



SUNGUIDE® DISSEMINATOR

Florida Department of Transportation's Traffic Engineering and Operations Newsletter

FDOT Wins at ITS America!

By Randy Pierce, FDOT Traffic Engineering and Operations, and Javier Rodriguez, FDOT District Six

The Florida Department of Transportation's (FDOT) Intelligent Transportation Systems (ITS) Program was honored to receive two Best of ITS awards at the 23rd Intelligent Transportation Society of America (ITS America) Annual Meeting and Exposition on April 22 in Nashville, Tennessee. According to Scott Belcher, President and CEO of ITS America, "ITS America's Best of ITS awards is the top honor one can receive in the U.S., recognizing the development and deployment of intelligent transportation systems to address the nation's transportation challenges. Each of the 2013 winners has demonstrated that they are not only on the cutting edge of transportation innovation, but that they are leading the industry forward."



*Best of ITS Awards (L to R):
Rory Santana, OTM Software and
Elizabeth Birriel, ITSFM*

The ITS Program Wins with ITS Facility Management

FDOT's ITS Facility Management (ITSFM) system received the Best of ITS award in the Best Innovative Product category. The Best of ITS award is a highly competitive program which recognizes the most innovative projects and influential achievements in the ITS industry to recognize organizations whose projects have demonstrated specific and measurable outcomes and exemplified innovation by establishing a "new dimension" of performance.

FDOT's Traffic Engineering and Operations Office, in coordination with the Districts and regional partners, and in partnership with private industry, designed the ITSFM system to enable long-term ITS asset and configuration management for all transportation agencies statewide. This award affirms that, working together, we can increase productivity for our field staff and retain institutional knowledge across the state.

Inside This Issue May 2013

- FDOT Wins at ITS America!..... 1
- Exploring Safety 3
- District Three Traffic Incident Management REBOOT 4
- District Four: I-595 Corridor Improvements Project Update..... 6
- District Six Debuts Ramp Signaling Dashboard on www.sunguide.info! ... 7
- Ensuring Safe Commercial Motor Vehicle Operations..... 8
- ITS Florida Update 10
- Editorial Corner: Florida ITS – State of the Program 12
- Announcements..... 13
- FDOT ITS Contacts 13

FDOT invited other transportation agencies across Florida to participate in managing a complex transportation system. The Miami-Dade Expressway Authority, Pinellas County, and Brevard County are current regional partners. Other departments of transportation (DOT) have recognized the advantages the ITSFM brings to the operation and maintenance of their ITS deployments. The Mississippi, Missouri, and Virginia DOTs and the cities of Charlotte, NC, Sandy Springs, GA, and Bellevue, WA are currently using the ITSFM system.

The ITSFM system evolved from a prototype product to Version 3.0 deployed in February 2013. The current version is a very robust tool designed specifically to support the varying needs of ITS managers, engineers, information technology professionals, and maintenance technicians. ITS staff now have access to an extensive library of information including both system configurations and equipment assets installed at various sites from the maintenance shop, parts warehouse, field cabinet, or any other location with an Internet connection. Technicians can perform pre-trip diagnostics to determine if the problem might be the result of an electrical outage versus a communications outage, thereby ensuring that the proper replacement equipment is available on the truck before traveling to the field equipment site.

The ITSFM system compiles ITS asset information in a single, web-accessible repository, allowing Districts and the Central Office to collectively manage the entire system in a coordinated manner. FDOT is implementing the ITSFM system statewide to gain efficiencies resulting in significant savings and increased system availability and reliability.

FDOT District Six Wins for its Operations Task Manager Software

FDOT District Six won the national Best of ITS award for its Operations Task Manager (OTM) software. The honor marks the third consecutive time District Six has been recognized with the award in this prestigious competition in which some of the nation's best projects are considered. This year, OTM won in the Best Innovative Product category for demonstrating that it is an effective solution addressing significant challenges in the ITS industry.

District Six developed OTM in response to the increased workload demands of launching and managing Florida's first express lanes and ramp signaling systems. During this same time period, the District also enhanced its incident management program, transitioned to the statewide advanced traveler information service, and added hundreds of ITS devices to support new projects.

