SUNGUIDE® DISSEMINATOR

Florida Department of Transportation's Traffic Engineering and Operations Newsletter

FDOT

FDOT's FL511 Approved by the Real-Time System Management Information Program

By Russell Allen, FDOT Traffic Engineering and Operations, and Jo Ann Oerter, Atkins

What is RTSMIP?

Section 1201 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users includes the Real-Time System Management Information Program (RTSMIP), which provides a foundation of basic traffic and travel conditions information that may be built upon and used by public agencies, other public and private parties who may deliver value-added information products, and the traveling public. The United States Department of Transportation published the Final Rule on November 8, 2010, providing the provisions and parameters for the RTSMIP, which is to be established on all interstate routes by November 8, 2014, and on other significant roadways as identified by the states and local agencies by November 8, 2016.

The purpose of the RTSMIP program is to:

- Establish a system of basic real-time information for managing and operating the surface transportation system;
- Identify longer range real-time highway and travel monitoring needs and develop plans and strategies for meeting such needs; and
- Provide the capability and means to share that data with state and local governments and the traveling public.

In order to meet the RTSMIP requirement, states are required to provide the capability to monitor real-time traffic and travel conditions on major highways, and to share information with state and local governments and with the traveling public to support efforts related to congestion relief.

According to the Federal Highway Administration (FHWA), the RTSMIP identifies six areas that need to be addressed:

1. **Construction activities.** The timeliness for the availability of information about full construction activities that close or reopen roadways or lanes will be 20 minutes or less from the time of the closure for highways outside of metropolitan areas and 10 minutes or less from the time of the closure or reopening for roadways within metropolitan areas. Short-term or intermittent lane closures of limited duration that are less than the required reporting times are not included as a minimum requirement under this section.

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Inside This Issue
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2. **Roadway or lane blocking incidents.** The timeliness for the availability of information related to roadway or lane blocking traffic incident will be 20 minutes or less from the time that the incident is verified for highways outside of metropolitan areas and 10 minutes or less from the time that the incident is verified for roadways within metropolitan areas.
3. **Roadway weather observations.** The timeliness for the availability of information about hazardous driving conditions, roadway or lane closures, or blockages because of adverse weather conditions will be 20 minutes or less from the time the hazardous conditions, blockage, or closure is observed.
4. **Travel time information.** The timeliness for the availability of travel time information along limited-access roadway segments within metropolitan areas will be 10 minutes or less from the time that the travel time calculation is completed.
5. **Information accuracy.** The designed accuracy for a real-time information program shall be 85 percent accurate at a minimum, or have a maximum error rate of 15 percent.
6. **Information availability.** The designed availability for a real-time information program shall be 90 percent available at a minimum.

Other requirements of the RTSMIP include:

- **Regional Intelligent Transportation Systems (ITS) Architectures.** All states and regions that have created a regional ITS architecture in accordance with Section 940 in Title 23 Code of Federal Regulations shall evaluate their regional ITS architectures to determine whether it explicitly addresses real-time highway and transit information needs and the methods needed to meet such needs.
- **Routes of Significance (RoS).** States shall designate in metropolitan areas with populations over one million, non-interstate highways that are RoS as defined under this subpart. In identifying the metropolitan RoS, states shall collaborate with local or regional agencies using existing coordination methods. This requirement has an effective date of November 8, 2016.

Where Does Florida Stand?

The Florida Department of Transportation (FDOT), in cooperation with FHWA, evaluated our current practices, policies, and guidelines for collecting and disseminating traveling information within Florida. We also identified the various ITS tools and resources that are utilized to support our current traveler information system.

After the evaluation, FHWA determined that FDOT exceeds all areas outlined in the RTSMIP. FDOT is able to identify and share information as outlined in the RTSMIP requirements. During the review process FDOT did identify areas that could be enhanced and will work on those as we move forward.

When FDOT personnel are notified of events, FDOT is able to disseminate information on construction events and incidents within 10 minutes in metropolitan areas and within 20 minutes in rural areas. FDOT uses closed-circuit television (CCTV) cameras; roadside sensors; information from Smart Workzones; FL511, Florida's traveler information system, feedback; and third-party data to collect, detect, and verify incidents. Personnel also obtain construction and incident information from their communications with staff from FDOT's Road Ranger service patrols, Florida Highway Patrol, emergency management, local sheriffs' offices, and toll agencies. As data is collected, it is input into SunGuide® software, FDOT's advance traffic management software, which sends the information to FL511 to disseminate.

