SUNGUIDE® DISSEMINATOR

Florida Department of Transportation's Traffic Engineering and Operations Newsletter

Centennial FDOT 1915 ★ 2015

Florida's Turnpike Storm Evacuation Preparations — A Team Effort

By Eric Gordin, Florida's Turnpike Enterprise

While most Floridians know that the Atlantic Hurricane Season officially runs from June to November, it is mostly long-time residents who recognize that, historically, the most active storm months are from August to October.

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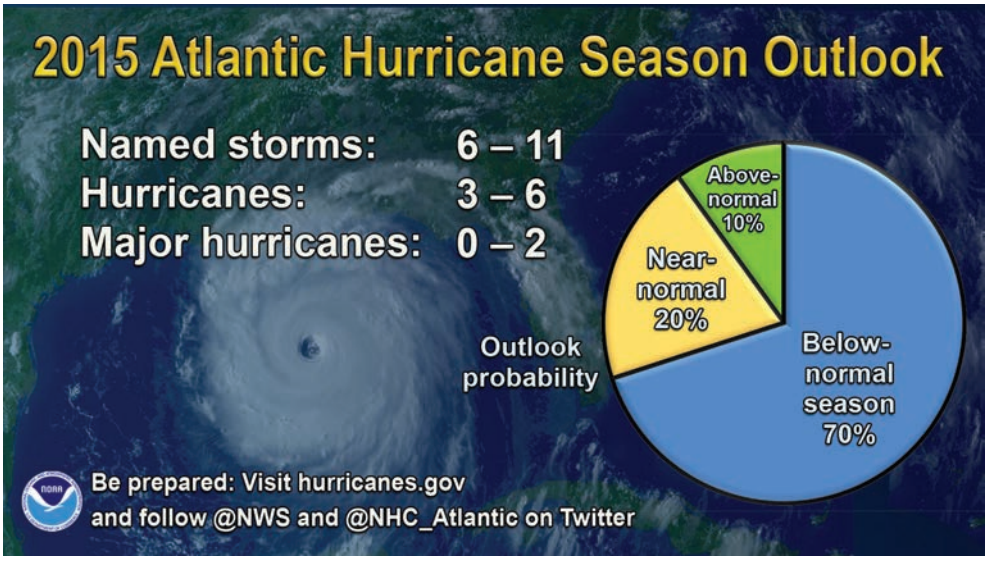
Florida Department of TRANSPORTATION



FDOT Florida Department of Transportation — Florida's Turnpike

Florida's Turnpike Enterprise (Turnpike) emergency evacuation planning and preparation is a year-round endeavor, but the most active efforts coincide with the official season, with dozens of meetings coordinated with local, county, and state partner agencies as well as law enforcement and emergency operations personnel. Sharing current emergency evacuation plans, seeking input, and making improvements is a continuous goal for Florida's Turnpike Roadway Maintenance and Traffic Operations.

Inside This Issue
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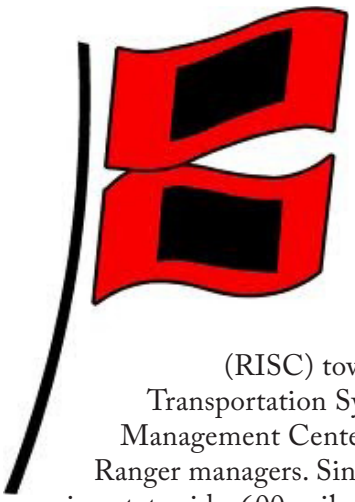

In early summer, the Turnpike's Emergency Management Team hosted a joint meeting for Turnpike Incident Management First Responders, including Florida Highway Patrol Troop K, Specialty Towing and Roadside Repair (STARR) tow vendors, Rapid Incident Scene Clearance (RISC) tow vendors, Intelligent Transportation Systems/Transportation Management Center (TMC) operations, and Road Ranger managers. Since the Turnpike roadway system is a statewide, 600-mile system, the meeting was held as a video-conference so that the more than 30 regional vendors and representatives from South Florida, Central Florida, and the Western Florida/Tampa area were all together to hear the same information and share input that is relevant and common to all their operations.

Turnpike District Maintenance Engineer Maria Connolly and District Traffic Operations Engineer John Easterling assisted in leading the presentation and discussion outlining what the Turnpike will do in the event of a weather-related or other natural disaster. The Turnpike managers also detailed the expectations of the dedicated first responders to support any and all evacuation efforts.

Florida's Turnpike evacuation plans focus on maximizing the use of all existing travel lanes to keep traffic flowing at an acceptable speed to move residents out of harm's way. The implementation of regionally-oriented toll suspensions will be one of the first actions, followed by mobilization of enhanced Road Ranger and staged STARR tow vehicles along the evacuation routes. The TMC will initiate activation of dynamic message signs, highway advisory radio, Citizen's Band radio advisory system, and FL511 (advanced traveler information system) floodgate messages to advise of toll status and encourage quick clearance of disabled vehicles. It will not be business as usual, as Road Rangers and tow vendors will adjust their standard operating procedures to move vehicles to shoulder or ramps to immediately reduce the impact to mainline traffic flow. How to communicate and provide options to stranded motorists, and refueling the Road Rangers and roadway maintenance personnel in the field are also some of the plan challenges.