OTM assists the District in coping with the surge in demands, while enhancing the program's overall operations. It currently features ten different modules that help staff with traffic management, incident management, and traveler information duties. It serves as a one-stop operational dashboard that streamlines certain functions and automates manually intensive tasks. These improvements helped save time and improve internal processes to increase service output.

As a result of OTM, in fiscal year (FY) 2011, operators published 340 percent more traveler information messages and updates onto Florida's 511 traveler information system while responding to 22 percent more events and performing 60 percent more event management actions as compared to FY 2010. Additionally, it allowed operators to detect 561 percent more incidents, increased ITS device maintenance support by 215 percent, and allowed staff to sustain the successful operation of its managed lanes project despite increased traffic volumes. This combination of improvements allowed the District to reduce lane blockage duration times by 45 percent.

OTM was created to be a long-term, scalable, and configurable platform to be modified in response to changes in program or demand. Additionally, it pulls data from the SunGuide® software and can be used by other Districts throughout the state as needed.

To view the informational video about OTM, please visit www.sunguide.info and select the 'video gallery' tab in the pressroom section.

For information on the ITSFM system, please contact Mr. Pierce at (850) 410-5608 or email to Randy.Pierce@dot.state.fl.us. For information on the OTM, please contact Mr. Rodriguez at (305) 407-5341 or e-mail to Javier.Rodriguez2@dot.state.fl.us.

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Exploring Safety

By Joseph Santos, FDOT Safety Office

Last month I shared a general overview of one of the emphasis areas of the *Strategic Highway Safety Plan (SHSP)* – intersection crashes. This month I would like to highlight another one of the *SHSP* emphasis areas – lane departure crashes. Lane departure crashes include running off the road, crossing the center median into an oncoming lane of traffic, and sideswipe crashes. Running off the road also may involve a rollover or hitting a fixed object. Head-on collisions are related to crashes involving departure from the roadway. One of the most severe types of crashes occurs when a vehicle crosses into an opposing traffic lane and crashes head on with an oncoming vehicle. Nationally, this type of severe crash occurs primarily on rural two-lane roadways and limited-access roadways with narrow medians. The severity of these crashes is compounded by the additive nature of vehicle speeds at the time of collision, especially when vehicles collide with other vehicles traveling toward them as opposed to stationary objects. When a vehicle leaves the roadway, the result is often disastrous. To reduce the serious injuries and fatalities resulting from lane departures, efforts must be made to keep vehicles from leaving the road or crossing the center median, reduce the likelihood of vehicles overturning or crashing into roadside objects, and minimize the severity of an overturn.

Florida has taken significant steps to implement the lane-departure strategies identified in the 2006 *SHSP*:

- A requirement for audible pavement markings was included in the Florida Department of Transportation's (FDOT) *Plans Preparation Manual* in 2008. The road miles of audible pavement marking installed include: 120 miles in 2009; 195 miles in 2010; and 224 miles in 2011.
- FDOT implemented a median crossing/median barrier program, which has shown great success for numerous locations statewide.
- FDOT is using safety edge in a pilot project on the State Highway System to mitigate crashes associated with pavement edge drop-off. The *Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways* (commonly known as the *Florida Greenbook*) committee has adopted language for the use of safety edge in the 2013 *Florida Greenbook*.
- Florida adopted Move Over legislation in 2002, requiring drivers approaching an emergency or law enforcement vehicle parked along a roadway to vacate the lane closest to that vehicle as soon as it is safe to do so. Working with the Florida Highway Patrol, FDOT installed advisory road signs to remind drivers to move over, installed "Move Over. It's the Law." stickers on all Florida fuel pumps, and produced television commercials and brochures to educate the driving public.



The *SHSP* lane departure emphasis area identified the following four strategies:

- Improve engineering practices to reduce lane-departure crashes,
- Improve law enforcement practices to better capture data related to lane-departure crashes,
- Increase public education to reduce lane departure crashes, and
- Partner with emergency responders to reduce severity of lane departure crashes.

The lead "E" selected for the lane departure emphasis area to ensure the action plan is focused and stays on track is *Engineering*.