FDOT provides excellent information on reporting hazardous conditions and road/lane closures due to adverse weather by utilizing information from the National Weather Service, road weather information systems, The Weather Channel, and local media stations. FDOT also purchases a weather package from a third party. FDOT personnel also coordinate with law enforcement and emergency management personnel to obtain information on current conditions. Weather events can be verified using CCTV, road sensor data, Road Rangers, FL511 feedback, and information from third-party data. As with the construction and incident information, the weather data is input into SunGuide software and then disseminated via FL511.

Travel time data is only required on limited-access routes in metropolitan areas. FDOT has four metropolitan areas within the state, including Jacksonville, Orlando/Kissimmee, Tampa Bay/St. Petersburg/Clearwater, and Miami/Fort Lauderdale/Palm Beach. FDOT uses both their own infrastructure and third-party data to provide travel time data. The travel time information is automated in SunGuide software and disseminated via FL511.

The RTSMIP required that each state should have regional ITS architectures. FDOT has developed eight ITS architectures—one statewide and seven regional (including Florida's Turnpike Enterprise). FDOT is in the process of updating these architectures (see Updating Florida's ITS Architecture on page 4).

Lastly, FDOT is ahead of the game for RoS. FDOT already provides information on many RoS and as we move forward to meet the November 8, 2016 date for this requirement, we will evaluate additional routes that may need to be added.

For information, please contact Mr. Allen at (850) 410-5626 or e-mail to Russell.Allen@dot.state.fl.us.

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Developing a Statewide Arterial Management Program

By Raj Ponnaluri, FDOT Traffic Engineering and Operations

The Florida Department of Transportation (FDOT) continues to make great strides with its Transportation Systems Management and Operations (TSM&O) Program. One of the major thrust areas, along with all other streams of TSM&O, is FDOT's emphasis on enhancing the state's arterial management system. FDOT's Traffic Engineering and Operations Office appreciates the guidance of FDOT's leadership to develop a comprehensive statewide arterial management program.

The primary objective of this program is to leverage the excellent initiatives of FDOT's Districts and create efficiencies in improving traffic flows through the use of technology and the professionalism of its staff and partnering agencies. The arterial management program is being ramped up with the following action plan:

- Consult the District Traffic Operations offices to identify the ongoing arterial management projects and specific initiatives;
- Identify areas where the Central Office can assist the Districts in furthering the arterial management efforts;
- Develop a policy statement, strategy, and an implementation plan with key focus areas to achieve quick results;
- Understand the need for including performance measures and finding ways to quantify benefits from arterial management initiatives;
- Continue ongoing programs and begin new projects by considering short- and long-term operational and maintenance considerations;

Moment of Humor!

Season's Greetings from ITS

- Actively work with the District offices on knowledge-sharing and peer-to-peer interactions for developing synergies among the arterial management counterparts; and
- Seek and avail the guidance of the leadership and management teams as the program expands its footprint.

Given that the arterial management program is quickly evolving, periodic updates will be provided as and when there is substantial information to report.

For information, please contact Mr. Ponnaluri at (850) 410-5418 or e-mail to Raj.Ponnaluri@dot.state.fl.us.

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Updating Florida's ITS Architecture

By Derek Vollmer, FDOT Traffic Engineering and Operations, and Armelle Burleson, Atkins

Florida's Intelligent Transportation Systems (ITS) architecture had a major update in 2006. Since then, a lot has changed, and it is now time for another major update of Florida's ITS architecture. This update will include the statewide ITS architecture as well as all of the regional ITS architectures. There are seven regional architectures including:

- Southwest Region (District 1)
- Northeast Region (District 2)
- Northwest Region (District 3)
- Southeast Region (District 4 and 6)
- Central Florida (District 5)
- Tampa Bay Region (District 7)
- Florida's Turnpike Enterprise (FTE) Region

ConSysTec has been contracted to perform the ITS architecture updates. All of the updates will be completed before the end of calendar year 2015, and each update period will include two or more architectures. The update periods by District are:

Districts 1 and 7	September-December 2014
District 5 and FTE	January-April 2015
Districts 2, 3, and Statewide	April-June 2015
Districts 4 and 6	July-October 2015

Architecture updates follow a streamlined, six-step process starting with a kickoff meeting to provide the regions with an overview of the architecture update and identify key stakeholders to be interviewed **(Step 1)**. Stakeholders are public or private entities that build, operate, or maintain ITS equipment. Identifying (and interviewing) all key stakeholders is critical for comprehensive and accurate updates.