The TMC will closely monitor traffic volumes and speeds, and share important camera feeds with the Turnpike and state emergency operation centers. In addition, bi-hourly email updates will be sent to Turnpike management with information regarding traffic conditions, toll suspensions, weather conditions, and the status of Turnpike facilities. Only as a last resort, as ordered by the Governor or Florida Highway Patrol (FHP), will a Turnpike one-way operation from West Palm Beach to Orlando be implemented. Because of the mass planning, resources, personnel, and collaboration needed, a one-way operation typically would only be considered for implementation due to an imminent direct strike by a category 4 or 5 storm to a South Florida urban area.

The Turnpike's responder meeting resulted in a lot of input from participants and highlighted a number of other topics for future consideration and planning, including:

- Identifying additional disabled vehicle (DAV) /crash vehicle drop locations – Where vehicles would be removed to assuming service plaza impound lots are filled; options include: tandem lots, all-electronic tolling mainline plaza locations, ramp locations.
- Clarifying passenger transportation and relocation – Options to transport stranded motorists following DAV or crash; assuring FHP is clear with wrecker transport limitations.
- Adjusting RISC tow vendors rotation during storm mobilization – Mobilized STARR vendors may not be able to respond to a RISC activation.
- Clarifying FHP coordination on travel lane clearance during emergency operations – "Keep Traffic Moving" mantra supersedes typical recovery protocols, etc.
- Enhancing FHP's access and communications redundancy during emergency mobilization – Communicating in real-time with FHP Lake Worth Dispatch.
- Enhancing Toll 589 Veterans Expressway/Suncoast Parkway corridor mobilization to include FHP Troop C Dispatch coordination.
- Clarifying Alpha/Bravo 12-hour shifts can only be maintained by STARR vendors and Road Rangers for approximately 36 to 48 hours.
- Enhanced use of substitutions by STARR vendors to mobilize needed hurricane support wreckers – Equipment, truck, and driver inspection needs.

For information, please contact Mr. Gordin at (407) 264-3316 or e-mail to Eric.Gordin@dot.state.fl.us.

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District Four's Regional Transportation Management Center Celebrates 11th Anniversary

By Natalie Cortes, FDOT District Four

The Florida Department of Transportation (FDOT) District Four SMART SunGuide® Regional Transportation Management Center (RTMC) is approaching 11 years of full operation since its 2004 inception. This milestone is a significant achievement for both the District and statewide intelligent transportation systems (ITS) programs due to FDOT's commitment to public safety. Now the nationally recognized leader in ITS is operating 24/7 in Broward County as the main traffic center for information along I-95, I-75, I-595, and the express lanes for five counties. The following highlights a selection of achievements showing the evolution of District Four's RTMC.

FDOT District Four SMART SunGuide® RTMC

2004-2005: FDOT District Four RTMC Opened Doors. In a unique partnership, Broward County Traffic Engineering Division and FDOT District Four joined together to collocate in the new state-of-the-art, 42,000 square foot TMC facility. Constructed on 3.9 acres, the centralized headquarters for regional transportation agencies held 12 work stations and 32 monitors in 2004.

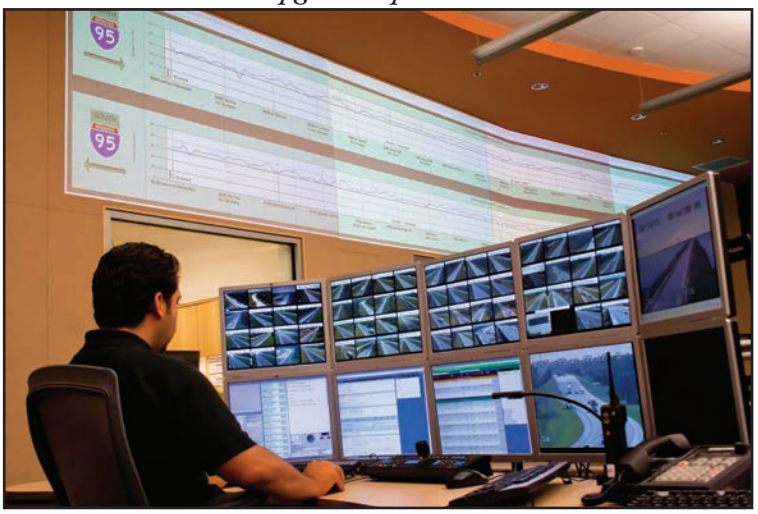
2006-2007: Increase in SIRV Funding. After proving great success during its one-year pilot in 2005, District Four's Severe Incident Response Vehicle (SIRV) Team was awarded funding for six years until 2012. During 2006, SIRV responded to 448 severe accidents and saved 21,503 minutes in on-scene emergency responder time.

2008-2009: Construction for I-595 Express Lanes Began. This innovative alternative to traditional highway construction offers motorists a method to increase trip time reliability through tolling and reversible lanes. All motor vehicles, including trucks, are allowed to use the express lanes. Motorists are charged a toll varying in price during peak and non-peak hours.

