FLORIDA DEPARTMENT OF TRANSPORTATION

DISSEMINATOR

TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS

FEATURED ARTICLES

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Transportation Systems Management & Operations

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with your story subject and title.

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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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FDOT LEADS THE WAY IN ENHANCING RESPONDER SAFETY ON WAZE

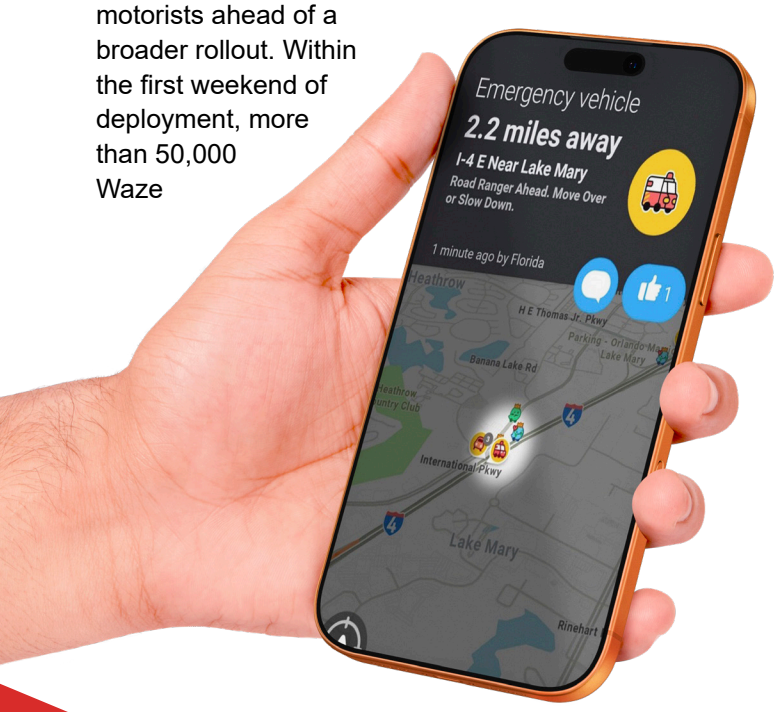
BY AECOM, DISTRICT FIVE I-75 ICM CONSULTANT TEAM

The Florida Department of Transportation (FDOT) continues to advance Traffic Incident Management through innovation and strategic partnerships, most recently by leading the implementation of a new safety feature on Waze, a widely used navigation platform.

Through coordination with the Eastern Transportation Coalition's Waze/Google Working Group, FDOT became the first in the country to deploy an enhanced alert designed to improve responder visibility. The feature introduces a distinct icon that more clearly indicates the presence of a responder on or near the roadway, helping motorists better recognize active scenes and respond accordingly.

This advancement builds on continuous efforts by FDOT District Five, whose partnership with Waze helped move the feature from concept to implementation. Previously, many responders were represented by a generic hazard icon, limiting the ability to distinguish active incident response from other roadway conditions. The updated icon provides clearer, more meaningful information to drivers in real time.

Following early coordination, FDOT quickly integrated the new alert into its Road Ranger location feed, allowing the feature to be shared with motorists ahead of a broader rollout. Within the first weekend of deployment, more than 50,000 Waze users in Florida received alerts identifying nearby Road Ranger activity, increasing awareness, and supporting safer driving behavior around active incidents.



FDOT District Five was recognized for its rapid implementation and leadership in advancing this effort. The initiative reflects a broader commitment to improving responder safety through data, technology, and collaboration. By enhancing how critical information is communicated to drivers, FDOT continues to strengthen real-time operations and support safer conditions for responders working on Florida's roadways.

50,000+

MOTORISTS REACHED IN THE FIRST WEEKEND, IMPROVING AWARENESS AROUND ACTIVE ROADSIDE INCIDENTS

MODERNIZING FLORIDA'S STATEWIDE TRANSPORTATION COMMUNICATIONS: THE EVOLUTION OF THE FION NETWORK

BY FRED H. HEERY, SR., FDOT STATE TSM&O PROGRAM ENGINEER AND TERRY POSEY, ATKINSREALIS

The Florida Department of Transportation (FDOT) owns and operates the Florida Intelligent Transportation System Operations Network (FION), a statewide microwave and fiber-optic communications system that serves as the backbone of Florida's transportation operations. FION connects Regional Transportation Management Centers (RTMCs) with the State Emergency Operations Center (SEOC), enabling real-time data sharing and coordinated response across the state.

FION supports continuous monitoring of more than 4,000 roadway cameras, generating over 35 million hours of video annually. The network also carries critical data for traffic detection, dynamic message signs (DMS), and other safety-focused systems. As data demands and system complexity continue to grow, maintaining a reliable, high-capacity communications network is essential to supporting safe and efficient operations statewide.