After the kickoff meeting, ConSysTec interviews key stakeholders regarding changes to their portions of the architectures **(Step 2)** and then develops draft updates **(Step 3)**. For each region, the draft update encompasses a web site with comprehensive information (stakeholders, inventory of elements, service packages, interfaces, data flows, projects, etc.) and a Turbo Architecture file in the latest 7.0 version of the application.

ConSysTec presents the draft updates to all relevant stakeholders in a one-day workshop **(Step 4)**. This workshop is an excellent opportunity to promote interaction between stakeholders and gather additional architecture updates from stakeholders attending the workshop or smaller stakeholders not previously interviewed.

Following the workshop, the draft architecture is completed and stakeholders are invited to review it and provide comments **(Step 5)**. The last step is to finalize the architecture and present it to the District ITS Engineers **(Step 6)**.

ConSysTec is hosting exciting new web sites for each region on their own site. The older regional architecture web sites are being re-organized to be more user-friendly.

Florida's new statewide ITS architecture.

For information, please contact Mr. Vollmer at (850) 410-5615 or e-mail to Derek.Vollmer@dot.state.fl.us.

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Inside the TERL: Road Work Ahead – at FDOT's TERL

By Alan El-Urfali, FDOT Traffic Engineering and Operations

Construction crews are busy on the Florida Department of Transportation's (FDOT) campus of the Traffic Engineering Research Laboratory (TERL) in Tallahassee. The most recent improvements at the TERL include the build out of the FDOT-TERL Phase II Campus Improvements that were described in the January 2014 edition of the *SunGuide® Disseminator.*

Most of the old existing asphalt around the campus has been resurfaced. Parking areas throughout the campus have transformed from overgrown asphalt to fresh blacktop. An old, eroding section of roadway constructed from millings is now a usable part of a complete loop circuit between the northern and southern ends of the facility. Curbs and gutters have been added as well as additional sidewalk and test areas for the evaluation of various pedestrian safety features and devices.

Beyond the general rehabilitation of TERL's asphalt surfaces, underground power, fiber optic cable, and additional cabinets are being installed that will provide more outdoor testing areas. Ultimately, this infrastructure will provide several more testing areas with relatively easy access to power and communications for devices under evaluation.

The main road that traverses the campus was also realigned and extended as part of this project in order to complete the four-legged span wire intersection at the south end of the campus. This general area will also be home to additional poles, including another mast arm, single- and dual-point attachment spans, and equipment cabinets that will provide an additional testing area of various mast arm and span wire-mounted signals, signs, and other equipment.

It has been rewarding to see the plans prepared months ago become reality and we look forward to taking full advantage of our new facilities after construction is complete. These renovations and improvements will facilitate evaluation and approval of additional traffic control devices as well as research into driver and pedestrian behavior, connected vehicle systems, signal performance measures, and other future products and technologies that can be applied to traffic operations.

For information, please contact Mr. El-Urfali at (850) 921-7361 or e-mail to Alan.El-Urfali@dot.state.fl.us.

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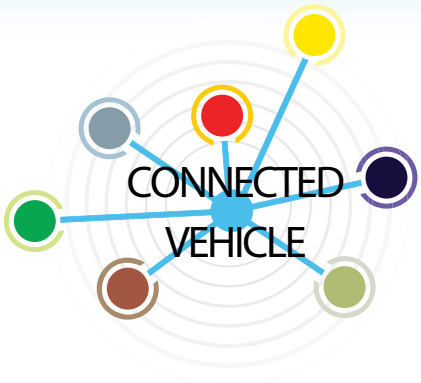
East/west connector intersection before and after.

Realigned and extended span wire intersection. (Before - above; after - below)

Connected Vehicle + Autonomous Vehicle = A New Way of Travel

By Steve Novosad, Atkins



For over ten years, the concept of connected vehicle technology—vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I)—has been progressing, with the future looking bright as the National Highway Transportation Safety Administration announced its Advance Notice of Proposed Rulemaking on V2V Communication Technology in August 2014. The United States Department of Transportation is placing emphasis on V2I communications to improve information dissemination between vehicles and transportation management centers (TMC). In September, General Motors announced that the 2017 CTS Cadillac will have V2V communications technology using dedicated short-range communications as part of its standard onboard equipment. With these announcements, connected vehicle activities have accelerated—quickly moving toward implementation and deployment.

