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[Link to Florida's Statewide ITS General Consultant](#)

Florida's ITS is Hot! Hot! Hot!

FDOT's ITS Office and ITS Florida Exhibit at ITS America's 13th Annual Meeting and Exposition

FDOT's ITS Office, in partnership with ITS Florida, hosted the Florida ITS Pavilion (Pavilion) in the Exhibition Hall at ITS America's 13th Annual Meeting and Exposition in Minneapolis, Minnesota, May 19-22, 2003. The Pavilion consisted of a 20' by 20' booth, provided by FDOT's ITS Office, which was surrounded by six smaller booths reserved by ITS Florida and occupied by both private- and public-sector organizations. The booth occupied by FDOT's ITS



Office was the core of the Pavilion and was set up as a “presentations theater.” The six surrounding booths occupied by the private- and public-sector organizations were used to display products, services, and projects in Florida.

The theme of the Pavilion was “**Florida ITS is Hot! Hot! Hot!**” and a full schedule of presentations were made



Between the live presentations, a background presentation ran on a plasma television screen highlighting the accomplishments of Florida in deploying ITS. All the presentations, including the background presentation, can be viewed at the ITS Office Web site at [www11.MyFlorida.com/ IntelligentTransportation Systems/default.htm](http://www11.MyFlorida.com/IntelligentTransportationSystems/default.htm).

A lot of work by ITS Florida and FDOT’s ITS Office culminated in another successful exhibit at ITS America’s 13th Annual Meeting and Exposition. The Pavilion attendance was strong with a constant flow of people coming by to inquire about ITS in Florida and to listen to the presentations. Leslie Boatman with the FDOT ITS Office’s general consultant staff was the emcee for the presentations theater and did an excellent job keeping the presentations moving and attracting an audience.

In keeping with what is now becoming a tradition with FDOT’s ITS Office, a drawing for prizes was held on the last day of exhibits. Prizes were donated by a number of private sector companies as well as FDOT’s ITS Office staff. Prizes ranged from bottles of hot sauce produced in Florida to a personal digital assistant. The drawing was a hit and attracted about 60 participants. Many thanks to all those who donated prizes and promotional items:

- PB Farradyne;
- PBS&J;
- Atlantic Scientific Corp.;
- FDOT’s ITS Office staff;
- South Atlantic Traffic Corp.;
- DKS & Associates;
- Miami-Dade Expressway;
- Orlando-Orange County Expressway Authority;
- FDOT’s District 6; and
- ITS Florida (who greatly assisted in soliciting these donations).

If a prize was given for a public agency’s attendance at ITS America’s 13th Annual Meeting and Exposition, FDOT would have won hands down with a total of 24 people from all District and the ITS Office.

Mark your calendars — next year’s annual meeting will be held in San Antonio, Texas, in April 2004.



demonstrating just how “Hot!” Florida’s ITS is getting. Ten-minute live presentations were provided every half hour and were scheduled from 1:30 p.m. until the Exhibition Hall closed each day. The FDOT presenters provided information on their ITS programs and projects while presenters from other public agencies as well as the private sector provided information on their projects, products, and services that benefit ITS in Florida. A popular presentation was provided by Anne Brewer, P.E. from FDOT’s District 5 that described the components of the iFlorida project which is funded through a \$10 million **Surface Transportation Security and Reliability Information System Model Deployment (Model Deployment Initiative)** grant from the Federal Highway Administration.



For more information, please contact Gene Glotzbach at the FDOT ITS Office in Tallahassee, (850) 410-5616 or email Gene.Glotzbach@dot.state.fl.us.

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Hurricane Evacuation Analysis Decision Support Utility Program (HEADS-UP)

Decision Time

When a hurricane is bearing down on the coast of Florida, one of the biggest decisions faced by emergency managers is when to order an evacuation. If an evacuation is started too soon, there may still be a chance that the storm will change course after the evacuation order has been given, making the evacuation unnecessary. An unnecessary evacuation could lead Florida's affected population to distrust, or even ignore, the next evacuation order. Evacuating too late could subject a significant portion of the population to the storm's fury. Knowing when to start the evacuation lies in the ability to accurately predict the storm's projected track and arrival time as well as the ability to estimate the time it will take to evacuate an area. Combining the storm's arrival time predictions with the estimated evacuation time provides emergency managers with the ability to optimize their evacuation efforts.

