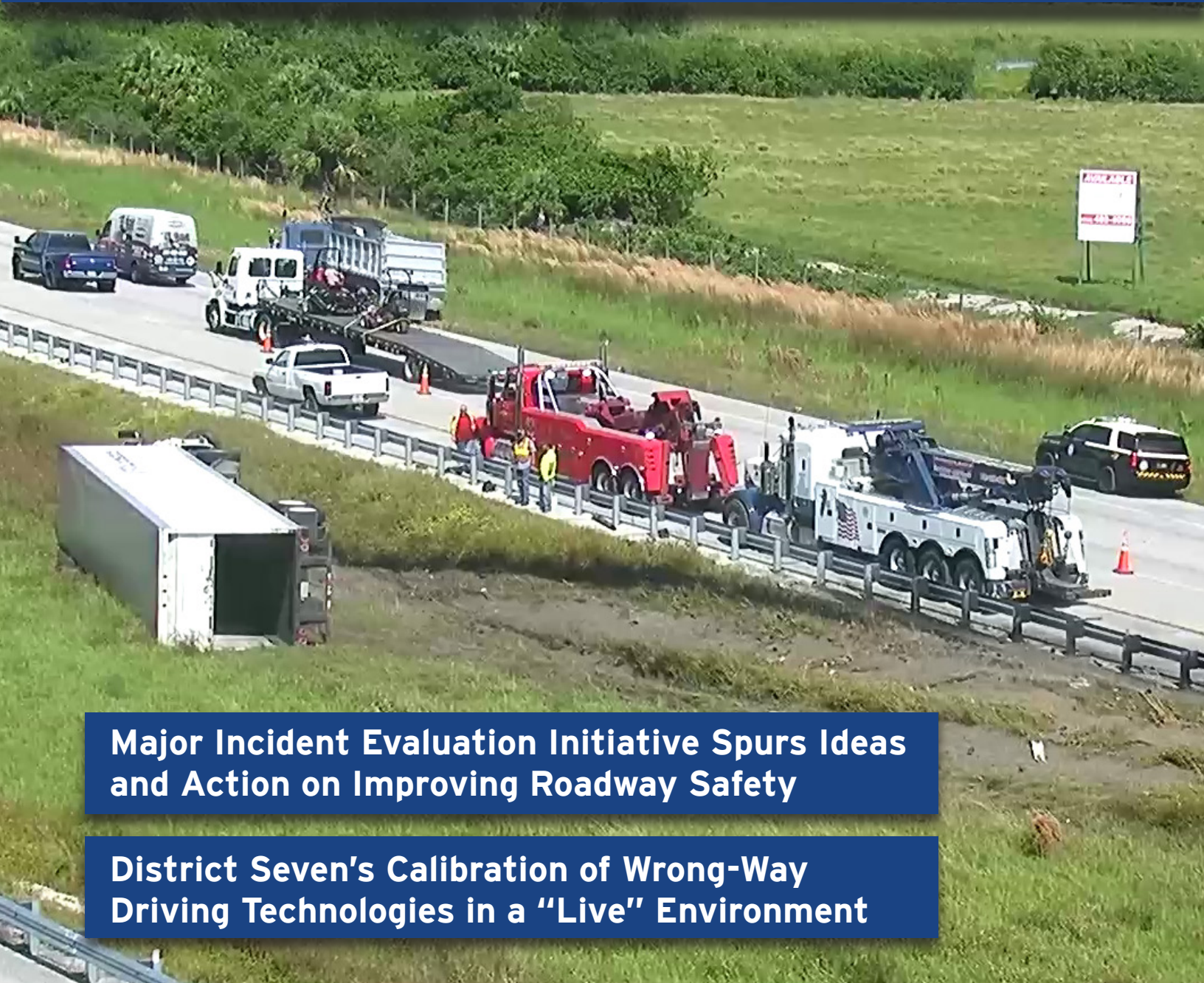


TSM&O DISSEMINATOR

TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS

January-February 2021



Major Incident Evaluation Initiative Spurs Ideas and Action on Improving Roadway Safety

District Seven's Calibration of Wrong-Way Driving Technologies in a "Live" Environment



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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.

Looking to be a Contributor for the Next Issue of the TSM&O Disseminator?

Email Jennifer Langford
(Jennifer.Langford@dot.state.fl.us)
with your story subject and title.

We would love to have your contribution
be a part of the next edition.

Photo credits: FDOT

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District Four TSM&O Releases 2019 Annual Report