On the other hand, some forms of autonomous vehicles have been around for many years, such as autonomous sentries that patrol fence lines and building perimeters. In the last several years, autonomous vehicles have rapidly emerged on the scene and, in terms of demonstrations and publicity, some even feel it has even surpassed connected vehicle technology. Several original equipment manufacturers have announced their intention to have an autonomous vehicle on the highway in the next five to ten years. While autonomous vehicles technology tends to be more glamorous, connected vehicle technology does the behind the scenes work.

Automated vehicle concept.

There are advocates who believe autonomous vehicle technology will surpass connected vehicle technology because people can see the result of autonomous vehicle technology while connected vehicle technology is designed to be more of an advanced warning technology. However, connected vehicle technology is critical to the future of managing roadway operations. Connected vehicles will provide TMCs with access to new types of data in dramatically increasing amounts. This result in a substantial change in the way operations manages its roadway network. Connected vehicle data will provide more detail about the vehicle and roadway conditions than current technologies can, and the data frequency could be such that operations become aware of events within seconds of occurrence. Data transmitted through V2I will become a powerful tool for operations to make informed decisions.

Onboard the vehicle, the two technologies likely will integrate as part of a single vehicle system. One form of integration uses autonomous technology to perform vehicle navigation while connected vehicle provides a low-cost solution to detect nearby vehicles including speed, location, and heading as input to the autonomous vehicle system. This solution can be used in conjunction with autonomous technology to provide nearby vehicle positions either as the primary input source or as a secondary source autonomous vehicle systems employ to make decisions. Autonomous vehicle technology, using map data, can chose a route and navigate the vehicle to its destination on that specific route. However, if there is an event (e.g., incident, work zone, road closure) that causes congestion on the vehicle's specific route, the vehicle will enter into the congestion. If the vehicle is equipped with connected vehicle technology, such as V2I (i.e., communicating with the TMC), information about the event could be sent to the vehicle before the event is encountered. The vehicle could automatically reroute around the event using autonomous technology.

It is important to note that this V2I communications could be performed with existing vehicles today. A TMC could provide important event information to drivers to allow them to make informed decisions about rerouting around events. V2I communications has the ability to transform the way people use and ride in vehicles.

For information, please contact Elizabeth Birriel at (850) 410-5606 or e-mail to Elizabeth.Birriel@dot.state.fl.us.

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Florida's Turnpike TMC Certification Testing Improves Employees, Operations

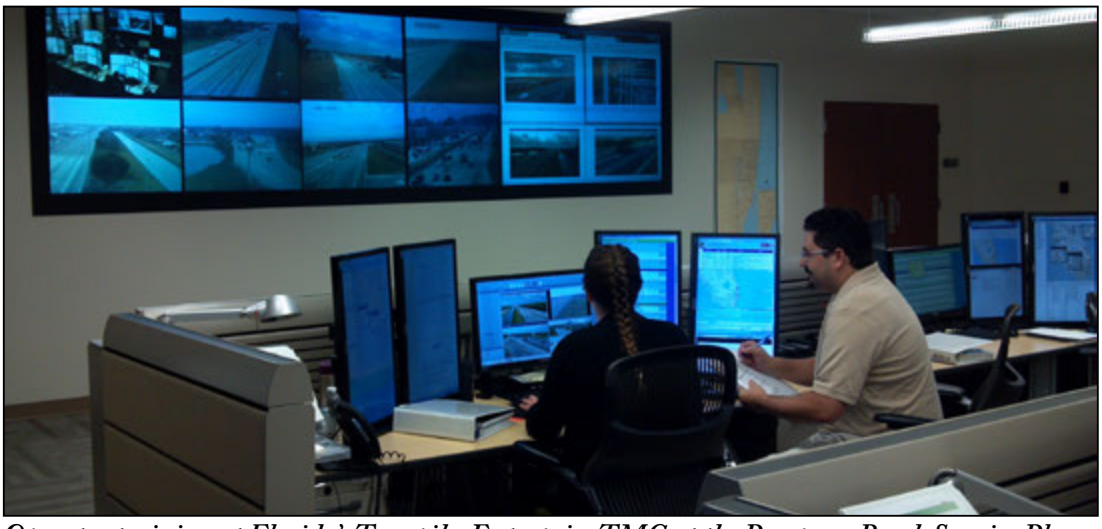
By Kelly Kinney, Turnpike TMC Manager

Florida's Turnpike Enterprise has now entrenched the 'Next Generation' of transportation management center (TMC) operator certification testing using online modules and quizzes, coupled with real-time, hands-on practical testing.