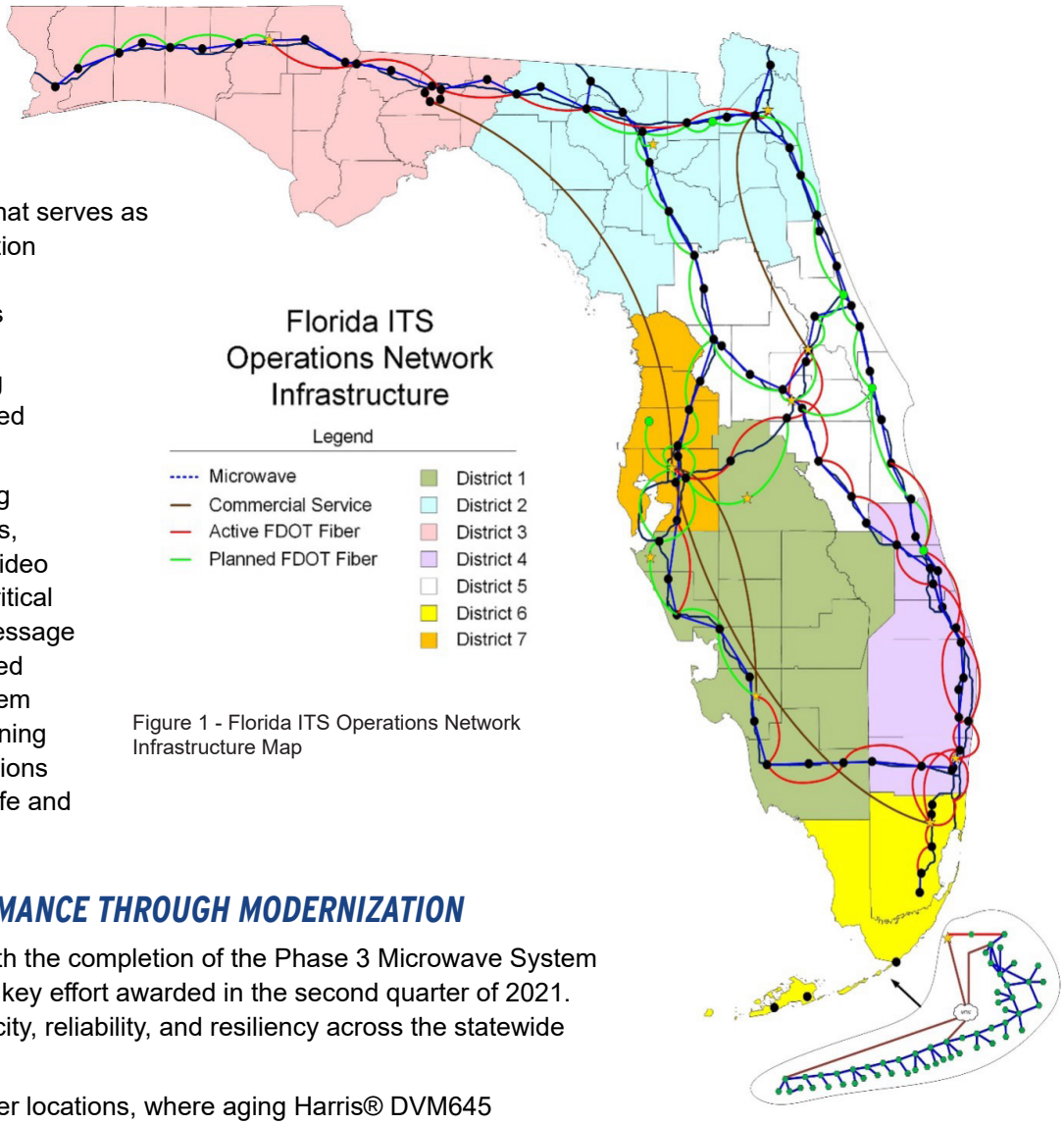


Figure 1 - Florida ITS Operations Network Infrastructure Map

ADVANCING NETWORK PERFORMANCE THROUGH MODERNIZATION

FDOT reached a major milestone with the completion of the Phase 3 Microwave System Upgrade Project, a $22.8 million turnkey effort awarded in the second quarter of 2021. The project enhanced network capacity, reliability, and resiliency across the statewide system.

Upgrades were completed at 91 tower locations, where aging Harris® DVM645 low-capacity radio equipment was replaced with Nokia® Wavence high-capacity microwave radios, fully integrated with Nokia® 7705 SAR18 MPLS transport equipment. These upgrades significantly increased bandwidth, improved network performance, and established a modern platform for FDOT's statewide ITS communications.

The project required detailed coordination, including statewide microwave frequency engineering, tower and antenna structural assessments, and end-to-end microwave path analysis. The selected integration team provided, configured, installed, and commissioned the new radio systems along with RFS/CommScope microwave antennas, seamlessly connecting them to FDOT's existing communications towers and legacy microwave backbone.

DELIVERING A SEAMLESS TRANSITION

Through careful planning and execution, the transition from a legacy TDM microwave platform to a modern MPLS digital infrastructure was completed with minimal disruption to ongoing operations. Equipment staging, testing, installation, and system integration were completed on schedule and within budget, while maintaining compatibility with existing network management systems and ITS data transport services.

This work strengthens FDOT's ability to support real-time traffic management, incident response, and communication across its statewide network, reinforcing the reliability of systems that operators and responders depend on every day.

EXPANDING CAPACITY FOR FUTURE DEMAND

Building on the success of Phase 3, FDOT is advancing the Phase 4 Optical Transmission Network Upgrade Project, a $19 million effort awarded in the fourth quarter of 2025. This project will upgrade the existing fiber-optic backbone from 1 Gbps to a 100 Gbps statewide network.

The Phase 4 design includes statewide optical link engineering, next-generation transmission equipment, and enhanced routing architectures to support increasing bandwidth demands, emerging technologies, and future transportation initiatives.

FION NETWORK: INVESTMENT & IMPACT

$22.8M

INVESTED TO MODERNIZE STATEWIDE COMMUNICATIONS

91

TOWER SITES UPGRADED ACROSS FLORIDA

1 ▸▸ 100

EXPANSION FROM 1 GBPS TO 100 GBPS UNDERWAY

Figure 2 - Installation of new High Performance Microwave Antenna

Figure 3 - Microwave Radios Under Test at Staging Facilities

With completion anticipated in the fourth quarter of 2027, the upgraded optical backbone is expected to dramatically improve transport capacity, bolster network resiliency, and position FDOT to meet Florida's mobility and safety needs for years to come.

For more information, contact Fred Heery at (850) 410-5606 or by email at Fred.Heery@dot.state.fl.us. ➤

COORDINATED RESPONSE HELPS PREVENT SERIOUS WRONG-WAY DRIVING INCIDENT

BY WENDY BURCH, TSM&O RESOURCE MANAGER, FDOT DISTRICT FOUR

District Four team members receive letters of appreciation recognizing their coordinated response to a wrong-way driving incident on I-75.

The Florida Department of Transportation (FDOT) District Four recognized a coordinated team response to a wrong-way driving incident on I-75 that demonstrated how real-time detection, rapid communication, and coordinated field operations can help prevent serious crashes.

In July 2025, a wrong-way driving alert notified the District Four Regional Transportation Management Center (RTMC) of a vehicle traveling southbound in the northbound lanes of I-75 near the Indian Trace interchange. RTMC Operator Josh Baboolal confirmed the vehicle using closed-circuit television and activated dynamic message signs to warn approaching motorists.

At the same time, RTMC Operator Thomas Sandoval coordinated with the Florida Highway Patrol (FHP) to initiate a response and maintain situational awareness as the incident developed.

The vehicle eventually came to a stop in the left lane of northbound I-75 near the Royal Palm Boulevard interchange, still facing southbound. To help protect approaching motorists, Sandoval dispatched Road Ranger Alex Alcime to block the lane until additional responders arrived on scene.

Once FHP and the Road Ranger arrived, the driver corrected direction and proceeded northbound. Law enforcement continued the pursuit until the vehicle exited the Sawgrass Expressway at SW 10th Street.

The coordinated actions of RTMC operators, Road Ranger staff, and law enforcement helped manage the situation quickly and reduce the risk of a serious crash.

TEAM MEMBERS RECOGNIZED FOR COORDINATED RESPONSE

District Four Secretary Steven C. Braun, P.E., later recognized the team members with letters of appreciation for their professionalism and commitment to safety.

District Four continues enhancing wrong-way driving detection technology, operator training, and coordination with law enforcement and responder agencies to improve response times and strengthen roadway safety across the regional transportation network. The incident also reinforced the importance of real-time monitoring, clear communication, and coordinated field operations in helping protect motorists and responders during critical roadway events.

MULTI-AGENCY FIELD EXERCISE STRENGTHENS INCIDENT READINESS FOR I-95 EXPRESS LANES EXPANSION

BY ANDRES SANCHEZ, TSM&O INCIDENT MANAGEMENT PROGRAM MANAGER, FDOT DISTRICT FOUR

Figure 1: Emergency responders and FDOT teams participate in a live field exercise on the I-95 Express connector ramps, testing coordinated incident response and traffic management operations.

The Florida Department of Transportation (FDOT) District Four conducted a live, multi-agency field exercise on the I-95 Express Phase 3C project, testing coordinated incident response along the newly constructed direct connector ramps between I-95 Express Lanes and I-595. The exercise brought together FDOT and emergency response partners to strengthen readiness and reinforce the importance of communication, coordination, and real-time operational response along one of South Florida's busiest transportation corridors.

The I-95 Express Phase 3C project represents the final segment of the 95 Express Managed Toll Lanes expansion in Broward County. Spanning approximately nine miles of I-95 and extending along I-595 between State Road 7/US 441 and I-95, the project includes reconstructed and widened roadway segments, new direct connector ramps, Intelligent Transportation Systems (ITS) infrastructure, and operational improvements designed to enhance regional mobility and travel reliability.

Together, these upgrades complete continuous managed lane connectivity across Miami-Dade, Broward, and Palm Beach counties while improving access and operational efficiency throughout the corridor.

FIELD EXERCISE: COORDINATED RESPONSE IN ACTION

FDOT coordinated with Broward County fire rescue and law enforcement agencies to test incident activation protocols, emergency vehicle staging, ramp access, and scene clearance procedures. Conducting the exercise within the express lane environment allowed agencies to evaluate

Figure 2: RTMC operators monitor corridor conditions and coordinate communications during the multi-agency field exercise.

emergency access points and responder safety zones under realistic conditions.