2010: Road Rangers Debut in the Treasure Coast. Following Broward County's lead, Martin, St. Lucie, and Indian River Counties opted to begin their own Road Ranger program. Within one week, Treasure Coast Road Rangers assisted in 354 incidents and 217 disabled vehicles.

2011: Operator Consoles are Upgraded. With a growing number of miles to monitor, District Four expanded its capacity for viewing closed-circuit television (CCTV) cameras in the TMC. The result gave operators the ability to have 64 streaming CCTV camera images at each console at all times while spotting traffic disruptions faster than viewing each image on one camera.

Above: SIRV in action.
Below: Upgraded operator consoles.



2012: Monitoring US 27 Began. This $4.5 million project included several CCTV cameras, dynamic message signs, vehicle detectors, and highway advisor radios extending 46 miles used to monitor commercial vehicle crashes and road congestion along South Florida's busy US 27.

2013: SIRV Mobile Reporting Application Launched. Intended for SIRV operators, with one click SIRV operators can automatically generate performance measure reports, which built on data gathered by District Four's SIRV team. The application saved $125,000 in staff time.

2014: I-595 Express Lanes Opened. After five years of construction, motorists traveling between I-75/Sawgrass Expressway and Florida's Turnpike or the I-95 interchange could use the I-595 Express Lanes for quicker commute times. Access points are limited to improve traffic flow by reducing the number of vehicles entering and exiting the express lanes. The facility serves longer distance commuters and frees up capacity in the general purpose lanes for other motorists.

I-595 Express Lanes in use.

Almost a decade after becoming fully operational, District Four's RTMC continues to make advancements in traffic incident management and overall motorist safety. From the number of Road Ranger assists to the future implementation of I-75's very own express lanes, these achievements, alongside many others, offer a glimpse in to 11 years of success for District Four's RTMC.

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

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FDOT's Road Rangers in Miami-Dade County Go Green!

By Javier Rodriguez, FDOT District Six

The Florida Department of Transportation (FDOT) District Six's Road Ranger contractor recently transitioned some of the vehicles in Miami-Dade County from using diesel fuel to the cleaner, more-efficient propane gasoline. The transition was completed earlier this summer with the goal of reducing the service patrol's carbon footprint and to improve the air quality of our community.

Propane fuel station installed to support Road Ranger fleet.

The District's contractor installed a 1,600 gallon propane fuel station in their facility to support its multi-vehicle fleet. The switch to propane was made possible through the contractor's coordination with local suppliers and is a less costly option when compared to conventional fuels. Out of the contractor's fleet of vehicles, ten pick-up trucks are currently using propane. The vehicles are using a special key code to fuel up using the new station at the contractor's site. Although still early, the contractor has noted several improvements as a result of the transition. These benefits include a reduction in the contractor's fuel expenses and time saved due to drivers spending less time fueling up after each shift.

As a result of this transition, the contractor has observed the pick-up trucks are running more efficiently because they are burning less regular fuel. According to the United States Department of Energy, propane costs less than gasoline and offers a comparable driving range to conventional fuel. It also has a higher octane rating than gasoline (104 to 112 compared with 87 to 92 for gasoline) and potentially more horsepower. Propane's high octane, combined with its low-carbon and low oil-contamination characteristics, have resulted in improved engine life and lower maintenance costs for high-mileage vehicles. These savings are set to extend the life-cycle and efficiency of the fleet.

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

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Autonomous and Connected Vehicles, What's the Difference and Why Does it Matter?

By Suzanne Murtha, Atkins

Connected Vehicles

Connected vehicle technologies allow vehicles to talk to each other and the wider world. Vehicles today are already more connected than many realize. Navigation systems already include connected vehicle functionality, such as dynamic route guidance. Your global positioning system receives information of congestion ahead via mobile device signal through 4G LTE or 3G, and suggests an alternative route.

Connected vehicle basic safety message.
Photo courtesy of USDOT.

The connected vehicle concept is about getting information to a driver or a vehicle. Use of a connected vehicle system does not imply that the vehicle is making any choices for the driver, rather that the driver is more aware of dangerous situations that can be avoided.

The United States Department of Transportation (US DOT) has been working on a specific connected vehicle program that uses communication over the 75 MHz of frequency spectrum at 5.9 GHz, specifically allocated by the Federal Communications Commission in 1999 for this purpose. Use of this spectrum and technology will enable agencies to have access to vehicle data related to speed, location, and trajectory thus enabling the agency to better manage traffic flow as well as the agency's resources to address specific problems it identifies in real time on the roadway.

USDOT's safety regulation division, National Highway Transportation Safety Administration (NHTSA), has already made an advanced notice of proposed rulemaking (NPRM) regarding the mandate for 5.9 GHz based equipment. An NPRM is expected by the end of 2015 and a rule requiring new vehicles to have 5.9 GHz based equipment is possible by the end of 2016.

This is important for agencies managing roadways because an agency may use this potentially granular data to enhance understanding of real-time road conditions or historic data and road conditions over time and better plan and allocate future resources. It is anticipated that smaller amounts of connected vehicle data will be available on production model vehicles as early as 2016. Through deployment of roadside units (RSU), which read and send signals to and from a vehicle, an agency can fully participate in the nationwide deployment of the connected vehicle system and also in the development and enhancement of their own understanding of the roadway.