Next month I will cover one of the enforcement related *SHSP* emphasis areas – aggressive driving. More information concerning the Florida *SHSP* can be found online at <http://www.dot.state.fl.us/safety/SHSP2012/SHSP-2012.shtm>.

For information, please contact Mr. Santos at (850) 245-1502 or e-mail to Joseph.Santos@dot.state.fl.us.

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District Three Traffic Incident Management REBOOT

By Kenneth L. Shiver, FDOT District Three

District Three TIM History

In the mid-2000s, the concept of traffic incident management (TIM) began to proliferate throughout the state of Florida. The Florida Department of Transportation (FDOT) District Three started a TIM program around that time. For a few years, TIM meetings were taking place and things were going quite well. In 2011, the District lost its TIM coordinator and, eventually, the meetings stopped and program became dormant. District Three needed a TIM “system reboot,” so the new District Traffic Operations Engineer and his staff began to formulate a plan.

This is our story of a TIM system reboot.

District Three Hires TIM Coordinator

An integral part of our plan to reboot TIM was to create a TIM coordinator position and then fill it with an individual having a unique set of skills and experience. FDOT identified Kenneth Shiver as the person needed, possessing an extensive background in law enforcement in police dispatch combined with radio communications and ITS applications. Kenneth started as the District Three TIM coordinator in November 2012 and was charged with the daunting task of reviving a dormant TIM program, including making TIM relevant to FDOT incident responders, bringing many stakeholders to the table, and approaching his role in a very hands-on manner by attending many incidents to assess FDOT’s response and facilitating strategies for improvement.

Central Office Support

FDOT’s Central Office has supported the District Three TIM program very well. Paul Clark and Patrick Odom were instrumental in our TIM program reboot. With the help of our Central Office colleagues, we have been able to enlist the assistance of former Florida Highway Patrol (FHP) employees to reach out to the law enforcement community.

TIM Tools and Critical Support

In assessing the existing condition/baseline for FDOT incident response in District Three, we quickly realized the need for giving FDOT personnel clear guidance for typical procedures while onsite at an incident. Our TIM coordinator, with valuable assistance from our Traffic Operations staff, such as Teresa Eidson, formulated an incident checklist. We also realized that we needed a way to track the number, type, and characteristics of incidents over time. Our local area network administrator, Mark Nallick, developed a database tied directly to the various fields a responder needed to fill out for the incident checklist. This has proved to be a very useful tool for our TIM program. To further advance FDOT incident response, District Three is developing a standard operating procedure to guide individuals on steps that need to be taken according to specific incidents. One example is a listing of numbers and contacts for spill mitigation. The document will continue to grow as new incidents occur.



Night time incident response.

In order for any TIM program to be effective, support from the District maintenance engineer is critical. In District Three, we have the full support of Mark Thomas and his staff. Mark is an advocate of continuous improvement to our incident response safety and efficiency. Our continued success is only possible with the support of the “boots on the ground” from the Maintenance Offices.

TIM Team Meetings Rebooted in Pensacola and Tallahassee

The next step in our TIM system reboot was to hold our first TIM team meetings in our major urban areas after over a year of dormancy. The Pensacola TIM team meeting was held on March 6, 2013, at the Santa Rosa County Emergency Operations Center. We had a very positive response, with 28 participants covering a wide spectrum of stakeholders.

The Tallahassee TIM team meeting followed on April 3, 2013, at the FDOT Midway Operations Office. Our response to this meeting was even better, with 35 participants.

While meeting with both teams, we discussed difficult issues involving traffic incidents. With communications being the most common problem, we immediately began to gather information and work toward getting stakeholders “on the same page.” Through dedication from our stakeholders, we are improving notification and response times by installing new guidelines for notification from FHP and FDOT. Forronte Battles with the Florida Highway Safety and Motor Vehicles in the Tallahassee Regional Communications Center has opened his lines of communications to allow suggestions and solutions to ongoing communications issues. One way we are improving on this issue is by recognizing problems and working with all stakeholders to meet on common ground to benefit everyone.

Since our TIM system reboot, responders are already benefiting from better communications. Without the TIM team meetings, some communications issues might have never been pointed out, further delaying a recovery operator or FDOT incident responder.

