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Florida Department of Transportation (FDOT)
Traffic Engineering and Operations Office
605 Suwannee Street, M.S. 36
Tallahassee, Florida 32399-0450
(850) 410-5600
www.dot.state.fl.us.com

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

FDOT Encourages Use of 511 Travel Information Service During Wildfires

As wildfires recently swept through Florida, closing roads and decreasing visibility, the Florida Department of Transportation (FDOT) reminded residents and visitors to call FDOT's free 511 travel information service. The 511 service provides the latest information about the effects of wildfires on travel conditions statewide and provides real-time traffic conditions and road closures on all interstate highways in Florida and Florida's Turnpike. The service's highest



usage came during the May 2006 wildfires, when the Statewide 511 service received almost 50 percent more calls than normal.

During times of limited visibility due to wildfires or emergency evacuations because of hurricanes, up-to-the-minute reports on major evacuation routes, bridge and road closures, and roadways with toll suspensions is provided by calling 511 or visiting the FL511.com Web site.

“Wildfires can come up suddenly, and motorists may not be aware when their area is affected,” Florida Highway Patrol spokesman Sgt. Jorge Delahoz said. “By calling 511, they will learn of any trouble areas on their route, and can alter their plans if necessary.”

When in low-visibility conditions, drivers should slow down, keep lights on low beam, and shouldn't use flashing lights unless pulling off the road. Another key, Sgt. Delahoz said, is to minimize distractions.

“If you've got your radio on, turn it off. Stay off the cell phone. You need to pay attention to what's going on,” Delahoz said.

In addition to the free 511 phone service, Florida residents can access real-time traffic information, traffic cameras, lane closures, and emergency alerts on the Web at www.FL511.com. Regional information is available at:

- www.jax511.com,
- www.511tampabay.com,
- www.southwestflorida511.com, and
- www.511southflorida.com.

The FL511.com Web site also provides links to county hurricane and emergency informational resources and weather reports and advisories. The site is available nationwide for visitors planning trips to Florida.

FDOT launched the statewide 511 service and the FL511.com Web site in late 2005. All services can be reached at FL511.com or by calling 511 where voice-activated prompts lead callers through regional options.

This article was provided by Olivia Hull, Global-5. For more information, please contact Ms. Hull at (407) 571-6765 or email Olivia.Hull@Global-5.com.

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SunGuide™ Software Release 3.1—Moving Forward for Express Lanes

As part of the Florida Department of Transportation's (FDOT) continuing efforts to improve mobility, an important congestion management tool has been added to the SunGuide™ tool box. In August 2007, the FDOT initiated SunGuide Software enhancements to support the state's managed lanes efforts, and specifically the 95 Express project (www.95express.com/). These enhancements are the first step in software functionality intended to provide managed lanes choices.

95 Express converts the existing high occupancy vehicle (HOV) lanes along 21 miles of I-95 from I-395 in Miami-Dade County to I-595 in Broward County to limited-access managed lanes. 95 Express provides South Florida motorists with a viable option for consistent and dependable travel conditions, particularly during peak travel times, by converting HOV lanes into high occupancy toll (HOT) lanes. Bus rapid transit, registered high occupancy vehicles with three or more people (HOV-3), and registered hybrid vehicles use the 95 Express

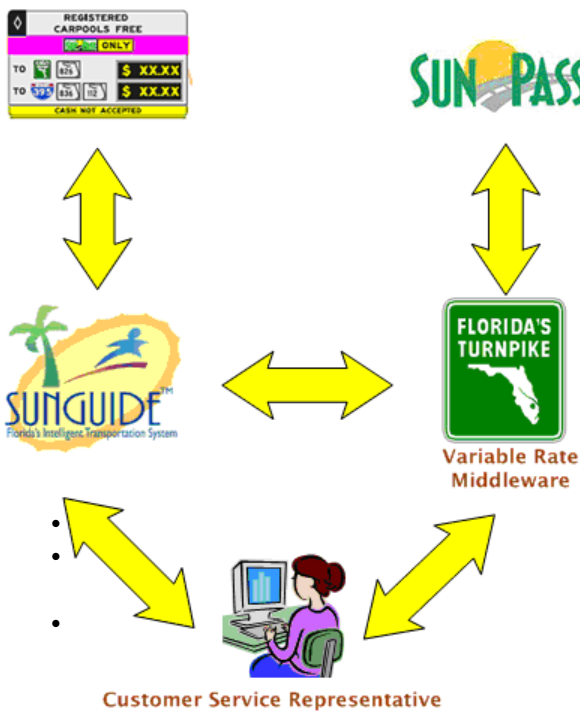
Lanes at no cost. Single occupant vehicle (SOV) customers can choose to use the 95 Express lanes by paying the toll electronically through SunPass®. The following graphic displays the project corridor.



SunGuide Software is an advanced traffic management system that was chosen to provide key express lanes functionality to leverage existing software technologies already used by FDOT Districts 4 and 6. Detailed software requirements were developed through a partnership consisting of FDOT Central Office, Districts 4 and 6, and Florida’s Turnpike Enterprise. A Letter of Authorization was provided to the SunGuide Software contractor on November 20, 2007, kicking off the most aggressive SunGuide Software development schedule to date.

