by FHWA, agencies have up to three years to obligate the repurposed funds.
- d. The HBP team has begun its annual end-of-year reconciliation—a full team effort. Please note that responses to inquiries may be delayed over the next three to four weeks.

**Item #8 Wrap Up** (Vaik Renga, Caltrans)

- 1) Action items:
  - a. FTIP/ FSTIP SHOPP Listings – Caltrans OFPDM to take the lead on implementing the process of updating the FTIP when SHOPP projects are updated by the CTC; this can also be applied to STIP projects.
  - b. Jackie Kahrs (SACOG) requested including the “Bicycle and Pedestrian Facilities” exemption category under the “Scope” section for the SHOPP Minor projects Grouped Project listing.
  - c. José Luis Cáceres (StanCOG) requested clarification: Do SHOPP Minor projects use federal funding or State cash?
- 2) CFPG meeting materials and FTIP/FSTIP Coordinators list are available on OFPDM's external website: <https://dot.ca.gov/programs/financial-programming/office-of-federal-programming-data-management-ofpdm>
- 3) Next CFPG virtual meeting will be October 30, 2025, from 10:00 am to 12:00 pm; please attend or send a representative; MPO roll call will be taken to ensure participation.
- 4) Our office will send an email for the 2025 FPF October MPO Roundtable topic.