Future TIM Team in Bay County

Once our TIM teams are up and running in our two largest urban areas, our focus will be directed on a critical need for improved incident response in Bay, Walton, and Okaloosa Counties. We have the advantage of a well-established advanced traffic management system infrastructure in Bay and Okaloosa Counties, so detection of incidents can be assisted by closed-circuit television camera surveillance and messages can be passed to the motoring public. The piece that is missing in this area is a coordinated effort that an effective TIM Team on the coast could provide. We are very optimistic about our prospects for TIM in this area.



Kenny Shiver facilitates TIM team meeting in Pensacola on March 6, 2013.

Future Goals

We are excited about the TIM program in District Three. We have an experienced, enthusiastic, highly competent TIM coordinator. We have outstanding support from our management team, law enforcement, emergency medical services, fire fighters, wrecker operators, and many other stakeholders. Our goals for the future include:

- Establishing a rural rapid incident scene clearance program;
- Establishing a coastal TIM team;
- Providing consistent compliance with the *Open Roads Policy* goals;
- Implementing helicopter landing zones, spill mitigation, and diversion routes; and
- Expanding TIM within future ITS deployments.

TIM meetings will continue and are scheduled for June. The future is bright for TIM in District Three!

For information, please contact Mr. Shiver at (850) 330-1485 or e-mail to Kenneth.Shiver@dot.state.fl.us.

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District Four: I-595 Corridor Improvements Project Update

By Dong Chen, FDOT District Four

Three years have passed since the Florida Department of Transportation (FDOT) District Four signed a public-private partnership agreement with I-595 Express, LLC, to serve as the concessionaire to design, build, finance, operate, and maintain the I-595 Corridor Improvements Project (CIP) for a long-term commitment of 35 years. The I-595 CIP consists of the reconstruction of the I-595 mainline and all associated improvements to frontage roads and ramps for a total length of approximately 10.5 miles. FDOT anticipates completion of this design and construction of the project, totaling approximately \$1.8 billion dollars, in early 2014.

Major I-595 improvements include construction of three at-grade reversible express lanes in the median that will be operated as managed toll lanes with variable tolls through an open road tolling system to optimize traffic flow. The direction of traffic flow on the reverse lanes will be one-way eastbound in the morning peak hours and one-way westbound in the evening peak hours. An express lanes access control subsystem will be essential to safely manage the reversible express lanes. This subsystem will include five access control components with changeable message signs and lane control signals showing the status of the lanes, warning gates, impenetrable barrier gates, and closed-circuit television cameras dedicated to monitoring the express lane access control systems. Coordination with the nearby I-95 managed lanes project is imperative so that the methodology and appearance of the sign components are consistent to the travelers in the region.

A robust, fault-tolerant, and redundant routed communications network will be vital for intelligent transportation systems (ITS) deployed on I-595, particularly the mission critical access control components and managed lanes tolling collection systems. A three-tiered hierarchical network design will be applied to create a ring topology that contains redundant, physically diverse routes from the transportation management center (TMC) to each I-595 distribution switch and field device. The three tiers are:

- The core layer with the core layer 3 switch in the TMC to provide load balancing and fast convergence for data packets between interconnected distributed layers;
- The distribution layer with new layer 3 switches located in three new field communications hub(s) to provide policy based connectivity; and
- The local-access layer to provides work group/user access to the network through the managed hardened layer 2 Ethernet switches in the ITS device cabinets.

Continuous ITS coverage is essential to the traffic management during all phases of I-595 construction. The I-595 CIP inevitably disrupted previous ITS operations, communications networks,

ITS will play a critical role in operating and maintaining a safe and reliable I-595 corridor to maximize public safety, reliability, and roadway availability.



and field subsystems; therefore, the concessionaire deployed a portable work zone and wireless communications-based interim traffic management system (ITMS). This ITMS will be utilized throughout the construction, widening, and resurfacing of I-595 during which time new permanent ITS components will also be installed. The ITMS is being used to augment the construction maintenance of traffic throughout the construction period by providing a means to evaluate traffic conditions and to communicate information to motorists on and approaching I-595.