By Alexandra Lopez, District Four TSM&O Program Engineer, FDOT

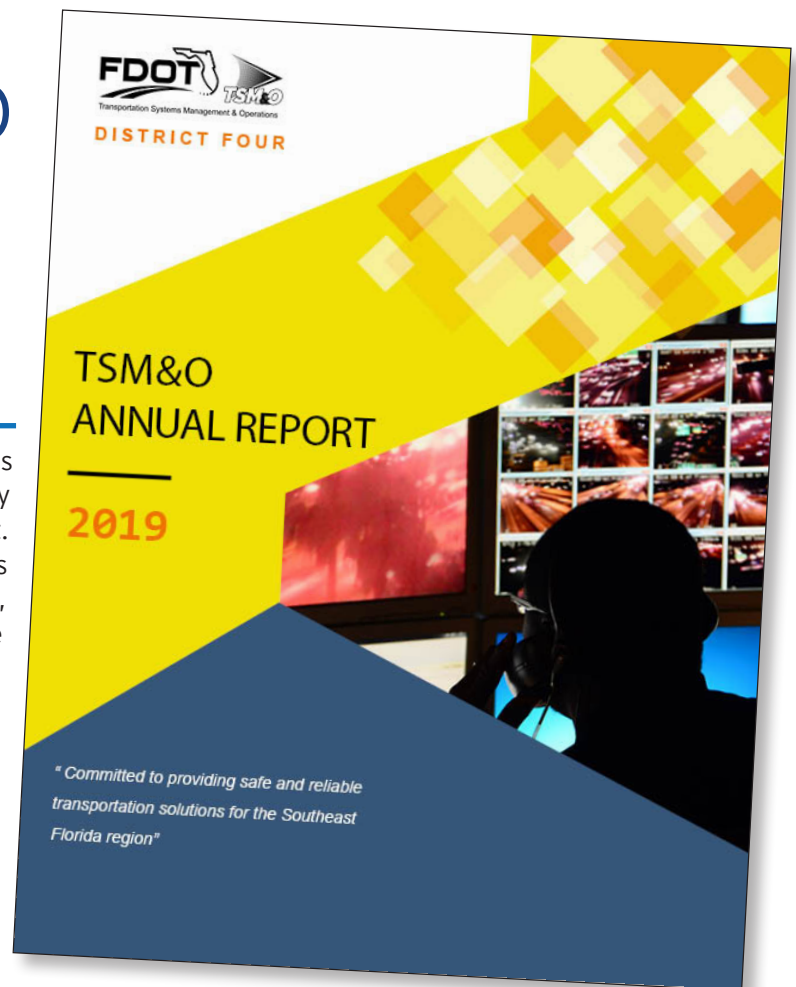
With great pride the District Four Transportation Systems Management and Operations (TSM&O) program officially published the highly anticipated 2019 TSM&O Annual Report. This annual report highlights District Four's innovations and successful deployments in arterial management, managed lanes, and the unique formation of the Resource Management section.

A major theme throughout this year's report was the expansion of TSM&O and performative trends. As outlined in the report, throughout 2019, in an effort to increase TSM&O coordination, a new section of the District Four TSM&O program known as Resource Management was formed. The newly established TSM&O Resource Management section is comprised of Regional Transportation Management Center Operations, Information Technology, Intelligent Transportation Systems (ITS), Maintenance, and TSM&O Purchasing. The TSM&O Resource Management section's primary objective is to provide resources to support the 24/7 operations and maintenance of the Freeway and Arterial Management programs.

In 2019, focus also shifted to enhancing each programs' performance through in-depth trend analysis. Behind the scenes, various data analytic tools were developed and applied to identify new approaches in tackling congestion, safety, and mobility challenges. In addition, various presentations of performance measures were developed for operational staff to stay ahead of congestion and crashes, rather than reacting to them.

One of the most important metrics displayed in the 2019 Annual Report are the Freeway and Arterial Management Benefit-Cost Ratios; figure-values that represent the benefits toward motorists based on improvements to the FDOT District Four's TSM&O program. In this report, the Average Annual Combined Benefit-Cost Ratio was identified as 13.06. This signifies that every dollar spent on ITS improvements within the TSM&O program generated \$13.06 worth of motorist benefits in arterial and freeway travel times and fuel savings.

Also reflective of these improvements is District Four's Average Roadway Clearance Duration, a key performance measure of any incident management program. Similar to 2018, District Four continued its record of advancement with an average roadway clearance of 32.40 minutes.



RESOURCE MANAGEMENT

Prior to the formation and restructuring of the District Four TSM&O program, individual sections within the team (i.e. Resource Management, Arterial Management, IT) operated independently. In mid-2019, the TSM&O program was reorganized to build more collaboration and coordination.

The newly established TSM&O Resource Management section is comprised of RTMC Operations, IT, ITS, Maintenance, and TSM&O Purchasing. The TSM&O Resource Management section's primary objective is to provide resources to support 24/7 operations and maintenance of the Freeway and Arterial Management programs.

TECHNOLOGY



Information Technology (IT) is a specialized field supporting operations and maintenance of the TSM&O program. Without IT support, the Freeway and Arterial Management programs would be unable to function on a day-to-day basis. The TSM&O IT section plays a key role in maintaining the system availability of TSM&O technology assets including the communication infrastructure, ITS devices, network, and RTMC components for center-to-center communication, server sharing, and information sharing with District Four stakeholders and the public.

MAINTENANCE



TSM&O: LOOKING FORWARD

FDOT District Four's TSM&O program continues to evolve, bringing related safety, mobility, and congestion relief benefits to motorists who travel our roadways. Future improvements apply to all aspects of the TSM&O program.

Resource Management: Begins streamlining purchasing processes to reduce the delay in procuring necessary equipment. With a more efficient procurement process, the TSM&O program can focus more on operational efficiency.

Freeway Management: Continue to build and install new segments of express lanes and ramp signals at interchanges within northern Broward County and southern Palm Beach County.

Arterial Management: Applies performance measure dashboards to continuously improve operations by measuring the success of the TSM&O program and fine-tuning operations.

Incident Management: Leverages operational performance in creating greater safety and quickly along highways and select arterials as the beginning of an Integrated Center Management system.

District Four's "no challenge is too great" attitude continues to set trends within the state and region. The above mentioned accomplishments, plus more, are highlighted in the 2019 TSM&O Annual Report. To review the full report, please visit:

https://www.smartsunguide.com/pdf/2019%20Annual%20Report_FINAL.pdf.

For more information, including District Four TSM&O strategies, please contact Alexandra Lopez at (954) 777-4376 or by email at Alexandra.Lopez@dot.state.fl.us.

Major Incident Evaluation Initiative Spurs Ideas and Action on Improving Roadway Safety

By Renjan Joseph, District One TSM&O Engineer, FDOT; Robbie Brown, District One ITS Operations Manager, FDOT; Justin Merritt, District One FCCM, FMS/AMS Specialist IV, FDOT; Luis Hernandez, District One RTMC Manager, HNTB; and Tom Arsenault, District One Traffic Incident Management Program Manager, Metric Engineering

District One Traffic Operations has rolled out an evaluation initiative aimed at a quick review of major incidents on freeways. The purpose of this evaluation is to identify any and all potential enhancements/modifications that could have potentially saved lives, minimized injuries, prevented or alleviated severity of incidents, improved response times, opened the roadway faster, prevented secondary crashes, improved detour operations, etc.



