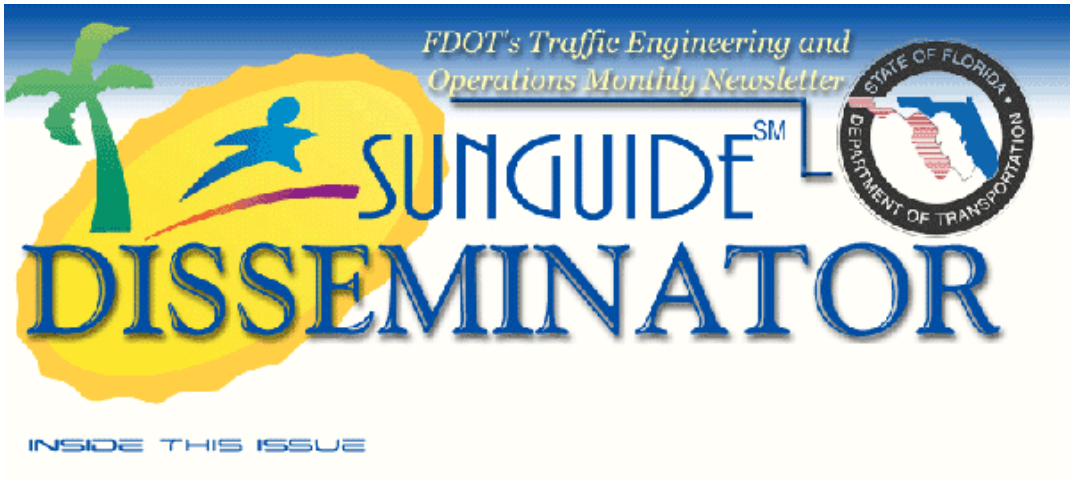

The *SunGuide Disseminator* is a publication of:

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Florida Department of Transportation (FDOT)
Traffic Engineering and Operations Office
605 Suwannee Street, M.S. 90
Tallahassee, Florida 32399-0450
(850) 410-5600
www.dot.state.fl.us.com

Link to Florida's Statewide ITS General Consultant

National Weather Service Transmitting From Sneads, Florida

A cooperative effort between Jackson, Gadsden, Liberty, and Calhoun counties finally came to fruition on May 18, 2004, when a new transmitter site for the National Weather Service was dedicated. Ceremonies were held in the meeting room of the Jackson County Board of County Commissioners, conducted by Rodney Andreasen, Director of Emergency Management for Jackson County.

The FDOT provided tower and ground space at the site located near the Sneads weigh station on I-10. The Traffic Engineering and Operations Office, ITS Section, also provided the engineering package for the construction and

collocation parameters of the transmitter installation. Over 100,000 people will now be affected by being within range of a 24/7 weather forecast and warning system broadcast.

Mr. Andreasen expressed his gratitude for the persistent and cooperative attitude that prevailed in the execution of this project. He also thanked the various groups involved, including the U.S. Department of Agriculture, the State of Florida Division of Emergency Management, FDOT, the National Weather Service, and local county officials.

The National Weather Service information will be transmitted on 162.400 MHz. Inexpensive receivers are readily available and capable of tuning into this band. When various types of severe weather, such as tornados, floods, or hurricanes, are forecast, automated warnings are heard alerting citizens of the approaching severe weather.

Mr. Andreasen stated that without FDOT's tower space, the project would not have been possible. The 350-foot, self-supporting tower also holds FDOT microwave antennas and antennas for the Statewide Law Enforcement Radio System, used by Motor Carrier Compliance officers.

This article was provided by Nick Adams, FDOT Traffic Engineering and Operations Office. For more information, please contact Mr. Adams at (850) 410-5608 or email Nick.Adams@dot.state.fl.us.

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Change Management Board's First Change Request

The Change Management Board (CMB) reviewed and processed its first change request on April 6, 2004. This change request, Engineering Change Proposal (ECP) No. 1, modified the SunGuide^{SM} Software System requirements to reflect new District requirements that surfaced after the software development contract was negotiated with Southwest Research Institute (SwRI). ECP No. 1 also modified the schedule to meet the Districts' updated deployment deadlines. ECP No. 1 was developed based on discussions and recommendations that came out of a series of user requirements meetings that were held during the months of January through March, 2004.