Following the mantra that "People are our greatest asset," this certification testing has improved the Turnpike TMC's ability to retain and develop effective operators and also provide upward growth by encouraging and mentoring employees for new positions and roles. The operators' achievement of certifications strengthens the Turnpike's operations by building accountability, knowledge base, loyalty, and ownership in the program.

The new TMC operator training and certification program uses web-based training modules for sustaining performance by operators; and operators must display and demonstrate their abilities via hands-on and written testing. The demonstrated certification level is used to determine compensation, scheduling, operator development, and advancement as well as ability to transition to specialized operations levels with new focus and accountability.

There are multiple elements in the training and certification program. The first involves a supervisor's daily review of each lane blocking event with an error percentage calculated for each individual operator. Another element includes a monthly in-person meeting with the TMC management staff to discuss trends in the operator's errors and areas of high performance. In addition, the TMC team leaders hold an annual training session for all operators, which includes coaching on common errors and practice scenarios.



Operator training at Florida's Turnpike Enterprise TMC at the Pompano Beach Service Plaza.

The annual certification testing evaluates the following:

- Current operator skill level,
- Areas for individual improvement,
- Trends in knowledge areas for all staff,
- Potential for advancement, and
- Effectiveness of training program.

The TMC operators have 24/7 access to an online training web site with 19 training modules for each element of their jobs and the 176-page *Standard Operating Guidelines* (*SOG*). Each training module and section of the *SOG* has an associated quiz to check for retention and knowledge evaluation.

Each year, in preparation of the annual certification testing, the advanced traveler information system team leaders take part in an extensive training "boot camp" session with the TMC managers. This session includes:

- Train-the-trainer workshop,
- Coaching and counseling workshop,
- Reviewing curriculum for operators and develop methods to effectively train staff, and
- Developing questions and scenarios for annual testing.

The TMC's training web site has password-restricted operator access. The web site allows management to track all user actions and the results of all previous quizzes and tests. Annually, each operator completes a 125-question, multiple-choice test on the training web site. The test is provided at an isolated workstation without any reference materials available. The written portion accounts for half of the certification score; the other half is a hands-on practical test. TMC management administers the practical portion by giving a test 'scenario' and then measuring specific criteria for that event. The criterion includes timed performance measure device activation, contacts, device usage, and all other guidelines of incident management.

When the two testing portions are averaged together, the results comprise three different skill levels exclusive of shift supervisor:

- Level 1: Trainee 0-75%;
- Level 2: Operator 75-90%; and
- Level 3: Lead Operator 90-100%.

Continued on next page...

Lead operator status achievements are recognized with a certificate displayed in the TMC, increased permissions in the incident management software, and the ability to be scheduled for shifts without a supervisor on duty. After two consecutive years of testing as a lead operator, a step increase is provided in terms of hourly rate.

Each operator's individual performance is tracked over the span of employment. Based on low performance, a performance improvement plan is issued as part of the annual testing protocol. The results of the tests are evaluated for most commonly missed questions to be addressed in future training sessions and quiz materials.

The certification program provides multiple benefits to TMC operations, including encouraging development and advancement within the TMC. It also provides the TMC operators with multiple steps on the ladder of success. The certification program assists TMC management with scheduling, by maintaining one lead operator or shift supervisor on each shift. Lastly, the Turnpike can ensure continuous improvement and set a minimum standard of performance for the TMC.

For information, please contact Ms. Kinney at (407) 264-3349 or e-mail to Kelly.Kinney@dot.state.fl.us.

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Word Challenge Answers

TMC

ACADEMY

ARCHITECTURE

RTSMIP

Keeping up with the TIMES.

District Four: Transportation Management Academy

By Daniel Smith, FDOT District Four

It was "back to school" in October for five members of the Florida Department of Transportation (FDOT) District Four Intelligent Transportation Systems (ITS) Unit, who participated in the fourth Transportation Management Academy. The first-of-its-kind in Florida training program provided a comprehensive insight to incident management, traffic engineering, roles of partner agencies, and ITS developments with the objective of improving job performance and providing better customer service.

Various disciplines within the ITS Unit were represented by the "students," including transportation management center (TMC) operators and a TMC operations supervisor. The two-week curriculum included both classroom work and outside field trips.