Figure 1. CCTV Image showing MIE #6, a double RISC activation

The initiative is called Major Incident Evaluations (MIE). The expectation is to have this type of evaluation conducted within one week of each major freeway incident. The evaluation is performed by all key players of the TSM&O team. It is encouraging to note the recent participation of law enforcement who managed the incident, as well as the District Safety Team.

Since the inception of the initiative in late August 2020, fifteen (15) incidents have been reviewed resulting in various recommendations to District offices. The recommendations received thus far have been aimed at promoting traveler safety, reducing traffic fatalities, and minimizing inconvenience to the travelling public. The initiative's findings and recommendations have gained the attention of the District Safety, District Maintenance, District Drainage, and District Design offices who play a key role in helping to advance roadway modifications in response to these incidents.

How Incidents Were Selected for Review

The standard operating procedures were set for the MIE initiative which included qualifying criteria for incidents as listed below:

- A fatality
- A full road closure for more than one hour
- A Wrong-Way Driver
- A severe impact of traffic flow for an extended period

Once an incident met one of the criteria, it would set off a process of detailed data and information retrieval culminating in a thorough review meeting within one week of the incident occurrence.

The MIE review team included the TSM&O Engineer, ITS Operations Manager, Freeway Management System Specialist, consultant staff (arterials and freeways) from the Traffic Management Centers (TMCs), and the Traffic Incident Management (TIM) Program Manager. The MIE team is constantly growing and currently includes the District One Safety Office and the Florida Highway Patrol (FHP).

Gathering Incident Data and Presenting Evaluations

The team gathers and analyzes specific data and incident information to help understand the contributing causes of the crash, identifies historical location trends, finds any incident management deficiencies, and discusses roadway improvements or modifications that could potentially prevent future crashes and improve incident management.

continued on page 5

Major Incident Evaluation Initiative Spurs Ideas and Action on Improving Roadway Safety, continued from page 4

The Team:

- Reviews any Press Release (normally from the FHP) associated with the MIE.
- Retrieves raw data from the SunGuide® software reporting functions and provides background details on the subject incident and a detailed timeline of the response actions taken, along with information gathered through the course of the event response. This establishes the foundation for each MIE review.
- Retrieves SunGuide incident data going back one year from the date of the incident to identify historical trends for the location, including a half-mile upstream to a half-mile downstream of the incident location.
- Retrieves crash reports from the Signal Four Analytics program going back three years from the date of the incident and organizes the data into a standard FDOT crash diagram. The diagram is valid from a half-mile upstream to a half-mile downstream of the incident location.
- Provides recommendation on operations-related changes that can be implemented to help increase motorist awareness and mitigate incident severity and identify response actions which can be modified to ensure the safety of responders and reduce or eliminate secondary crashes.
- Provides recommendations from an arterial/freeway interaction perspective to improve detour/diversion operations.
- Provides roadway design and modification recommendations from an engineering perspective.
- Conducts a drive through the incident location at a similar time of day to identify areas of concerns in the roadway design, roadway damage, missing signage, environmental/physical distractions, recurring traffic issues, or any other factors which could have contributed to the incident.
- Conducts interviews with the FHP and other law enforcement agencies who responded to the incident to gather a responder's perspective on the incident.
- Provides recommendations from a crash investigation perspective.

As the collective information is presented, a detailed picture of the incident and response comes to light and the participants discuss actions and recommendations for next steps (further actions/review, etc.) by other offices.

Actions and Recommendations Resulting from the MIE Initiative

Several key actions and recommendations have garnered enough attention to carry those conversations into actionable items. Some examples are:

- After reviewing the first MIE, the team found opportunities for improving the design and placement of maintenance access guardrail openings on the right shoulder. The team discussed the possibilities of redesigning the opening to reduce the severity of crashes.
- The team recommended the evaluation of the maintenance openings and submitted a diagram (pictured below) showing how redesigning the opening could potentially help reduce the collision force and reduce guardrail penetration concerns.

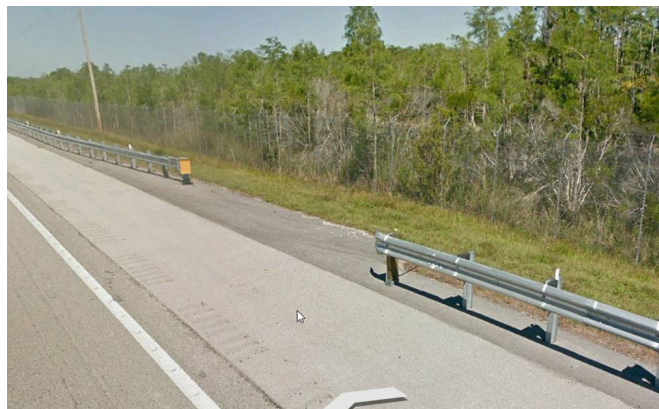
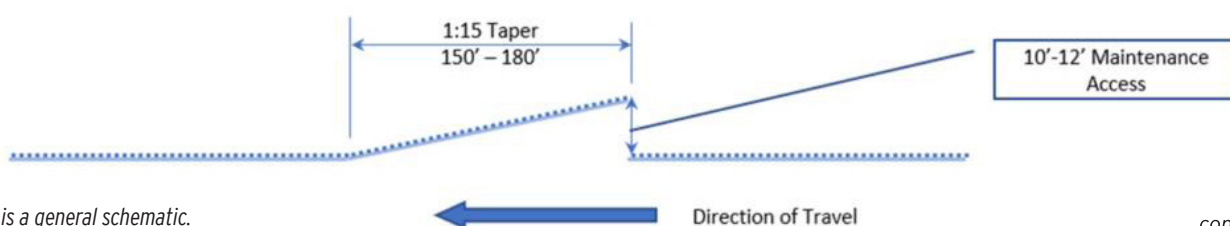