While the NHTSA mandate is specifically focused on improving vehicle safety through vehicle-to-vehicle communications, this communications channel has the potential to support non-safety related applications and transactional activity. The primary purpose of dedicated short-range communications, as currently intended by NHTSA, is for safety-related applications; but this communications channel has the potential to support mobility, informational, and transactional applications.

Autonomous Vehicles

A fully autonomous vehicle is one that does not require a driver. It is anticipated that until a fully autonomous vehicle is available, we will see vehicles deployed that have different levels of autonomous functionality. While there may be some manufacturers that deploy fully autonomous vehicles, most manufacturers, for the near term, will phase in autonomy.

Unlike connected vehicles, agencies have little control over the deployment of autonomous vehicles in general. These are being built by private sector companies which are reacting to market forces.

However, there are some things agencies can do to help encourage deployment of autonomous vehicles. For example:

- An agency may consider improved road striping, either with existing paint types or with higher tech reflective solutions.
- An agency may consider improved, clearer signage, which some types of autonomous vehicles may be able to read better.
- Encourage/support enabling policies that allow autonomous vehicles on the roads. This may include examining policies such as:
  - o Certification policies
  - o Licensing rules
  - o Following distances

CAV illustration.

Connected and autonomous vehicle (CAV) technologies are not necessarily reliant on one another. Vehicles already exist that make use of vehicle-to-infrastructure communications. Since they navigate the road network independently, autonomous vehicles do not need connected vehicle technology. However, combining CAV technologies within vehicles allows for the safer, quicker, and more efficient movement of vehicles by allowing computer-driven vehicles to know the conditions of the road network ahead, undertake rerouting based on new information (such as a lane closure), and warn vehicles behind of incidents ahead – such as the need to avoid an obstacle.

Furthermore, virtually all autonomous vehicles will require some form of connectivity to the vehicle. This is because autonomous vehicles rely on knowing the roadway they are travelling on—as there are changes to the roadside due to new roads, road construction, and changes in traffic, autonomous vehicles will require communications to ensure their software and application data sets are current—where is traffic; where are incidents; where is road construction; how has the roadside topology changed.

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

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RWIS Fog Detection with Automatic Response Plan

By Clay Packard, Atkins

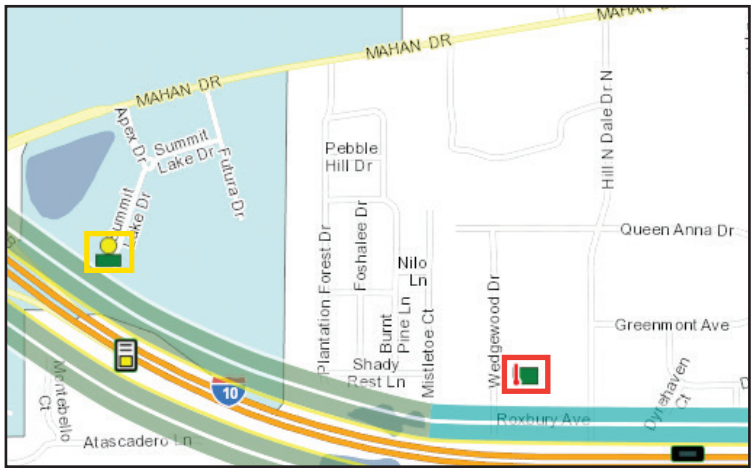
Visibility is a critical factor to the safety of Florida's traveling public. On January 29, 2012, an unfortunate accident occurred along a stretch of I-75 in the Paynes Prairie area that claimed the lives of 11 individuals. A mixture of fog and smoke enveloped this area in a matter of moments, leading to near zero visibility with no advanced warning to motorists. To address this issue, the Florida Department of Transportation (FDOT) is committed to warning motorists as quickly as possible of visibility issues in that area so they can use caution. FDOT has a project on I-75 in the Payne's Prairie area that will warn motorists of dangerous, low visibility conditions and advise them to use caution. The Florida International University also has a research project underway to develop fog prediction technology.

There are four objectives to meet the goal of providing timely road weather condition information. The first objective is to detect low visibility conditions; this is performed through deployment of fog detection devices. The second objective is to collect low visibility conditions from the fog detection devices.

RWIS equipment installed in District Two to gather weather information.

This second objective is achieved by road weather information systems (RWIS) stations in the field providing information to the SunGuide® software RWIS driver at the transportation management center (TMC). These new RWIS stations in the field use updated RWIS National Transportation Communications for Intelligent Transportation System Protocol (NTCIP) version 3 to communicate current visibility conditions with the SunGuide software RWIS driver. The SunGuide software's RWIS driver was updated to support NTCIP version 3 in order to be compatible with these newer RWIS stations. The driver is installed in the TMC as part of SunGuide software and is responsible for obtaining the visibility conditions information from all of the RWIS stations in the District and providng that information to the SunGuide software.