The exercise also reinforced the use of the Incident Command System (ICS), supporting unified command and structured communication among responding agencies.

While field operations were underway, operators at the Regional Transportation Management Center (RTMC) provided real-time support by monitoring the corridor through CCTV cameras, assessing traffic impacts, coordinating communications with field responders, and maintaining situational awareness across the transportation network.

REAL-TIME COORDINATION FROM THE RTMC

The synchronized coordination between field teams and RTMC operations demonstrated the full Transportation Systems Management and Operations (TSM&O) framework in action, highlighting how technology, communication, and responder coordination work together to manage incidents safely and efficiently.

With key connections now in place and the I-95 Express Phase 3C project completing the final link in the South Florida Managed Lanes network, District Four continues focusing on operational readiness across the corridor. Insights gained through exercises like this help refine incident response strategies, strengthen coordination among emergency partners, and support safe and efficient operations throughout the regional transportation network.

The exercise also demonstrated how live, multi-agency training can help transportation and emergency response partners evaluate operational procedures, improve communication, and identify opportunities for future coordination. As transportation systems continue to evolve, exercises like these provide valuable experience that can help support Traffic Incident Management programs statewide.

For more information about the I-95 Express Lanes Phase 3C project and related Traffic Incident Management initiatives, please contact Alexandra Lopez at Alexandra.Lopez@dot.state.fl.us or by phone at (954) 777-4376. ▶

FDOT DISTRICT SIX HOSTS JOINT TIM MEETING TO STRENGTHEN REGIONAL COORDINATION

BY JAVIER RODRIGUEZ, P.E.

The Florida Department of Transportation (FDOT) District Six Transportation Systems Management and Operations Office hosted the biannual joint meeting for the Miami-Dade and Broward County Traffic Incident Management (TIM) Teams on October 24, 2025.

These meetings serve as a key forum for agencies managing two of South Florida's most heavily traveled regions, bringing partners together to share updates, coordinate efforts, and discuss ongoing initiatives that support safe and efficient incident response.

District Six opened the session with an overview of current efforts in Miami-Dade County. Highlights included preparations for the FIFA World Cup 2026, planning for the 2025 Crash Responder Safety Week campaign, and continued deployment of the Wrong-Way Driving Detection System across 95 off-ramps in the district. Staff also provided updates on incident management operations and Rapid Incident Scene Clearance (RISC) performance for Fiscal Year 2024–2025.

District Four followed with updates on its ongoing initiatives, including the I-95 Express Phase 3C Project and the First Responder Drive-Thru event, which gave emergency personnel an opportunity to become familiar with the new facility prior to opening. Florida Highway Patrol Troop "E" also presented, recognizing Road Ranger Service Patrols for their role in supporting trooper safety in the field.

Regional partners continued the discussion with updates from Florida's Turnpike Enterprise, the Greater Miami Expressway Agency, the Port Miami Tunnel, the Golden Glades Interchange Project, and the I-395/SR 836/I-95 Design-Build Project. Presentations highlighted construction milestones, introduced new staff, and shared lessons learned from ongoing operations.

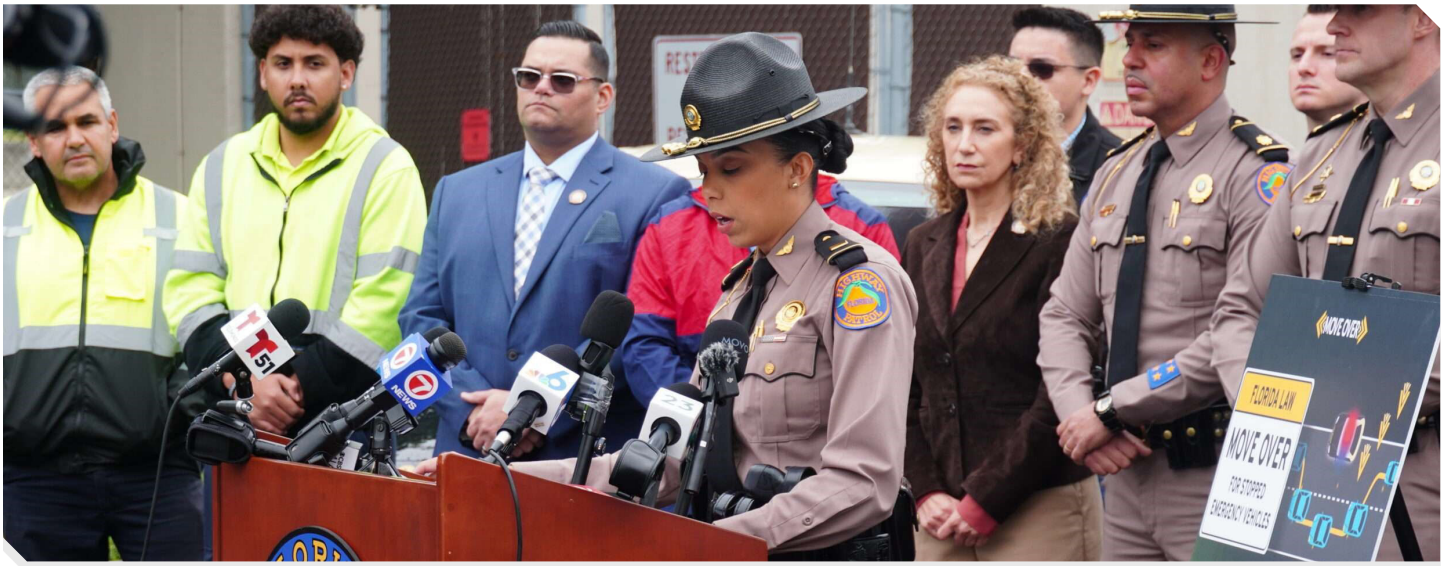
The meeting concluded with a presentation from Sunshine Towing, reinforcing the importance of responder safety. The team honored two fallen South Florida Road Rangers, Jak Pereira (District Six) and Jose Parra (District Four), whose names were recently added to the International Towing Museum's Wall of the Fallen. Attendees observed a moment of silence, reflecting the TIM community's shared commitment to protecting responders on the roadway.

These joint meetings play an important role in advancing the TIM Program's mission by providing a collaborative space for agencies to coordinate, share information, and strengthen regional response efforts. The next biannual meeting will be hosted by FDOT District Four in Broward County in spring 2026.

For more information about TIM programs, please contact Javier Rodriguez at Javier.Rodriguez2@dot.state.fl.us.

FHP AND FDOT PROMOTE MOVE OVER LAW AWARENESS ACROSS SOUTH FLORIDA

BY JAVIER RODRIGUEZ, D6 TSM&O PROGRAM ENGINEER



The Florida Highway Patrol (FHP) and the Florida Department of Transportation (FDOT) continue working together to raise awareness of Florida's Move Over Law and reinforce the importance of protecting responders and service personnel working along South Florida roadways.

The outreach effort carried added significance following a multi-vehicle crash that resulted in the tragic loss of an FDOT Road Ranger and injuries to two FHP Troopers. The incident deeply impacted the regional incident management community and reinforced the importance of educating drivers about the dangers first responders face while working roadside.

In District Six, a joint press conference provided local media with the opportunity to hear directly from responders, transportation officials, and partner agencies about the importance of Florida's Move Over Law and the risks responders face while working active scenes along the roadway. The event encouraged news coverage and public awareness efforts aimed at reminding motorists to move over a lane or slow down when approaching emergency or service vehicles.

FHP and FDOT regularly partner on Move Over Law awareness initiatives and invite regional agencies, including fire rescue and towing partners, to participate in outreach efforts. These events provide an opportunity for Road Rangers, Troopers, and other responders to share personal experiences and reinforce the importance of roadway safety for those working in the field every day.