Figure 2. Maintenance Opening



Figure 3. At-Scene Photo

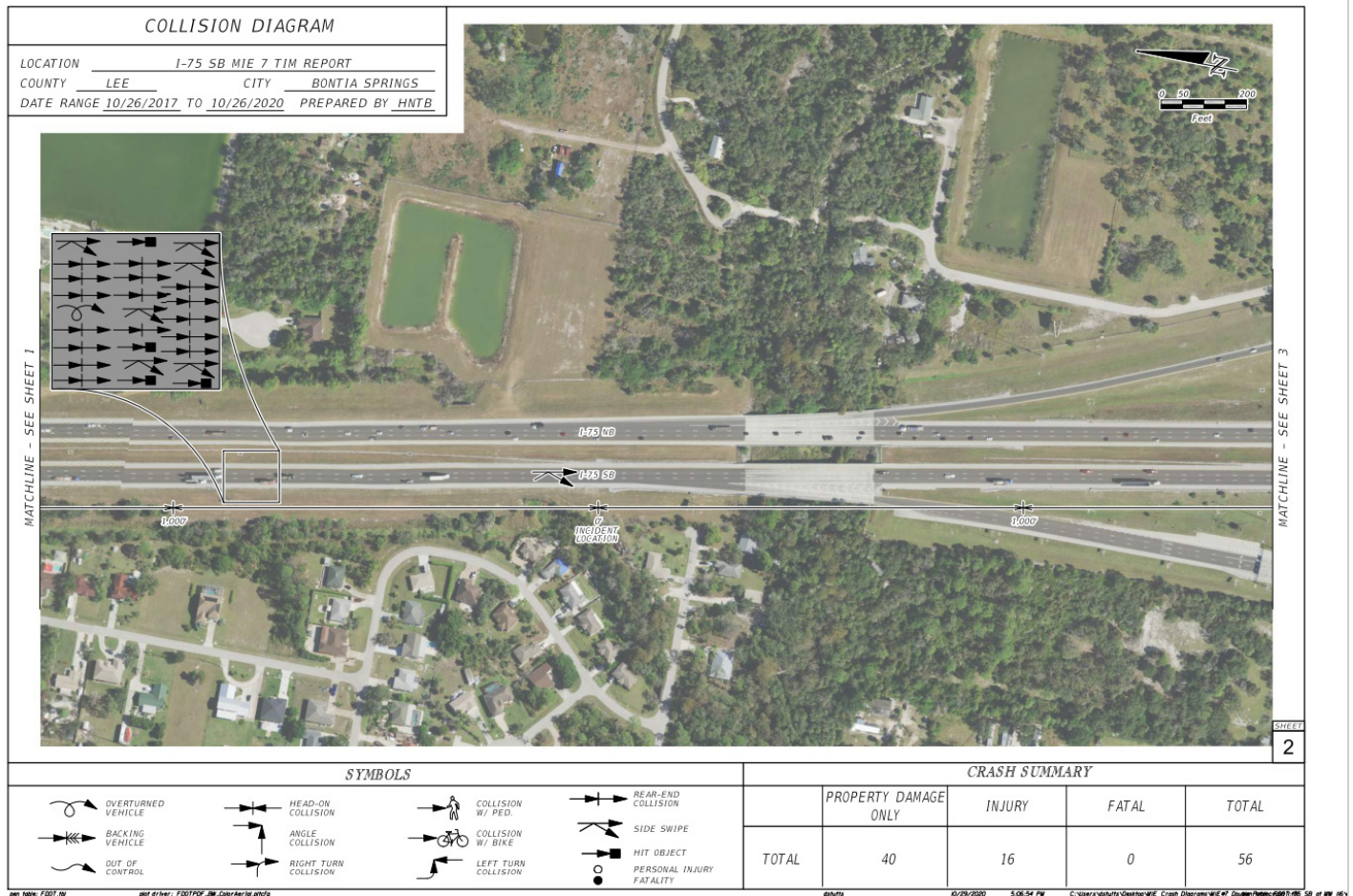


This is a general schematic.

continued on page 6

Major Incident Evaluation Initiative Spurs Ideas and Action on Improving Roadway Safety, continued from page 5

- After completing the third MIE, the team recognized that unbelted occupants were a consistent trait among the reviews at the time. The team recommended safety campaigns and dynamic message sign public safety messages promoting seatbelt awareness. The team also reached out to the FHP to discuss increased enforcement on seatbelt violations.
- In reviewing the crash reports for the seventh MIE, the team uncovered a trend not associated with the subject crash. Out of 56 crash reports taken, 22 were described as rear-end collisions, while a total of 46 had occurred within 1,500 feet of a nearby exit ramp. After reviewing the reports further, 19 of the crash reports cited congestion as a factor in the crash. Consultants reviewed the exit ramp and determined that a storage capacity issue of the tapered exit ramp might be causing sudden traffic congestion. Recommendations were made to evaluate the addition of a deceleration lane and to evaluate the off-ramp traffic signal timing adjustment during peak hours.
- During the eighth MIE, a review of a fatal crash on the Caloosahatchee River bridge (mile marker 141), the MIE team reviewed the three-year crash reports and confirmed a correlation between crashes and wet road conditions. Given the conditions at the time, it was clear that rain and wet road conditions may have contributed to the subject crash. The findings prompted action items including a road surface audit and a study to determine if additional signage was needed.



The Future of the Initiative

The MIE initiative is in its infancy but has already gained significant attention for being an effective multi-disciplinary approach to making the road safer for the motoring public. The initiative requires a relatively minor amount of effort for the results it produces. District One expects to continue the initiative to identify key trends and draft recommendations that mitigate the severity of traffic incidents, which ultimately saves lives and minimizes inconvenience to the traveling public.

