FDOT's Monthly ITS News

SUNGUIDE®

DISSEMINATOR

Inside This Issue
July 2009

SunGuide®—From an Idea to a Working Feature

Testing Efforts for Upcoming SunGuide® Release

Did you ever wonder how an idea for a new SunGuide® feature is developed and deployed? The SunGuide project has a well-defined process that is designed to take a requirement from an idea to a working feature. You have seen individual articles about the steps of this process—various SunGuide releases, SunGuide itself, the Florida Department of Transportation (FDOT) Traffic Engineering Research Lab (TERL), our factory acceptance testing (FAT), our independent verification and validation (IV&V) tests, and our Configuration Management Board (CMB) process. In this article, we will take a look at how all of these are related. We just finished testing the new SunGuide Release 4.2 and will soon be deploying it across the state.

So how do we get from an idea to a working SunGuide product? Well, it starts with the CMB. The CMB, which is chaired by District representatives on a rotating basis, includes representatives from each District who identify new features or enhancements to existing features that they would like to see in SunGuide. After discussion, those requirements that have merit are further defined and voted on and become the basis of a new set of requirements that go to the developer for costing and scheduling.

With the new Release 4.2, enhancement requirements to three applications were identified: VisioPad closed-circuit television (CCTV) camera application, interface capability with Road Rangers service patrols, and an automated interface to obtain real-time Florida Highway Patrol (FHP) incident data. A number of footprint issues were also addressed and included in the new release, including some SunGuide report improvements.

FDOT submitted the list of improvements and new features to the developer for costing and development effort estimating. When an agreement was reached on the scope and schedule, software development began in late 2008 and early 2009. Once the developer completed the software development and internal testing, a formal FAT was conducted on April 13-16, 2009, at the development facility in San Antonio, Texas. The developer created structured tests procedures that were performed at their facility during the FAT and coordinated with FDOT. The purpose of the FAT is for the developer to perform a set of tests observed by FDOT

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at the 'factory' to demonstrate that the software works and meets FDOT requirements. This is the developer's test; they provide detailed procedures and steps or scripts that will be followed during the test. FDOT reviewed and approved them prior to the formal FAT. After reviewing and approving the proposed test procedures, FDOT sent a representative to the test site a few days prior to the test to conduct a physical configuration audit (PCA). Because it is not possible to duplicate all of the field equipment configurations in the software development facility, simulators are used to support the development process. The purpose of the PCA is to inspect the test facility and the configuration that will be used to conduct the tests, including external hardware devices, device simulators, and data simulators that will be part of the test. So part of the pre-FAT preparation is to conduct this PCA and prepare a report detailing the test configuration for FDOT review and approval before the test begins.

Finally the big day arrived; FDOT Central Office staff and interested District representatives observed and certified the FAT. The FAT was successful and all tests performed at during FAT passed the requirement.

Although the purpose of the FAT is to test the newly developed software, other changes or improvements are sometimes warranted. So while it is fresh in our minds, we create enhancement requests that may be included in the version being tested, if they are minor, or they may become requirements for future releases. For Release 4.2, FDOT and other FAT observers discussed the need for some functionality that was missing in the software. One example was: the FHP module which was initially developed to over-write existing FHP data as new data became available. During the FAT, FDOT realized that it would be beneficial to store a chronology of events and not erase any data. Also, additional minor tweaks in the software were requested. These requests were added to footprints in the SunGuide project Web site. Based on the updates made, the updated software, renamed Release 4.2.1, was provided to FDOT.

The software was then shipped to Florida for the next step—IV&V. Because the software was developed using data and device simulators as well as actual devices, there is always a chance that the software will perform differently when it is placed in service in a live environment. The IV&V test phase is included to ensure that additional test cases are applied and these tests are conducted by experienced professionals in an independent facility. The SunGuide IV&V test for Release 4.2.1 was conducted at the TERL in Tallahassee between May 18 and May 22, 2009.