Throughout the lifetime of this project, FDOT District Four is charged with evaluating the performance and operational productivity of the concessionaire to ensure a consistently high level of service for the I-595 ITS. The accountability of the District's ITS Program is assessed through various performance measurement reports, which are published monthly. These measurements are also utilized by FDOT to help in establishing policies and planning resources and developing report cards. The concessionaire is required to utilize a similar or identical set of outcome and output performance measures for ITS operations where the results shall be equal or better than that of FDOT District Four's ITS Program in any category during the same period. The inability of the concessionaire to meet these performance requirements will be considered operation and maintenance violations and will be subject to availability faults and construction availability faults.

The key performance measures for I-595 ITS operations include: incident/event response and clearance durations, ITS maintenance services response time, TMC operations and Road Ranger operations, etc. FDOT District Four currently publishes the ITS outcome and output performance measures on a weekly, monthly, and quarterly basis. The concessionaire's I-595 ITS Operations Performance Measures Report will be generated and constructed based on the concessionaire's ITS operation procedures, information, and data collected through the SunGuide® software.

ITS will play a critical role in operating and maintaining a safe and reliable I-595 corridor to maximize public safety, reliability, and roadway availability. The concessionaire will be responsible for maintaining the same kind of ITS program and standards that FDOT's District Four ITS Program maintains. There should be no difference in user experience—whether travelers are on the privately operated I-595 corridor or a neighboring limited-access facility operated by FDOT.

For information, please contact Dong Chen at (954) 847-2785 or email to Dong.Chen@dot.state.fl.us.

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District Six Debuts Ramp Signaling Dashboard on www.sunguide.info!

By Javier Rodriguez, FDOT District Six

The Florida Department of Transportation (FDOT) District Six Intelligent Transportation Systems (ITS) Office recently unveiled the ramp signaling dashboard feature on its program web site at http://sunguide.info/sunguide/index.php/road_stats. The feature was developed to provide the public with an easy-to-read statistical overview of the system's function and operations.



The dashboard features an interactive map of the project segment that displays all 22 ramp signals along Interstate 95. Visitors can view information about a specific signal by clicking on its corresponding icon on the map. The resulting data is itemized on the right side of the screen, listing signal characteristics and historical operations for fiscal years 2011 and 2012. Among the featured data, is the time frame in which the signal experiences its highest traffic volume (peak hour) to give users a better perspective of the best time to use the interstate. Additionally, it showcases the average number of vehicles that drive through the ramp signal per hour (flow rate) as well as the average travel time drivers can expect to go through the ramp from beginning to end. In terms of operations, the dashboard also displays the maximum number of cars it can hold before experiencing a spill back (queue capacity), the average number it typically holds, and the percentage of time that each signal is available for operations.

The ramp signaling dashboard was created to publish the findings of the system's annual operational assessment, which is conducted by Florida International University. District Six wanted to maximize the use of these findings and developed this additional venue to keep with its mission of system transparency. According to web site statistics, the page is accessed several hundred times per month and was recently used by a media reporter for a news article.

The software is the first of its kind in the state of Florida and it will be updated every year.

For information, please contact Mr. Rodriguez at (305) 407-5341 or e-mail to Javier.Rodriguez2@dot.state.fl.us.

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Ensuring Safe Commercial Motor Vehicle Operations

By Paul Clark, FDOT Traffic Engineering and Operations

In today's society, commercial trucking and on-time freight delivery play a significant role in day-to-day operations for suppliers and receivers. To help ensure that commercial motor vehicle operations are safe, the Federal Motor Carrier Safety Administration (FMCSA) and the State of Florida have certain laws to assist the transportation industry. The Florida Department of Transportation's (FDOT) Office of Maintenance's Motor Carrier Size and Weight Office as well as the Florida Highway Patrol/Commercial Vehicle Enforcement (FHP/CVE) Unit enforce laws relating to weight, load, and safety requirements as found in Florida Statute 316 and Title 49 of the Code of Federal Regulations.

Before a commercial carrier can legally transport goods and commodities from one state to another, there are certain requirements that must be met. The basic credential requirements include a valid and current apportioned registration (International Registration Plan [IRP]), international fuel tax agreement (IFTA) license and decals, and the display of a valid United States Department of Transportation number. Certain states allow carriers to purchase all or portions of these credentials at select weigh station facilities or other locations within the state. These locations are referred to as ports-of-entry (POE).