The National Weather Service, the Weather Channel, and experts from around the state and country provide continuously updated information on a hurricane's projected track and arrival time. As computers and modeling techniques improve, predictions on where and when a hurricane will hit land are being made with greater accuracy every year. To address the other component of the decision process, the Florida Division of Emergency Management (FDEM) is developing a tool to provide help in estimating evacuation time and the traffic impact on the major evacuation routes. This tool will help in determining how long it will take to evacuate a given area which, in turn, will help in determining when an evacuation should start.

Tracking Hurricane Evacuation Traffic Data

Through two grants awarded to FDOT's ITS Office (one by the Federal Highway Administration, and one by FDEM grant, a web-based tool has been designed by PBS&J for entering, editing, and tracking statewide hurricane evacuation traffic data. This tool, known as HEADS-UP, allows the user to run alternate evacuation scenarios based on user-specified behavioral and socioeconomic information. The web-based tool includes a Graphical User Interface (GUI) that allows users with permitted access, the capability of running storm scenarios utilizing county evacuation plans to project evacuee travel movements

across county lines and along designated evacuation routes. In addition, the tool allows the user to see expected evacuation congestion levels to assist in determining evacuation times.

Division of Emergency Management
 View Existing Data || Generate Report || Login || Evac. Scenarios || Help

HEADS UP
 Hurricane Evacuation Analysis Decision Support Utility Program

RELATED LINKS
[Shelter Status](#)
[Road Status](#)
[Online Traffic Counters](#)
[FDOT Highway Construction](#)
[FHP Traffic Incidents](#)
[Florida Automated Weather Network \(FAWN\)](#)

Our Mission
 Ensure that Florida is prepared to respond to emergencies, recover from them, and mitigate against their impacts.

Division of Emergency Management
 2555 Shumard Oak Boulevard
 Tallahassee, Florida 32399-2100
 850.413.9900

HEADS-UP will be demonstrated at a Hurricane Evacuation Workshop sponsored by FDOT's ITS Office and the FDEM on July 1 and 2, 2003, at the Adams Mark Hotel near the Landing in Jacksonville, Florida. For more information on the Hurricane Evacuation Workshop, visit FDOT's ITS Office Web site at: www11.MyFlorida.com/IntelligentTransportationSystems/Calendar/Calendar.htm.

On-Line Documentation

Documentation on how to use the tool has been developed and is now available. This documentation is not designed to define policies and procedures for evacuations, but to define a "how to" approach for navigating through the tool.

Future Enhancements

A contract will be awarded this summer to build in an hourly dynamic traffic assignment feature and a real-time automated traffic count feature by downloading information collected by FDOT's Statistics Office from the Telemetered Traffic Monitoring System. Other improvements will include:

- a host city shelter demand module which will assist state and local officials in determining the number of people needing shelter;
- a queue length and evacuation shutdown timing feature, allowing state and local officials to determine when the public should be discouraged from using evacuation routes to reach destinations outside of their county; and
- a statewide behavioral element focusing on anticipated evacuation destinations.

For more information, please contact Don Lewis, PBS&J in Tallahassee, (850) 575-1800 or email DCLewis@pbsj.com.

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ITS Standards Training

On May 12-15, 2003, the Institute of Transportation Engineers sponsored an ITS Standards training seminar in Destin, Florida. The seminar covered the implementation of ITS Standards and their impact on upcoming ITS projects. The training was one of four ITS Standards courses offered in different Florida locations over the past year and a half. This seminar offered a four module, four-day, intense training session, which was well attended by public and private transportation professionals.

The first day's session was an ITS Standards Overview with the purpose of providing an understanding of ITS, ITS Standards, and associated topics that impact the operations of ITS to practicing transportation professionals and policy-makers.