IV&V is part of accepted goods software engineering and development practices. When an independent team develops test procedures different from the developer and applies those tests to the new software, FDOT can be assured that the software has a much higher probability of functioning properly once deployed. Often during IV&V, minor inconsistencies are identified. This is actually quite normal and not necessarily a reflection of the quality of software development. Software, especially in a large and complex system such as SunGuide, can behave in unexpected ways when certain combinations of conditions exist. The IV&V team wrote the test procedures independently of the developer to test configurations and conditions different from those of the developer. This produces an additional level of review and testing designed to discover potential problems before the software is deployed to the field. Because the IV&V team is not involved in the development process, they develop different test scenarios that help increase the chance of finding bugs or inconsistent behaviors that may only occur under specific combinations of actions. The FAT and IV&V testing efforts are complementary, striving to reduce the chances of malfunctions showing up in the field after deployment. After the IV&V tests, it was observed that as many as 20 percent of the tests failed the requirements. The software developer was provided with this information and updated the software. The software that will be provided to the Districts for deployment will be known as Release 4.2.2 with all the requested enhancements and fixes for the software malfunctions.

So, Release 4.2 has gone through testing; some minor bugs have been identified and are being fixed; and the new release will soon be deployed. A lot of people across the state were involved in making this a successful test and a team effort to continually improve SunGuide. And now we start all over again as new requirements are identified and gathered for the next release!

This article was provided by Arun Krishnamurthy, FDOT Traffic Engineering and Operations Office. For information, please contact Mr. Krishnamurthy at (850) 410-5615 or email to Arun.Krishnamurthy@dot.state.fl.us.

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2009 Annual Meeting and Exposition of the Intelligent Transportation Society of America

The 2009 Annual Meeting and Exposition of the Intelligent Transportation Society of America was held at the Gaylord National Resort and Conventions Center in National Harbor, Maryland, starting Monday, June 1, and running through Wednesday, June 3. The theme for this year's meeting and exposition was—"Moving America Forward." Being in the Washington, DC "backyard" provided opportunities to listen to and interact with key transportation decision makers at a time when the next surface transportation bill is being shaped.

The Annual Meeting and Exposition kicked off on Monday morning with the ITS America Business Meeting and Awards Ceremony where the Board of Directors Chairman, Randall H. Iwasaki (California Department of Transportation), presented the Best of ITS Awards. The Florida Department of Transportation, Motor Carrier Compliance Office (MCCO) teamed with Mettler-Toledo to win the Best Innovative Products or Services award for their automated vehicle inspection system, a system that includes the integration of weigh-in-motion scales, vehicle dimension in motion, license plate readers, and an overview image of the vehicle. Additionally, ITS Florida received a certificate of excellence for outreach and advocacy.

Following the business meeting, the Opening Plenary featured Peter Appel, the newly confirmed Administrator of the Research and Innovative Technology Administration (RITA), U.S. Department of Transportation (U.S. DOT), as the keynote speaker. Mr. Appel set the meeting tone by challenging participants to think outside the box and involve agencies outside of their own in developing and deploying intelligent transportation systems (ITS). Also speaking at the opening plenary were Aneesh Chopra, U.S. Chief Technology Officer and Robert Sussman, Senior Policy Counsel, Environmental Protection Agency.

The U.S. DOT Plenary featured five senior officials from the RITA ITS Joint Program Office, Federal Highway Administration Operations Safety, National Highway Traffic Safety Administration, and the Federal Motor Carrier Safety Administration. Attendees learned more about the ITS strategic plan and the many accomplishments that took place over the past year.

This year's technical sessions were broken into five forum showcases:

- **Cross Cutting** – member-driven projects associated with the broad scope of ITS that crosses two or more of ITS America's "outcome" forums

- **Mobility of Goods** – public and private sector projects that promote development and deployment of commercial vehicle and intermodal freight technologies and systems
- **Mobility of People** – addresses the challenges of deploying, operating, and maintaining transportation systems focused on the movement of people in urban and rural applications
- **Safety** – advancements in research and deployment of ITS safety systems and the nation's interest in safety and security
- **Sustainability** – addresses data collection and evaluation, supports research and identification of existing and emerging technologies, and provides information that affects traveler behavior and/or reduces fuel consumption

In addition to the forum showcases, the ITS America program included:

- Technology Showcase
- Executive Sessions
- Interactive Sessions
- Technical Tours
- Congressional Fact-Finding Sessions
- U.S. DOT Plenary Session
- Technical/Scientific Paper Session
- Congressional Day Breakfast / Capitol Hill Reception and Technology Showcase

U.S. Dot Secretary Ray LaHood was a featured speaker at the Closing Plenary on Wednesday along with Pennsylvania Governor Edward G. Rendell and Congressman Earl Blumenauer (Oregon). They spoke about "A New Era in Transportation," offering their visions for a 21st century transportation system, including the role of ITS in our nation's transportation, economic, and environmental future.