The software successfully completed factory acceptance testing (FAT) on April 28, 2008, and SunGuide Software Release 3.1 was installed at the Miami Regional Transportation Management Center (RTMC) on May 12, 2008. Minor enhancements were requested during the FAT to provide additional functionality desired by the users. These enhancements are scheduled to be delivered as Release 3.1.1 by early June 2008.

SunGuide Software Release 3.1 adds 176 functional requirements to support the 95 Express operations. In addition to enhancements to the dynamic message sign (DMS) and event management subsystems, Release 3.1 adds two new subsystems: pricing and toll viewer. Following is a high-level graphic that describes how the new SunGuide functionality integrates the different components of an express lanes operation.



The SunGuide Software pricing subsystem applies variable toll rate changes, displays the toll rates on DMSs, and communicates the toll rates to Florida’s Turnpike Enterprise. The roadway is broken into toll segments, each with one or more associated DMSs. SunGuide Software allows the configuration of toll rates by segment and respective DMS, time of day (TOD), day of week, and type of day. DMS messages include the cost of the associated segment and the cumulative total of upcoming segments. For normal operations, SunGuide Software applies toll rate changes based on a configurable TOD schedule. For abnormal operational conditions, the RTMC operator has three additional override mode options. The override modes are:

- Congested – configured congested toll rate is charged;
- Closed – the express lanes segment is operationally closed and the toll rate is \$0.00; and
- Zero Rate – the express lanes segment is open and the toll rate is \$0.00.

The “congested” override mode is typically used if a non-recurring incident causes congestion in the express lanes. The “closed” override mode is enacted for maintenance or if there is a major lane-blocking incident in the express lanes. The “zero Rate” override mode is used if general purpose lane traffic is diverted into the express lanes due to a major lane-blocking incident in the general purpose lanes or during emergency evacuations. The following graphic shows an example of the SunGuide Software express lanes graphical user interface.

The SunGuide toll viewer is a Web-based tool that allows a SunPass® Customer Service Representative (CSR) to view current and historical tolling rates, DMS messages, and operational overrides. There are two levels of reporting:

1. Summary – Used by the CSR to verify customer complaints; and
2. Detailed – Used by operations and supervisory staff to conduct investigations of customer complaints.

Integrating express lanes functionality into the existing SunGuide Software provides a cost-effective and expandable solution for Florida's mobility needs. SunGuide Software continues to be a strategic application for the management and operation of Florida's evolving freeway system.

This article was provided by Trey Tillander, FDOT Engineering and Operations Office. For more information, please contact Mr. Tillander at (850) 410-5617 or email Trey.Tillander@dot.state.fl.us.

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FDOT's 511/ITS Asset Management Policies and Procedures

The development and launch of Florida's new statewide 511 advanced traveler information service is ushering in a new generation of technology and policy improvements that appear to be unequaled nationwide. The service itself and the asset management policies under development are both designed to serve the people of Florida for many years to come. During its mid-May workshop, the FDOT Executive Board decided to take ITS/511 asset management efforts to the next level by approving the development of uniform, statewide

ITS/511 Asset Management Policies and Procedures including revenue generation. The Florida Department of Transportation (FDOT) Secretary, Stephanie C. Kopelousos, gave her full endorsement to the effort and said, "We need to proceed as OneFDOT."

In accordance with this mandate from the Executive Board, Central Office will continue to work collaboratively with the FDOT District ITS Managers and Public Information Officers (PIO) to develop these new, uniform statewide policies and procedures to protect and leverage FDOT ITS and 511 assets for the greatest return on investment to FDOT. These impressive assets include approximately 2,000 traffic cameras statewide, an unequaled fiber optic network, 12 regional transportation management centers, the integrated statewide bilingual 511 traveler information service and FL511.com Web site, along with premium, first in the nation, personalized 511 services, including e-alerts, text messages, and a phone call from 511 to registered users. The new fully integrated, bilingual statewide system will be launching in late 2008 or early 2009, replacing the current regional 511 services.

The revenue that can be generated is planned for use in FDOT Traffic Operations, augmenting or enhancing funding for transportation systems management and operations, and other uses. The long-term goal is to protect and leverage FDOT ITS investments for the greatest return to the people of Florida, commercial vehicle operators, and tourists.

The current 10-year old, one-size fits all FDOT traffic camera agreement no longer addresses the complexities of the current marketplace. New agreements are being developed for the various revenue streams and markets that have been identified. The market analysis revealed three phases for policies, procedures, and revenue generation. Two major revenue streams are possible in the first phase:

1. Advertising 511 products and
2. Subscriptions to private corporations, including local media, which are now using FDOT traffic camera images to sell sponsorships to advertisers.

The second phase analysis will address licensing agreements with large customers, including third-party traffic information providers; national media companies, including CNN and the Weather Channel; telecommunications mobile carriers; map data companies; driving direction providers; in-vehicle navigation systems; and commercial vehicle operators. The third phase, which encompasses new, emerging technology delivery services and products such as vehicle infrastructure integration (VII), will be examined in the future. The market analysis reveals the importance of protecting and leveraging FDOT assets for greatest return on investment to FDOT during the three phases.