The third objective is to process the information and support the visibility event operations. There is complex business logic on how the information is interpreted from the driver and how the visibility detection and event is managed. This is handled by SunGuide software's Incident Detection Subsystem and Event Management Subsystem. These subsystems were updated to accommodate visibility detections and dissemination in a consistent way with the current software architecture, and in such a way as to remove any delay in the dissemination of the warning messages to motorists.



The RWIS station icon on the SunGuide software operator map allows operators to see where the RWIS station is on the map and access real-time environment conditions information. (The RWIS icon is outlined in red; the beacon in yellow.)

The Incident Management Subsystem was updated to accommodate RWIS visibility detections by allowing thresholds to be created for low visibility to trigger a response from the system. The response that it produces can be configured to automatically create an event, and immediately post warning messages to dynamic message signs (DMS) and activate beacons connected to static warning signs – all without operator intervention. Once this has occurred, the Incident Detection Subsystem produces a traditional alert for the operator to handle so that the operator can get involved in the event's management. The operator can handle the alert and take ownership of the automatically created event and manage the event using standard operating procedures for visibility event management, which can include posting the event on the FL511 advance traveler information system and removing all messages when the low visibility conditions are gone. This is the first example of a fully automated response plan activation without operator intervention. This practice will eventually be extended to wrong-way driving.

A low visibility warning message is posted on a DMS automatically by the SunGuide software when an RWIS visibility threshold is exceeded.

The fourth objective to disseminate the information to motorists is accomplished by the other modules within the SunGuide software and the FL511 system. The existing DMS and FL511 system are used to provide warning messages to motorists. Additionally, a new Beacon Management Subsystem was developed to send out an activation signal to the beacons attached to the static warning message signs.

The goal to address visibility safety risks from fog and smoke have been addressed through detection, collection management, and dissemination. This cooperative effort of multiple systems and subsystems are working hard together to make Florida's roadways safer.

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

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FDOT Participates in ITE Annual Meeting and Exhibit

By Ron Meyer, Atkins

The ITE (Institute of Transportation Engineers) 2015 International Annual Meeting and Exhibit was held in Hollywood, Florida, this year from August 2nd through 5th. The meeting provided an excellent opportunity for the Florida Department of Transportation's (FDOT) Traffic Engineering and Operations Office staff from Tallahassee to interact with District colleagues, vendors, consultants, and other transportation agencies from around the nation. Fred Heery, Alan El-Urfali, Raj Ponnaluri, Ron Meyer, and David Bremer attended the conference this year to participate in sessions and staff the FDOT Traffic Engineering Research Laboratory (TERL) booth in the exhibition hall.

Meeting sessions covered a variety of topics. Raj Ponnaluri presented information in the "Mitigating Wrong Way Driving" session on the comprehensive approach FDOT is taking to address wrong-way crashes in Florida. Other sessions covered a wide range of topics relevant to traffic engineering and operations including autonomous vehicles, the *Manual on Uniform Traffic Control Devices*, traffic signal clearance Intervals, technology, and cyber security. Other activities offered during the annual meeting included a tour of the FDOT District Four SMART SunGuide® Regional Transportation Management Center and the Miami Intermodal Center.

The exhibit hall included displays from many vendors with products currently listed on FDOT's Approved Product List as well as new vendors expressing interest in bringing their products to the Florida transportation market. The exhibition was a good opportunity for TERL staff to discuss new products with existing approved vendors and educate new vendors about Florida's product approval process. A few requests for product consideration have already been received at the TERL as a result of preliminary discussions at the meeting.

While in Hollywood, our staff also took the opportunity to conduct field reviews of a few sites where internally illuminated raised pavement markers (IIRPMs) are installed on pilot projects in District Six. Requirements for these devices are currently contained in an FDOT Developmental Specification (Dev707). The deployment of IIRPMs is being authorized and monitored by FDOT in order to help gain additional familiarity with these products and their application, installation, use, effectiveness, and reliability.

The ITE 2016 International Annual Meeting and Exhibit is scheduled from August 14th through 17th in Anaheim, California.

For information, please contact Ms. Elizabeth Birriel at (850) 921-7361 or e-mail to Elizabeth.Birriel@dot.state.fl.us.

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Inside the TERL: APL Performance Metrics Dashboard

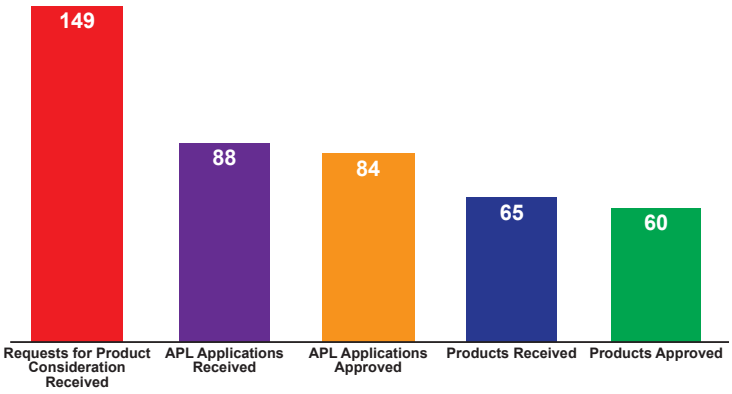
By Armelle Burleson, Atkins

The Florida Department of Transportation's Traffic Engineering Research Laboratory (TERL) is a busy lab and it has recently created an Approved Product List (APL) performance metrics dashboard. Metrics measure the TERL's product certification activities (How busy is the TERL when it comes to APL work? Is the workload increasing?) and performance relative to its self-imposed quality objectives (Is the TERL meeting its objectives?).