In all, there were over 100 sessions covering a broad range of ITS information; over ten technical tours; and numerous opportunities to network, including the Opening Night Reception held in the exhibit hall. The meeting and exposition offered great opportunities to listen to and speak with members of Congress and their staffs from relevant committees as well as other government officials

If you missed this event, you should start making plans to attend next year's Annual Meeting and Exposition in Houston, Texas, at the George R. Brown Convention Center on May 3-5, 2010.

Strategic Planning Workshop

On Thursday, June 4, the US DOT invited several department of transportation personnel, academic researchers, and federal research agencies to participate in a one-day event. This event was organized to elicit discussion on the vision and direction for ITS research for the next five years. FDOT had one representative from the Central Office attend the meeting. US DOT requested input and insights into a proposed set of goals and objectives for the ITS Program and wants to explore new opportunities for research and development, technology transfer, and evaluation of next generation ITS technologies, including IntelliDrive.

US DOT was interested in hearing input from the participants on their research topics. These brainstorming sessions were broken into five key areas: mobility (data), mobility (planning), mobility (applications), environment, and safety. The invitees were requested to attend one session in the morning and one in the afternoon. The organizers wanted to hear from the invitees and made note of the various research ideas mentioned during the brainstorming session. The notes from the brainstorming session will be used to develop a research agenda that reflects the critical role of advanced technologies in achieving US DOT's goals of safety, mobility, and environmental stewardship; and to develop a Strategic Plan that reflects the current and future needs of the ITS industry.

This article was provided by Paul Watson and Arun Krishnamurthy, FDOT Traffic Engineering and Operations Office. For information on the ITSA Annual Meeting and Exposition, please contact Mr. Watson at (850) 410-5601 or email to Paul.Watson@dot.state.fl.us. For information on the Strategic Planning Workshop, please contact Mr. Krishnamurthy at (850) 410-5615 or email Arun.Krishnamurthy@dot.state.fl.us.

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2009 Summary of Legislation Affecting Transportation

The spring 2009 Legislative Session addressed many transportation-related bills. Certainly the budget gained much focus this year as legislators were faced with tough choices—the $66.5 billion budget contained a $6 billion deficit—though legislators used $5.3 billion in federal stimulus dollars this year. The following bills that passed the legislature provide a brief overview of just some of the changes that may affect transportation in Florida. These bills may be viewed at http://www.myfloridahouse.gov/Sections/Bills/bills.aspx.

CS/SB 344 – Dori Slosberg and Katie Marchetti Safety Belt Law; provides for primary enforcement of safety belt use. Effective June 30, 2009.

CS/HB 7031 – Economic Development; affects tourist-oriented directional signs by redefining a rural community as "a county with a population of 125,000 or fewer which is contiguous to a county with a population of 75,000 or fewer."

CS/CS/HB 405 – Delivery Vehicles; allows seasonal delivery personnel to use properly equipped golf carts within a residential area that has a posted speed limit of 30 to 35 miles per hour from October 15 until midnight, December 31. They may pull a trailer. Delivery service must employ at least 10,000 employees in Florida.

HB 1021 – Department of Transportation; summarized as:

- Port-related industrial or commercial projects located within three miles of or in a port master plan area which rely on the utilization of port and intermodal transportation facilities are not developments of regional impact.
- Defines "backlog" as a facility or facilities on which the adopted level-of-service standard is exceeded by the existing trips, plus additional projected background trips from any source other than the development project under review.
- Authorizes FDOT to pay a stipend to non-selected design-build firms, retaining the right to use ideas from unsuccessful firms that accept a stipend.
- s. 337.403, F.S., provides additional circumstances under which FDOT or a local governmental entity are required to pay costs associated with the removal or relocation of a utility facility.
- s. 337.408, F.S., public pay telephones may be installed within the right-of-way limits, except on limited-access roadways. Advertisements are limited to a size no greater than eight square feet, and no more than three per telephone booth.
- s. 338.01, F.S., requires interoperability of all new or replacement electronic toll collection systems
- Creates s. 338.166, F.S., authorizes bonds secured by toll revenues from high-occupancy toll (HOT) or express lanes located on I-95 to continue to collect tolls on the HOT or express lanes after the discharge of bond. Authorizes variable rate tolls on HOT or express lanes.
- s. 338.2216, F.S., directs the Florida's Turnpike Enterprise to implement new technologies and processes, including video billing and variable pricing.
- s. 339.135, F.S., notice of proposed amendment to the adopted work program must be in writing to the chief elected official of each affected county, municipality, and metropolitan planning organization, giving 14 days to provide written comments.
- s. 479.261, logo sign program, allows signs for other services as they are approved by the Federal Highway Administration. Attraction admission is deleted. The bill authorizes a three-year, rotation-based program. FDOT is to set rates based on population, traffic volume, market demand, and costs. Fees inside an urban area are capped at $5,000 and, outside an urban area, at $2,500.
- Section 26: Interstate 95 (I-95) requires FDOT to perform study of transportation alternatives for the travel corridor parallel to I-95.

HB 5013 – Transportation; includes:

- s. 334.044(26), F.S., a landscaping requirement, stating that no less than 1.5 percent of the amount contracted for construction projects may be allocated for the purchase of plant materials, with a minimum of 50 percent for large plant materials, and the remaining funds for other plant materials.
- Section 8 authorizes the Northwest Florida Regional Transportation Planning Organization to study the feasibility of advance-funding the costs of capacity projects in its member counties.

CS/CS/SB 360 – Growth Management; expands the definition of "urban service area;" revises requirements for adopting amendments to the capital improvements element of a local comprehensive plan; revises concurrency requirements; revises requirements for adoption of impact fees; authorizes local governments to use the alternative state review process to designate urban service areas; provides for the assessment of property receiving the low-income housing tax credit, etc.

CS/CS/SB 1100 – Department of Highway Safety & Motor Vehicles; revises the MOVE OVER LAW for multilane to include requirement to slow down if a motorist cannot move over; defines "mini trucks" and authorizes use on local roads and urban minor arterial roads under the same conditions as low-speed vehicles and retains FDOT's authority to prohibit such operation.

CS/HB 1213 – Jacksonville Transportation Authority (JTA); deems JTA as an agency of the state, specifically defines the term "transportation facilities," and revises the JTA scope of authority.

CS/SB 2188 – Administrative Procedures; revises the definition of "agency" and clarifies existing law—except in the case of emergency hearings, each agency is required to publish notice of public meetings, hearings, and workshops on the agency's Web site.

SB 2574 – Information Technology; makes allowances to manage and administer the mutual aid channels in the statewide radio communication system; makes channels available to federal and state agencies and agencies of political subdivisions.

Notable bills that did not pass include:

- Uniform Traffic Control – Red Light Cameras: Several similar bills were introduced that 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-7 Driver License Restrictions: Would have restricted the number of passengers permitted in a vehicle operated by a person under 18 years of age.
- SB 212 - 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 vehicles, except under certain circumstances.
- SB 172 – Cellular Telephone Use in Vehicles: Would have prohibited the use of a cellular telephone while operating a motor vehicle, except when using a headset or hands-free device.
- HB 627 - School Bus Stops: Would have prohibited school bus stops from being located directly on state-maintained roads with a speed limit of 55 miles per hour or greater.

This article was provided by Fred Heery and Arlene Kern, FDOT Traffic Engineering and Operations Office. For information, please contact Mr. Heery at (850) 410-5414 or email to Fred.Heery@dot.state.fl.us, or Ms. Kern at (850) 410-5418 or email to Arlene.Kern@dot.state.fl.us.

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Inside the TERL

The Florida Department of Transportation (FDOT) has a goal to assure that only a safe and uniform traffic control system and ITS are 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.

Approved Product List

The primary mission of the TERL is to maintain an Approved Product List (APL) of devices that have been tested and verified to meet FDOT requirements. Per Florida Statute 316.0745, the State Traffic Engineering and Operations Office certifies (pre-approves) all official traffic control signals and traffic control signal devices before they are allowed to be sold or purchased in Florida. This includes intelligent transportation systems (ITS) devices and certain related ancillary products used during the construction and/or maintenance of a signalized intersection or ITS. As a courtesy to the FDOT Planning Office, traffic monitoring equipment is also listed on the APL.