According to the analysis performed in Phase One, advertising placement is recommended for the new FL511.com Web site, 511 phone call greeting and transfers, personalized services, and 511 roadside signs. The Traffic Engineering and Operations Office is putting together a small team of ITS, legal, financial, PIO, and Federal Highway Administration representatives to help steer this effort. The first task will focus on developing an approach that would allow advertising on 511 roadside signs. Advertising on the other 511 products can proceed without further review.

Procedures for FDOT advertising and revenue collection and the ability to designate where this new 511 revenue will be deposited are already in place. Florida's Turnpike Enterprise Road Rangers and toll plazas now carry sponsor messages and sponsorship will soon be sought for Road Rangers statewide to defray funding shortfalls. FDOT is also collecting revenue from the Interstate Logos program, from microwave tower lease agreements, and billboard license fees. This revenue is returned to FDOT accounts and this asset management revenue generation effort will follow the same procedure.

The research arm of the University of Central Florida, in coordination with Global-5, is conducting 511 focus groups statewide and has asked participants in Miami, Orlando, and Jacksonville for their opinions of advertising on FDOT 511 products. Conservative revenue projections from advertising on 511 products shows net revenue of more than \$87 million returned to FDOT over 20 years.

Additional Phase One revenue generation is planned from closed-circuit television camera and data subscriptions to local media, hospitality, and other firms. Many media outlets are now selling live traffic camera images to sponsors, but FDOT does not receive any of the revenue. The new Asset Management Policies and Procedures will end those practices. Conservative revenue projections for subscriptions total more than \$25 million over 20 years.

During the first two years of this effort local media will be offered two options:

1. Direct subscription or
2. 511 promotion to build traffic to the new Web site and phone call, enhancing advertising revenue on those services.

A true partnership approach with the local media will be pursued; no company will be forced to pay. The subscription agreement would be needed for local media outlets that chose to generate revenue from FDOT assets. "Traffic Alert Network" status would be offered to media outlets which are broadcasting traffic camera images to assist with traffic incident management and have no intention of seeking sponsors for FDOT assets.

This approach has much in common with the National Weather Service (NWS), which charges subscribers a \$1000 connection fee and yearly maintenance fees of \$28,000-\$33,000, similar to the proposed FDOT subscription fees. The NWS has followed this policy almost 20 years, now has more than 300 subscribers, and also requires subscribers to carry NWS alerts.

In summary, the analysis confirms the high value of FDOT ITS/511 investments and resulting assets in today's commercial marketplace; however, these assets must be managed, protected, and leveraged in each phase to return maximum value to FDOT. Central Office will continue working collaboratively with the Districts to finalize the new policies and procedures. FDOT and 511 branding will be implemented on camera feeds from the transportation management centers so acknowledgment of FDOT as the source of the information cannot be removed by private companies authorized to use FDOT traffic camera images.

In Phase Two, policies, rates, and revenue projections for data sharing will be developed through licensing agreements with large clients seeking to use FDOT assets, such as third party traffic information providers, telecommunications companies, driving direction providers, and in-vehicle navigation systems.

Focus group participants statewide agree that FDOT should be compensated by private firms seeking to use FDOT's taxpayer-funded assets in the commercial marketplace. With the full endorsement of the FDOT Executive Board, it is clear a new generation of FDOT 511/ITS asset management and revenue generation has begun.

Global-5 Communications is the statewide 511 marketing consultant and is also scoped with developing ITS/511 Asset Management Policies and Procedures, including revenue generation.

This article was provided by Mary Hamill, Global-5. For more information, please contact Ms. Hamill at (407) 571-6761 or email MaryKHamill@global-5.com.

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2008 Smart Roadside Workshop

On April 29-May 1, 2008, the Federal Motor Carrier Safety Administration's Technology Division, in coordination with the Federal



Highway Administration and the Florida Department of Transportation, sponsored the 2008 Smart Roadside Workshop in Jacksonville, Florida. The workshop was attended by 121 stakeholders, including representatives from: state credentialing, operations, and enforcement agencies; the motor carrier industry; intermodal facility operators; academia; and technology and service providers as well as numerous federal and local agencies. Over 20 states were represented at the workshop, which was designed to:

- Educate stakeholders about the Smart Roadside Initiative;
- Explore opportunities and initiate planning for additional applications of intelligent transportation system (ITS) technologies to improve commercial motor vehicle safety and freight operations;
- Identify key issues/concerns related to implementation of the recommended Smart Roadside functionality and document recommendations to overcome the challenges; and
- Build partnerships to support follow-on planning and implementation of Smart Roadside systems.



The workshop featured a series of presentations regarding existing programs and technologies that could be leveraged to support the Smart Roadside program. The event also featured extensive small group activities that allowed stakeholders to identify activities that they believe could be best served by the Smart Roadside and to recommend specific projects that they believe should be pursued in order to advance the Smart Roadside Initiative. Participants also were shown a demonstration of a virtual weigh station deployment at Jaxport's Blount Island Marine terminal, as well as several other technologies that could support the Smart Roadside program.