The second day's session covered Center-To-Center ITS Standards - Year 2003. This module was provided to explain the suitability and requirements needed to support standards developed for center-to-center communications as well as the need for communication and information sharing with others in a broader interdependent community.

The third day's session covered Dynamic Message Signs (DMS) ITS Standards - Year 2003. This module provided information on DMS for transportation professionals who are planning, designing, procuring, deploying, and operating these ITS field devices.

The fourth and final day of training covered Actuated Traffic Signals/Advanced Transportation Controller ITS Standards - Year 2003. This module provided focused information on actuated traffic signals (termed ATSC for actuated traffic signal controllers) and the latest information concerning the Advanced Transportation Controller (Controller, Cabinet and API).

As a requirement of the Federal Highway Administration's Rule 940, and the Federal Transit Administration's policy on ITS Architecture and Standards, all professionals must understand the impact of ITS Standards on the transportation system.

For more information, please contact Liang Hsia at the FDOT ITS Office in Tallahassee, (850) 410-5615 or email Liang.Hsia@dot.state.fl.us.

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Florida CVISN Task Team Update

Florida's Electronic Screening Program

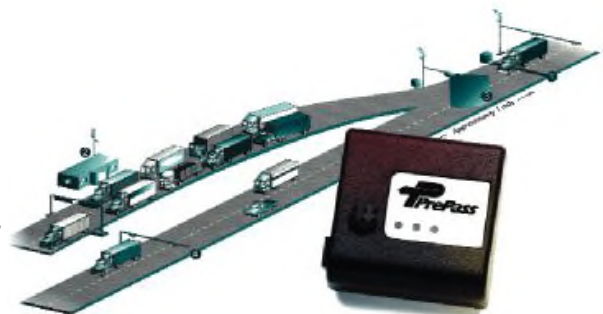
In the July 2002 edition of the *SunGuideSM Disseminator*, we reported that the Florida Department of Agriculture and Consumer Services (DACS) had begun implementing electronic screening of commercial vehicles at its interdiction stations in June 2002. The progress of this program demonstrates that Florida's overall Commercial Vehicle Information Systems and Networks (CVISN) Program is growing strong and that its ITS Program continues to flourish. Florida's Motor Carrier Compliance Office (MCCO) implemented its Agriculture Electronic Screening Program in December 2000, a couple of years before DACS.



DACS currently has six interdiction stations offering electronic screening to commercial trucking companies. Trucking companies must be approved for admission into the Agriculture Electronic Screening Program. Because Florida has strict regulations for companies that carry agriculture, aquaculture, or horticulture products, not all companies can qualify to participate in this program. Only companies that do not typically carry agricultural products can potentially be approved to participate in the Agriculture Electronic Screening Program.

In

addition to meeting all of the DACS requirements, companies must also agree to provide their bills of lading (BOLs) in electronic format to the Florida Department of Revenue (DOR). DACS assists the DOR in collecting taxes that are due to the state on certain goods being transported into Florida. Under the current system, trucks that pull into the DACS interdiction stations provide a hard copy of their BOLs to the DACS officer who electronically scans the document and forwards it to the DOR. DOR then verifies that the appropriate taxes due (if any) have been paid — if not, the company is notified of the taxes that are due.

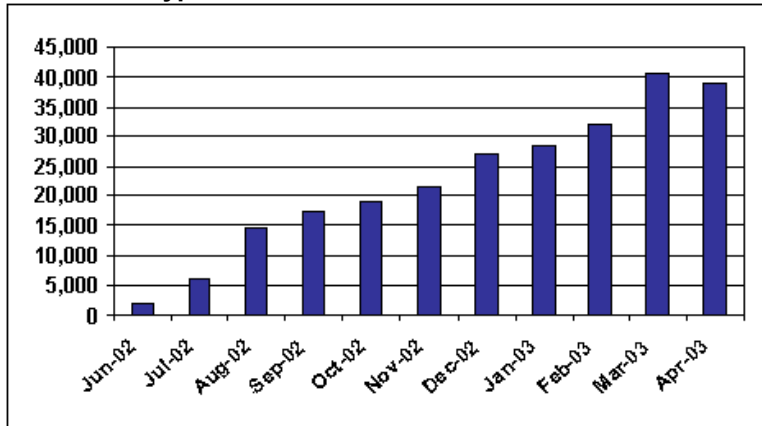


Since June 2002, DACS has received almost 1,000 applications for participation in the Agriculture Electronic Screening Program. Of these applications:

- 383 have been approved for admission into the program;
- 274 have been denied;
- 40 are pending further information;
- 12 were duplicates, or later withdrawn; and
- 191 new applications are pending processing.

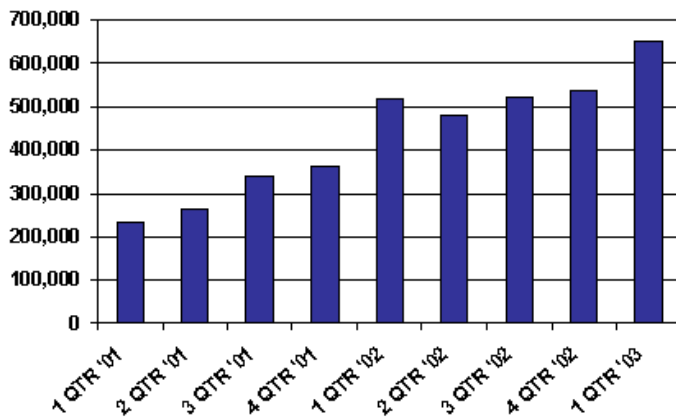
The illustration below shows that participation in the Agriculture Electronic Screening Program (in terms of the number of trucks that are electronically screened and bypass the DACS interdiction stations) has steadily increased.

Number of Bypasses at DACS Interdiction Stations



The growth in participation in the Agriculture Electronic Screening Program at MCCO weigh stations has been just as dramatic. As you can see by the illustration below, participation has continued to rise since the Agriculture Electronic Screening Program's inception. The MCCO Agriculture Electronic Screening Program has also grown in terms of the numbers of stations that offer electronic screening. Currently there are 17 stations that have operational electronic screening equipment. The goal is to have 19 stations operational by the end of this calendar year.

Number of Bypasses at MCCO Weigh Stations



Number of Weigh Stations with Electronic Screening:

1st Qtr 2001 -	8
2nd Qtr 2001 -	8
3rd Qtr 2001 -	10
4th Qtr 2001 -	14
1st Qtr 2002 -	14
2nd Qtr 2002 -	14
3rd Qtr 2002 -	14
4th Qtr 2002 -	14
1st Qtr 2003 -	17

Florida's partner in the Agriculture Electronic Screening Program is Heavy Vehicle Electronic License Plate, Inc., (HELP)/PrePass® (PrePass®). By deploying their Agriculture Electronic Screening Program through this public/private partnership, Florida is able to install and utilize state-of-the-art equipment, but does not have to shoulder the expense. PrePass® pays for and installs the equipment at the weigh stations (or agriculture interdiction stations) and recoups their investment by charging a fee to those companies that wish to participate in the Agriculture Electronic Screening Program. Trucks pay a fee each time they are electronically screened and bypass one of the facilities. It



is important to note that participation is strictly voluntary. Trucks can, at any time, elect to enter the weigh station (or interdiction station) and not be subject to the electronic screening fee.

Why is Electronic Screening Important to Florida?

Electronic screening has many benefits, including:

- increased safety;
- efficient use of departmental staff; and
- costs savings to both the state agencies and the commercial vehicle community in Florida.

One of the major advantages to the state is that the Agriculture Electronic Screening Program helps Florida's law enforcement agencies to focus their staff resources on those companies that most need it. Companies that have a proven safety record and meet all of the other requirements are able to avoid long lines at the weigh and interdiction stations. For most companies, this time savings translates directly into cost savings.

