Florida Metropolitan Planning Partnership (FMPP) Statewide Collaboration Meeting

Purpose: The Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Florida's Metropolitan Planning Organizations (MPOs) meet quarterly to collaborate on transportation planning activities in Florida. The partnership between these entities provides valuable support for funding and program implementation.

Meeting Notes

Welcome and Introductions

Donna M. Green, FDOT Office of Policy Planning (OPP), introduced the FDOT team and welcomed everyone to the meeting. She reviewed the agenda, provided virtual housekeeping, and introduced the following presenters:

- Teresa Parker, Planning Team Leader, FHWA Florida Division, Office of Project Development
- Erika Thompson, Transportation Planning Specialist, FHWA Florida Division, Office of Project Development
- Aries Little, Community Planner, FTA Region IV
- Regina Colson, Manager, Systems Performance Administrator, FDOT Systems Forecasting and Trends Office (SFT)
- Sam Samford, State Local Program Administrator, FDOT Office of Forecasting and Performance
- Sabrina Aubery, Manager, Federal Aid Management, FDOT Office of Work Program and Budget (OWPB)
- Dawn Rudolph, Financial Analyst, Federal Aid Management, OWPB
- Brian Watts, Statewide Plans & Policy Analysis Manager, OPP
- Kandase Lee, CEO, Emerald Coast Regional Council
- Georganna Gillette, Executive Director, Space Coast TPO
- Ryan Kordek, Executive Director, Polk TPO

Legislative Update

Dana Reiding provided an update on Senate Bill 462 and the impacts on MPOs.

- Senate Bill 462 states that MPOs and FDOT may have a five-year agreement establishing the cooperative relationship essential to accomplish the transportation planning requirements of federal and state law.
    - More details will be covered in the July FMPP meeting.
- Donna Green, shared that FMPP will be held on July 23, 2025, at Florida's Turnpike Enterprises (TPE) headquarters in Ocoee, Florida.
- What will the optional five-year agreement look like?

    - The provision allows FDOT and MPOs to develop a five-year agreement that defines MPO and FDOT roles and responsibilities to accomplish transportation planning requirements in federal and state law. More details will be provided at the July FMPP.
- The language in Senate Bill 462 does not appear to differ from what MPOs already do. What are the changes?
    - It may not change anything. FDOT worked with Representative Fiona McFarland to ensure that the language would not require a significant effort for MPOs.
- Senate Bill 110 is being considered within the Florida Senate, focusing on supporting rural communities.

Strategic Highway Safety Plan (SHSP) Workshop

Regina Colson, SFT, gave an update on the SHSP.

- The SHSP is aligned with the Florida Transportation Plan (FTP) and the Highway Safety Improvement Program (HSIP).
- The SHSP and the FTP are updated at the same time to strengthen alignment between the plans.
    - The SHSP is expected to be released for public comment at the end of 2025 and then finalized by March 2026.
- FHWA requires the state to develop a Vulnerable Road User (VRU) Safety Assessment as part of the SHSP to identify strategies and projects that will reduce fatalities and serious injuries involving vulnerable road users.
- SFT is analyzing data to update the Vulnerable Road Users (VRU) Safety Assessment and finalizing the SHSP. SFT will present these updates at the June FTP Steering Committee and the July FMPP meeting.
- Attendees provided input on the SHSP update through Mentimeter:
    - Tell us about new and innovative roadway designs that could improve safety (**Table 1**).
    - What additional safety data and analysis do you need to understand traffic safety in your region better? (**Table 2**).
    - Share some of the best examples you have found to influence the individual behavior change that supports a safety culture. (**Table 3**).
- Is the 2020-2024 safety data used in the SHSP available to share with the MPOs?
    - At this point, this data is not available to share, but SFT will soon send out safety data forecast information.
- Are motorcycles or e-bikes considered in the VRU Safety Assessment?
    - Motorcycles are not included. The assessment considers pedestrians and bicycles, so e-bikes may be included if labeled as a bicycle in the dataset.

Local Agency Program (LAP) Update

Sam Samford, Office of Forecasting and Performance, provided an update on LAP.

- FDOT is the pass-through entity of state and federal funding programs offered to local agencies for transportation projects using grant agreements.