This article was provided by Julie Lane, Federal Motor Carrier Safety Administration and Richard Easley, E-Squared Engineering. For more information, please contact Mr. Easley at (703) 858-5588 or email REasley@e-squared.org.

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Smart Roadside Initiative

The purpose of the **Smart Roadside Initiative** is to initiate a collaborative dialogue to assist government and industry leaders in identifying research, testing, and deployment opportunities for next generation technology solutions for commercial freight and motor coach operations as they relate to driver assistance systems and vehicle controls; roadside enforcement and compliance verification; and fleet and cargo management. The outputs of this project will help shape future direction on activities to:

- Mitigate commercial vehicle-involved crashes, particularly those associated with driver error;
- Strengthen the ability of roadside enforcement personnel to identify and address safety and security risks on a real-time basis; and
- Reduce unnecessary delay and improve the mobility, reliability and security of truck shipments.
- Facilitate the commercial vehicle component of the U.S. Department of Transportation's Vehicle Infrastructure Integration (VII) initiative.

Courtesy ITS America

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Inside the TERL

The FDOT has a goal to assure that only a safe and uniform ITS and traffic control system is implemented in the state of Florida. The Traffic Engineering Research Lab (TERL) plays a part in obtaining this goal by satisfying Florida Statute 316.0745 - Uniform Signals & Devices. Below is a look Inside the TERL at activities that help accomplish our goal.

Product Evaluation

Signalized Intersection and ITS Products

The TERL currently has 63 applications submitted for the Approved Product List. There are 38 approved applications allowing the products to be evaluated. All applications were reviewed in less than 14 days. There were 30 products received for evaluation; out of which ten were approved and six failed evaluation. There are 14 product evaluations still pending.

Approved products can be viewed at the following Web pages:

- **Signalized intersection products:**
www3.dot.state.fl.us/trafficcontrolproducts
- **ITS products:**
www.dot.state.fl.us/TrafficOperations/Traf_Sys/ITS%20APL/TemporaryITSAPL.htm

Product Specifications

The following product specifications are currently under development:

- Uninterruptible power supply (UPS)
- Generator panel for traffic and ITS cabinets
- Dynamic message signs for arterial and toll roads
- In-pavement crosswalk lights
- 24/7 Flashing beacons
- Countdown pedestrian signals
- Trailer-mounted camera/detector systems

FDOT APL Vendor Quality Assurance System Evaluation Program

The TERL currently has 81 qualified vendors in the database. In May 2008, one new vendor (from Spain) was qualified. There are also 39 vendors due for requalification of which three were re-qualified in May 2008. Out of 39 vendors due for requalification all but eight vendors have been reviewed, but did not provide enough information to pass requalification.

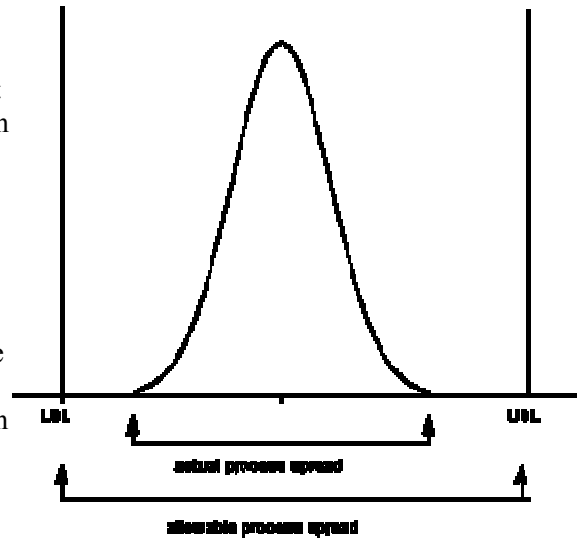
FYI...What Is Process Capability?

Since the inception of the TERL's APL Vendor Qualification Program, which was begun to improve the level of quality of all vendors on the APL, the TERL has become more aware of the importance of having a sound quality system. As part of the learning process, there are many terms or processes that had to be understood. One such process was process capability.

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Process capability helps to determine when a process is qualified or declared as capable. A process can be monitored regarding its capability when a measurable objective or target and a pair of controlling upper and lower limits or specification limits for that objective are identified. In “quality language,” a capable process is one where almost all of the output falls inside the specification limits as shown in the plot.

Process capability compares the output of the process to the specification limits by using capability indices. In order to perform this task the output of the process must be quantitative in nature. When the output of a process is of a type that can't be measured or qualitative, one way to get around this situation is to assign a set of pseudo or representative, values for that range of output (i.e. 1 for “Not likely,” 2 for “Maybe,” 3 for “Likely,” and 4 for “Definitely”). There are several statistics that can be used to calculate process capability. The commonly used statistics are Cp and Cpk. These indices are defined as follows:



$$C_p = \frac{USL - LSL}{6\sigma}$$

$$C_{pk} = \min\left[\frac{USL - \mu}{3\sigma}, \frac{\mu - LSL}{3\sigma}\right]$$

(μ and σ are the mean and standard deviation respectively of the normal data)

Process capability is a very useful tool in the manufacturing process, but can be implemented in various other processes. For detailed information regarding this subject readers are encouraged to visit the Quality Tools Web site at http://syque.com/quality_tools/toolbook/Procap/how.htm

This article was provided by Jeff Morgan and Sivam Ramalingam, FDOT Traffic Engineering and Operations Office. For more information, please contact Mr. Jeff Morgan at (850) 921-7354 or email Jeffrey.Morgan@dot.state.fl.us.