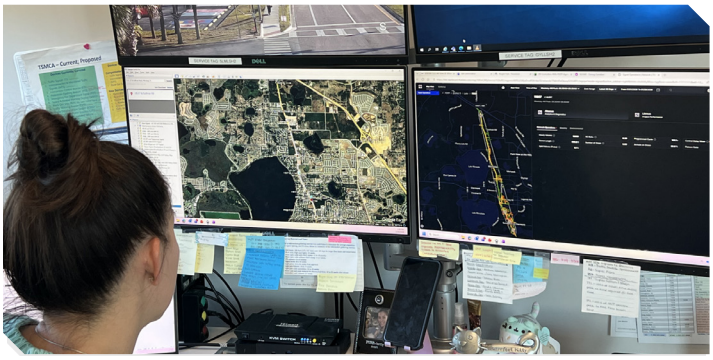
The outreach also highlights the role Traffic Incident Management partners play in improving responder safety and educating the public about safe driving behavior near roadside incidents.

Florida's Move Over Law requires drivers to move over a lane for stopped law enforcement, emergency response, sanitation, utility service, maintenance, construction, towing, and disabled vehicles displaying warning lights. If drivers are unable to move over safely, they are required to reduce their speed when approaching the scene.

For more information about Florida's Move Over Law, please click here.

TURNING MOVEMENTS MADE SMARTER: INSIDE FDOT DISTRICT FIVE'S HEIDI INITIATIVE

BY METRIC, FDOT DISTRICT FIVE I-4/I-95 ICM CONSULTANT TEAM



Reliable intersection-level data is essential to advancing Transportation Systems Management and Operations (TSM&O) in a region experiencing sustained growth and fluctuating travel demand. In Central Florida, the Florida Department of Transportation (FDOT) District Five relies on accurate turning movement data to support signal performance, congestion mitigation strategies, and safety evaluations. To strengthen this capability, District Five implemented the High-Definition Engineering Intersection Data via Integrative Modeling (HEIDI) system, improving visibility into intersection activity and supporting more informed, data-driven operational decisions.

Traditional detection systems can be affected by outages, calibration challenges, weather conditions, and incomplete coverage. To address these limitations, HEIDI was deployed as a multi-source data solution that integrates existing signal controller data, Automated Traffic Signal Performance Measures (ATSPM), and connected vehicle probe data.

"FDOT District Five uses the HEIDI system to count turning movements, including direction, left, right, through, and U-turns," said Katie King, P.E., Metric Engineering, FDOT District Five Consultant TSM&O Planning PM. "Having access to turning movement counts allows the Department to make data-driven decisions to improve safety and traffic flow."

Reliable turning movement data supports both real-time operations and long-range planning. These counts are used to refine traffic signal timing, support congestion management strategies, and inform safety analyses and intersection evaluations. The data also supports transportation planning efforts, including demand modeling and roadway design, and is shared with local agency partners to support their operational and planning decisions.

Following validation and integration into operational workflows, HEIDI was expanded across approximately 2,000 signalized intersections, enabling districtwide real-time signal operations. With this regional deployment complete, District Five is now advancing additional capabilities to further enhance system performance.

Current efforts include exploring AI-supported signal retiming, development of a retiming prioritization matrix, and identification of intersections requiring operational or design improvements. A pilot deployment of the Optimus module is planned along the SR 551 corridor in Orange County, from Charlin Parkway to Goldenrod Road. This corridor, already scheduled for retiming, will allow the team to compare model-generated recommendations with traditional engineering approaches and evaluate future applications of AI-supported tools.

Additional analysis is focused on identifying conditions that require customized signal timing adjustments, including high pedestrian activity, frequent preemption or priority events, and flashing yellow arrow operations. Network-wide data, including control delay and traffic volume trends, is also being used to identify areas of increased demand and support prioritization of intersection improvements by the FDOT District Five Intermodal Systems Development Office.

Traffic management teams across Florida continue to exchange knowledge and innovative practices to strengthen TSM&O statewide. By improving visibility into intersection-level operations, FDOT District Five is advancing a more responsive and data-driven signal system designed to support mobility and safety throughout Central Florida.

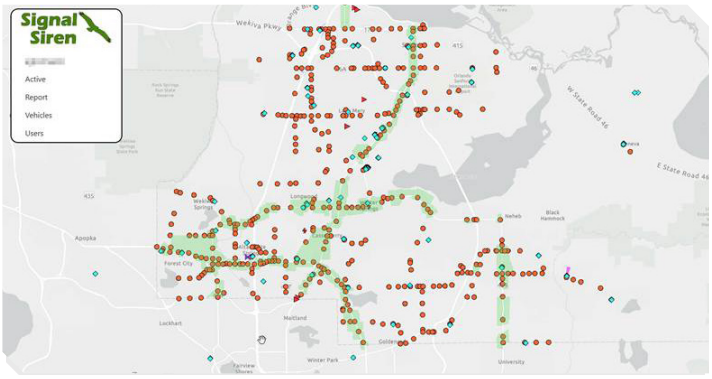
For more information, please contact District Five.

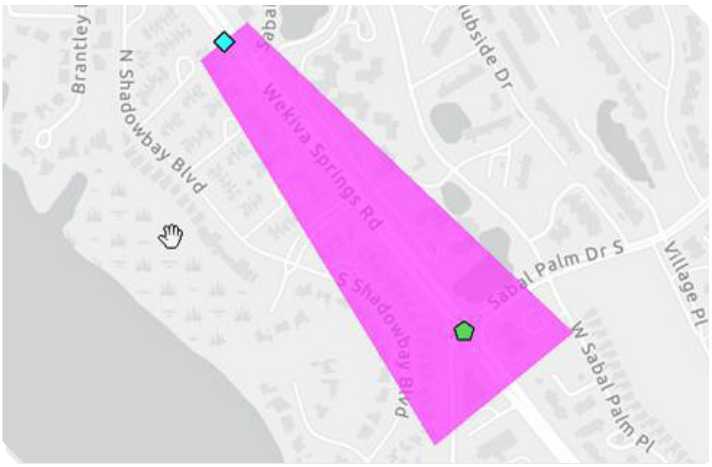
SIGNAL SIREN STREAMLINES EMERGENCY VEHICLE PREEMPTION ACROSS DISTRICT FIVE

BY AECOM, DISTRICT FIVE I-75 ICM CONSULTANT TEAM

District Five traffic operations and public safety partners have been working to improve emergency response times and intersection safety without increasing roadside hardware or long-term maintenance demands. Traditional emergency vehicle preemption systems often rely on specialized emitter and detector infrastructure, line-of-sight equipment, and field installations that can be costly to deploy, maintain, and scale across a large signal network.

To address these challenges, the team implemented Signal Siren, a software-based emergency vehicle preemption system that provides fire and rescue vehicles with green-light priority at signalized intersections without relying on physical roadside devices. By shifting away from traditional emitter and detector infrastructure, Signal Siren reduces installation complexity, lowers long-term maintenance needs, and improves overall system scalability.





Signal Siren uses configurable rules and secure communications to initiate and manage intersection priority. The platform also includes event logging and monitoring capabilities that support performance tracking and operational oversight. By capturing preemption activity, operations and engineering staff can review when priority was requested, how the intersection responded, and how the event performed over time. This visibility creates a continuous feedback loop that supports system refinement and strengthens confidence in day-to-day operations.

The system is currently deployed in 160 emergency response vehicles and configured across 421 traffic signals, demonstrating how District Five partners are expanding emergency priority capabilities at scale while maintaining efficient, manageable operations and reducing reliance on field hardware.