DACS performs approximately 11.5 million inspections per year within the state. Due to this large volume of commercial traffic, it becomes necessary to close some inspection facilities from time to time and allow vehicles to bypass rather than back up onto the interstate, which could create a hazard to the traveling public. By allowing those vehicles that do not transport regulated commodities to bypass the station, DACS enforcement personnel can more efficiently monitor those trucks that are transporting agricultural products.

These benefits also hold true for MCCO traffic, except their focus is on the safety aspects of the truck and driver rather than what is in the trailer of the truck. Like DACS, MCCO has millions of trucks passing through its weigh stations each year. When the number of trucks flowing through the stations is reduced, staff resources can focus on companies more likely to have safety violations.

Currently, there are 14,907 companies enrolled in Florida's Agriculture Electronic Screening Program with 185,804 trucks equipped with a PrePass® transponder .

As you can see by the growth in participation in this aspect of Florida's CVISN Program, commercial vehicle operators are very interested in taking advantage of those programs and/or technologies that facilitate their meeting the regulatory requirements for operating in Florida. The Florida CVISN Program will continue to grow and implement programs which not only meet all of the state's safety and regulatory requirements, but also ensure that these programs do not put undue hardships on an important segment of Florida's economy.

For more information, please contact Mike Akridge at the FDOT ITS Office in Tallahassee, (850) 410-5607 or email Mike.Akridge@dot.state.fl.us.

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AASHTO's Annual Special Committee on Wireless Technology Workshop

The American Association of State Highway and Transportation Officials (AASHTO) Annual Special Committee on Wireless Technology Workshop was held on May 4-8, 2003, in St. Louis, Missouri. Nick Adams, FDOT Telecommunications Coordinator, and Roger Madden, P B Farradyne Senior Consultant, attended on behalf of the FDOT ITS Office.

Day one consisted of frequency coordination discussions and training for the automated program "RADIOSOFT" used in preparing and processing applications. Several improvements and refinements were explained and processing was done online for the benefit of all participants.

The major presentation was a most informative session on pending legislation and reform of frequency spectrum utilization presented by Federal Communications Commission (FCC) officials. A lively discussion was held on the FCC's plan to phase in narrow band channels. It was pointed out that the timing was such that many states may be inconvenienced by the migration due to the time required to plan, finance, and implement systems in the public sector. No practical solutions were reached, but the FCC took away a new awareness.

Other presentations of interest included Homeland Security preparations in Texas, Nevada's story of implementing a statewide radio system, and advances in software defined radio.

Major hardware vendors displayed the latest radios, consoles, and other hardware. Missouri Department of Transportation representatives demonstrated a portable, easily deployed, radio and antenna setup for emergency service utilizing common materials at low costs.

For more information, please contact Nick Adams at the FDOT ITS Office in Tallahassee, (850) 410-5608 or email Nick.Adams@dot.state.fl.us.