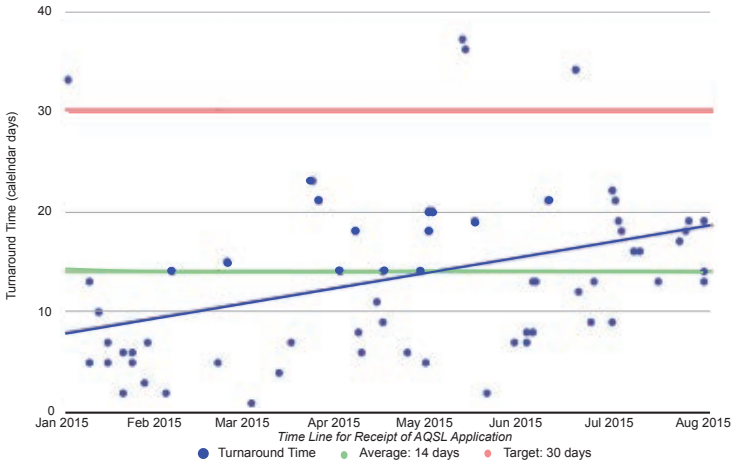
The TERL's quality objectives are to provide a high-quality, responsive product certification service to the vendor and end-user community. These objestives consist of turn-around time targets for reviewing APL document submittals, evaluating products, and processing APL-related complaints.

How long it takes vendors to respond to TERL's requests for information is also of interest. And this information is displayed side-by-side with the TERL's response time.

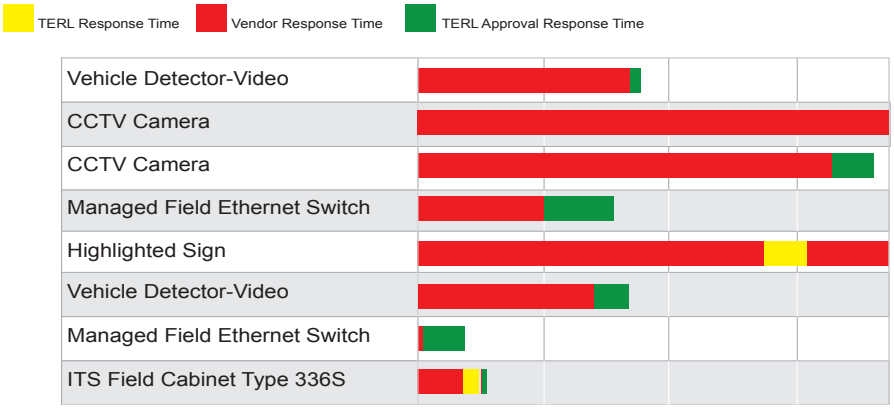
The new user-friendly dashboard allows quick graphing, filtering, sorting, and analysis of APL data. This useful information allows the TERL to fine-tune its quality objectives and re-allocate resources (as needed) based on data analysis results. Below are three examples of APL performance metrics now available.



Example 1 – APL-Related Applications Received and Approved, Products Received and Approved for APL Listing (APL Steps 1 and 3; See Steps 1 and 3 at www.dot.state.fl.us/trafficoperations/Traf_Sys/APL-Approval-Process.shtm)



Example 2 – TERL Turnaround Time for Acceptable Quality System List Applications (APL Step 2; See Step 2 at www.dot.state.fl.us/trafficoperations/Traf_Sys/APL-Approval-Process.shtm)



Example 3 (left) – APL Product Evaluation Duration for TERL and Vendors (APL Step 3; See Step 3 at www.dot.state.fl.us/trafficoperations/Traf_Sys/APL-Approval-Process.shtm). This chart represents a time snapshot.

For information, please contact Mr. Jeff Morgan at (850) 921-7354 or e-mail to Jeffrey.Morgan@dot.state.fl.us.

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ITS Florida Award Nominations

By Sandy Beck, ITS Florida

It is time to place nominations for the Intelligent Transportation Society of Florida (ITS Florida) Awards. Each year, ITS Florida presents awards to intelligent transportation systems (ITS) leaders. The award categories include:

- **ITS Florida Member of the Year** – Recognizes an ITS program, project, or other accomplishments that is of significant benefit to the transportation industry and to the traveling public during this calendar year. The award can be for any public- or private-sector member of ITS Florida. The primary criteria for award consideration are that the work provides (is providing) improved transportation for Floridians. The criteria for nomination and selection are, the work is:

  1) Operational or about to be operational;
  2) Of major significance to improve transportation in Florida;
  3) A major innovation in any aspect of ITS; or
  4) Of state or national significance.