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ITS Florida—Participating in the Freeway and Tollway Operations Conference

An impressive list of ITS Florida members are participating in the Freeway and Tollway Operations Conference June 15th – 18th in Fort Lauderdale. A number of members are serving as moderators and/or speakers at the conference.

The moderators include:

- Jay Calhoun, PE, President, VANUS
- Frank Deasy, PE, Program Manager, Televent Farradyne Inc.
- Steve Dellenback, Director of the Intelligent Transportation System Department at Southwest Research Institute (SwRI) in San Antonio, Texas
- Dr. Robert Edelstein, Vice President, DMJM Harris | AECOM
- Robert B. “Tip” Franklin, Jr., Area Manager, Televent Farradyne Inc.
- Jesus Martinez, Senior Research Engineer, Southwest Research Institute
- Steve Dellenback, Director of the Intelligent Transportation System Department at Southwest Research Institute (SwRI) in San Antonio, Texas
- Walter Kraft, Eng-Wong, Taub & Associates
- Dr. Charles Wallace, Area Manager, Telvent Farradyne Inc.

The ITS Florida members featured as speakers include:

- Jim Anglin, Senior Vice President and Director of Special Projects, HNTB Corporation – The topic is “The Ins and Outs of Managed Lanes”.
- Bill Cook, Atlantic Scientific Corporation - Investment in Lightning Protection for Equipment Survival - What Cost? The objective is to define the rational investment cost of protection as part of a preventative maintenance design. This will also cut through many of the misunderstandings of protection systems, the need and technologies. Delegates will have an opportunity to develop a clear understanding of the issues, since the amount of effort and investment in the procurement and installation of protection systems varies dramatically across the USA. The end conclusion is to review protection configurations and technologies related to the site’s importance and vulnerability.
- Frank Deasy, Program Manager, Televent Farradyne Inc. – The topic is “The Buzz in Deployment”.
- Dr. Robert Edelstein, Vice President, DMJM Harris | AECOM – The session is “Plan, Plan, Plan: Contract Management” and the topic is “The Procurement of ITS Operations Services”.
- Tahira Faquir, Senior Transportation Manager, VANUS – This presentation outlines the current FDOT practices regarding ITS operations and replacement funding. Delegates will learn why operations and replacement funding is necessary; the research required to identify funding levels; and a brief discussion of how these activities were handled prior to the establishment of a dedicated fund.
- Robert B. “Tip” Franklin, Jr., Area Manager, Televent Farradyne Inc. – “Managed Services – Why Not”. This presentation discusses the various methods available to public transportation agencies to meet staffing demands in times of tight budgets.
- Dr. Mohammed Hadi, Florida International University - The session is “Data Output and Outcomes: Fact or Fiction?” and the topic is “Benefit-Cost Analysis of the Individual Components of SMART SunGuide Incident Management Operations”.
- Glenn Havinoviski, Associate Vice President and ITS Group Director, HNTB Corporation – The session title is “Ramp Metering/Active Traffic Management” and the topic is “Active Traffic Management: Where it is and the Way Forward”.

- Gregg Letts, ITS Project Manager, DMJM Harris - The session is “Data Output and Outcomes: Fact or Fiction?” and the topic is “Automating ITS Performance Measures.”
- Jesus Martinez, Senior Research Engineer, Southwest Research Institute – Operations and Control Center Technologies, Software in the 21 st Century.
- Bob Murphy, ITS Operations, Traffic Incident Management Team and Severe Incident Response Vehicle Project Manager for the Florida Department of Transportation District 4 , DMJM Harris | AECOM – The session is “Information: The Growing 511 Era” and the topic is “ Improving Traveler Information - ITS Benefits to the Media and Motorists”.
- Neena Soans, Systems Engineer, IBI Group – The session is “Incident Response Vehicle Technology” and the topic is “Increasing the efficiency of Freeway Responder Programs through in-vehicle software applications”.
- Ted Smith, Senior Project Manager, Delcan Corporation - Heavy Vehicle Quick Clearance, Towing and Recovery Incentive Program Implemented in Georgia. Florida’s Rapid Incident Scene Clearance program (RISC) has sparked interest nationwide by documenting improvements in incident clearance times and overall reduction in the duration of major commercial vehicle crashes. Georgia officials, seeking a solution for the Atlanta Metro Area, rolled out the TRIP (Towing and Recovery Incentive Program) in January. The conference brings national and international transportation system operations experts together to discuss the successes of these innovative programs.
- Trey Tillander, ITS Program Office, FDOT – The session is “Software in the 21st Century” and the topic is “ SunGuide™ Software Center to Center (C2C) Architecture”. This is presented jointly with Jesus Martinez.
- Ken Vorce, Regional Director, VANUS – Presentation of study findings on the cost benefit feasibility of deploying ITS technologies to mitigate severe crash history on the 75 mile Alligator Alley segment of I-75. The purpose is to share information about an innovative safety project application of ITS on a rural interstate corridor with a very disturbing and complex crash history; as a result of the findings, FDOT has programmed this ITS safety system project for construction.