Florida is currently a non-POE state, meaning that all applicable permits and credentials must be obtained prior to entering the state and must be carried in the vehicle. If a commercial vehicle operator does not have the necessary permits and credentials upon entering Florida and attempts to purchase them at the first weigh station, by law they will be cited for not having the necessary credentials to operate within Florida; they will then be given the opportunity to purchase the necessary permits and credentials. The fines associated with entering Florida without first obtaining IFTA credentials, IRP credentials, apportioned license plates, and other operating credentials required by the state can be substantial.

While these cases are unfortunate and some carriers claim to have been penalized while attempting to obtain the proper permits by purchasing them at the first opportunity upon entry into the state, Florida Statutes necessitate that a citation be issued. One solution to eliminate the issuance of these citations to motor carriers wishing to purchase the required credentials upon entry into the state is to change the status of Florida to a POE state; however, this requires a change to the



Florida Statutes. Such a change has the potential to reduce revenues generated from these types of citations, while also having the potential to demonstrate Florida's commitment to customer service with the motor carrier community.

Florida's Commercial Vehicle Information and Systems Networks (CVISN) Team, made up of FDOT, Florida Department of Highway Safety and Motor Vehicles, Florida Department of Agriculture and Consumer Services, Florida Department of Revenue, the Florida Trucking Association,

FMCSA, and various members of the trucking industry, secured funding through the FMCSA CVISN grant program to support the development of the Florida Port of Entry Feasibility Study. The Florida CVISN Team determined that Florida's POE status should be researched before recommendations could be reached regarding modifications to the state's POE status.

This study will provide decision makers with possible solutions while trying to understand the reasoning behind the current laws and regulations. What modifications should be made are still in the discussion phase amongst stakeholders, but some of the initial proposals are to allow carriers to purchase their credentials at the first weigh station upon entering the state. How this would be achieved is still being determined.

The study should be completed in the next couple of months and the findings taken to management for their consideration.

For information, please contact Mr. Clark at (850) 410-5607 or e-mail to Paul.Clark@dot.state.fl.us.



Florida weigh station.

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ITS Florida Update

By Sandy Beck on behalf of ITS Florida

FDOT ITS Program Update Webinar

ITS Florida is hosting a webinar of the Florida Department of Transportation's (FDOT) Intelligent Transportation Systems (ITS) Program Update for 2013, in which the District offices will present an update on the status of their ITS programs. This lunch and learn will be offered to ITS Florida members only and held via WebEx on:

May 22, 2013
12:00 – 1:00 p.m.
(Sign-on 11:45 a.m.)

Register online now at http://fs16.formsite.com/ITSFlorida/FDOT_Update/index.html

After registering, the WebEx sign-on information will be sent to you at a later date. If you have any questions, please contact Sandy Beck at ITSFlorida@ITSFlorida.org.

Not an ITS Florida member? It's easy to join by visiting ITSFlorida.org or by contacting Sandy for details!

2014 ITS Florida Calendar: Be a Sponsor and be Seen!

ITS Florida is offering member firms/agencies an opportunity to sponsor the 2014 ITS Florida Calendar, which will be distributed its annual meeting in October 2013. The ITS Florida Calendar has become very popular among the ITS industry and transportation professionals over the past few years. This calendar is the place to reach your customers and be seen without spending the traditional cost of advertising. What better way to reach the customer base that you serve than to partner up with ITS Florida for the 2014 ITS Florida Calendar showcasing the best photos in ITS!

Benefits of Sponsorship

- Reach your target customer base for a reasonably low cost.
- Reach new potential customers that meet your target customer base through the wide distribution of the 2014 ITS Florida Calendar.
- Be seen by your customer several times a year, depending on the level of sponsorship selected.



Sponsorship Levels

Platinum Sponsor

\$2000

Two platinum sponsors will have their logos prominently displayed each month of the year and throughout the calendar in the most visible locations. The platinum sponsors' logos will be larger than other sponsor logos in an effort to draw more attention to them. These two sponsors' contact information and other pertinent information will be included in the calendar making it easier than ever for their customers to reach them. This sponsorship level is limited to two sponsors due to the space needed throughout the calendar.