For more information, please contact District Five. ▶

BUILDING A SMARTER ARTERIAL NETWORK: DISTRICT FOUR'S CLOUD-BASED ARTERIAL MANAGEMENT PROGRAM (CBAM!)

BY MICHAEL MATTIS, TSM&O ARTERIAL PROGRAM COORDINATOR, FDOT DISTRICT FOUR

The Florida Department of Transportation (FDOT) District Four has launched the Cloud-Based Arterial Management (CBAM!) Program in the Treasure Coast Region, introducing a modern, shared approach to arterial operations. The program supports traffic signal systems, strengthens inter-agency coordination, and expands opportunities for resource sharing across the region.

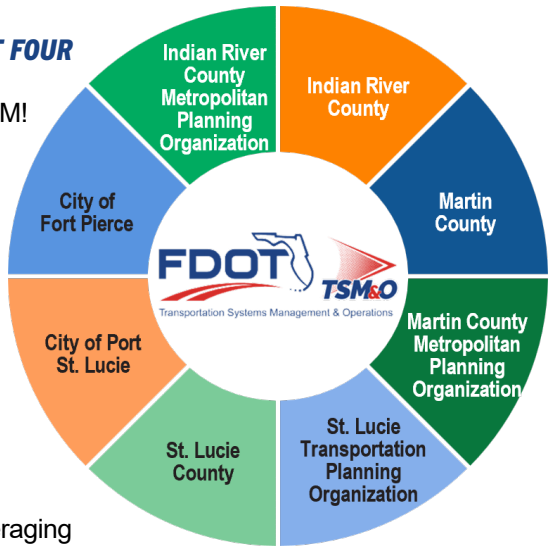
ADVANCING REGIONAL SIGNAL OPERATIONS

District Four is implementing the CBAM! Program in coordination with four Signal Maintaining Agencies: Indian River County, Martin County, St. Lucie County, and the City of Port St. Lucie, with plans to expand to additional partners. A core principle of the program is compatibility, ensuring that solutions align with existing infrastructure and support each agency's preferred approach to operations and maintenance.

The program's initial phase establishes a cloud-based foundation through deployment of a turnkey Advanced Traffic Management System (ATMS) regional platform. This platform combines cloud-based software with hybrid on-premise solutions, allowing multiple agencies to access and manage their signal systems within a shared, coordinated environment.

SERVICE DELIVERY & TRANSPARENCY

To translate local needs into actionable support, District Four developed a TSM&O Services Request Dashboard. This GIS-based tool provides a structured process for submitting, reviewing, and tracking service requests, creating transparency for partner agencies from intake through completion.



Through the CBAM! Program, District Four provides remote arterial management support and professional services, improving coordination and operational efficiency across participating agencies. By leveraging existing communications infrastructure and integrating cloud-based accessibility, the program enables more effective management of centralized signal systems while expanding service capabilities in a cost-efficient manner.

PROGRAM TIMELINE & MILESTONES

The CBAM! Program has progressed through a phased development approach. The vision was established in late 2023, followed by stakeholder outreach and program development in early 2024, and funding and procurement activities throughout 2025.

In February 2026, District Four hosted a milestone workshop that brought together partner agencies, TSM&O staff, and consultants to mark deployment of the current phase. This milestone reflects the transition from program development to active implementation and sets the stage for continued advancement of arterial management across District Four.

By establishing a shared, scalable platform for signal operations, the CBAM! Program strengthens coordination, improves service delivery, and positions District Four to support future growth and evolving transportation needs across the Treasure Coast.

For more information on District Four's Cloud-Based Arterial Management Program (CBAM!), please contact Alexandra Lopez at Alexandra.Lopez@dot.state.fl.us or by phone at (954) 777-4376.

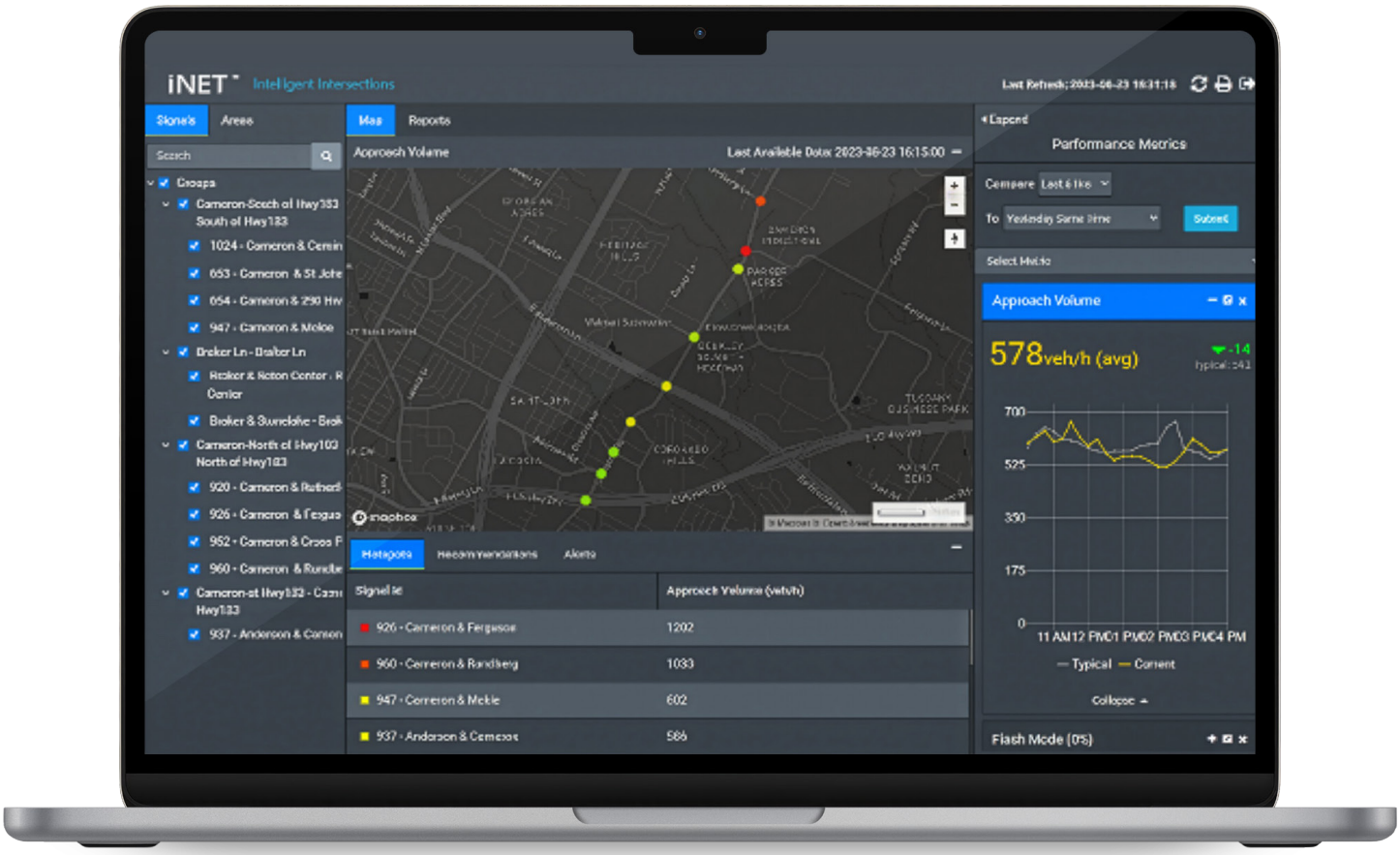
SEMINOLE COUNTY AND FDOT DISTRICT FIVE PILOT INTELLIGENT INTERSECTION TECHNOLOGY

In the fall of 2022, the Florida Department of Transportation (FDOT), in partnership with Seminole County, launched a pilot program in District Five to evaluate Intelligent Intersections, a cloud-based software-as-a-service platform designed to support corridor signal operations through real-time data analysis.