ECP No. 1 modified the Statewide Transportation Management Center Software Library System to add device drivers (software), delete certain drivers that are no longer required, and change the project name to SunGuide^{SM} Software System.

The changes should address all SunGuide^{SM} Software System Release No. 1 device and schedule requirements for District 4's new regional transportation management center in Ft. Lauderdale. The changes should also satisfy District 6's need for Trail Blazer signs and ramp meters.

The contract with SwRI to develop the SunGuide^{SM} Software System has been modified through a contract amendment to incorporate the changes that were approved by the CMB. The ECP No. 1 document, as well as a worksheet that provides the disposition of the changes on an item-by-item basis, can be found at http://SunGuide.datasys.swri.edu.

This article was provided by Gene Glotzbach, FDOT Traffic Engineering and Operations Office. For more information, please contact Mr. Glotzbach at (850) 410-5616 or email Gene.Glotzbach@dot.state.fl.us.

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Emergency Operations in Transportation Management Centers

Securing Emergency Operations

The role of the transportation management center (TMC) has evolved from monitoring traffic and incidents and coordinating responses to a much broader role of acting as an emergency management operations center. TMCs addressed this role in the New York area and Northern Virginia during September 11, 2001. These facilities have been chosen as possible emergency operation centers as a result of their wide area surveillance, communications, command and control infrastructure, and operational experience. This expanded role creates a number of challenges for operations in the area of logical and physical security.

Experience with Emergencies

This evolving role has prepared TMC professionals and their first responder partners for the operational requirements of emergency situations. Consider disasters such as severe snow storms, floods, hurricanes, or toxic train or highway accidents. In these cases, a first response must be coordinated at a significantly greater scale than that encountered on a normal basis. It is also natural for the TMC professionals to use their institutional knowledge and leverage it for terrorist attacks. In order to do this, a number of access control challenges must be met.

"Hardening" the TMC

Some TMCs exist in office buildings without any particular physical intrusion prevention. Sometimes they exist in multi-use facilities without the requirements for emergency operation. A number of low-cost, low-tech approaches, such as fences and gates, provide a simple upgrade. As evidenced by a November 2003, **60 Minutes** piece, entitled *U.S. Plants: Open to Terrorists*, many chemical plant facilities that are part of the nation's critical infrastructure lack a solid perimeter. Unfortunately this is not a unique case. Typical security measures, such as bars and alarms on windows and doors, provide another easy step that could be addressed as part of any security assessment. Once a reasonable perimeter exists, next steps can be taken.

Lax security was found at plants across the country, including near Los Angeles, in Houston, Chicago and the New York metropolitan area. (Photo: CBS)

Access Control

There are two aspects to access control — logical and physical. Simply stated, this is who is allowed to access what, and when that access is allowed (logical); and the means to control, monitor, log, and issue an alarm (physical). This can refer to specific rooms or doors, or it can refer to computers, networks, files, or video feeds. Access control changes based on the time of day (personnel shifts and restricted access), whether the center is operating in normal or emergency conditions, and, in some cases, based on the threat level.

Normal Operation

As is the case with "hardening" the TMC, implementing access control includes some initial steps that need to be considered. Looking at normal operations involves an analysis of both logical and physical security requirements. Identifying a security team consisting of physical and logical security and executive management is a good start. Many enterprises have chief information officers and some have chief security officers. Getting these folks to share knowledge in the case where there is no unified security management structure is a necessary prerequisite.

Start with the list of individuals who need to gain access. Ideally, an organization would use its human resources system in a centralized location to specify who these individuals are and their job status. These types of things

change infrequently (if ever) and should be accessed infrequently. Organizations need to treat this information just as they would any other organizational secret. It increases security for the organization and it protects the individual.

Once team members and their roles have been identified, credentials can be created for each individual. The creation of credentials, like the establishment of identities and roles, should be done in a secure location by a limited number of trusted individuals. Like a cash register in a retail outlet, the identification of roles and the creation of credentials should be under constant and, preferably, archived surveillance.