For more information, please contact Renjan Joseph at (863) 519-2746 or by email at Renjan.Joseph@dot.state.fl.us.

District Seven's Calibration of Wrong-Way Driving Technologies in a "Live" Environment

By Megan Arasteh, District Seven TSMO Program Manager, FDOT; Dan Buidens, District Seven ITS Operations Manager, FDOT; Carlton Urban, Lucent Group; and Tolga Ercan, Transcore

On Saturday night, January 16, 2021, the removal of the 4th Street Bridge Overpass in St. Petersburg was carried out as part of the Gateway Expressway project. This construction activity required a full closure of I-275 at the western end of the Howard Frankland Bridge (HFB), and closure of the HFB, itself. The closure allotted District Seven Traffic Operations 16 consecutive hours to 1) evaluate new wrong-way driving (WWD) detection cameras and software (Product A), and 2) test the existing WWD system technology to optimize the camera settings (Product B).

In 2019, due to an increased number of WWD incidents on the HFB, District Seven deployed a six-camera WWD detection technology system. The system was deployed to detect wrong-way movements on the bridge, and to immediately notify Operators of such incidents at the Tampa Bay SunGuide Center (TBSGC). The existing system deployed on the HFB was selected based on research findings from the Center for Urban Transportation Research (CUTR) at the University of South Florida.¹ In addition, prior to the closure, two additional cameras were installed from a different vendor, as part of a pilot project to detect and track WWD events.

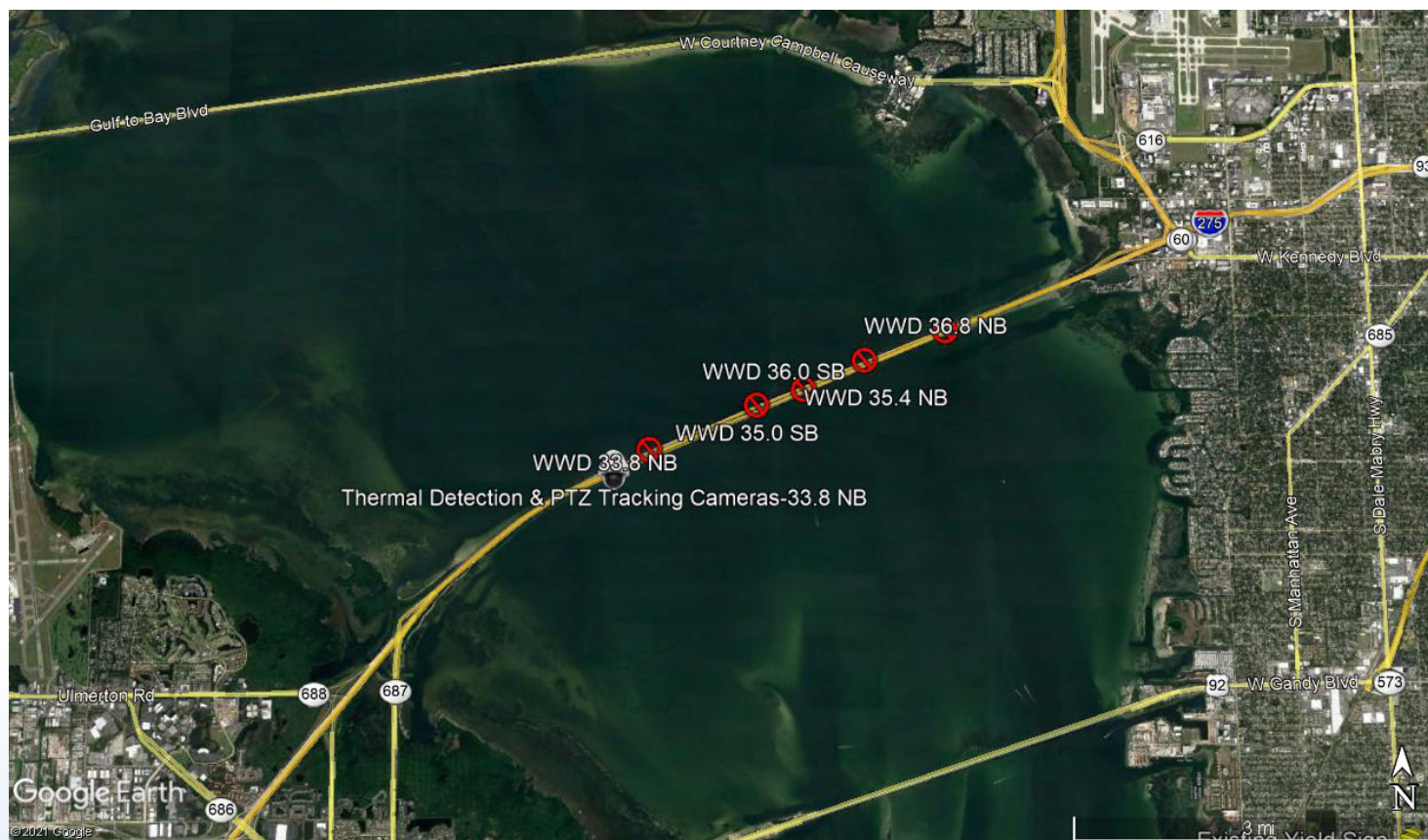


Figure 1. I-275 HFB- WWD Camera Locations

continued on page 8

District Seven's Calibration of Wrong-Way Driving Technologies in a "Live" Environment, *continued from page 7*

A total of eight cameras (Figure 1), along the three-mile HFB segment (four cameras for each travel direction), were tested individually during night-time conditions. The test would provide the most optimal detection algorithm for alerting the TBSGC within seconds of detection of a wrong-way driving vehicle.