For more information on the Freeway and Tollway Operations Conference, please visit the Web sit at www.2008ftoc.com.

For more information on ITS Florida, please check the ITS Florida Web site at www.itsflorida.org or contact Sandy Beck, Chapter Administrator, at itsflorida@itsflorida.org.

If you wish to contribute an article to the *SunGuide Disseminator* on behalf of ITS Florida, please email Mary Hamill at MaryKHamill@global-5.com.

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Editorial Corner—Thought You Should Know!

2008 Summary of Passed Legislation Affecting Transportation

The Legislative Session was a lively one with many transportation-related Bills. Although many proposed Bills eventually died in Committee, it seemed they hung around longer this year, each with many iterations of differing Amendment language.

The following Bills that passed provide a brief overview of just some of the changes that will (may) affect transportation in Florida. These will become law unless they are vetoed by Gov. Charlie Crist.

SB 154 - Pedestrian Safety/Driver Requirements

Pedestrian Crosswalk changes; SB 154 amends sections 316.075 and 316.130, Florida Statutes, related to pedestrians and motor vehicles in intersections.

The bill adds the requirement for a driver of a vehicle stopping at a steady red to stop before entering the crosswalk and remain stopped to allow a pedestrian, with a permitted signal, to cross a roadway when the pedestrian is in the crosswalk or steps into the crosswalk and is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.

CS/CS/CS/SB 1992 - Department of Highway Safety and Motor Vehicles

CS/CS/CS/SB 1992 provides;

- That all persons approaching a railroad-highway grade must stop when a law enforcement officer indicates that a train is approaching.
- School Zones requires FDOT to establish “**Speeding Fines Doubled**” signage which must be installed in all newly established school zones or when school zone signs are replaced.
- Drag Racing; the bill creates a definition for the term “spectator” in s. 316.191, Florida Statutes, relating to illegal drag racing, and prohibits being a spectator at such a race.
- Lowers the threshold for DUI-related enhanced penalties and mandatory adjudication from a blood-alcohol level (BAL) of .20 grams to a BAL of .15 grams. 25
- Building Memorial; the bill directs DHSMV to erect suitable markers naming the Regional Transportation Management Center in Ft. Myers, the “Joseph P. Bertrand Building.”

CS/CS/SB 682 – Department of Transportation

CS/HB 682 is an omnibus bill that addresses a variety of transportation financing, planning, and administrative issues. This one was packed full of things. Select transportation-related provisions include:

- Directs the Department of Transportation (DOT) to develop a methodology that recognizes some developments, due to their size, location, and mix of uses can result in at least 30 percent of the traffic generated in the development remaining in the development. The methodology, known as “internal capture,” is to be based on professionally accepted modeling techniques that reflect these larger mixed use developments of regional impact.
- Authorizes DOT to pay stipends to firms that have submitted responsive proposals for construction and maintenance contracts and were not the successful bidder;
- Sets the goal for DOT to let design-build contracts for 25 percent of its capacity construction contracts;
- Directs DOT to pursue and implement technologies and processes to provide all electronic toll collections and requires that all new and replacement electronic toll collection systems belonging to other toll entities be interoperable with the DOT's system; and provides for alternative tolling and payment methods including video billing and variable pricing.
- The revisions also allow public pay telephones, including advertising, to be installed within governmental right-of-way limits under certain circumstances.
- HOVs & Hybrids: Redefines hybrid vehicles as it relates to their ability to use high-occupancy-vehicle (HOV) lanes. DOT is authorized to notify DHSMV to limit or discontinue issuance of decals which permit hybrids and other low-emission energy-efficient vehicles to use HOV lanes as a single-occupant-vehicle if the HOV lane becomes degraded. Requires all hybrid and other low emission and energy efficient vehicles using the HOV lanes to comply with federally mandated minimum fuel economy standards; The statute changes were requested by Central Office Traffic Operations in order for FDOT to comply with the requirements of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A

Legacy for Users (SAFETEA-LU) relative to allowing hybrids and other low emission vehicles into the HOV lanes as single occupant vehicles.

- Revises requirements for comprehensive plans to provide for airports, land adjacent to airports, and certain interlocal agreements relating to certain elements of local government comprehensive plans to better integrate airport planning and adjacent land uses through the local planning process;
- Provides legislative findings relative to transportation concurrency backlogs and authorizes transportation concurrency backlog authorities to issue bonds.
- Provides that facilities determined by the Department of Community Affairs and the applicable general purpose local government to be port-related industrial or commercial projects are not considered to be a development of regional impact provided they are located within 3 miles of a port and rely upon the utilization of port and intermodal transportation facilities or are in a port master plan area.