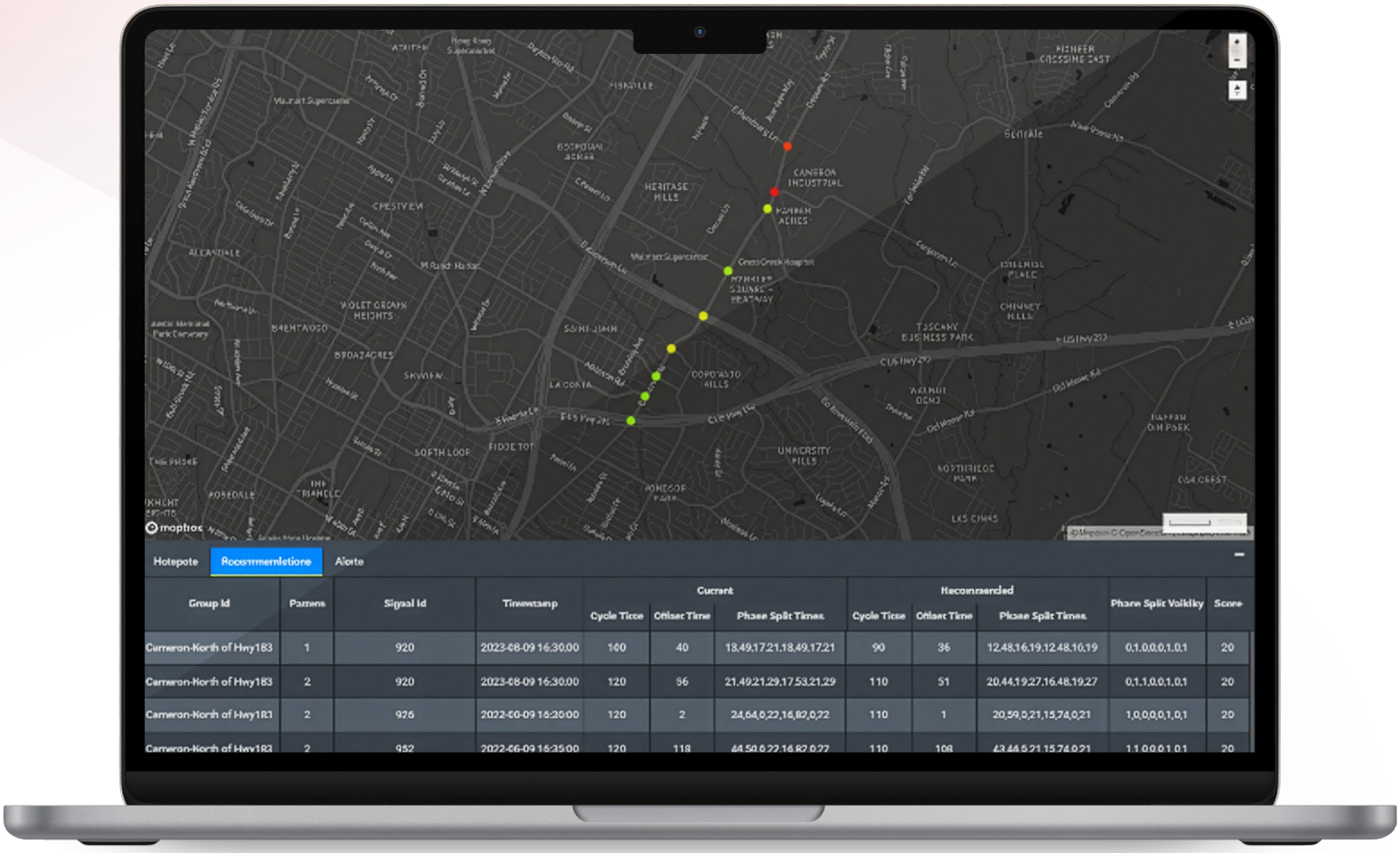
The system provides high-resolution detector and signal data used to generate the 12 Purdue Automated Traffic Signal Performance Measure reports, commonly referred to as ATSPMs. These reports help agencies evaluate signal timing performance and identify opportunities to improve corridor operations.

Seminole County began working with ATSPM reports in 2017, with FDOT later assuming maintenance responsibilities for the ATSPM environment. As the Department explored expanding the system to additional agencies, performance issues associated with the open-source platform began affecting reliability as the scale of the program increased.

To address these challenges, FDOT evaluated both modifications to the existing ATSPM environment and commercially available software solutions that could improve system performance while allowing the Department to focus more directly on operations. Parsons, a Florida-based firm and newer entrant into the market, partnered with the Department to demonstrate its Intelligent Intersections platform along a corridor in Central Florida.



The Intelligent Intersections platform displays real-time operational data, including approach volume thresholds and average delays.



The chart above illustrates signal timing recommendations generated by the Intelligent Intersections platform using collected traffic data and modeling.

The pilot program was deployed along State Road 434 using data from five intersections. FDOT's deployment included a customized solution where FTP requests retrieved controller files through central software managed by the Department. The unique structure of the environment, along with polling frequency requirements, created integration challenges for new vendors entering the system.

Despite these challenges, the pilot successfully delivered reliable and efficient ATSPM data to operations staff. Report processing times improved significantly, and the team successfully adapted the platform to support the Department's operational needs.

In addition to generating standard ATSPM reports, the Intelligent Intersections platform also provides signal timing adjustment recommendations using probe data, expanding its operational capabilities beyond traditional reporting. The system continuously analyzes traffic conditions and provides real-time updates for potential signal timing changes.

This represents a significant shift from traditional traffic timing methods, which often rely on short-term traffic snapshots collected over only a few days. Due to budget and staffing limitations, many agencies are only able to retime corridors once each year. With continuous data and automated feedback, agencies can better optimize resources and make more frequent timing adjustments in support of ATSPM objectives.

These operational improvements can support better traffic flow, reduce delays, improve roadway safety, and allow staff to focus on higher-priority operational needs.

"Intelligent Intersections was also designed to be vendor agnostic," said Charlie Wetzel, Traffic Engineer for Seminole County. "It works with multiple signal controller vendors, so new hardware in the traffic signal controller cabinet is not needed. This is a major advantage for us as it saves us the expense of replacing our existing controllers.

While the system does not automatically implement signal timing changes, it provides real-time recommendations to the signal maintenance agency, allowing operators to evaluate and implement adjustments as needed.

For more information, please contact District Five TSM&O Program Engineer, or Parsons Corporation. The pilot program in FDOT District Five and Seminole County was led by Corey Quinn, Senior Project Manager, and Nilothpaul Dutta of Parsons Corporation. ➤

ADVANCING A NEXT-GENERATION REGIONAL TRANSPORTATION MANAGEMENT CENTER IN DISTRICT FOUR

BY ALEXANDRA LOPEZ, PE, PTOE, TSM&O PROGRAM ENGINEER, FDOT DISTRICT FOUR

Current District Four Regional Transportation Management Center, which operates 24/7 to support freeway and arterial traffic management across the district.

The Florida Department of Transportation (FDOT) District Four is advancing plans for a new Regional Transportation Management Center (RTMC), marking a significant step forward in strengthening Transportation Systems Management and Operations (TSM&O) across Southeast Florida.

The RTMC serves as the operational hub for real-time traffic monitoring, incident management, and coordination with emergency response partners. These capabilities support faster incident clearance, reduce the risk of secondary crashes, and enhance safety for first responders and the traveling public.