Many different types of credentials exist. A card (key) used to access a building is seldom used for accessing computer systems. Smart cards can address both of these needs, but few examples exist outside of places such as Microsoft Corporation and the U.S. Department of State. In some cases, legacy systems exist and, given current budget constraints, will unlikely be swapped out. Therefore, implementing access control is often an incremental process. In cases where there are multiple key types, key management becomes a real concern. Passwords and computer network controls don't do any good if someone has a key to a room with computers and walks out with the computer or the hard drive.

Various levels of access control exist — from simple access lists in a panel controlling a single door to smart cards with multiple authentication (including biometric) factors, and real-time monitoring and surveillance. The point made here is that there should be access control. Good control of the perimeter, secure credentials creation, and key team member credentialing have to be addressed regardless of the access control sophistication. Another point is that the security system needs to be managed. Personal identification numbers on doors (that everyone knows, and never get changed) gives a false sense of security and can be more dangerous than just leaving a door wide open.

Information security at TMCs needs to be taken as seriously as physical access, even under normal operations. If information security is not put in place during normal operation, it will be increasingly difficult to just throw a switch to a "secure" mode in the event of an emergency. This presents a real challenge. TMCs are charged with sharing and disseminating information with the public in the form of traffic flow, incident detection, and traffic imagery. In certain situations, this information can contain sensitive material not meant for general consumption. Vehicle location and tracking technology, E911, 511, electronic toll collection (ETC), and multi use of ETC infrastructures, together with other ITS technologies are becoming a part of normal operations. This puts an increasing burden of providing information security as part of the TMC operational requirement. Solutions exist for all of these issues, but it all starts with awareness.

Fortunately the same procedures used for physical access control — establishing a perimeter, identifying key team members and their roles, and providing credentials — can also be followed in the logical realm. The opportunity exists to use a common security infrastructure to meet the needs of both logical and physical access control.

Emergency Operations
In the case where the TMC is used for emergency management, the list of individuals requiring access expands greatly. Two very complicated solutions exist:

- Each authority uses their existing credentials, which would be recognized by the access control system, or
- A common credential is created.

While this is a challenge, it needs to be addressed and implemented. Leaving access to subjection creates a risk that far outweighs the cost of implementation.

The same process used to implement access control for normal operations may be followed, except that a new level of access needs to be implemented for emergency operations. This should be part and parcel of the security and response plan. Pre-establishing a list of who, what, where, and when, and associating this with the credentials set for emergency operations, creates a procedure to follow. An approach, where the same normal operations access control procedures are expanded to include the larger emergency operations group, presents the way forward.

Allowing individual organizations to establish emergency team members reduces institutional barriers over controlling personnel. Establishing a security team with oversight and execution responsibilities provides a way to get this done.

This article was provided by Salvatore D'Agostino, CoreStreet, Ltd. For more information, please contact Mr. D'Agostino at (617) 661-3554 or email Salvatore@post.harvard.edu.

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Statewide Traffic Incident Management Team Meeting

The Statewide Traffic Incident Management Team (TIM) convened for a full team meeting for the seventh time on March 25, 2004, at the Florida's Turnpike Enterprise Headquarters, located in the Turkey Lake Service Plaza. Team leader Buddy Cloud hosted the gathering, and extended his appreciation for the group's excellent teamwork, which contributed to the success of the Statewide Traffic Incident Management Program. Buddy credited the team with a portion of his personal recognition as the State Highway Engineering Division's "Employee of the Year."

Updates were presented by each of the Districts' TIM facilitators. Typical issues included Open Roads Policy, Incidence Response Protocol and Tracking, Communications, Road Debris, and Diversion Routes. Incident management is becoming a top priority for ITS, with active programs and participation on the increase across the state.

Nick Adams, Traffic Engineering and Operations Office, ITS Section, and Jim Mosser, PB Farradyne, presented an update on the Road Rangers Communications Pilot Project. A cooperative effort between several offices and agencies was helpful in getting this project moving. The FDOT Office of Motor Carrier Compliance, in Tallahassee, furnished radios with the able assistance of Joe Davis. District 5's Mark Weisman and Jennifer Heller furnished the small, but essential, budget to accomplish the programming, and accessories to customize the radios for use. Jim Mosser coordinated the effort and compiled the Procedures of Operation. Nick Adams explained the need for point-to-point communications during an incident.