Logistics Plan

District Seven's maintenance contractor served as lead coordinator and testing crew for the WWD testing, and were assisted by the Florida Department of Transportation (FDOT) Traffic Operations staff and TBSGC Operators and IT staff. The closure of on-ramps to the I-275 HFB segment began around 8 p.m. At 9 p.m. the bridge was entirely closed to traffic, and the testing crew could occupy the road. Prior to testing, the maintenance contractor inspected both sides of the bridge, along with traffic control officers, looking for any stalled vehicles or debris on the roadway.

In addition to the contractor's maintenance of traffic (MOT) team and traffic control officers, the intelligent transportation systems (ITS) WWD detection testing team had additional law enforcement officers to secure both ends of the bridges during testing to avoid any conflict with construction crew vehicles.

The testing of the two systems began after the separate MOT was established (Figure 2). The WWD test began at 9:45 p.m. and ended around 6 a.m. A daytime testing script had also been prepared; however, the testing crew was notified around 7:10 a.m. that the bridge removal was ahead of schedule. Therefore, no daytime testing was performed, and the bridge was opened to traffic ahead of schedule.



Figure 2. Test Vehicles In-Lane Position at I-275 SB Facing North

Technology Testing

During the entire testing period, two camera vendor representatives, the TBSGC operators and IT staff, and the on-site supervisor were all constantly communicating "virtually" (See Figure 3), using Microsoft Teams, to verify and log each vehicle's passage through each detection zone. In addition, the on-site supervisor was in separate communication with the field staff (drivers), traffic control officers, and the contractor. The testing scenarios followed a script that was agreed upon between the vendors and District Seven recommendations. The testing team also tested a few extra scenarios based on the vendor's feedback by mimicking previous WWD movements in specific lanes that resulted in WWD crashes.

WWD notifications of detection were received by Operations by two means:

Product A (two-camera system): Email Notification alerts. This product used a single thermal camera for detection for both travel directions, and the additional camera at the same location was tested for tracking or following the WWD after detection.

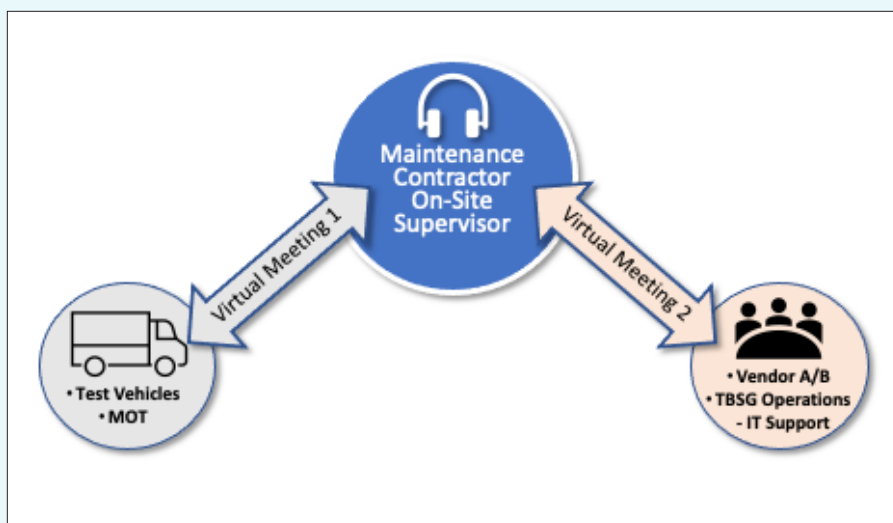


Figure 3. Communication Flow

continued on page 9

District Seven's Calibration of Wrong-Way Driving Technologies in a "Live" Environment, *continued from page 8*

Product B (six-camera system): This product used an audible alarm-sounding notification along with software-based alerts on the RTMC operator's PC running the vendors software. Results were recorded by Operations personnel throughout the night to assist each vendor in the optimization or fine-tuning of their camera settings to maximize detection reliability. In the event of no detection from a vendor product, extra vehicle passes were required, and adjustments made until the detection was repeatable. Figure 4 shows a CCTV image of a wrong-way movement captured during the WWD test.

Seven different vehicle types were tested on all the travel lanes (including shoulders). The testing was performed with various speeds for each test (25, 50, 70, and 90 mph), and different headlight usage configurations (e.g., high beam, low beam, and no lights). At the vendor's request, several passes were completed at some detection zones with the test vehicles driving in reverse. The team completed nearly **140** WWD passes with varying lane and headlight scenarios.

Arterial Traffic Management

The HFB serves as one of three major water crossings between Hillsborough and Pinellas County within Tampa Bay, and it carries a two-way average daily traffic count of nearly 115,000 vehicles. The closure created arterial regional detours throughout Tampa Bay. The District Seven Public Information Office, Florida 511, and regional dynamic message signs were used as means of communication to notify the motoring public prior to and during the day of the demolition. Regional participation was provided by the City of Tampa, the City of St. Petersburg, and Pinellas County traffic management centers. Minimal congestion was reported throughout the evening by the FDOT and local agencies for each of the regional detours.

Recommendation

The full interstate segment closure provided District Seven a rare opportunity to test WWD detection systems in a "live" environment. On the HFB, there are environmental characteristics that cannot be replicated in a laboratory. These characteristics include: bridge vibration from traffic, wave action hitting the bridge structure, coastal winds, different actual lighting conditions including glare from streetlights, headlights on different vehicles, camera blooming, and reflections on pavement. The Department's Traffic Engineering Research Laboratory and the SunTrax complex are fantastic facilities for testing current and future WWD technologies for product functionality, durability, and reliability. If there is an upcoming opportunity within your District to test or optimize the detection of WWD technologies to enhance a system's reliability, the opportunity should be seized.

For more information, including test results, please contact Daniel Buidens at Daniel.Buidens@dot.state.fl.us.

Reference

1. Pei-Sung Lin, Cong Chen, Seckin Ozkul, and Manvitha Rajalingola (2018). *Testing and Evaluation of Freeway Wrong-way Driving Detection Systems (Report No. FDOT BDV25-977-40)*. Center for Urban Transportation Research, University of South Florida.



