

## Florida Metropolitan Planning Partnership (FMPP) Statewide Collaboration Summary

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. The partnership between these entities provides valuable support for funding and program implementation.

### Welcome and Introductions

Presenter: Donna M. Green, Statewide MPO Administrator, FDOT Office of Policy Planning (OPP)

- Draft UPWPs
  - MPOs that have not yet received comments from FHWA and/or FTA on their draft UPWPs are asked to reach out to OPP.
  - Lee County MPO has not yet received FHWA comments. FHWA staff indicated that the MPO's UPWP had been "sent to Washington, D.C." for review.
- MPOs are asked not to start their UPWP closeout process early this cycle, as OPP is in the process of updating related forms and process guidance.

### FDOT Office of Policy Planning (OPP) Updates

Presenter: Dana Reiding, Director, FDOT OPP

- Upcoming FMPP meetings
  - July 2026 FMPP: Topics will include UPWP closeout processes and best practices, transportation performance management and new performance targets, and community engagement.
  - October 2026 FMPP: Topics will include project planning, FDOT's new project development policy, and the new FDOT Project Planning Manual.
- FDOT Planning Masterclass
  - OPP plans to open future Masterclass sessions for MPO staff. Topics will include the project development process, Strategic Intermodal System (SIS) prioritization, the FDOT Work Program, and the relationship between transportation and land use. Tentatively planned for later this year or early next year.
- New FDOT Chief Planner – Alison Stettner
  - Alison Stettner was introduced as the new FDOT Chief Planner. Alison asked attendees to share any thoughts, concerns, or desires.

### *Takeaways*

- MPO thoughts, concerns, and/or requests.
  - Marybeth Soderstrom – Provide more templates, information, and/or communication on preferred formats and process steps.
  - Ryan Brown – More consistency between District processes.
  - Anoch Whitfield – Spotlight and share MPO best practices that FDOT and FHWA have received well.

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## Training Session 1: Transportation Systems Management and Operations (TSM&O)

Presenter: Jeremy Dilmore, TSM&O Program Engineer, FDOT District 5

### *How MPOs/FDOT Districts implement TSM&O or incorporate it into planning processes:*

- Developing TSM&O or ITS master plans and integrating them into LRTPs and CMPs, often with gap analyses.
- Establishing standing committees, advisory groups, or consortia that include MPOs, FDOT, counties, cities, transit agencies, and sometimes law enforcement or universities.
- Using boxed or dedicated funding for TSM&O activities.
- Holding regular coordination meetings (monthly, quarterly, or weekly) between MPO staff and FDOT District TSM&O staff.
- Partnering with FDOT and local governments to operate or plan Traffic Management Centers (TMCs), including regional facilities.
- Emphasizing data-driven decision-making, including contracting for private data, annual data reviews, and advanced tools like digital twins and near-miss analysis.
- Implementing pilot projects to demonstrate TSM&O functionality and benefits.
- Supporting regional coordination, especially where facilities and infrastructure cross jurisdictional boundaries.

### *Overall key takeaways:*

- Education is a major challenge and opportunity: MPOs play a critical role in educating boards, elected officials, and the public. Plain language and practical examples are essential.
- Leadership and champions matter: Successful TSM&O implementation often depends on informed policy boards and identified champions to drive implementation.
- Dedicated funding helps move projects forward: Boxed funds and clear investment strategies support implementation.
- Collaboration is essential: TSM&O is complex and requires ongoing coordination across MPOs, FDOT Districts, local governments, and other partners.
- MPOs can have an expanded role: MPOs can take a more active role in TSM&O implementation and operations through partnering with local/regional agencies, coordinating deployments, and leading funding strategies.
- Tools and resources already exist: Resources include the Operations Academy hosted by RITIS and the Eastern Transportation Coalition, the Operations Academy listserv, and the FDOT District 5 TSM&O Strategy Guide.

## Training Session 2: Bridging Land Use and Transportation Design with Context Classification

Presenters: Dwayne Carver, Associate Planner, Kittleson and Associates; Allie Caldwell, Statewide Complete Streets Coordinator, FDOT State Roadway Design Office; Jacqui Morris, FDOT Criteria Publications Coordinator, FDOT State Roadway Design Office

*Overall key takeaways:*

- Context classification is intended to bridge land use and transportation design by focusing on existing conditions and expected users rather than prescribing a single outcome.
- Design decisions such as speed, crosswalk placement, access management, and pedestrian and bicycle facilities vary by context. Existing manuals, including the Florida Design Manual, the Traffic Engineering Manual, and the Florida Greenbook, guide them.
- Speed limits and design speeds are related but distinct, and appropriate design speeds depend on multiple factors, including context, sight distance, and surrounding land use.
- Roads may fall between context classifications. Distinguishing characteristics and secondary measures should be used to determine the specific classification.
- FDOT District and MPO liaisons need to understand context classification concepts to support conversations with local agencies and stakeholders effectively.

## OPP Look Ahead and Wrap Up

- FDOT Districts are actively monitoring potential data center developments. MPOs are asked to coordinate with OPP or Districts if they know of proposed developments.