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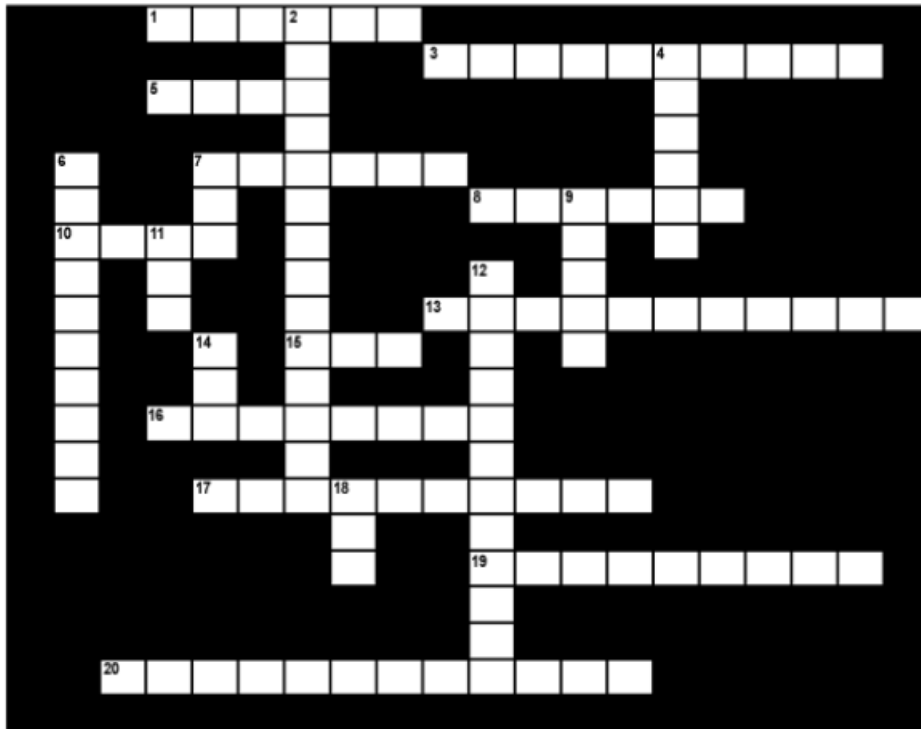
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We invite you to have some fun and complete the *SunGuideSM Disseminator* Word Challenge!

An answer guide follows the Editorial Corner.

Enjoy and Good Luck!



Across:

- 1. An ITS Standard — Center-to
- 3. HEADS-UP is a tool that helps with this in the event of a hurricane
- 5. Federal Highway Administration
- 7. Location of ITS Standards training seminar in May 2003
- 8. Warnings
- 10. Advanced Traveler Information Systems
- 13. SmartRoute acts as a
- 15. Actuated traffic signal controllers
- 16. June editorialist
- 17. The “M” in TTMS
- 19. Type of evacuation possible in Florida during the summer months
- 20. A state of connectedness

Down:

- 2. The ITS Standards training was offered to this type of professional
- 4. American Association of State Highway and Transportation Officials
- 6. South Florida partnership — FDOT and
- 7. Dynamic message sign
- 9. Electronic communication
- 11. Interactive voice response
- 12. “Effective improve the ability of the vendor to meet contract goals.”
- 14. Sponsor for ITS Standards training held in May 2003
- 18. Internet service provider

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New ITS America Chairman Unveils Priorities at ITS Florida Breakfast Meeting



ITS America’s new Chairman of the Board revealed his goals for the organization for the first time at the ITS Florida breakfast meeting held on May 21 in Minneapolis, Minnesota. Robert Darbelnet, President and CEO of AAA — the American Automobile Association, set a reasoned, but aggressive agenda for the organization.



First, Mr. Darbelnet laid out his internal priorities for ITS America.

A high priority is to ensure that “we have clarity of purpose . . . and that our purpose is broadly shared by our constituents.” Mr. Darbelnet has appointed Past-Chairman Dr. Mike Walton to head a special committee that will consider the overall scope of ITS America’s activities — particularly where they may overlap or compete with the activities of our members. Additionally, Board Member Dave Acton will head up the Strategic Planning Committee that will re-examine the mission, vision, and principles of the organization.

Next Mr. Darbelnet wishes to ensure that ITS America has the most efficient structure in place for doing what they need to do. He recognizes recent improvements made, namely Dr. Mike Walton leading the organization through its changing role with the U.S. DOT, and Coordinating Council Chairman, Bob Denaro, spearheading a major reorganization of ITS America and its committee structure. He has indicated that his focus will be to ensure

that ITS America continues to enhance the efficiency of the structure they currently have in place.

He stated, “One thing more important than our structure is our people (ITS America members and staff). In our environment it is very easy for the lines to become blurred between the roles of the volunteers and the roles of management.” Mr. Darbelnet indicated that he will endeavor to ensure that all understand, and respect, the differences that exist. “If management is to be accountable for results, they need the authority and latitude to carry out their duties,” he said.

Some of the most important work that ITS America does relates to influencing public policy. New Vice-Chairman Brent Bair will lead a new Public Policy Committee that will enhance the association’s effectiveness in this area.