- Eligible applicants and project types vary depending on the funding source. More detailed information can be found in FDOT's Local Programs Manual.
- Each FDOT District has a local program administrator and coordinator who can provide technical assistance related to local programs.
- FDOT establishes grant agreements with local agencies that receive funding to ensure projects are delivered while satisfying all the rules and requirements associated with the funding source.
    - For a grant agreement to be executed, the project must be identified FDOT's Five Year Work Program.
- Once the grant agreement is established, FDOT works with the local agency to contract out the work to be done using the funds, whether professional services or construction.
    - Title 23 United States Code (USC) 101 defines what activities qualify as construction.
- All funding sources available in local programs are reimbursement style grants. This means the local agency must be able to fund the projects and then seek reimbursement of eligible costs.
    - Local agencies must also meet all the requirements defined in the grant agreement in order to be eligible for reimbursement.
- What process can be used to stop adding funds to a project if costs rise too much, a local agency is not delivering on schedule, or a local agency has a track record of late delivery?
    - The Program Management Office coordinates closely with local agencies to ensure prompt payment and tries to avoid anything punitive, especially if the local agency is new to the process. During closeout, FDOT can conduct evaluations to help determine if increased monitoring is needed for future projects with each local agency.
    - For projects that face delays that lead to increased costs above what is identified for reimbursement in the grant agreement, it falls to the local agency to try to cover the excess costs.
- For LAP projects, the OWPB database ends with the LAP Agreement date. Is FDOT working towards including construction beginning and end dates in the Grant Application Program (GAP) System? This would make it easier to pull data, similar to how OWPB integrates active construction projects.
    - The Program Management Office can look into adding increased functionality in GAP. LAP agreement dates are typically tied to the federal authorization date for the funding, which FDOT cannot change.
- Why is the term "grant" being used here?
    - The term "grant" is used to distinguish between the overall grant agreement between the local agency and FDOT and the contracts the local agency issues to contractors to complete work under the agreement. FDOT has full oversight of the grant agreement and only limited oversight of the local agency's contracts.
- Is there any concern from FDOT related to the overprogramming of projects in GAP? Many agencies do not have capacity to take on additional projects, but will not turn down funds when made available.
    - The Program Management Office will look into how to address this issue.

Amendment Update

Dawn Rudolph, OWPB, provided updates on the STIP amendment review process.

- This new STIP Amendment Tool will be available on the MPO Partner Site.
- For OPP to meet the 10th of the month deadline, Federal Aid Management Office (FAMO) to meet the 15th of the month deadline, and FHWA/FTA to meet the 20th of the month deadline, MPOs need to submit their preliminary review the month prior on the 21st day of the month.
- The Work Program Instructions (WPI) and STIP FTA Resources are resources that can help with the STIP amendment process.
- PL funds can be authorized for 100% for one full year. More information will be provided in the future.
- Is the STIP Amendment Tool voluntary or mandatory?
    - It is voluntary, but is highly encouraged.
- Is the process initiated by the MPO or the District?
    - The District initiates the process.
- Some MPOs request the TIP/STIP package two weeks before their board meeting for public announcement and comments, which makes this timeline difficult to follow.
    - Please reach out to OWPB for special requests.

Florida Transportation Plan (FTP) Update

Brian Watts, OPP, provided an update on the FTP.

- The FTP vision phase was finalized in September 2024, and the FTP goals were finalized in December 2024. OPP is now finalizing the 11 objectives. Once the objectives are finalized, OPP will work on defining actionable steps that will support the objectives.
- Participants completed a Mentimeter discussion on how to accomplish each objective.
    - The results for objectives 1 and 2 are on **Table 4**.
    - The results for objectives 3, 4, and 5 are on **Table 5**
    - The results for objectives 6, 7, and 8 are on **Table 6**.
    - The results for objectives 9, 10, and 11 are on **Table 7**.
- OPP is in the beginning phase of developing the draft FTP document. Draft sections will be ready for review by June 4, 2025.
- The goal is to have a final adoption in December 2025.
- A feedback survey is available at https://www.floridaftp.com/.

Collaborative Strategies

Kandase Lee, Emerald Coast Regional Council (ECRC), Georganna Gillette, Space Coast TPO, and Ryan Kordek, Polk TPO, spoke about strategies for collaboration and coordination with local, state, and federal partners.