CURRENT RTMC OPERATIONS IN DISTRICT FOUR

District Four currently manages more than 1,385 centerline miles of freeway and arterial roadway, supported by over 2,100 field devices, including closed-circuit television (CCTV) cameras, dynamic message signs, and roadway sensors. As population growth, evolving technology, and operational demands continue to increase, the need for a modernized and scalable facility has become increasingly important.

The new RTMC will expand the district's ability to support real-time traffic monitoring and incident response, provide traveler information through FL511 and social media platforms, enhance Smart Work Zone initiatives, advance adaptive signal operations and arterial management, and strengthen coordination with regional partners during emergency events.

The planned RTMC will be a multi-story, 34,000-square-foot, state-owned facility located adjacent to District Four Headquarters. The design emphasizes operational resilience, system reliability, and long-term flexibility, with features that include hurricane-resistant construction, secure server and communications rooms, expanded operator consoles and control room space, dedicated warehousing and support areas, and infrastructure designed to accommodate future technology integration.

RTMC INDUSTRY FORUM AND STAKEHOLDER ENGAGEMENT

District Four continues to move the project forward through active coordination with industry partners. In September 2025, the district hosted an RTMC Industry Forum to share

Photo: Alexandra Lopez, TSM&O Program Engineer, presents key features of the proposed new Regional Transportation Management Center during the District Four RTMC Industry Forum

the project vision and gather feedback from consultants, vendors, and infrastructure stakeholders. The district is pursuing a systems manager delivery approach to provide continuity from planning and design through construction, occupancy, and system integration. Design development and site evaluations are currently underway, with construction programmed for Fiscal Year 2031.

Once complete, the new RTMC will strengthen operational resilience, enhance interagency coordination, and improve FDOT's ability to proactively manage the region's transportation network. By investing in this next-generation facility, District Four is preparing for continued growth, advancing technology, and the increasing need for coordinated, real-time response across Southeast Florida.

For additional information about the Regional Transportation Management Center project, please contact Alexandra Lopez at Alexandra.Lopez@dot.state.fl.us or by phone at (954) 777-4376. ►

1,385+
CENTERLINE MILES MANAGED

34,000 SQ. FT.
NEXT-GENERATION FACILITY PLANNED

2,100+
FIELD DEVICES IN OPERATION

2031
CONSTRUCTION PROGRAMMED FOR FY 2031

DISTRICT SIX SHOWCASES AWARD-WINNING TRANSPORTATION OPERATIONS INITIATIVES

BY JAVIER RODRIGUEZ, P.E., TSM&O PROGRAM ENGINEER

The Florida Department of Transportation (FDOT) District Six Transportation Systems Management and Operations (TSM&O) Office continues collaborating with transportation professionals across the industry to share operational strategies, lessons learned, and innovative transportation initiatives supporting mobility and safety throughout South Florida.

As part of these ongoing efforts, District Six participated in the 2024 Transpo conference hosted by ITS Florida and the Florida Puerto Rico District of the Institute of Transportation Engineers. The event brought together transportation professionals from across the region to discuss emerging technologies, operational strategies, and transportation projects shaping the future of mobility.

District Six participated in two technical sessions during the conference. The first presentation, "Evolution of the District Six Transportation Management Center (TMC), Retrofitting for Growth," highlighted how the District expanded and modernized the SunGuide Transportation Management Center over the past two decades to support the growing transportation demands of South Florida.

The presentation outlined the progression of the District's transportation operations program, from the early Interim Operations Center located at District Headquarters to the development and continued modernization of the SunGuide TMC. It also highlighted the technical and operational upgrades implemented over time to support system reliability and regional mobility.

A second presentation, "District Six TSM&O Update," provided an overview of recently completed operational initiatives, including the Bridge Notification System, video wall replacement project, Wrong-Way Driving Notification System, and Keys COAST project. Staff also shared updates on planned arterial and freeway initiatives designed to support future operational needs across the region.

District Six also received several recognitions during the event. The Bridge Notification System received an Outstanding Achievement Award for its role in providing FL511 traffic alerts for drawbridges throughout Miami-Dade County. Originally developed for two drawbridges, the system has since expanded to 12 locations across the county.

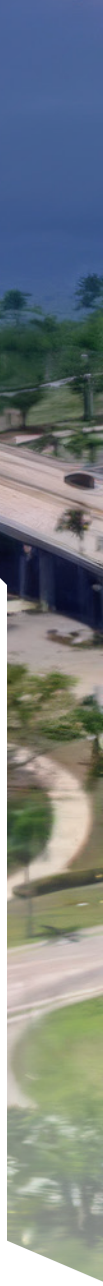
The District also received recognition for the 20th anniversary of the SunGuide Transportation Management Center and its long-standing impact on transportation operations in South Florida.

In addition, Mr. Leland DeBooy was recognized for 25 years of service as a Road Ranger and became the first Road Ranger inducted into the ITS Florida Honor Roll.

District Six continues participating in industry conferences and transportation forums to exchange ideas, share operational insights, and stay informed on emerging transportation strategies and technologies. These partnerships support ongoing collaboration across the transportation industry while helping identify operational solutions that can benefit communities throughout South Florida.

COORDINATED EFFORTS DELIVER SUCCESS ON THE US 41 CALOOSAHATCHEE BRIDGE PROJECT

BY BRANDY BOCCUTI, TRAFFIC INCIDENT MANAGEMENT COORDINATOR, METRIC ENGINEERING, INC.



INTRODUCTION, PROJECT OVERVIEW, AND PARTNERSHIPS

Through a blend of collaborative planning, strong teamwork, stakeholder engagement, and clear communication, the US 41 Caloosahatchee Bridge Project has exceeded expectations and is on track for completion more than a year ahead of schedule. This initiative enhanced safety and optimized traffic management in the Fort Myers area while demonstrating the impact of proactive coordination across multiple teams.

The project is a critical Design-Build effort aimed at improving safety, managing traffic flow, and modernizing aging sections of the bridge. Funded in part by the American Rescue Plan Act, the project includes lane realignment, guardrail upgrades, bridge deck rehabilitation, and expansion of the pedestrian bridge to improve connectivity for cyclists and pedestrians. To minimize disruptions to the surrounding community, the project incorporated a comprehensive traffic management strategy using Smart Work Zone technologies to monitor and optimize traffic flow during construction.

From the outset, the project brought together FDOT District One, Lee County DOT, the Regional Transportation Management Center, consultants, contractors, and public information teams. This coordination was essential to managing traffic operations, maintaining safety, and minimizing impacts to the surrounding community.

“Coordination among different departments was crucial,” said Josephine Mak, Construction Project Manager for FDOT District One. “We faced numerous challenges, but our team kept everyone on the same page, ensuring the project moved forward smoothly.”

COORDINATED TRAFFIC MANAGEMENT STRATEGY

Even before the Request for Proposal was released, Traffic Operations began developing a comprehensive traffic management plan to address anticipated challenges. District One’s TSM&O staff, led by TSM&O Program Engineer Steven Davis, focused on establishing a system that would measure and communicate travel times across key routes.

The strategy included deploying 14 Portable Changeable Message Signs, utilizing four Arterial Dynamic Message Signs, and implementing a network of 18 Bluetooth travel time devices, including 13 existing units and five newly installed devices, to monitor 28 origin and destination pairs along US 41 and US 41 Business Route.

This approach allowed both operators and motorists to compare travel times between the Caloosahatchee Bridge and the Edison Bridge, which served as the primary detour during lane closures. Real-time data provided visibility into traffic conditions and allowed for proactive adjustments.

“The communication and coordination among all project stakeholders were crucial in navigating the challenges and ensuring the project stayed on track,” said Mike Padgett, Traffic Operations Manager for Lee County Department of Transportation.