Figure 4. Vehicle Test

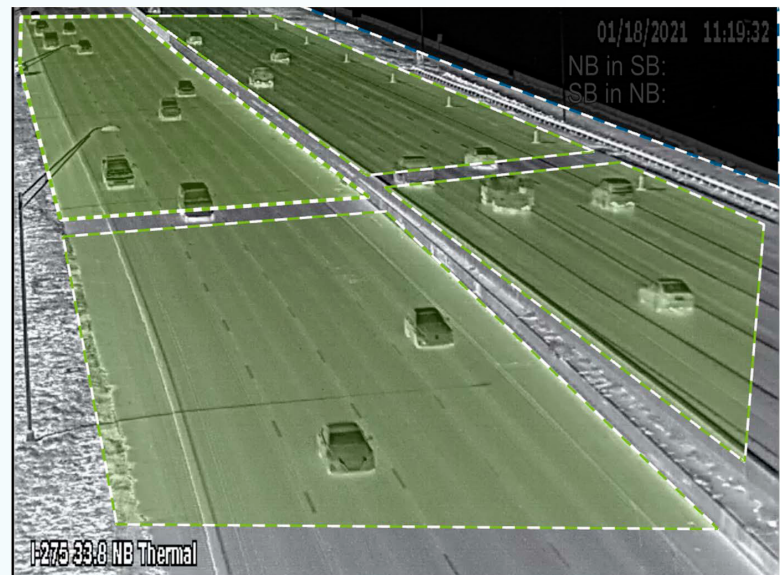


Figure 5. Image of Detection zones



Dynamic Message Signs on the Turnpike Mainline were used to announce the most recent all-electronic tolling (AET) conversion effective in January of this year.

All-Electronic Tolling Conversion Requires Support of Many

By Mary Lou Veroline, Florida's Turnpike Enterprise, TSM&O Technical Writer

The safety benefits of all-electronic toll collection (AET) are undeniable. Any time you can eliminate the queueing of traffic, whether slow-moving or at a full stop, the risk of a crash is reduced. The benefit of that alone is enough to make transportation officials happy, but agencies are also aided in future work program decisions based on the enhanced data collected through these technological advances.

For motorists, not having to slow or stop, results in savings in both travel time and fuel consumption, in addition to the ease of use in not having to search for cash on the approach to a plaza. Environmental gains are also felt – without vehicles stopping and idling at toll plazas, less air pollution is produced. With all the facts considered, this is a win-win-win scenario!

The Florida's Turnpike Mainline is currently on pace to be 100 percent AET by fall of 2021 when the conversion of the segment between the Lantana Toll Plaza (Mile Post 88) in Palm Beach County and the Three Lakes Toll Plaza (Mile Post 236) in Osceola County is scheduled to take place.



The conversion from cash toll collection to all-electronic collection requires a collaborative approach that extends far beyond design, construction, and financial services. Working in conjunction with officials from the Public Information Office and Roadway Maintenance, Traffic Operations staff are tasked with ensuring that the traveling public knows of the upcoming change in advance of the “go live” date.

Service Plaza Information Displays are used for public service messaging, including AET conversions and other planned events impacting traffic flow. The Okaloosa Service Plaza was one of the locations used to announce the AET conversion north of Orlando in January 2021.

All-Electronic Tolling Conversion Requires Support of Many, *continued from page 10*

Beginning roughly two weeks ahead of the conversion, portable changeable message signs (PCMS) at affected tolling points, along with dynamic message signs (DMS), and highway advisory radio (HAR) beacons upstream of project limits, are to be populated with information pertaining to the planned switch. Service Plazas also provide a unique opportunity for the Turnpike to disseminate information to customers and are used for both hard-copy flyer distribution and visual message display.

Pre-Conversion Messaging
NO CASH TOLLS
BEGINS JAN 15
GET SUNPASS NOW

Day-Of-Conversion Messaging
NO CASH TOLLS
BEGINS TONIGHT 8PM
GET SUNPASS NOW

Post-Conversion Messaging
NO CASH TOLLS
DO NOT STOP
AT TOLL PLAZAS

Message content is revised to reflect pre- and post-conversion conditions as the examples above illustrate.

Leadership within the Turnpike’s Traffic Management Center (TMC) create a comprehensive plan for conversion messaging and select the applicable DMS and HAR locations to be used based on project limits. Message content is pre-programmed into the State’s SunGuide software and quality assurance reviews are done on each TMC shift to ensure that the proper content is being displayed.

On the evening that conversion will be implemented, engineers in the field communicate to the TMC as each ramp, interchange, or plaza location is completed. Signage is then repopulated with post-conversion messaging advising motorists that cash is no longer accepted, and they should not stop at plazas. SunPass, other interoperable transponders and TOLL-BY-PLATE technology then become the only payment options available.

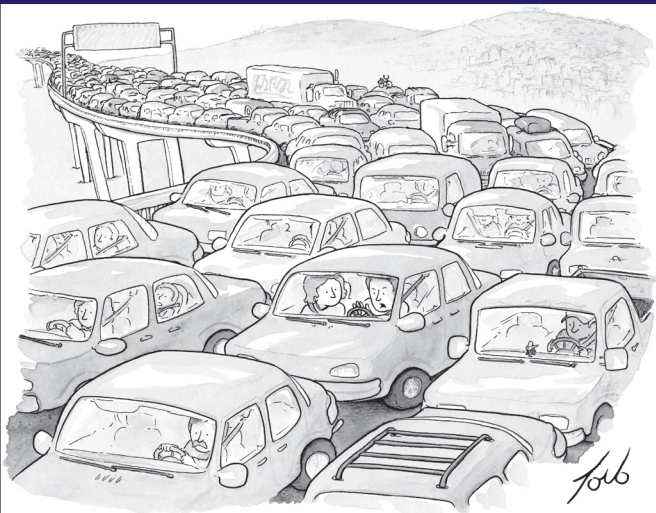
With several AET phases behind them, and more in the pipeline, cooperation amongst the many stakeholders has been refined but remains a very important priority for public safety.