The Road Rangers Communications Pilot Project will point out the value of communications in response and clearance time duration, helping to meet the goal of the Open Roads Policy. The time line was discussed; training will be conducted in April. This project will be approximately one year in duration, with an evaluation at six months and at the conclusion. If positive results are shown, this project could go statewide after other legal issues are resolved.

The Traffic Engineering and Operations Office executed a consultant contract with P. B. Farradyne for continuing services on incident management. Elizabeth Birriell, Project Manager, expressed her enthusiasm for the work already completed and anticipates the effort to continue. The project will be managed by P. B. Farradyne's, John O'Laughlin.

The Road Rangers Communications Pilot Project training was conducted at the Orlando Traffic Management Center on April 22, 2004. All of the Road Rangers operators and FDOT District personnel were present and expressed interest in how the new communications system would function. The project will be conducted on a limited section of I-4, in Orange and Seminole counties.

Florida Highway Patrol dispatchers explained on-the-air protocol and unit numbers were assigned. Motorola technicians checked operation and programming. Mark Weisman issued radios, spare batteries, chargers, and accessories. Battery care was explained by Jim Mosser. The importance of professional operation was stressed,

along with the goals and expectations of the project results. Jennifer Heller expressed the District's enthusiasm at being the first to use a new communications medium, with expectations of being an outstanding example of incident response statewide.

The program has been in full use since May 1st. An interim report will be presented at the next TIM meeting.

This article was provided by Nick Adams, FDOT Traffic Engineering and Operations Office. For more information, please contact Mr. Adams at (850) 410-5608 or email Nick.Adams@dot.state.fl.us.

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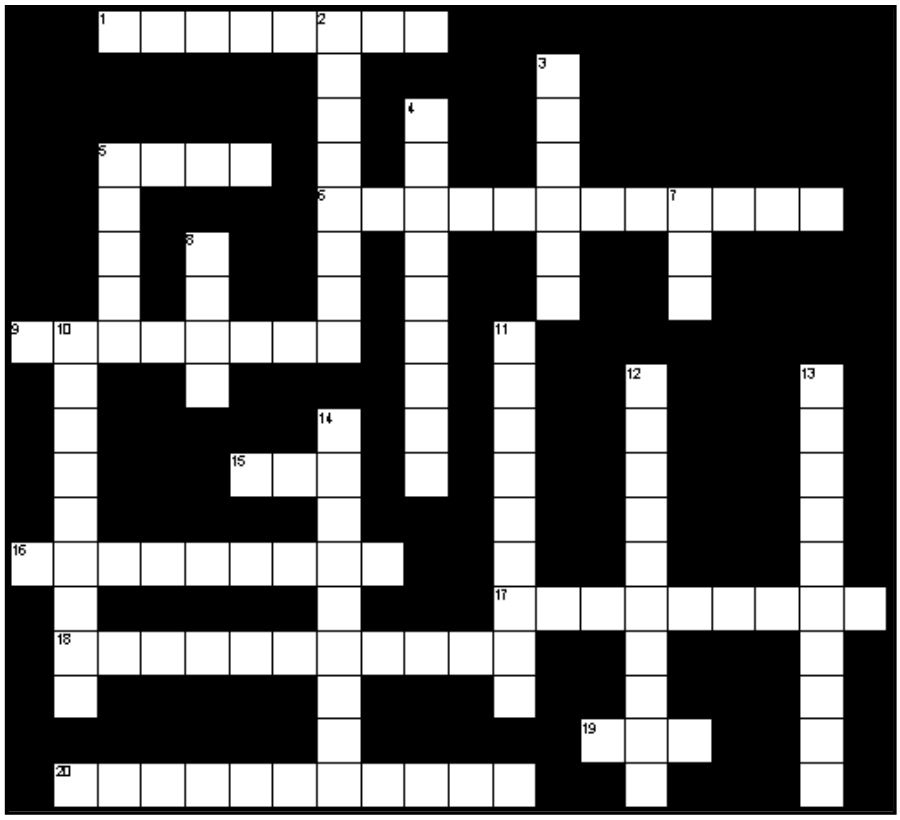
We invite you to have some fun and complete the *SunGuide*^{SM} *Disseminator* Word Challenge!
An answer guide follows the Editorial Corner.