ECRC

- Can you briefly describe your working process with FDOT and local entities to develop the annual List of Priority Projects (LOPP) and why this process works well with your communities? Additionally, have you made any changes to your process, and if so, why?

    - ECRC received feedback from FDOT to condense their MPOs' LOPPs. ECRC worked with FDOT to condense this list.
        - Some of these projects were likely not going to happen due to project challenges, such as funding and location issues.
        - ECRC worked with Bryant Paulk, District 3 MPO Liaison, to understand the challenges of specific projects.
    - Open and early dialogue with local stakeholders and FDOT has been beneficial in addressing project issues.
        - ECRC hosts community workshops with local governments as part of the prioritization process and shares feedback with District 3 to help address issues with specific projects.
- How many military bases does ECRC work with?
    - ECRC coordinates with six main military installations.
- Does ECRC have one LOPP for each MPO, or one for the entirety of the ECRC?
    - Each MPO has a separate LOPP. ECRC also has a Regional Rural Transportation Plan (RRTP), which functions as a Long Range Transportation Plan (LRTP) in rural areas located outside of MPO boundaries. ECRC reviews the LOPPs for each of the three MPOs and the RRTP.
- How do you manage engagement with external partners with a constrained schedule?
    - ECRC extended the opening session for developing project priorities by two to three months, giving ECRC more time to coordinate with FDOT and the local agencies more time to hold public workshops.

<u>Space Coast TPO</u>

- Can you share the best practices for collaborating with your FDOT District to identify funding and implement projects?
    - A project-specific example of collaboration is the Ellis Road widening. Ellis Road serves as a State Intermodal System (SIS) connector and was one of the Space Coast TPO's highest priority projects.
    - The MPO and District 5 collaborated to push the project forward. The District pledged to match MPO and county construction funds with Transportation Regional Incentive Program (TRIP) funds in Fiscal Year (FY) 2026.
    - The District also worked with FHWA to add Ellis Road to the National Highway System (NHS). This made the project eligible for INFRA (Nationally Significant Multimodal Freight and Highway Projects program) grants.
    - The District set up a working group of District staff and local stakeholder agencies to establish a unified vision of the project.
    - The MPO applied for a State Infrastructure Bank (SIB) loan to fund the remaining $15 million needed for the construction phase. The project is now fully funded for construction in Fiscal Year (FY) 2026.

- This project example demonstrates the collaboration of multiple disciplines and the importance of strong relationships with local agencies.

Polk TPO

- What has helped you build strong relationships with your local, state, and federal partners to advance transportation strategies for your MPO effectively?
  - Polk TPO focuses on coordinating with local, state, and federal partners to move projects forward and address key issues.
  - The MPO has strong relationships with District 1, FDOT Central Office (CO), FHWA, and FTA. The MPO incorporates recommendations from these agencies to their plans and programs.
  - The I-4 Accelerated Start Project is an example of successful collaboration. It was completed eight months ahead of the original schedule, which required coordinated and expedited efforts between the MPO and FDOT.
  - The MPO emphasizes the importance of early and ongoing coordination with local stakeholders on road projects. This helps the MPO understand and address the urgent transportation needs of local governments, while also building relationships with them.
- During last year's Transportation Management Area (TMA) Certification Review, FHWA and FTA were highly impressed with the MPO's collaboration with FDOT and local governments.

MPO Peer Exchange

Erika Thompson, FHWA, provided an update on the potential merging of Tampa Bay area MPOs.

- FHWA plans to host a peer exchange in the Fall of 2025 between the Tampa Bay area MPOs (Hillsborough TPO, Forward Pinellas, and Pasco County MPO) and MPOs from other states that have previously gone through the merge process.
  - More information, including an agenda, will be provided soon.
- The executive directors from Hillsborough TPO, Forward Pinellas, and Pasco County MPO recently selected a consultant to assist with the potential merger.
  - The consultant's primary role will be to provide legal guidance, support apportionment planning, and help bring consensus as the MPOs work through the process.
- More information on the proposed merger can be found here: Proposed Sun Coast TPA Merger.

FHWA Update

Teresa Parker, FHWA, provided an update from FHWA.

- FHWA is experiencing significant staff changes:
  - Joe Sullivan's last day was April 29.
  - Jean Parlow's last day was May 6.
  - Curlene Thomas' last day is May 15.
  - Carlos Gonzalez's last day is May 16.
  - Karen Brunelle, PE, will retire at the end of June.