How to Get on the FDOT Approved Product List

1) Vendor Qualification = review of the vendor's quality control and assurance program
2) Device Evaluation = review of the device to verify conformance to FDOT's standards

Vendor Qualification + Device Evaluation = APL listing

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.shtm**

The following Web page lists how to get a product listed on the APL - www.dot.state.fl.us/TrafficOperations/Traf_Sys/terl/apl2.shtm.

What is an Approved ITS Device?

FDOT defines an ITS product as: a specialized electronic transportation device using wireless or wireline communications-based technology to provide information for relieving congestion or improving safety. These devices are divided into intelligent infrastructure system devices and intelligent vehicle system devices. Intelligent infrastructure system devices are identified in the FDOT's specifications."

The FDOT requirement for using APL-listed ITS devices was initiated in July 2006. Shortly before that, the TERL began evaluating ITS devices for listing on the APL. Currently, there are 15 approved ITS devices that have been fully evaluated, certified, and listed on the APL. These approved devices include very visible devices, such as dynamic message signs (DMS), closed-circuit television (CCTV) cameras, and side-of-

the-road vehicle detection devices. Not so visible field network devices include video encoders/decoders, device servers, and Ethernet switches.

ITS products used in the field that meet this definition are required to be approved and listed on the APL before their sale or purchase in Florida. For example DMSs, highway advisory radio, road weather information systems, and CCTV cameras are all required to be listed on the APL. However, video display equipment, which is not a field device, is not required to be listed on the APL, but must meet Specification 782-2.

A list of all ITS products that require approval and listing on the APL is available at http://www.dot.state.fl.us/TrafficOperations/Traf_Sys/terl/apl4.shtm (this link also contains specifications for all products handled by the TERL).

Continuous Improvement

As part of our continual improvement process, we have developed and begun using what we call a "Request for Product Consideration" form as the first step in the approval process. To begin the process to have a product listed on the APL, the manufacturer first completes this form which introduces the product to the TERL and provides enough information to allow the Product Evaluation Committee to determine if specifications exist for the product and if the product will benefit the traveling public of Florida. Products without existing FDOT specifications are considered if there is a sponsor (Florida end-user that wants to use the product). Nine Requests for Product Consideration forms were received in May, ranging from DMS LED retrofit packages to a barbed steel pole cover.

Comments or Feedback?

Are you having trouble with a product listed on the APL? Would you like to have a product listed on the APL? Do you represent a city, county, or District office that would like to sponsor a project for evaluation or share your experiences? As always, the TERL welcomes and encourages your comments and feedback. If you have a comment or question, email jeffrey.morgan@dot.state.fl.us and we will provide an answer to your question and print it in the next issue of this newsletter. We want to hear from you!

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

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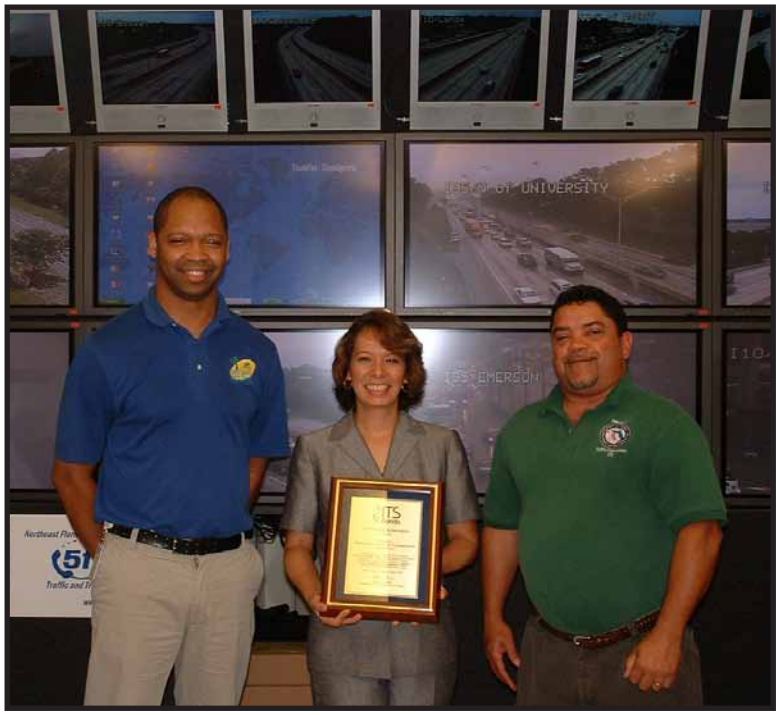
Editorial Corner—Reaching Out to Come Together