Enjoy and Good Luck!



Across:

1. The provision of information or services
5. A cooperative unit
6. Working together
9. Precautionary measures
15. Change Management Board
16. Some one who responds
17. Entrance without permission
18. A document attesting to the truth of certain stated facts
19. Personal identification number
20. Something that is obligatory

Down:

2. Active support
3. Change
4. Comparing a person's unique characteristics against previously enrolled images for the purpose of identification
5. Involving something poisonous
7. Transportation management center
8. SunGuide[SM] Software System contractor
10. A sudden, unforeseen crisis
11. Someone who employs fear as a weapon
12. A body of members
13. Application of scientific knowledge to practical problems
14. Goal

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Editorial Corner — You Say Goodbye . . .

After nearly 13 years with the FDOT, the ITS Office Manager declared an early retirement, put his "shovel in the truck," and departed for the private sector – sometimes referred to as the "dark side." Now, since I am (rather, was) that ITS Office Manager for the last 4 of those 13 years, I wanted to provide a few closing thoughts on the FDOT ITS Program in this Editorial Corner, and express my appreciation to all who have worked so hard to make this program a success.

Our FDOT ITS Program was outstanding in the decade of the '90s. A while back, we counted it up and found that the FDOT had spent over a billion dollars on various ITS efforts in the '90s. That is an impressive statistic for any cocktail reception. As the decade of the '90s ended, and the new millennium dawned, the FDOT published an *ITS Strategic Plan (Plan)*. The *Plan* put forth a bold challenge for continued ITS growth in the years ahead. The most important recommendation the *Plan* made was for a more coordinated effort in statewide ITS developments and deployments. The ITS Office was created in July 2000 to do just that.

So, coordination, you might say, was really the central theme of the ITS Office for the last four years. Coordination of many "things"– to ingrain continuity, harmony, expectancy, and interoperability into our FDOT ITS Program – was really our mission. And current events, such as Hurricane Floyd, forest fires, and various man-made disasters, have clearly demonstrated the need for a coordinated infrastructure.

It is too early in the life cycle of our FDOT ITS Program to predict if we will have such a coordinated statewide program. However, I believe we have put into place, or instituted, a handful of critical ITS initiatives that will go a long way toward achieving this end state. These critical initiatives are the:

- SunGuide[SM] Software;
- Center-to-Center Communications Protocols;
- *Standards, Specifications, and Estimates Processor*;
- *Systems Engineering Management Plan*; and
- Change Management Board.

These ongoing initiatives are really the critical linchpins of the FDOT ITS Program. If all five of these initiatives are completed, and maintained, I am certain that we will have a fully integrated, and fully interoperable, coordinated statewide program. Such an end state would be a fitting legacy for the ITS Office.

So, as I leave this post, my job as the ITS Office Manager, I express my deep appreciation to everyone who helped make our FDOT ITS Program one of the best, if not the best, in the nation. First, to the ITS community, thanks for responding to our needs. You came through for our FDOT ITS Program by bringing the ITS expertise into our state. Without this talent base, we would not be able to execute our *Ten-Year ITS Cost Feasible Plan*. And, your participation in our FDOT ITS Working Group Meetings was greatly appreciated.

Second, to the FDOT management, thanks for making the FDOT ITS Program a priority and making the necessary funding available. Without funding, you have no program. Many requests were made to management in the start up of the ITS Office, nearly all of which were approved. Your confidence in our ITS vision and mission was also greatly appreciated.

Lastly, to the FDOT ITS Office staff, thanks for making my tenure as the ITS Office Manager a lot of fun. I know it was a lot of fun, because the weeks and months just flew by. Your perseverance and dedication to the cause was outstanding. I appreciate all of you who came by to wish me well and to say goodbye. I wish you all the best success with the FDOT ITS Program.