Gold Sponsor

\$500

Gold sponsors will have their logos displayed four times throughout the calendar. The sponsors' contact information will also be included on the back of the calendar making it easier for customers to contact them. Due to the space required for these sponsors, the number of gold sponsors will be limited! This is a low cost opportunity to reach your customers numerous times during the year.

Silver Sponsor

\$250

Silver sponsors will their logos displayed two times throughout the calendar. The sponsors' contact information will also be included on the back of the calendar making it easier for customers to contact them. Due to the space required for these sponsors, the number of silver sponsors will be limited! This is a low cost opportunity to reach your customers numerous times during the year.

Bronze Sponsor

\$100

Bronze sponsors were formerly known as "Friends of ITS Florida" on past ITS Florida Calendars. This level provides a display of the sponsors' logos on the back cover only of the calendar. Participating as a bronze sponsor is a great way to keep your logo in front of your customers. Due to the limited space of the back cover of the calendar, the number of bronze sponsors sold will be limited! Make sure to sign up now!

Become a Sponsor Today!

To secure your 2014 ITS Florida Calendar sponsorship today and avoid possibly missing this low cost, yet effective opportunity to reach your customers throughout the year, please contact Ms. Sandy Beck at itsflorida@itsflorida.com or Ms. Erika Birosak at erika.birosak@transcore.com as soon as possible. These opportunities are limited and will be sold on a first come, first serve basis.

Along with your commitment to sponsor, ITS Florida needs one electronic copy of your company logo in high resolution. This can also be sent to Ms. Beck. Platinum and gold sponsors should include their company web site address and all other contact information (including a main point of contact name) to be included in the calendar.

All sponsorship checks should be mailed to Sandy Beck's attention at ITS Florida, 215 NW Monroe Circle N., St. Petersburg, FL 33702.

Deadline for Sponsorships is July 1, 2013! Don't miss this fantastic opportunity!

NOTE: Don't forget to submit your best photos of ITS projects across Florida for consideration! The deadline for submission is June 1, 2013!

For any questions regarding the 2014 ITS Florida Calendar, please contact Ms. Erika Birosak at erika.birosak@transcore.com or (813) 376-0036 or Ms. Sandy Beck at itsflorida@itsflorida.com.

If you have any questions or wish to provide an article to ITS Florida, please contact Sandy Beck at itsflorida@itsflorida.com.

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Editorial Corner: Florida ITS — State of the Program

By Gene Glotzbach, FDOT Traffic Engineering and Operations

Is it time to pat ourselves on the back?

The Florida Department of Transportation (FDOT) has come a long way since the development of the *Intelligent Transportation Systems (ITS) Strategic Plan* back in 1999. That plan recommended the creation of an ITS Program managed out of the Central Office, and the dedication of funding to support the statewide deployment of ITS. The initial allocation of funds totaled \$496 million over a ten year period. One of the initial efforts of the newly created ITS Program was to develop a plan to deploy ITS statewide. This plan went by the moniker of the *Ten-Year ITS Cost Feasible Plan (CFP)* and provided funds to every District to deploy ITS.

Prior to the development of the *ITS Strategic Plan*, the state had only three small ITS deployments in Jacksonville, Orlando, and Miami-Dade. Prior to approval and funding of the *CFP*, ITS projects had to compete with high profile capacity improvement projects for funding, which, in and of themselves, couldn't keep up with the capacity improvement needs of the state. Purchasing rights-of-way to build out of a congestion problem have become cost-prohibitive in larger urban areas. The limited funding to deploy ITS was a roadblock for its implementation. However, FDOT's Executive Board recognized that because the cost to add capacity was so great, every effort needed to be made to improve the efficiency of our limited-access facilities to get the most out of what we have. They agreed to set aside dedicated funds to deploy ITS. With the allocation of a dedicated funding source and adoption of the *CFP* funds were distributed to the Districts and deployment of ITS began to accelerate.