CS/CS/SB 1946 - Agricultural and Farming Equipment/Highways

Implements of Husbandry size and width increases; CS/CS/HB 1946 revises restrictions on use of certain agriculture-related vehicles and provides conditions for use of agricultural equipment and implements of husbandry.

The bill authorizes that the width and height limitations of this section shall not apply to farming or agricultural equipment, whether self-propelled, pulled, or hauled, when temporarily operated during daylight hours upon a public road which is not a limited access facility and the width and height limitations may be exceeded by such equipment without a permit. To be eligible for this exemption, the equipment shall only be operated within a radius of 50 miles of the real property owned, rented, or leased by the equipment owner.

The bill also requires that farming or agricultural equipment exempted under these provisions greater than 174 inches in width must have one warning lamp mounted on each side of the equipment to denote the width and includes other warning requirements.

CS/HB 137 - Operating a Motor Vehicle

Sport Bike Wheelies; CS/HB 137 provides additional penalties for certain offenses committed by motor vehicle operators. Penalties include increases in fines and license suspension for motor vehicle operators who exceed the speed limit by more than 50 miles per hour, or who operate a motorcycle improperly. The bill expands restrictions on the proper operation of a motorcycle to include a requirement that both wheels remain on the ground at all times and a requirement that the motorcycle's license plate be permanently affixed horizontally to the ground and incapable of being flipped up.

HB 5067 - State Infrastructure

Department of Transportation

Landscaping set-asides; Revises the mandatory 1.5 percent landscaping requirement for DOT construction contracts to make the inclusion of these items permissive, rather than mandatory.

HB 7135 - State employee telecommuting program

By September 30, 2009 October 1, 1994, each state agency shall identify and maintain a current listing of the job classifications and positions that the agency considers appropriate for telecommuting.

SB 2296 - Commercial Motor Vehicles

SB 2296 provides that the definition of "commercial motor vehicle" as used in Chapters 316, 320, and 322, Florida Statutes, does not include vehicles engaged in the occasional transportation of personal property to and from a closed-course motorsport facility, if the underlying activities are not undertaken for profit and corporate sponsorship is not involved.

Notable Bills that died:

HB 351 - Uniform Traffic Control; would have provided for governmental agencies to enforce traffic control signals using traffic infraction detectors to detect violation of steady red light indication (red light cameras).

HB 11 - Safety Belt Law Enforcement; would have deleted requirement for enforcement of Florida Safety Belt Law as a secondary action.

HB 193 - Use of an Electronic Wireless Communications Device While Driving; would have prohibited persons under 18 years of age from using electronic wireless communications device while operating motor vehicle, except under certain circumstances.

HB 357 - Use of an Electronic Wireless Communications Device While Driving; would have prohibited operation of moving motor vehicle while reading, manually writing or typing, or sending message on electronic wireless communications device.

HB 175 - Use of Cellular Telephones; would have prohibited use of cellular telephone while operating motor vehicle except when using headset or hands-free device; enforcement only as secondary offense.

This editorial was provided by Fred Heery , FDOT Traffic Engineering and Operations. For more information, please contact Mr. Heery at (850) 410-5416 or email Fred.Heery@dot.state.fl.us.

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Announcements**Congratulations Gene Glotzbach!**

I-95 Corridor Coalition has awarded Gene Glotzbach, FDOT Traffic Engineering and Operations Office, a 2008 Leadership Award in Recognition of his Incredible and Consistent Commitment to the I-95 Corridor Coalition, and for his Outstanding Vision and Leadership in developing a Travel Information Program of Benefit to the Entire Corridor.

Join us in congratulating Gene for his hard work and commitment in providing traveler information services and his dedication to the I-95 Corridor Coalition!

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Make Plans to Attend—TRB / IBTTA

Don't miss out on the 2008 TRB / IBTTA Joint Conference on Freeway and Tollway Operations being held in Fort Lauderdale, Florida on June 15-18, 2008.

There are five tracks planned covering the following topics:

- Expressway/Motorway Management
- Tollway and Tolling Operations
- Operations and Control Center Technologies
- Safety in Incident Management
- Managed Lanes

More conference and registration information is located on the conference Web site at <http://www.2008ftoc.com/default.aspx>.

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Don't Miss Transpo 2008™

Be sure to save the dates September 22-25, 2008, in Orlando!

Join us for "ITS: Piecing It All Together" being held at the Rosen Centre Hotel in Orlando. Your hosts, ITS Florida, the Florida Section of Institute of Transportation Engineers (ITE), FDOT, and the Florida Division of the Federal Highway Administration (FHWA), are planning an informative and engaging event. Come for the speaks, exhibits, and on-site tours.

Plan: Finding the Right Pieces
Implement: Making the Pieces Fit
Manage: Keeping the Pieces Together
Innovate: Building a Better Puzzle

For details, visit the Transpo2008 Web site at www.itstranspo.org
 Or contact: Karen Crawford
 at CMC & Associates
 1-888-320-6129 for details on how to register early and save



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Registration Now Open for the 15th World Congress on ITS

With the theme of "ITS Connections: Saving Time, Saving Lives," the 15th World Congress on Intelligent Transport Systems & ITS America's 2008 Annual Meeting and Exposition will be the largest event in the world for ITS leaders, policy makers, and other industry professionals. An expected 10,000 transport executives and ITS professionals from around the globe will come together at the Jacob K. Javits Convention Center in New York City from November 16-20, 2008.