Ethics is another priority. Every organization should be revisiting the manner in which it conducts its business. Mr. Darbelnet has asked past Chairman Joe Giglio to chair a newly formed Ethics Committee to revisit the society’s Conflict of Interest Policy, to provide an annual review process, and to create a venue for addressing issues.

Mr. Darbelnet has a strong interest in making sure that we, in the ITS community, produce measurable results. We have some very laudable purposes, namely — saving lives, time, and money. “But,” he said, “we could be more effective in measuring our actual contribution. In the process, we may surprise ourselves with what the organization is doing for its membership.”

The last point he made in terms of internal priorities is to provide the maximum value for the membership. Mr. Darbelnet said, “We’re largely dependent on the membership of ITS America to ensure our viability, so we owe it to ourselves and to our members to ensure that what ITS America is providing to the membership is of the utmost value to them. This is best accomplished by reaching out to membership, listening, and making ourselves responsive.”

Next Mr. Darbelnet turned to external priorities. Re-authorization, now called SAFETEA, should be (paraphrasing a well-known Presidential statement) “. . . Not about how much we can get, but about what is good for our country.”

Safety — as in saving lives, time, and money — is always a top priority and must remain so for the entire ITS community.

INTI — or the infostructure — the “intelligent” in ITS, relies on data, namely getting it, sharing it, and using it. “Information, flowing freely, is the heartbeat of ITS,” he said.

The recent changes between the U.S. DOT and ITS America represent a challenge — one ITS America is ready to deal with, and facing it will make the society a better, more responsive, organization.

Mr. Darbelnet concluded his remarks by again recognizing the outstanding service of Dr. Mike Walton and inviting all members of ITS America to be more active in their organization.

This article was provided by Dr. Charles E. Wallace, Executive Director, ITS Florida.

For more information, please check the ITS Florida Web site at www.itsflorida.org or contact Erika Ridlehoover at Erika.Ridlehoover@transcore.com.

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Editorial Corner

SmartRoute Systems has two roles in South Florida's ITS. One role is as FDOT's vendor, and the second is as their partner. Of the two roles, being a partner is more important.

Why should the public sector care about being a partner when they already have a contract? The answer is simple. In a client/vendor relationship, everything is strictly contractual. In a partnership, the intentions and goals of the contract are essential for the long-term success of the project. **Effective partnerships improve the ability of the vendor to meet contract goals.**

Here are some examples of why a partnership is essential to the success of this project:

- ITS is a technology-based project versus a "bricks and mortar" construction project. Due to changing technology, portions of the contract may become obsolete or new technologies may be developed which would require modifications to the products/services that are provided by SmartRoute Systems as the Internet Service Provider (ISP). The ISP and the public sector client must be willing to work in partnership and make changes as necessary. The ISP must also make **reasonable** efforts to accommodate the public sector client's requests.

In numerous instances, SmartRoute Systems and FDOT responded to each other's needs when making changes/additions to the www.SmarTraveler.com / www.SmartRoute.com Web pages, utilizing unlimited email and fax traffic alerts, and making changes to the Interactive Voice Response, etc. These changes benefited the partnership's goal by delivering a better product to the end user. The Advanced Traveler Information Systems (ATIS) and ISP Project Managers must have the authority to make such changes without being burdened with bureaucratic red tape.

- One of the most important aspects of SmartRoute Systems' partnership role is to be the facilitator between the partners and other affiliated agencies, such as offices of emergency management, fire rescue, local police, and local communities/governments. Many public sector agencies are not accustomed to partnerships with other organizations. There may be difficulties in setting up policies and procedures that are agreeable to all of the partners. By utilizing SmartRoute Systems' role as a facilitator, and leveraging the benefits of the partnership, we have found ways to get things done together.

Another similar aspect of SmartRoute Systems' role as the facilitator is our "Outreach Program." SmartRoute Systems has brought new agencies into the project, thus increasing the benefits to the community. The "Outreach Program" has created the opportunity to promote 511, [SmarTraveler.com](http://www.SmarTraveler.com), and the benefits of ITS to additional organizations.