  - Until further notice, Teresa will serve as the primary contact for all Districts.
- FHWA anticipates a hiring freeze for the time being.
- FHWA is awaiting further guidance on federal grant programs, including Safe Streets and Roads for All and the Project Prioritization Pilot Program. As a reminder, if your grant agreement is not fully executed, then work cannot begin. FHWA appreciates everyone's patience.

FTA Update

Michael Sherman, FTA, provided an update.

- As of now, there have been no changes to FTA staff that work with Florida MPOs. FTA will know more about staff changes by June and will communicate any updates.
- Lapsing and critical grant applications from federal fiscal year 2025 must be coordinated with local transit agencies to ensure that the TIP/STIP accurately reflects the funding being requested in the grant applications.
- Planning-related activities being conducted by transit agencies must be programmed into the current Unified Planning Work Program (UPWP). An MPO may need to process a UPWP amendment to add the activities.
- TIP/STIP amendments (and UPWP amendments, if the funds involve a planning activity) will also be required if funds are being reapportioned between FTA direct recipients.
- For all lapsing and critical funds, it is important for MPOs and transit agencies to coordinate as early and often as possible.
- FTA happy to partner with FDOT and MPO staff to support any training or technical assistance needs.
- Tariq Ricardi introduced themselves as the FTA's Acting Administrator.

MPO/FDOT Training Requests

Mike Neidhart, OPP, led the discussion and interactive session on training requests.

- OPP will be adding a training request function to the MPO Partner Site to allow MPOs and FDOT District staff to submit training requests.
- OPP will hold office hours on May 28 from 11:00 am – 12:00 pm. Office hours are open to District MPO Liaisons and MPO staff. OPP and OWPB will cover the new Training Request tool and STIP Amendment Tool, both of which OPP will implement on the MPO Partner Site.
- OPP will collaborate on training requests with Amanda Carpenter, MPOAC Executive Director.
- Participants responded to Mentimeter questions:
    Who should participate in the training?
    - FDOT – 33 votes
    - MPO – 39 votes
    - MPO Board – 15 votes
  - Do you prefer in-person or virtual training?
    - In-person – 27 votes
    - Virtual – 14 votes

- The results are in **Table 8**.

Inquiries, Input, and Information

- Everyone in attendance was encouraged to provide input.
- Some attendees mentioned that planning consistency differences exist in the TIP and LRTP levels and FDOT Amendment Thresholds.
  - OPP is preparing a Planning Consistency guidance document.
- The MPOs requested guidance on developing their Title VI plan, specifically on what is no longer applicable regarding Environmental Justice (EJ) and Limited English Proficiency (LEP).
  - FHWA is waiting for further federal guidance.
  - Technical assistance and training will be provided once new federal guidance on Title VI is received.
- Florida had an opportunity to return Carbon Reduction funds. After further discussion, the FHWA cannot accept state funds as a substitute for federal funds for prior expenditures. The FHWA is currently coordinating the next steps.
- OPP will look into providing guidance on the 2.5% planning fund allocation in UPWPs.

Adjourn

Donna M. Green, OPP, closed the meeting.

- Key Dates:
  - May 15: Federal Planning Findings Meeting.
  - June 30: Quarter 3 Progress Reports due to FHWA.
  - July 23: FMPP Quarterly Meeting.
  - July 24: MPOAC Quarterly Meeting.
    - July FMPP and MPOAC meetings will be held in-person at the FDOT Turnpike Enterprise Headquarters in Ocoee, Florida.
- Work Program Development Cycle and TIP key dates:
  - April 9: TIP Snapshot available to MPOs.
  - April-June: Prepare Draft TIP.
  - July 1: Start of State Fiscal Year.
- MPO Actions Requiring Board Approval:
  - April-May: Adopt the Final FDOT/MPO Joint Certification Package and submit it to the District MPO Liaison.
  - July 15: Adopt Final TIP and upload it to GAP.
  - August 1: Adopt the final Priority Project List and submit it to the District MPO Liaison.