This combined event will feature the largest fully-integrated demonstration of deployed and marketable ITS technologies ever. Vehicle-to-vehicle and vehicle-to-roadside communication technologies and applications will be highlighted. This demonstration will include innovative mobility solutions operating on the streets and highways of New York and will build upon the success of the Innovative Mobility Showcase that proved to be of enormous interest at the 2005 San Francisco World Congress. Live demonstrations will showcase advanced

ITS technologies that provide effective management of public facilities, protect public investment in transport infrastructure, and enhance and expand mobility options.

For the latest information on the 15th World Congress on ITS, visit www.itsworldcongress.org.

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District 1

L.K. Nandam, DTOE
Chris Birosak, ITS
FDOT District 1 Traffic Operations
PO Box 1249
Bartow, FL 33831
(863) 519-2490

District 2

Jim Scott, DTOE
Peter Vega, ITS
FDOT District 2 Traffic Operations
2250 Irene Street, MS 2815
Jacksonville, FL 32204-2619
(904) 360-5630

District 3

June Coates, DTOE
Chad Williams, ITS
FDOT District 3 Traffic Operations
1074 Highway 90 East
Chipley, FL 32428-0607
(850) 638-0250

District 4

Mark Plass, DTOE
Dong Chen, ITS
FDOT District 4 Traffic Operations
2300 W. Commercial Blvd.
Ft. Lauderdale, FL 33309
(954) 777-4350

District 5

Richard Morrow, DTOE
Michael Smith, ITS
FDOT District 5 Traffic Operations
719 S. Woodland Blvd., MS 3-562
DeLand, FL 32720-6834
(386) 943-5310

District 6

Debra M. Rivera, DTOE
Rory Santana, ITS
FDOT District 6 Traffic Operations
1000 NW 111th Avenue, MS 6203
Miami, FL 33172
(305) 470-5335

District 7

Gary Thompson, DTOE
Bill Wilshire, ITS
FDOT District 7 Traffic Operations
11201 N. McKinley Drive
Tampa, FL 33612
(813) 615-8600

Florida's Turnpike Enterprise

John Easterling, DTOE
Florida's Turnpike Enterprise
PO Box 9828
Ft. Lauderdale, FL 33310-9828
(954) 975-4855

Elizabeth Birriel

Deputy State Traffic Engineer
ITS Program Manager
(850) 410-5606

Gene Glotzbach

ITS Deployments
(850) 410-5616

Trey Tillander

ITS Software, Architecture,
and Standards,
(850) 410-5617

Randy Pierce

ITS Telecommunications
(850) 410-5608

Physical Address

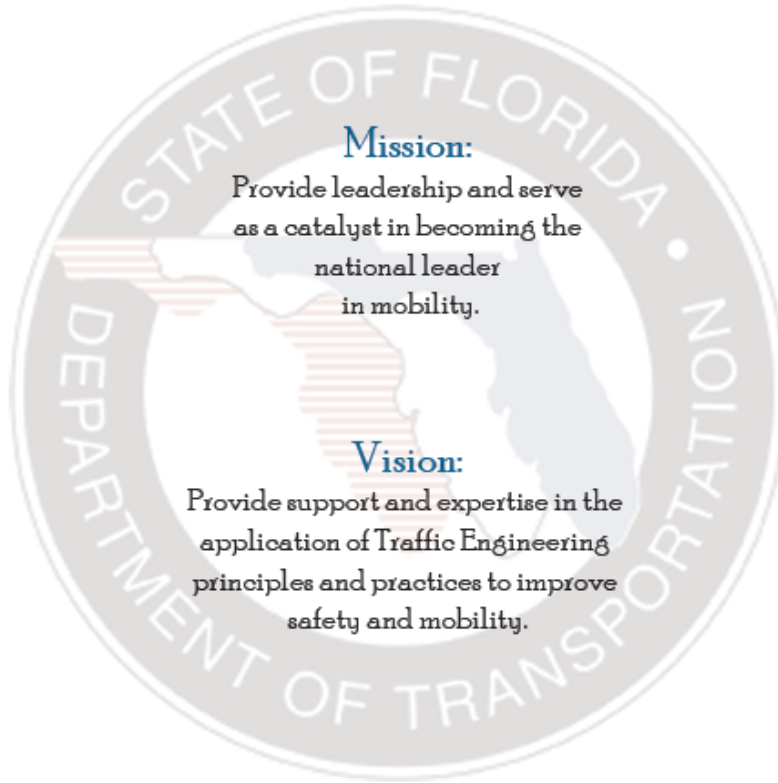
Rhyme Building
2740 Centerview Dr.
Suite 3-B
Tallahassee, FL
32301

Mailing Address

Burns Building
605 Suwannee St.
M.S. 90
Tallahassee, FL
32399

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FDOT Traffic Engineering and Operations Mission and Vision Statements



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