This editorial was provided by Chester Chandler, Iteris, Inc. For more information, please contact Mr. Chandler at (850) 509-4297 or email to CHC@iteris.com.

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. . . I Say Hello

By way of introduction, I would like to use this article to say "hello" to all of the ITS Florida membership. At the April Board of Directors meeting, I was chosen to fill the remaining term of the presidency vacated by Terry Griffith. I will strive hard to execute Terry's vision and work plan that he established for ITS Florida for this year.

Our colleague, Terry, was promoted by his company, 3M, in March to a position of greater importance. He will now be involved in 3M's quality improvement initiatives employing philosophies and techniques known as "Six Sigma." That is the good news (for Terry). Terry has relocated to 3M's world headquarters in St. Paul, Minnesota, to take up his new post. That is the bad news (for us).

The Board will sorely miss Terry's participation. Terry served on our Board for over three years and brought an important perspective to the table – that of the ITS vendor. Terry's greatest contribution to the Board, however, was last year, when he served as our vice president. On many occasions, he unhesitatingly stepped up to the plate to expertly lead our chapter on issue after issue. I hope you will join me in wishing Terry the best in his new job. His email remains TDGriffith@mmm.com.

Now, let's move on to the subject matter for this article. This article is part two of a two-part ITS Florida exposé on the objectives of the ITS Florida Board of Directors for 2004. In part one, "Getting the Word Out!," published in the March *SunGuide℠ Disseminator*, then-ITS Florida president, Terry Griffith, identified four critical objectives of ITS Florida for this year. They were:

- Outreach;
- Advocacy;
- Market/Personnel Development; and
- Academic Involvement.

Terry then went on to carefully lay out the Outreach and Advocacy objectives of ITS Florida.

This article will focus on action plans and resources within the Market/Personnel Development and Academic Involvement objectives. The progress of these two objectives will be detailed in subsequent articles.

ITS Florida's **Market/Personnel Development** objective has two areas of interest. First is the continued growth of the Florida ITS market. The state chapter will use many of its resources to foster ITS market development in Florida. We will use our Web site, www.itsflorida.org, to tout the capabilities of our membership. We will feature our new members in upcoming issues of the *SunGuide℠ Disseminator*. And, for the first time, ITS Florida will develop press releases that promote the good deeds of our membership that contributed to the ITS market. Simply put, we will strengthen the ITS market through strategic advertisement of our outstanding members.

Second, ITS Florida wants to be **the** catalyst in the state for the growth and development of ITS professionals. We will do this through our Professional Capacity Building (PCB) Program. Actually, our PCB Program is a laudable service of ITS Florida as we are already a leader in the nation for online delivery of ITS courses. But, we will not rest on our laurels. ITS Florida will make the PCB Program even better by offering Web site registration, offering blended courses to targeted participants, and growing attendance by carefully defining course content and securing course sponsorships. Personnel development is critical to the ITS community because of the high-technology nature of our business. ITS Florida is committed to expanding the ITS knowledge base in our state.

Our last objective for this year is **Academic Involvement**. The by-laws of ITS Florida call for a balanced Board of Directors comprised of public sector, private sector, and academic representatives. But, beyond participation on the Board, we desire a greater academic involvement in all facets of ITS Florida. To achieve this, we will establish a liaison from each of the universities in Florida that engage in teaching and research of transportation. We will explore opportunities to unify the universities in an academic ITS consortium. Many believe that it would be beneficial to the universities and FDOT if ITS projects were shared among the campuses. We will explore these ideas for greater academic involvement in a University Discussion Forum to be scheduled at a forthcoming FDOT ITS Working Group Meeting.

ITS Florida is proud of its newly established ITS Scholarship Program. Last December, at our Annual Business Meeting, we announced the first two student recipients of our ITS Scholarship Program – one to an undergraduate student and one to a graduate student. But, again, we will not rest on our laurels. ITS Florida will participate in career fair days at two major universities in the state. And lastly, ITS Florida will, for the first time, partially sponsor an ITS student chapter.