Appendix A: Mentimeter Results

Table 1

Tell us about new and innovative roadway designs you've come across that could improve safety in Florida.	
Roundabouts	Pedestrian Hybrid Beacon
Diverging Diamond	Eliminate vehicles in certain urban areas
Tactical Urbanism	Intersection treatment
Protected intersections	Decreasing speeds where many access points
ICE solutions	Rumble Strips
DDIs and CFIs	LPI
Center Turn overpass	Electronic sensors
DDIs, median U Turns	ZICLA zipper separated bike lanes
Pedestrian scramble	Left turn adaptations reduce conflict points
Flashing Beacon crosswalks	Mid-Block crosswalks
Rumble Strips	Lane narrowing and Chicane roads
Protected bike lanes	automated enforcement
R CUT	Lane repurposing
Roundabouts	ITS
Multiway boulevards	Speed bumps
PHBs	Tapered edge AVTs
Pedestrian hybrid beacons. Roundabouts. Diverging diamonds. Speed management solutions	RRFBs or other pedestrian crossings that stop or visibly warn traffic
Turbo roundabout for multi-lane	Community info
Dual stop signs with reflective posts at rural intersections	Cameras on the arm of the school bus

Table 2

What additional safety data and analysis do you need to better understand traffic safety in your region?	
Traffic citations	Speed reduction impacts both safety and travel time
more before/after analyses	Better alignment of crash data with traffic counts
Bike ped counts	Speed data, on and off the SHS (it is commercially available but costly) - might be worth considering statewide licensing for multi-agency use
Efficacy of red light cameras	Information regarding near misses for crashes
Root cause	Signal one could show which types of micromobility were in crashes
Signal4 needs to better report with more details and more timely	Ability to use SIS funding for parallel routes
Better traffic citation data	The follow-up charges to drivers regarding fatal and serious injuries
active pedestrian and bicycle counting devices	Use of AI for bike and ped counts and behavior
RSAs	Driver behavior
Actual training instead of informational sessions	Electric bike/scooter accident reports
Florida-based CMF	Micro mobility breakout on crash reports, including golf carts
Pedestrian counts	WFH Studies
Better recording and breakouts for Micro Mobility options and E-Bikes	Type of vehicle
Remote monitoring in school zones	Automated vehicle crash reports
Near misses	Land development pattern impacts on transportation systems
Real-time data	motorcycle counts
Near miss data	Near Miss or Predictive Crash software data capture and analysis
Better understanding of crashes on trails	statewide license to Citian
Pedestrian bike counters to measure exposure	Hands free

Table 3

Share some of the best examples you have found to influence individual behavior change that supports a safety culture.	
Speed Camera Enforcement in school zones	Blue lights at intersections to catch red light runners
driver feedback signs	Visual enforcement presence
Traffic calming features that force a reduction in speed	speed bumps
Helmet Trainings	Let's get back to the basics. Allowing citizens to take their permit test online is crazy is crazy. No one is learning the rules of the roads
Delete Social Media	No turn on red lights
Physical redesign of the roadway	Public outreach/education about safety countermeasures
flashing lights	Chicanes
Cameras in school zones	Speed feedback
Law Enforcement presence	High Visibility Enforcement activities
Safe driver credits	Use of DMS to display crash fatality/injury numbers on HIN roadways
School zone speed cameras	Best Foot Forward - a Ped Crossing Initiative - https://www.iyield4peds.org/ - regionally incubated for over a decade by MetroPlan Orlando
Road diets	Automated sensors for bike-ped crossings
Roundabouts	K-12 School Engagement
Best Foot Forward crosswalk program	Impact of speed on a crash
Using Cruise Control	Education starting in elementary school, a public awareness campaign
narrowing lanes	traffic communication-electronic signs
Speed cameras	Put It Down messaging

Table 4

For objectives 1 and 2: How do we accomplish these objectives?	
Proactive analysis (near-miss camera and AI) analysis	Speed control mechanisms built into cars
Support alternative modes of transportation other than automobiles	Focus on speed management in roadway design
Driver's education	take away driver's license
Expand use of speed cameras outside of school zones	safe system roadway design
Safety credits.	More driving tests for drivers over age 80
Effective communication with Local Agencies on the benefits of safety measures	Redesign roads to eliminate straightaways
Work with local governments on land use and development patterns so that roadways are built/improved to safely and adequately handle traffic volumes	Incentives for implementing Safety strategies
eliminate distracted driving. Make it a primary offense for texting and driving	Enforce eliminating aggressive driving
Cross-jurisdictional policies (no right turn on red)	Slow speeds in areas of high access points, fast speeds otherwise
Auto enforcement	Address the driver test frequency
Lobby for cell phone technology to automatically turn off phones in vehicles	Let's get back to the basics. Allowing citizens to take their permit test online is crazy in this day and age. No one is learning the rules of the road anymore
Enforcement penalties for aggressive driving camera ticketing speed management	Invest in building out the state rail plan, including intercity bus and rail service
Speed Bumps in appropriate locations	Invest in commuter and freight rail
Enforce the elimination of distracted driving	