Students had the opportunity to engage in informative question and answer sessions with Mark Plass, FDOT District Four Traffic Operations Engineer, and Florida Highway Patrol (FHP) Troop L Sgt. Mark Wysocky. They learned about managed lanes and received an introduction to the arterial management program (AMP) and upcoming AMP projects in District Four.

Field trips took the students to Florida International University's Lehman Center for Transportation Research; the FHP Troop L Communication Center; the Deerfield Beach Fire Rescue Station 102; and Florida's Turnpike Enterprise TMC. They visited the District Six SunGuide® TMC and had the opportunity to view I-95 Express Lanes operations, which will be coming to District Four in 2015.

Tom Dickson, District Four SIRV Manager, demonstrates tabletop traffic incident management scenario. Students are then tasked with solving the traffic problem.

As part of the comprehensive learning activities, the students completed the FDOT maintenance of traffic (MOT) course, participated in MOT tabletop exercises, viewed demonstrations by the District Four severe incident response vehicle team, and spent time with a Road Ranger service patrol operator and an ITS maintenance technician in the field.

In their evaluation of the program, students indicated the academy gave them a better understanding of the SunGuide software, FDOT's statewide traffic management software, and the functions of the various ITS devices along the interstates. They also said they learned more about the roles and responsibilities of partner agencies like FHP, District Six, and Florida's Turnpike Enterprise in the incident management process.

TMC managers hope this initiative will provide operators with confidence to make decisions during out-of-the-ordinary events as well as a better understanding of the partnerships needed to develop a strong operations program.

For information, please contact Mr. Smith at (954) 847-2785 or email Daniel.Smith@dot.state.fl.us.

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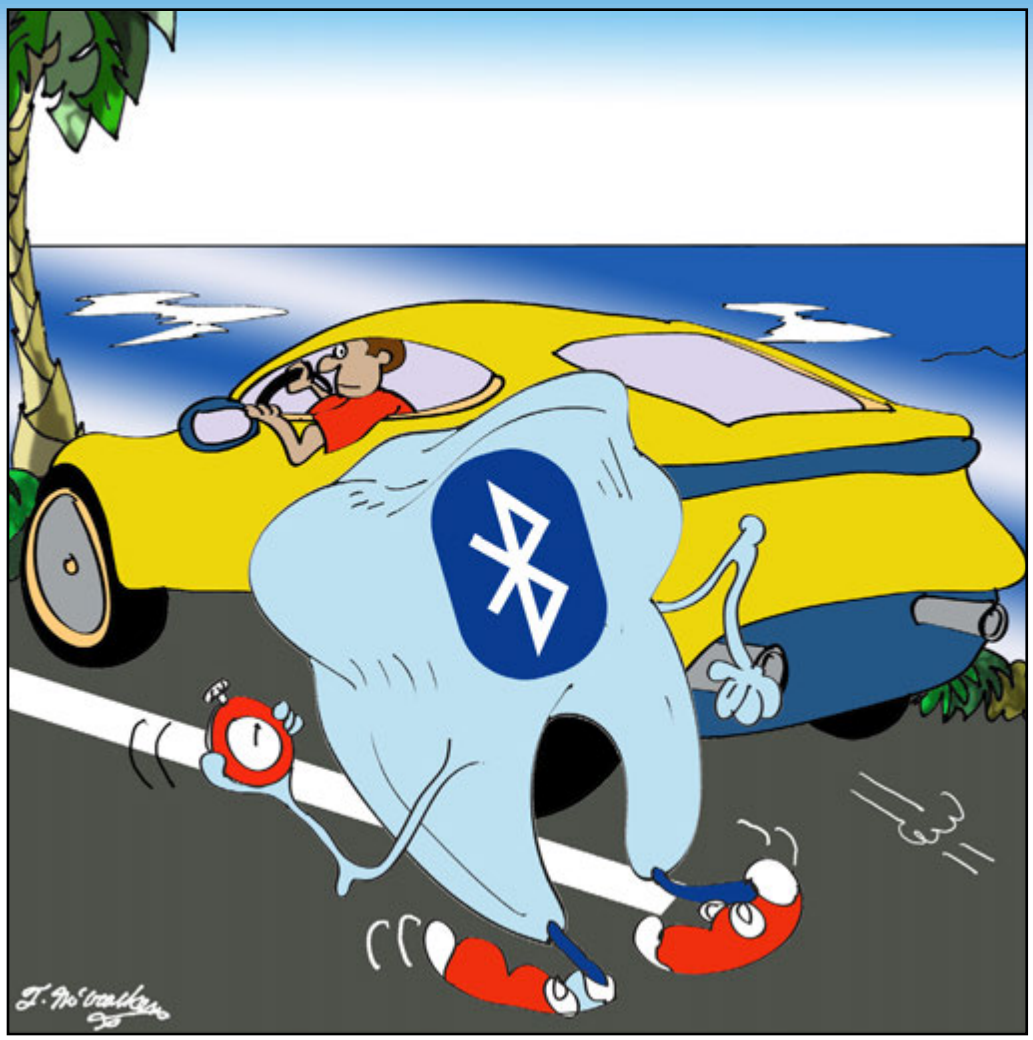
SunGuide® Disseminator Word Challenge