- **ITS Professional of the Year** – Recognizes that person, or persons (although generally one person per year), who has contributed significantly to the ITS community during this calendar year. The person nominated should be noted for contributing to the ITS mission/goals of ITS Florida. The criteria for the award include, the person has:

  1) Contributed to the ITS mission;
  2) Been instrumental in project management, project completion, project planning, development of planning, financial, or other strategies; and
  3) Had a key role in some significant program or project, which may include activities of ITS Florida itself.

- **ITS Florida President's Award** – Recognizes an individual's superior career achievements in ITS and extraordinary service to ITS Florida. It

may not be awarded annually. This is ITS Florida's highest award and should be given only for truly superlative performance and accomplishment.

- **ITS Champion Award** – Recognizes an individual (ITSFL member or not), who has made significant contributions to advance the cause of ITS in Florida. This award should be given only for rare and conspicuous service.

- **Certificate of Outstanding Achievement** – This is an "open-ended" class of awards that may be given by ITS Florida for outstanding service by individuals or organizational units. Past awards have been given to individuals who have performed superior service such as, for example: chairs of ITSFL conferences, FDOT Districts for deploying new, integrated RTMCs, and for individuals who have provided outstanding service, such as volunteers serving ITS conferences. The awards may be formal plaques or framed certificates at the discretion of the Board of Directors.

- **Honor Roll** – ITS Florida occasionally identifies a person in the transportation business who has greatly contributed to ITS during their career. Persons who have retired or who are about to retire are considered candidates. Any member may nominate a candidate for the ITS Florida Honor Roll with a letter describing their accomplishments and contributions.

Recommendations for ITS Florida awards must include sufficient information to enable the awards subcommittee to assess the proposal. Self-Nominations are encouraged. The deadline for submission is September 30th!

Please submit your recommendation online at: https://fs16.formsite.com/ITSFlorida/2015_Awards/index.html.

For more information on ITS Florida, please check the ITS Florida web site at www.itsflorida.org or contact Ms. 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 Ms. Stephanie Hoback at Stephanie.Hoback@Wavetronix.com or Sandy Beck.

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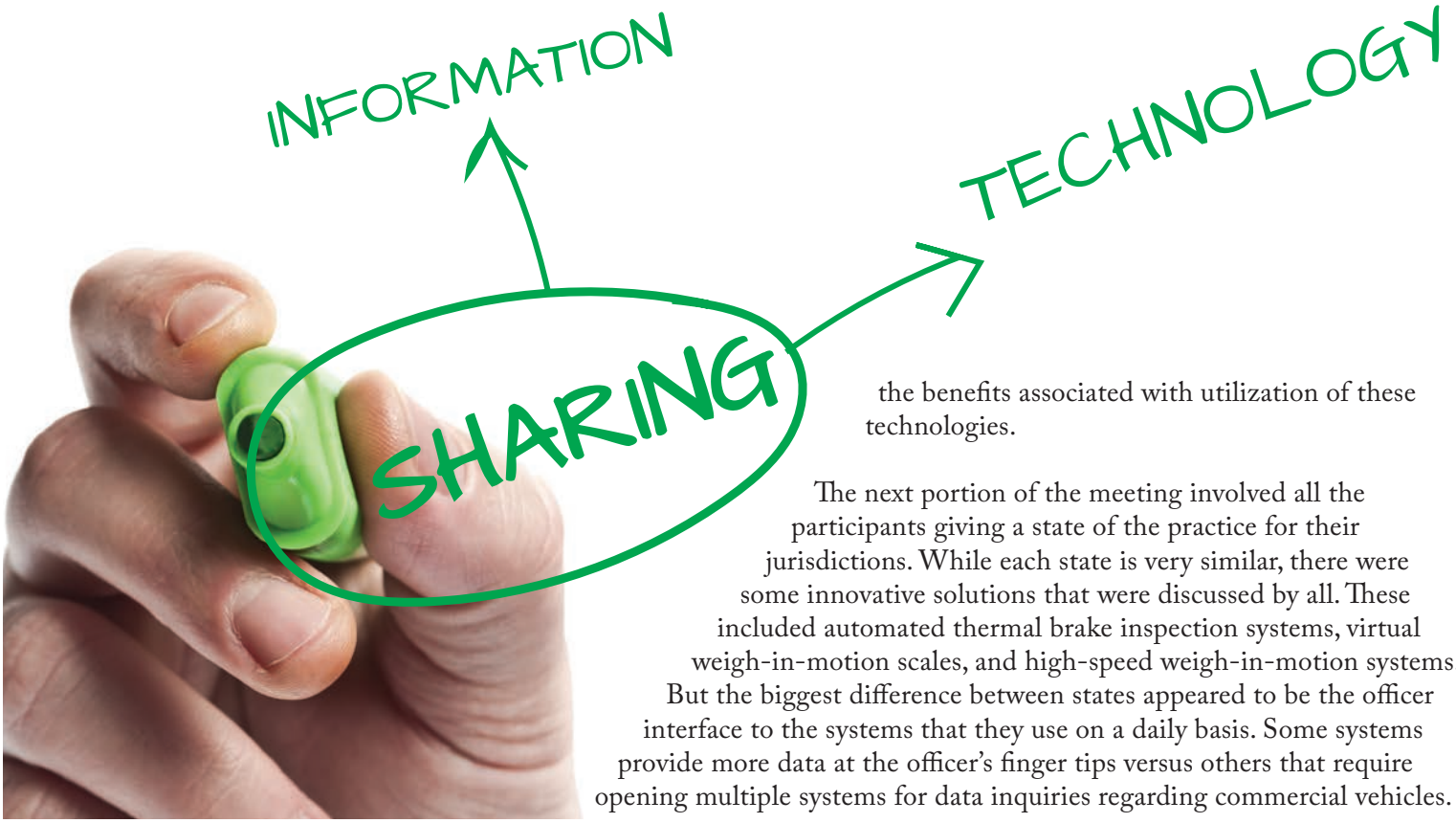
Editorial Corner: Sharing Commercial Vehicle Information and Technology