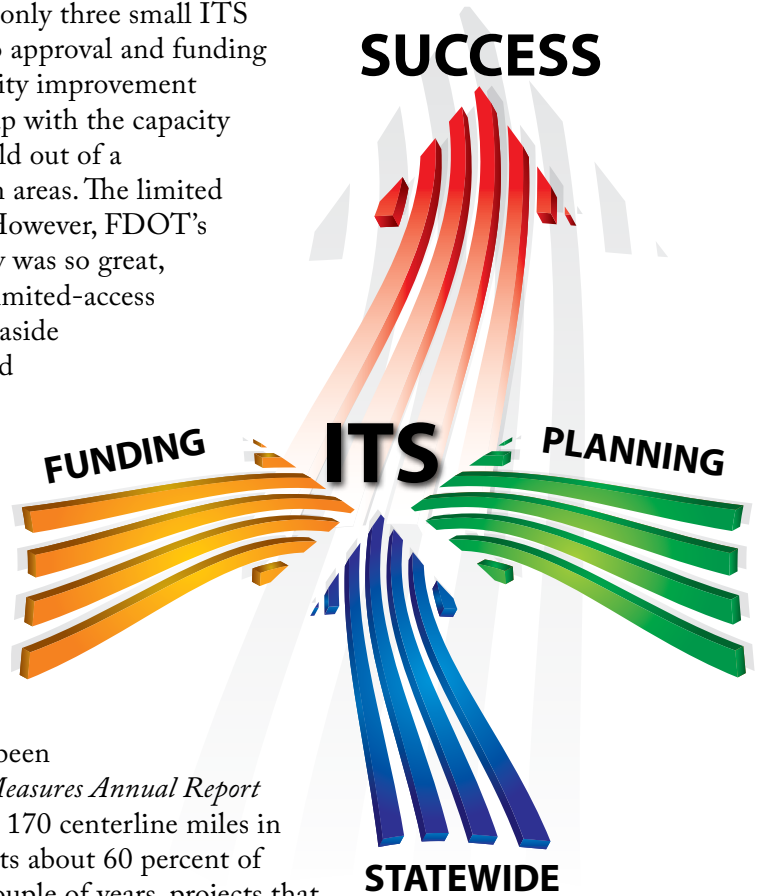
Since adoption of the *CFP* in 2002, FDOT has been very busy with deploying ITS around the state. Every District has deployed ITS and constructed sophisticated transportation management centers to manage their roadways. The larger urban areas have actually built out their ITS as provided for in the *CFP*. According to the latest performance measures report, which reports on the miles managed by ITS, FDOT has been busy over the past eight years. The *2011/2012 ITS Performance Measures Annual Report* indicates the number of miles managed by ITS have grown from 170 centerline miles in 2004/2005 to 1,258 centerline miles in 2011/2012. This represents about 60 percent of the state's total miles of limited-access facilities. Over the next couple of years, projects that are currently underway will bring FDOT close to full build-out of the initial *CFP*. No other state in the nation has had this kind of success in deploying ITS in a coordinated and comprehensive manner.

To support the deployment of ITS and the operation of the various District systems, the Executive Board provided funding for operations and replacement of equipment and field devices that have reached the end of their useful life. The provision of funds for operations and replacement of equipment and field devices is the icing on the ITS cake and makes the state of Florida unique from all the other states in the nation.

Based on the success FDOT has had in deploying ITS, yes, we can all stop for a moment and give ourselves a big collective pat on the back for a job well done and enthusiastically look forward to the future.

For information, please contact Mr. Glotzbach at (850) 410-5616 or e-mail to Gene.Glotzbach@dot.state.fl.us.

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Announcements

Welcome to the Team!

Please join us in welcoming Katherine Becker to FDOT's Traffic Incident Management and Commercial Vehicle Operations Section in the Traffic Engineering Office. Katherine will oversee the day-to-day activities for the Commercial Motor Vehicle Review Board, which include coordinating Board meetings, receiving and processing protests, and sending out Board correspondence. Katherine has several years of experience with the Department of Education related to processing data for civil and criminal cases. Please join us in welcoming Katherine.

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Make Plans for August

The 2013 National Rural ITS Conference is set to take place in Saint Cloud, Minnesota, on August 25-28. More information is available at <http://www.nritsconference.org/index.html>.

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FDOT Traffic Engineering and Operations Mission and Vision Statements



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