As our president, Terry Griffith put forth these four critical objectives for 2004. Above all, he wanted these objectives met so that ITS Florida would give something back to the ITS community. Terry wrote in his opening remarks: "As Florida's ITS industry continues to gain momentum, we all benefit from its successes. It becomes our responsibility, as a 'player' in the ITS industry, to pass our expertise along to other stakeholders." Let's not disappoint him!

Your Board of Directors has a challenge for you. Get involved in your state chapter! Attend a Board meeting! Recruit a new member! Or, participate on one of our committees! To meet our goals and objectives this year, we need the full support and participation of our members. A strong and active ITS Florida is in our best interest.

When Terry began this two-part article in March, he hoped to accomplish two things:

- To present some thoughts on how ITS Florida can continue to contribute to the ITS industry; and
- To inspire more participation in ITS Florida.

I hope that between the two of us, we have given you plenty of reasons to support ITS Florida, one of the best ITS state chapters in the country.

This article was provided by Chester Chandler, Iteris, Inc. For more information, please contact Mr. Chandler at (850) 509-4297 or email CHC@iteris.com.

For more information on ITS Florida™, please check the ITS Florida™ Web site at www.itsflorida.org or contact Diana Carsey, Executive Director, at (727) 409-5415, or email CarseyD@verizon.net.

If you wish to contribute an article to the *SunGuide℠ Disseminator* on behalf of ITS Florida™, please contact Erika Ridlehoover at (813) 376-0036, or email Erika.Ridlehoover@transcore.com.

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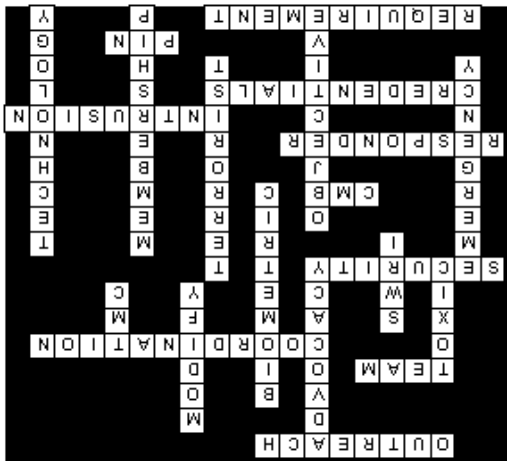
SunGuide℠ Disseminator Word Challenge Answers



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FDOT Equipment Certification

The FDOT Traffic Engineering and Operations Office, through the Traffic Engineering Research Laboratory (TERL), is responsible for approving all traffic control signal devices. Approved devices are kept on the FDOT Approved Products List (APL), a listing of devices that may be relied upon as meeting FDOT specifications, standards, or other criteria.

The APL is a means for the FDOT to meet *Florida Statute 316.0745*, Uniform Signals and Devices, which states, "All official traffic control signals or official traffic control devices purchased and installed in this state by any public body or official shall conform with the manual and specifications published by the Department of Transportation pursuant to subsection (2)." *Florida Statute 316.0745* may be viewed in full at The 2003 Florida Statutes.

More information on the FDOT APL may be viewed at www.dot.state.fl.us.TrafficOperations/ TERL/APL.htm. Specific approved products in the FDOT APL may be searched at rite.eng.fsu.edu/iapl/page1.php. Products approved between April 1 and May 19, 2004, are listed below:

Cert. #	Manufacturer	Type of Device	Device Description
70038901122011	GELcore	LED retrofit for internally illuminated sign	Model SL Series MWLS-04A
67816202214011	RENO A&E	Load switch	Model LS-200
67816312214011	RENO A&E	Flasher, Type 3	Model FL-200
66513902018041	Polara Engineering, Inc.	Pedestrian Detector	Model Bull Dog Series

For more information, please contact Mark Wilson, FDOT Traffic Engineering and Operations Office, at (850) 414-4870 or email Mark.Wilson@dot.state.fl.us.

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Announcements

Good Luck Chester!

After 12 years of service to the FDOT, Chester Chandler has left for the private industry. He has accepted a position of Associate Vice-President with Iteris, Inc.