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

Unscramble the letters to complete the word for the clue found under the boxes. Use the letters in the red circles to complete the final puzzle. The answers can be found on the page 8.

Enjoy
and
Good Luck!



Keeping up with the ☐☐☐☐☐.

S T R I M P
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Section 1201 of SAFETY-LU includes this program.

C A I R H R E T U T E C
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FDOT is performing an update of this for ITS.

M Y D A C A E
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District Four's training program is know as the Transportation Management _ _ _ _ _ _ _.

C M T
◯☐☐
V2I communications are needed to improve information dissemination between vehicles and these.

ITS Florida: Honoring Two Leaders

By Sandy Beck, ITS Florida

Top: Anne Brewer
Bottom: Erika Birosak

In December 2007, the Intelligent Transportation Society of Florida (ITS Florida) renamed its scholarship program to the Anne Brewer Scholarship Program in honor of a great intelligent transportation systems (ITS) visionary and leader. This program assists future ITS leaders in Florida and serves as a lasting memory of Anne's contribution to ITS. Her scholarship has been awarded annually to very deserving students.

This December marks a year since the passing of Erika Ridlehoover Birosak, another amazing woman dedicated to the progress and success of ITS. It is with great pleasure that we honor her by re-naming the Technical Scholarship under the Anne Brewer Scholarship Program in her name, the Erika Ridlehoover Birosak Technical Scholarship. Erika worked diligently to establish this scholarship while serving on the ITS Florida Board of Directors. This scholarship program helps ITS Florida technical members that may not be college or graduate students receive training that benefits the ITS industry.

Erika was a leader, advocate, and friend of ITS Florida for many years. She served on the Board of Directors from 2003 to 2006, and again from 2010 to 2013. She served as secretary and treasurer, and was elected vice-president just prior to her passing. Erika served as chair of the organization's Outreach Committee and was responsible for providing articles to the SunGuide® Disseminator on behalf of ITS Florida, for ITS Florida's web site, and for managing the annual awards and scholarships programs. But nothing was more important to Erika than the annual ITS Florida calendar. Through much hard work and persuasion each year, Erika procured the necessary photographs and sponsors to produce a calendar that was a large part of why ITS Florida is named an Outstanding Chapter by ITS America each year. Erika was a member of the team that was planning the 2014 ITS 3C Summit, and a huge advocate for the partnership of the chapters and the success of the event. Erika's dedication and commitment to this volunteer organization was matched by few.

For more information on the Anne Brewer Scholarship Program or ITS Florida, please contact an ITS Florida board member or email ITSFlorida@ITSFlorida.org. If you would like to submit an article on behalf of ITS Florida, please contact Sandra Beck at ITSFlorida@ITSFlorida.org.

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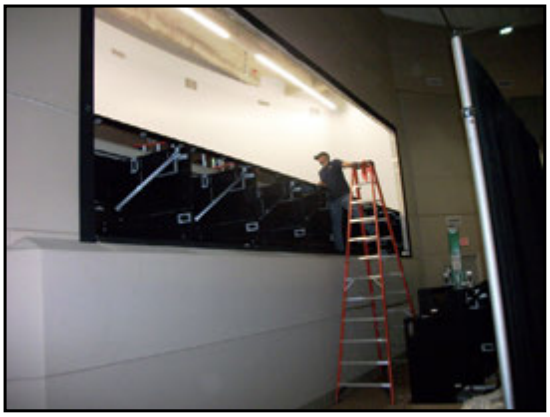
District Six Completes Multi-Phase Screen Replacement for Control Room

By Javier Rodriguez, FDOT District Six

The Florida Department of Transportation (FDOT) District Six completed the planned upgrade of the SunGuide® Transportation Management Center's (TMC) video wall. The replacement of the massive display was split into two phases to make it more cost-effective and to ensure limited downtime for TMC operators.