On Wednesday, June 3rd, the Jacksonville Transportation Management Center (TMC) had the privilege of hosting an "Open House" for Central Office intelligent transportation systems (ITS) staff. The objective was to provide them with an opportunity to witness a "day in the life" of the TMC's operations and maintenance sector so that they could utilize this information when trying to understand our daily grind. It's tough to get a true perspective on the day-by-day challenges at a TMC, thus we considered this to be a great opportunity to share in our experience.

The day began at 11:00 a.m. with Derrick Odom and Ryan Crist describing what is done in the "wee" hours of the morning at 6:00 a.m. They went over the initial daily checklist on all field equipment and how the troubleshooting of downed equipment is handled. Donna Danson then proceeded to describe how this daily checklist is followed-up by her and Kevin Jackson at 7:00 a.m. Devices that they could not troubleshoot over the network would then get a service ticket that would generate a work order for our maintenance contractor, Traffic Control Devices.

This presentation broke the ice and led to a very productive discussion on how we handle operations and maintenance. We then had the chance to segue into how an operator's day develops and the impacts for them in not having our "eyes and ears" on the road—the Road Rangers—at the current moment. The operators ran through how they input data into the Event Management feature, the likes/dislikes of the SunGuide® software, and how an incident is closed. Our operator, Jesse, has been with us for several years now and shared some of his valued experiences with the audience, thus they got a true understanding from one of our best.

Derrick Odom then went into a description of how information is currently disseminated into the existing 511 system. After that he discussed how the operation's staff would handle this same type of work with the Next Generation 511 system. The clear message that Derrick provided was the benefit of having one entry system into 511 by using the SunGuide software instead of the current double entry process we utilize. This feature alone should save the operator several minutes when handling an incident, thereby "freeing them up" to make the necessary phone calls when trying to coordinate incident response.



At noon we broke for lunch to enjoy a delicious meal provided by the TMC staff. Since we were on a fixed timeframe, we decided to bring in chicken salad, croissants, chips, pickles, desert, and drinks to stay on schedule with the agenda. After lunch, the group spent about 15 minutes discussing some of the challenges within the TMC and then it was "back to business." Elizabeth Birriel presented the TMC staff with an award from ITS Florida recognizing all of the hard work our team has put into the ITS Program. Receiving this award was a pleasant surprise and acknowledged our team's effort in trying to keep the roads clear, safe, and economically prosperous for the Jacksonville area and State of Florida.

We then gave a tour of the network equipment located in the back of the room. This is where we keep our servers, some decoders, network switch, and video wall equipment. Some of our visitors took the opportunity to go out to the back of our facility where we have a test lab that was just completed three months ago. This lab allows the maintenance staff to verify the operational capabilities of new and repaired equipment

prior to installation out in the field. Our team felt this was the best possible way to save valuable dollars that would have been wasted trying to troubleshoot the problem.

About the time that this part of the tour was completed, the sky opened up and a downpour deluged the south end of Jacksonville along I-95. This was the perfect chance to show our visitors how the TMC handles incidents. In about a ten-minute span we had four accidents occur along this stretch of roadway and our operator, Jesse, was diligently managing each incident with the assistance of our TMC operator located at the Florida Highway Patrol (FHP) Regional Communications Center (RCC). The group even had the opportunity to witness our biggest challenge—a fire and rescue unit closing multiple lanes of traffic to handle an incident on the shoulder of the road. Unfortunately, for all of us, this would have been the perfect day to show our Road Rangers in action; but at least our visitors got a feel for what we encounter each and every day.

To finish up the day, we planned to take our visitors on a tour of facilities outside the TMC. The first stop we planned was at the Traffic Engineering Research Lab (TERL) field test lab, just north of University Boulevard. Due to the heavy rains and multiple accidents, we decided to nix this portion of the agenda to ensure that everyone made it home safe and sound (as well as dry!). Instead, we began our field tour with a visit to the Blue Cross/Blue Shield building in downtown Jacksonville where our 511 marketing person, Sherri Byrd, was participating in an employee awareness event. When we arrived the booths were being taken down; however, many of the Central Office visitors got to see and hear how the 511 marketing effort is coordinated with several private firms in the Jacksonville area.