By Paul Clark, FDOT Traffic Engineering and Operations

Recently, I had the opportunity to represent the Florida Department of Transportation (FDOT) at a commercial vehicle enforcement information and technology sharing forum in Tuscaloosa, Alabama. The meeting was coordinated by the Commercial Vehicle Safety Alliance's (CVSA) Region II and provided opportunities for vendors and states to discuss present and future technologies and how we can share data. The member states invited from CVSA's Region II were Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Virginia, and West Virginia. Each attending state provided information on current enforcement policies and technologies in regards to their individual jurisdictions.

Data sharing has been a huge topic over the last several years and interest continues to grow. While many transportation officials and members of the private sector are looking at utilizing data for safety, performance measurement, planning, operations (including traveler information), maintenance, etc. as it relates to all travelers and transportation of freight, the sole focus of our meeting was to look at technology and data related to commercial motor vehicles and how we can share the information we already have.

The meeting started out with multiple vendors discussing existing and future technologies, and how these technologies can be used for commercial vehicle enforcement and expediting processing of carriers at weigh stations. These technologies ranged from use of license plate readers to validate registrations, and federal vehicle out-of-service orders to use of high-speed weigh-in-motion technology to screen vehicles at highway speeds for possible weight violations. Also discussed in the meeting was the use of electronic bypass technology, United States Department of Transportation number readers, etc., and



the benefits associated with utilization of these technologies.

The next portion of the meeting involved all the participants giving a state of the practice for their jurisdictions. While each state is very similar, there were some innovative solutions that were discussed by all. These included automated thermal brake inspection systems, virtual weigh-in-motion scales, and high-speed weigh-in-motion systems. But the biggest difference between states appeared to be the officer interface to the systems that they use on a daily basis. Some systems provide more data at the officer's finger tips versus others that require opening multiple systems for data inquiries regarding commercial vehicles.

While different technologies were shared and the value was evident, the biggest discussion came down to what are the benefits of shared data and how can we accomplish this. Ideas were discussed regarding the sharing of time, date, and weight information, and the value it would add. For example, using the information to review hours-of-service for commercial carriers or the possibility of validating a truck's weight at one weigh station and sharing that carrier's weight with other states to allow bypass activities was discussed. These would be of great value for permitted loads as well. Many positive ideas and examples of data usage were shared and obstacles were also identified. The meeting was definitely a success.

In closing, I want to thank the University of Alabama and Alabama Department of Public Safety for hosting such a great event. It was a wonderful opportunity for multiple jurisdictions to learn more about current and emerging technologies that can enhance safety efforts and increase efficiency. The forum provided an opportunity to learn about available technologies, allow jurisdictions to share current technology and best practices, and helped to identify measures to improve communication and data-sharing between jurisdictions in an effort to increase safety and efficiency for commercial motor vehicle operations and the motoring public.

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

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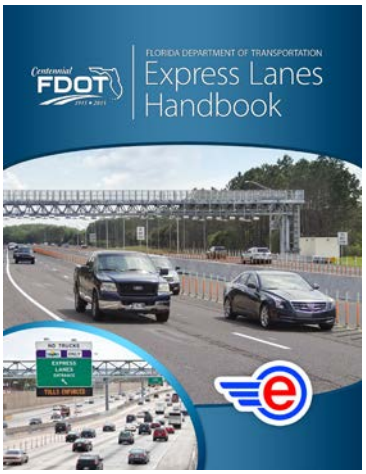
Announcements

Express Lane Handbook Published

The Express Lane Handbook has been published at floridaexpresslanes.com/resources/resource-library/. This handbook is a living document located on the FDOT Systems Planning's Office web site and annual updates are anticipated.



For more information, please contact Jennifer Fortunas, FDOT Systems Planning Office, at (850) 414-4909, or email to Jennifer.Fortunas@dot.state.fl.us.

Changes in TSM&O Program

We would like to announce the re-organization of the TSM&O Program in the Florida Department of Transportation's State Traffic Engineering and Operations Office. On August 18, Fred Heery became the program manager for the TSM&O Program. Alan El-Urfali replaced Fred as the traffic services manager, and Elizabeth Birriel took over as the manager at the Traffic Engineering Research Laboratory.

This move aligns the State Traffic Engineering and Operations Office with the Districts' structure.

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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.

Centennial FDOT 1915 ★ 2015

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