Table 5

For objectives 3, 4, and 5: How do we accomplish these objectives?	
More truck parking!!	Policies on the use and application of AI
More use of drone surveillance	Communication among local, state, and federal agencies for truck parking issues and concerns
Use technology to route freight trucks on appropriate corridors	Preemption device installation
Prioritize corridor enhancements for the direct airport to seaport	More inland ports
Resilience: support development on higher ground	Truck drivers don't get reimbursed for tolls. Maybe have toll exemptions on certain days for them to encourage the use of the major travel corridors
new rail corridors	Additional truck parking.
Explore driverless/automated trucks	expand rail infrastructure for freight (i.e., US-27 rail in the southern part of Florida)
Reinstate rail as the primary freight mechanism	Expand the scope of resurfacing programs to include Complete Streets options
Consider truck-only lanes on highways with high truck volumes - US27, I-4, I-75, I-95, etc.	

Table 6

For objectives 6, 7, and 8: How do we accomplish these objectives?	
Rail. Active Transportation	Optimize park and rides to enhance express bus ridership
Enhance the first/ last mile connection	Hard shoulder running
Impose contractual penalties for maintenance contractors	Encourage and support more public/private partnerships for public transportation
Active transportation demand management	BRT on the Turnpike/Suncoast Parkway
Increase truck safety inspections	First mile, last mile micromobility coupled with transit
Better and more/new public transportation options - BRT (doesn't have to be rail)	State support of O&M for transit
Start an intercity bus system like the Colorado Department of Transportation's Bus system	Improve interchanges to relieve congestion
Encourage and reward carpooling	

Table 7

For objectives 9, 10, and 11: How do we accomplish these objectives?	
Promote more use of TDM for public/ private employees	Better understand the issues of rural accessibility and rural needs
The transportation industry has to be the first to support telework as a congestion relief strategy	Provide more statewide TDM resources
Launch more workforce development programs with large projects and initiatives (such as I-4 managed lanes projects and MFF initiative)	Meaningful dialogue with local elected officials to demonstrate good policies for land development
Expand the scope of resurfacing programs to include Complete Streets options with local funding	Knowledge sharing, having expertise like yours to mediate and seek the implementation of ideas
Actively work with MPOs to update context classification per current and near-term land uses and intensities. FDOT's context class is lagging in local development, creating an incompatible situation	anticipate changes in transportation trends, such as electrification, automation
Invest in ongoing professional development and upskilling opportunities so employees feel valued and prepared for career growth	Increase investment in public transit projects
Offer wages and benefits that reflect the expertise required, attracting and retaining top talent	Engage in public-private partnerships to strengthen workforce development initiatives and provide stable, long-term job opportunities
Focus on transportation planning best practices in innovation zones	Use analytics to predict workforce trends and proactively adjust recruitment and retention strategies
Increase density in specific areas	Use retention bonuses, recognition programs, and career advancement opportunities to encourage long-term commitment
Fund and promote transit-oriented design	FDOT
Provide flexible scheduling, wellness programs, and support for work-life balance to increase job satisfaction	

Table 8

What topics would you like training to cover?	
Bicycle infrastructure	Cost-benefit analysis
Freight AAM	TSMO
DBE and GAP	Project Prioritization
Compliance DBE	Performance Measures
Planning Consistency	LOPP Planning Consistency LRTP
TSMO AI	TIP-STIP
FDOT	Work Program Process: How to deliver a project
MPO Project Funding PPP Title VI UPWP Finances	Signal4
MPO 101 Invoice Preparation Allowable Purchases	GIS and Modeling Tools
Land Use Forecasting Operational analyses Micromobility	Work program
Updated fed state regs	Performance measures travel forecasting
E-bikes	Statewide consistency