- As we have learned, the ISP and the public sector Project Managers must work together. In a client/vendor relationship, this is not possible because the vendor always answers to the client. As a partner, the ISP and public sector Project Managers work as peers.

SmartRoute Systems and FDOT's SunGuideSM partners work together to provide South Florida with an outstanding ATIS program.

This editorial was provided by Fred Levinson, SmartRoute Systems Project Manager. He can be reached at (305) 914-3900, or email to FLevinson@smartroute.com.

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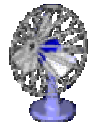
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Wherein a compendium of various random facts and snippets of humor is presented on an irregular basis for purposes of cerebral edification and mental diversion!

**As I've Matured —
I have Learned That:**

One good turn gets most of the blankets.



Whatever hits the fan is not evenly distributed.

It is not what you wear, it's how you take it off.



Age is a very high price to pay for maturity.

You should not compare yourself to others — they are more screwed up than you think.

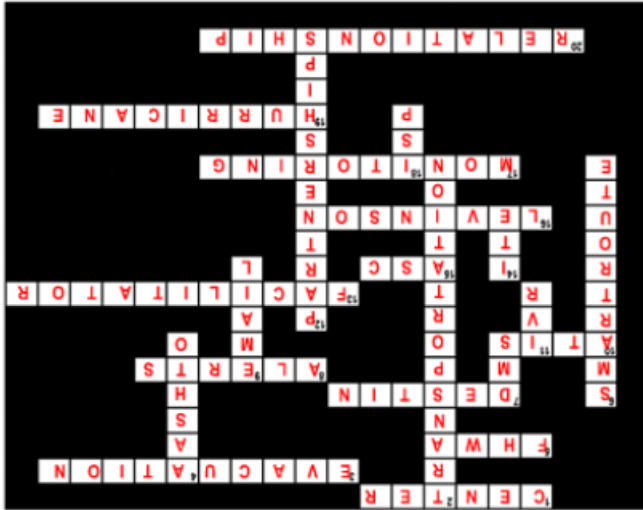


***If you would like to contribute some interesting trivia,
email [Nick Adams](#)
All submittals welcome!***

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SunGuideSM Disseminator Word Challenge Answers



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Announcements

Jerry Karp is Retiring!

After serving FDOT for more than 29 years, Jerry Karp will be retiring June 30. Prior to moving to District 7, Jerry served in the Budget Office in Tallahassee. While serving in District 7, he has been instrumental in the establishment of the ITS Program in the Tampa Bay area and in the state. In addition to his service on the ITS Working Group, Jerry served on the project team for the development of FDOT's ITS Strategic Plan and the I-4 Corridor ITS Plan. More recently, he served as the project manager for the development of *Florida's ITS Integration Guidebook* and has championed the deployment of ITS in his District.

In addition to his work for FDOT, Jerry is a certified United States Swimming Referee and continues to officiate age group swim meets in the Tampa area. Jerry indicates that he does not have any current plans for his retirement other than to relax, but would eventually like to get into something different.

All of us in the ITS community thank Jerry for his service and wish him the best in retirement. He will be missed!

2003 National Rural ITS Conference Coming Soon . . .

Don't forget to register early for the NRITS Conference. Online registration is available at the ITS Florida Web site at www.itsflorida.org/#NRITS.

Can You Rename This Mouthful?

FDOT's ITS Office is searching for just the right name for the Statewide Transportation Management Center Software Library System (STMCSLS). If you have a name you would like to have considered, please submit via email to Karen.England@dot.state.fl.us. We will provide the list of names in a future *SunGuideSM Disseminator* for your review and voting.

ITS Florida's Member of the Month

ITS Florida is publishing monthly articles on ITS professionals on their web site at ITSFlorida.org. Check to see who is in the spotlight this month!

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SunGuideSM Disseminator

June 2003

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Created by:	England
Reviewed by:	England, Glotzbach, Blanton, Chandler
Date:	June 12, 2003