For more information, please contact John Easterling at (954) 934-1620 or by email at John.Easterling@dot.state.fl.us.

Break Time



- | | |
|---------------|-------------|
| VITAL FEW | AWARENESS |
| INNOVATION | CHALLENGE |
| TOLLING | ARTERIAL |
| CONVERSION | BENEFITS |
| COLLABORATIVE | CALIBRATION |
| EVALUATION | CAMERA |
| INCIDENT | TESTING |
| SAFETY | DETECTION |
| RESPONSE | AWARD |
| CRASH | SCHOLARSHIP |



“Why isn’t my car horn magically fixing everything?”

ITS Florida President's Letter

Greetings,

What can I say about 2020 that has not already been said? I feel bad for the newest Past President of ITS Florida, Pete Costello, because 2020 was his year to take the reins of ITS Florida and we were not able to have a large conference and were only able to hold one in-person meeting. My goal is to have Pete involved in any meetings that we may be lucky enough to hold this year so that he can be recognized for his leadership during those difficult times. Really, it is to take some of the focus away from me, but don't tell him that!

FDOT Secretary Kevin Thibault's focus on the Vital Few reflects the mission of ITS Florida, which is to promote safe and efficient transportation by delivering nation-leading innovation, information, advocacy, and interest in intelligent transportation systems (ITS) solutions for our members, policy makers, industry leaders and Florida's diverse population, visitors, and commercial enterprises. Recent innovations in connected and automated vehicles are allowing engineers to design ITS and traffic signal systems that reduce motor vehicle accidents, decrease the number of pedestrians and bicyclists hit by vehicles, ease congestion, and reduce emissions, just to name a few benefits of these technologies. These technologies will continue to evolve in the coming years, and it will be the responsibility of ITS Florida to help keep our members aware of not only the changes in technology, but also the rules, regulations, and even laws that are impacted by these changes.

As the 2021 ITS Florida President, my focus will be increasing the awareness of advances in technology to our members, as well as State and local government officials. I will be reaching out to other organizations to see how we can collaborate to benefit the members of multiple organizations and gain a wider audience for meetings, technical demonstrations, and training. Under the current pandemic, it is difficult to garner a large in-person audience. With this being the case, I will look into other avenues, such as online trainings/meetings, to bring attention to new device options and cutting-edge technologies that are entering the market. Finally, I will look to highlight these newer technologies at our ITS Florida Transpo event in late September, as detailed below.

NOTE: Please mark your calendar for this upcoming ITS Florida event:

TRANSPO 2021
September 26-29, 2021
Hyatt Regency Coconut Point
Bonita Springs, Florida

ITS Florida needs and welcomes your input to continue to grow our organization. Please feel free to contact me with your ideas, suggestions, and concerns at ccarnes@metriceng.com or (407) 948-2179.



A stylized handwritten signature in blue ink that reads "Craig Carnes".

Craig Carnes
2021 ITS Florida President

ITS Florida Scholarships/Awards

DEADLINE AUGUST 22, 2021

The ITS Florida scholarship and award programs are now accepting applications for awards in 2021 at our annual meeting.

These cash scholarships are awarded to deserving applicants enabling them to take advantage of the opportunities that can be achieved through education, training, and certification programs.

The **ITS Florida Anne Brewer Academic Scholarships** are available to two groups: one to a full-time undergraduate or masters' student and two to graduate (Ph.D.) students (at the time of the Scholarship Awards). Students from any accredited Florida university or college are eligible. Principal course work shall include a major in a field directly related to transportation, ITS systems, transportation engineering, or a related field subject to the Awards Committee's approval. The scholarship amounts are one \$2,500 and one \$1,500 award for graduate (Ph.D.) students and \$2,000 for a bachelor's or master's degree student. The number of scholarship awards may fluctuate depending on available funding and qualifying students.

For the requirements and documentation needed, visit: https://fs16.formsite.com/ITSFlorida/Scholarship_Academic_com/index.html

The **Erika Birosak Training and Certification Scholarship** is available to public and private sector nominees in which their respective organizations are members of ITS Florida. The scholarship assists those seeking to advance their skill set through additional training and certification courses to better serve their organizations and the ITS industry in Florida. This scholarship amount is for up to \$1,000 in reimbursement for successfully completing approved coursework within one year.

For the documentation needed, visit: https://fs16.formsite.com/ITSFlorida/Train_Cert_Scholarship/index.html

ITS Florida Award

The **Front Line of the Year Award** recognizes the top front line staff in their respective field. These individuals are role models within the industry. They contribute to the transportation network operating in a safe and efficient manner for the traveling public. The three award categories include:

Road Ranger of the Year
ITS Field Technician of the Year
TMC Operator/Supervisor* of the Year

- Public and private sector candidates are eligible for nomination.
- The ITSFL Board will select and award a winner in each category.

* Excludes managers

For the requirements, and documentation needed, visit:

[Front Line Awards 2 \(formsite.com\)](#)

ITS Florida Award

The ITS Florida Awards are presented to leaders in ITS. The Award categories include:

ITS Florida Member of the Year Award
ITS Professional of the Year Award
ITS Florida President's Award
ITS Champion Award
Certificate of Outstanding Achievement
Honor Roll

Recommendations for ITS Florida awards must include sufficient information to enable the Awards Subcommittee to assess the proposal.

For the requirements, and documentation needed, visit: https://fs16.formsite.com/ITSFlorida/Awards_complete/index.html

Anyone interested in information about the ITS Florida Scholarship or Award program and sponsorship opportunities may contact Sandy Beck at ITSFlorida@ITSFlorida.org.

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