Staff works on video wall upgrades at the SunGuide TMC

The final phase of the replacement was completed in October 2014 and involved replacing the older Barco controller, which drives the video display, with a new Activu system. The Barco system was in need of replacement as it was installed as part of the original video wall project completed in August 2004.

Aside from the maintenance benefits of replacing the older system, the Activu system adds new capabilities that have made the video wall more flexible for TMC operators in their day-to-day traffic management duties. The new video wall and controller can now receive high-definition input sources from newer traffic cameras. Also, and most importantly, operators can now drag and drop different video sources across the expansive screen, much like a traditional desktop computer.

The previous system required operators to reconfigure the video wall layout using proprietary software. Now, TMC operators can adjust the wall layout according to their daily needs.

This new system is listed on FDOT's Approved Products List and is currently used by two other Districts in Florida: District Two in Jacksonville and District Seven in Tampa. These Districts provided District Six staff with valuable input on the system including lessons learned during and after the installation process.

The first phase of the video wall project replaced the video display cubes and support structure. The new video wall uses light-emitting diodes providing an illumination source lasting approximately 80,000 hours (nine years). This, coupled with the Activu controller, means District Six now has a cutting edge display that can scale and grow with the Intelligent Transportation Systems Program's needs. This is part of a larger retrofit project planned for the TMC's control room, which is expected to begin early next year. The retrofit will install new TMC operator workstations as well as expand the size of the video wall.

For information, please contact Mr. Rodriguez at (305) 470-5757 or email to Rodriguez2@dot.state.fl.us.

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Editorial Corner: Following Technology

By Paul Clark, FDOT Traffic Engineering and Operations

I recently had the opportunity to attend the Commercial Motor Vehicle Safety Alliance's (CVSA) annual meeting held in Buffalo, New York. CVSA is an international not-for-profit organization comprised of local, state, provincial, territorial, and federal motor carrier safety officials and industry representatives from the United States, Canada, and Mexico. The mission of the organization is to promote commercial motor vehicle safety and security by providing leadership to enforcement, industry, and policy makers. This was an excellent opportunity to see how other states are addressing issues related to safety and security as it relates to commercial vehicles.

The opening session set the stage for the entire meeting by having a wide range of professionals discussing multiple issues relating to commercial vehicles. These professionals were from Canada, Mexico, and the United States. While each of these areas might have certain unique challenges, as a whole, safety and security of commercial vehicles is the same or similar from country to country.

Several committee meetings were also available with topics such as: driver-traffic enforcement, hazardous materials, passenger carriers, commercial vehicle size and weight, etc. These committee meetings allowed participants to discuss specific topic area issues and develop proposals to take back to the CVSA leadership for review and discussion with federal partners. This allowed members, representing multiple jurisdictions such as departments of transportation, public utility and service commissions, state police, highway patrols, and ministries of transport, to have a unified voice.

Also of interest was the Intelligent Transportation Systems (ITS)

Technology forum. This forum provided an interactive exchange of best practices by government and industry on technology projects, programs, and related issues. It provided information on cutting edge technology developments in the industry as well as federal agency updates on key ITS-related initiatives and what is being planned in the future. It was amazing to see the initiatives that are underway for the use of technologies such as electronic logging devices (used for hours of service), advancements in vehicle-to-vehicle/vehicle-to-infrastructure (relating to commercial vehicles), and electronic screening technology advancements.

Being able to review what the vendors have to offer is another awesome benefit. Each company has taken ideas and developed products and service that are a great benefit to the industry and state. For example reviewing technology relating to thermal brake detection, electronic screening systems, electronic bypass systems, and others, allows participants to return to their offices and determine if these products and services would be of a benefit to them and then how to deploy the new technology.

With the future increases in commercial vehicles within Florida, we have to look at ways we can automate our processes to ensure safety and security of our roadways. This could be by utilizing weigh-in-motion technology, electronic screening processes, or thermal brake monitoring technologies, to name a few. These meetings are always rich with new technologies and products that provide a catalyst for innovation. We just have to take hold of these innovations and determine which is best for us to utilize in our circumstances.

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

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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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