In the 46 months Chester served as head of the FDOT ITS Office, he laid the foundation for what has become a highly important and successful program. Under Chester's direction, the ITS Office created the *Ten-Year ITS Cost Feasible Plan*, supported the deployment of 511, promoted the development of ITS device standards, and initiated development of a statewide ITS transportation management center software platform, among other accomplishments. Thanks to Chester's efforts, Florida is a nationally recognized leader in the ITS arena.

Please join us in thanking Chester for his hard work and wishing him good luck in his new job.

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Welcome to Our New ITS Program Manager

Elizabeth Birriel has accepted the appointment as the FDOT Central Office ITS Program Manager, effective May 17, 2004. Elizabeth has worked in the Traffic Operations Office for the past 18 months where she has been overseeing the Statewide Traffic Incident Management Program and the Equipment Certification Program. Prior to working in Traffic Operations, Elizabeth had worked approximately 9 years in Maintenance, both at the Central Office level and in several Districts. Elizabeth has a B.S. in Electrical Engineering from the University of Puerto Rico, a M.S. in Civil Engineering from the University of South Florida, and will be a June 2004 graduate of the Certified Public Manager (CPM) program. As the FDOT Central Office ITS Program Manager, Elizabeth will lead the future endeavors of a successful and nationally recognized ITS Program.

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Traffic Operations Office Reorganization

In December 2003, the Traffic Operations Office and the ITS Office were combined, aligning the two offices with the District organizational structure in these program areas. This organizational change facilitates progress of the Traffic Operations Mission, that of improving safety and mobility through the application of traffic engineering principles and practices. The reorganization also supports the Statewide Traffic Operations Business Plan, Strategic Goals, and Objectives more effectively.

This combined office was recently renamed the Traffic Engineering and Operations Office. Current restructuring of the office functions now define three distinct sections:

1. The **Operations Section**, headed by Mark Wilson, is responsible for traffic studies and the Signing, Elder Roadway User, Research, and Equipment Certification Programs.
2. The **ITS Section**, headed by Elizabeth Birriel, is responsible for ITS Deployment, the Telecommunications Program, and ITS Architecture, Software, and Standards. The Traffic Engineering Research Lab (TERL) will be a key component of the ITS Section.
3. The **Traffic Incident Management Section** will be headed by Mike Akridge. Mike will also continue his work in the commercial vehicle operations field.

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SunGuide[SM] Software Project Milestone Demonstration in District 4's New Transportation Management Center

The District 4 Traffic Operations Office ITS Section is scheduled to setup equipment and network connections in District 4's new transportation management center (TMC) during June and July 2004. The SunGuide[SM] Software Project is preparing an on-site milestone demonstration at the TMC shortly thereafter. This demonstration is part

of an independent verification and validation program to ensure that the SunGuide[SM] software is being built to FDOT requirements.

This on-site milestone demonstration will verify that the software development is on track and useful for FDOT's District 4 TMC equipment. Southwest Research Institute (SwRI), the contractor, will install an early beta version of the software at the TMC. This will enable SwRI to identify and solve many of the installation and software problems early in development.

SwRI will work with a smaller subset of the final software. This software subset is less complex, making it easier to find where faults occur, and enables the correction of any problems found during the demonstration before final acceptance. The on-site milestone demonstration will pave the way for a smooth road to final acceptance.

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Mark Your Calendar!

The next Statewide Incident Management Meeting is scheduled for June 29, 2004, at Florida's Turnpike Enterprise Turkey Lake Plaza. Topics to be presented include incident management signing issues and updates of the communications pilot project and towing legislation.

For more information, please contact Buddy Cloud at (850) 414-4862 or email Buddy.Cloud@dot.state.fl.us.

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Florida Section Institute of Transportation Engineers Summer 2004 Meeting

The Florida Section Institute of Transportation Engineers (FSITE) Summer 2004 Meeting is scheduled for June 9-11, 2004, at the Radisson Lido Beach Resort in Sarasota, Florida. The meeting's theme is "Florida Mobility: Moving People, Goods & Services." Sessions will include presentations on the State Strategic Intermodal System, an update of the *2003 Manual on Uniform Traffic Control Devices (MUTCD)*, and a presentation of the FDOT Equipment Certification Program. For further information, visit the Web site at www.floridasectionite.org

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