Once this stage of the tour was completed we took the group to the fire and rescue facility in downtown Jacksonville. This building is also where the city's emergency operations center is located, so the group had a chance to get a feel for how communications efforts are handled during major events. It was too bad that our key contact at the facility, Mo Braren, was on a three-week trip to Japan (lucky dog!) so we could only show some of the key components of their operation. One thing that we stressed was the tremendous cohesiveness we have between multiple agencies in Jacksonville and how we tie our networks together to keep the information flowing.

Our final stop was to the FHP RCC off of Davis Street. This is where the TMC's 24/7 operation is situated, being manned by an operator every minute of every day. This is also the location where the District Three 511 operator is located, working side-by-side with the District Two TMC operator. If you weren't aware, the District Two ITS office agreed to assist our partners in west Florida by monitoring traffic incidents in the District Three region through direct communications with their local Sheriff offices, FHP Troop A and H. This will be an on-going effort for the next several years.

During our visit to the FHP RCC it was unusually quiet and did not provide a realistic example of the daily action that occurs in that building. Oftentimes, when I visit it feels like I've stepped onto the floor of the Wall Street Stock Exchange. Lots of yelling, directing, and heated debates occur at the FHP RCC when a major incident breaks out. Fortunately for us, we have great FHP Duty Officers who manage the effort like conductors at the symphony orchestra.

Since all was quiet I just showed everyone the video wall that Kamal Munawar designed and installed a few years ago. This wall is approximately 90 square feet, yet the purchase and install cost was under $10,000. If we were to try to duplicate this same task today it would cost less than $6,000. Since things were pretty quiet we decided to call it a day so that our visitors would have plenty of time to return to Tallahassee.

One part of the agenda that we were unable to cover was a visit to the Jacksonville Traffic Engineering Operations Center. This facility is one of our back-up locations in case issues arise at the Jacksonville TMC or FHP RCC. Unfortunately, the facility is currently under renovation so our visitors would not have been able to get a true perspective on the activities at this facility. Of course I offered a rain check for their next visit since this is a key partner in the future of ITS within Jacksonville.

All and all, it was a tremendous opportunity to share in our team's experiences so the Jacksonville TMC staff was very appreciative that the Central Office group took the time to make the five hour round-trip. We did our best to impress and got a door prize to boot! If anyone is ever interested in getting the same tour, please feel free to contact me so that we can make arrangements. Our goal is to share in the knowledge and skills we have acquired over the past several years so that ITS becomes mainstreamed within the transportation industry.

This editorial was provided by Peter Vega, FDOT District Two. For information, please contact Mr. Vega at (904) 360-5463 or email to Peter.Vega@dot.state.fl.us.

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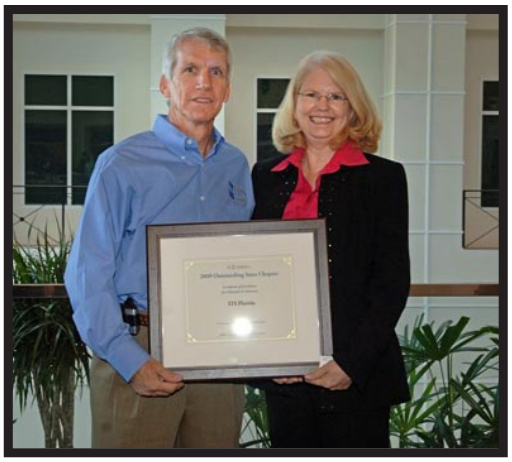
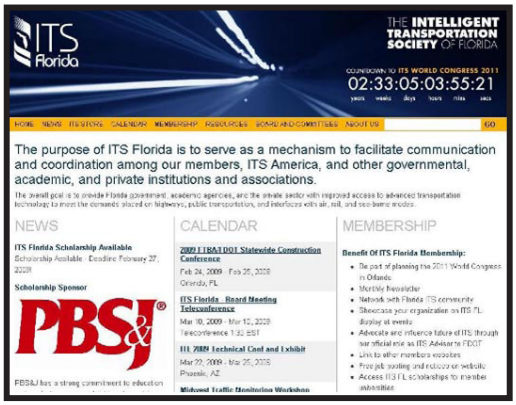
ITS Florida Receives 2009 Outstanding Chapter Award From ITS America

The Intelligent Transportation Society of America presented Florida's state chapter, ITS Florida, with the 2009 Outstanding Chapter Award, "Certificate for Excellence for Outreach & Advocacy." The award was presented to ITS Florida on June 1st during the opening session of ITS America's 2009 Annual Meeting and Exposition held at the Gaylord National Hotel & Resort in National Harbor, Maryland, before the intelligent transportation systems (ITS) leaders.



ITS Florida leads the way in outreach and advocacy in many ways. The ITS Florida Web site was redesigned to be more user-friendly. The resulting redesigned site—www.itsflorida.org—was launched in 2009. The site displays a countdown clock on the upper right side which counts down the years, weeks, days, hours, minutes, and seconds until the World Congress on ITS comes to the Orlando/Orange County Convention Center in Orlando, Florida, on October 16 - 20, 2011. ITS Florida is already in the planning stages for the 2011 event. We will be ready!



The new Web site was developed and sponsored by the Harrington Group. It was designed by Global 5 Communications, a corporate member of ITS Florida, and offers members the latest news and current events calendar. It is formatted to allow members to easily submit job opportunities and coming events for posting. It is also used to welcome new members.

ITS Florida printed business cards with chapter information on one side and reasons to join ITS Florida on the reverse side for distribution at conferences. The cards were distributed at the 2008 World Congress on ITS in New York City. Additionally, the cards were also distributed at the annual conference of the Florida Transportation Builders Association (FTBA), the FDOT Annual ITS Working Group Meeting, Freeway and Tollway Operations Conference, and the 2008 Floridians for Better Transportation Annual Retreat. Eight new corporate members were added to ITS Florida in 2008, bringing our membership to 110.

In 2008, ITS Florida joined forces with FBTA and Floridians for Better Transportation to help rescue FDOT's Road Rangers Service Patrol Program. This program is not a state-sponsored "AAA-type" service; it is part of a well-coordinated incident management system. The Road Rangers, Florida Highway Patrol, and the Florida Department of Transportation regional transportation management centers work together to quickly and efficiently respond to crashes and other traffic incidents on the congested interstates within Florida. In 2008, the Florida Legislature threatened to eliminate the program, but efforts by ITS Florida, its members, and others helped save the program.

With the economy in recession and the state struggling to balance its budget, the Road Rangers Service Patrol Program and many others programs are at risk. ITS Florida has renewed its effort to educate legislators and local elected officials of the significantly higher benefit-to-cost advantages of ITS improvements, as well as the availability of ITS Florida as a technical resource.

Congratulations to ITS Florida for another award winning year!

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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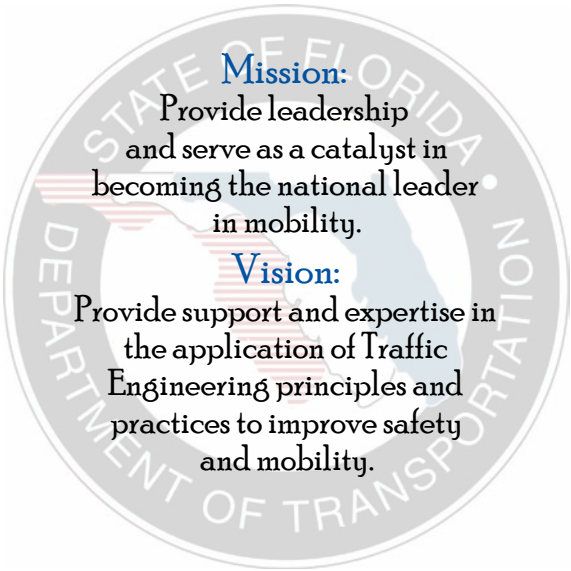
FDOT Traffic Engineering and Operations Mission and Vision Statements



Mission:
Provide leadership and serve as a catalyst in becoming the national leader in mobility.

Vision:
Provide support and expertise in the application of Traffic Engineering principles and practices to improve safety and mobility.

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