Collaboration with Lee County DOT also allowed teams to adjust signal timing in real time to respond to changing traffic conditions and minimize congestion along alternate routes.

SMART WORK ZONE IMPLEMENTATION AND TECHNOLOGY

The Smart Work Zone system became the backbone of the project’s traffic management strategy. Close coordination between FDOT, Lee County DOT, the Regional Transportation Management Center, consultants, and contractors ensured that the system was fully deployed and operational ahead of construction.

Installation of BlueToad devices by Lee County DOT began in November 2023. By late March 2024, the ITS Information Quality Assurance module and site configurations, installed by VHB staff, were fully operational. Around the same time, Portable Changeable Message Signs equipped with cellular modems were deployed by TransCore, the District’s ITS Maintenance

IMAGE SOURCE: WINK NEWS

Contractor. These systems were fully operational prior to the construction start date of April 7, 2024, allowing for a smooth transition into active traffic management.

The Regional Transportation Management Center played a critical role in monitoring real-time data, coordinating signal timing adjustments, and responding to incidents as conditions changed. Regular coordination meetings among stakeholders ensured alignment and allowed teams to quickly address technical challenges.

“Breaking down silos between teams and using local knowledge made a significant difference in how we managed traffic and provided alternate routes during construction,” said Sterling Bond, Senior RTMC Manager.

“Working alongside the Regional Transportation Management Center and other stakeholders, we faced many technical hurdles, but our collaboration and constant communication were key to overcoming them and optimizing the construction timeline,” said Tom Deer, P.E., with KSI.

Data from the Smart Work Zone system provided valuable insight into traffic patterns, allowing teams to identify congestion points and make timely adjustments to signal timing and traffic flow strategies.

One of the most significant decisions of the project, and a turning point for delivery, was the full closure of the bridge for a 10-week period from May 31, 2024, to August 11, 2024. While not an easy decision, it allowed crews to work without the risks associated with live traffic and accelerated the project timeline by more than a year.

“The decision to close the bridge for 10 weeks wasn’t easy, but it allowed us to work without the constant safety risks posed by nearby traffic, accelerating our progress and ensuring a safer work environment,” said Karl Pyles, Project Administrator for Kinard-Stone, Inc.

Figure 1 - Caloosahatchee Bridge Image Source: Google Street View, © Google.

Figure 2- Edison Bridge Image Source: Google Street View, © Google.

PUBLIC INFORMATION EFFORTS

Public communication played a critical role in the success of the project. FDOT's Public Information Office, led by Janella Newsome, Director of Public Information for FDOT, implemented a proactive outreach strategy to keep the public informed throughout construction.

The team used regular video updates, a dedicated hotline, and community outreach initiatives to provide timely and accurate information about project progress, detour routes, and expected impacts.

"We understood the power of controlling the narrative," said Janella Newsome, Director of Public Information for FDOT. "Our regular updates, community outreach, and proactive communication strategies helped maintain a positive public perception throughout the project."

Rather than reacting to concerns, the team focused on clearly communicating detours, timelines, and expected impacts ahead of major changes. This approach helped reduce misinformation, manage expectations, and maintain a strong relationship with the community.

During the 10-week closure, these efforts became especially important. Consistent communication helped minimize confusion, reduce frustration, and support smoother traffic transitions during one of the most disruptive phases of the project.

LESSONS LEARNED AND LOOKING AHEAD

The project reinforced the importance of planning for both expected and unexpected conditions. This became especially evident during Hurricane Debby in August 2024, which caused significant flooding in the Fort Myers area and tested the effectiveness of alternative routes.

Having pre-planned alternate routes was critical to maintaining traffic flow during the event and highlighted the importance of contingency planning.

Teams also emphasized the importance of working closely with local agencies to identify potential problem areas, such as flooding-prone corridors, and to improve monitoring and response strategies.

Ensuring system readiness was another key lesson. Last-minute updates to Bluetooth travel time software required rapid adaptation and reinforced the need to complete software and firmware updates well in advance of major project milestones.

"Our proactive approach in keeping the public engaged and informed helped us maintain trust and support, even during challenging times," said Janella Newsome, Director of Public Information for FDOT.

These experiences highlight a broader takeaway. Traffic operations are a key part of project delivery. By combining real-time data, strong coordination, and proactive communication, the project team minimized impacts to the community while accelerating construction and maintaining safe, efficient travel throughout the corridor. ▶

DISTRICT SIX LEADERS SHARE OPERATIONAL STRATEGIES AT AASHTO AND FIU EVENTS

The Florida Department of Transportation (FDOT) District Six participated in the Operations Practitioners Forum and Transportation Symposium hosted by the American Association of State Highway and Transportation Officials (AASHTO) and Florida International University (FIU), joining transportation leaders from across the region to discuss operational strategies, emerging technologies, and transportation initiatives shaping the future of mobility.

District Six Secretary Daniel Iglesias delivered the keynote address at the AASHTO Operations Practitioners Forum, emphasizing the connection between safety and Transportation Systems Management and Operations (TSM&O). His remarks highlighted the importance of incorporating TSM&O strategies throughout all phases of project development, from planning and design to construction and operations, to support long-term safety, mobility, and system reliability.

Secretary Iglesias also reaffirmed the District's commitment to TSM&O and highlighted several milestones advancing mobility and safety across South Florida, including the 20th anniversary of the SunGuide Transportation Management Center and continued progress in managed lanes and incident management initiatives.

District Six also participated in four technical sessions during the FIU Transportation Symposium, providing staff an opportunity to share operational insights and collaborate with transportation professionals from across the public, private, and academic sectors.

During the "TSM&O Public Sector Perspective" fireside chat, District staff shared updates on current initiatives alongside transportation leaders from Florida and Washington, D.C. In the "Data, AI, and Digital Twin" session, participants discussed the use of artificial intelligence and emerging media platforms to increase public awareness and support for TSM&O initiatives.

District Six also highlighted the Keys COAST Project during the "Connected and Automated Infrastructure Vehicles" session, showcasing efforts to prepare infrastructure for future mobility in Monroe County. During the "Advancements in TSM&O" session, staff discussed the implementation and safety impacts of the District's Wrong-Way Driving Initiative.

The event highlighted the value of collaboration across the transportation industry while providing District Six an opportunity to share ongoing operational strategies and innovations supporting mobility and safety throughout South Florida. ▶

FDOT DISTRICT SIX EXPANDS TSM&O PUBLIC OUTREACH THROUGH SOCIAL MEDIA

BY JAVIER RODRIGUEZ, D6 TSM&O PROGRAM ENGINEER

The Florida Department of Transportation (FDOT) District Six Transportation Systems Management and Operations (TSM&O) Office is expanding its public outreach efforts through the District's social media platforms to increase awareness of TSM&O programs, services, and initiatives across South Florida.

District Six regularly shares program updates through newsletters, industry articles, website content, employee recognitions such as Road Ranger of the Month, and other communications published on SunGuide.info. These efforts help highlight program achievements, operational milestones, and the people behind the work while increasing public understanding of TSM&O and its role in supporting safe and reliable travel throughout the region.

In 2025, the District Six TSM&O Office expanded its outreach strategy by publishing program content across the District's Instagram, Facebook, X, and YouTube platforms. To support this effort, the TSM&O Community Outreach Staff developed a structured social media calendar featuring pre-approved, ready-to-publish content for the District's Public Information Office. This streamlined coordination between both offices and supported more timely and consistent messaging.

District Six is also increasing its focus on multimedia storytelling to showcase transportation projects and operational improvements across the region. Planned efforts include short-form social media videos, interactive project tours, and additional features for the "Tiny Mic, Big Project" series. The TSM&O Office will continue working alongside the District's Public Information Office to support this expanded digital outreach effort.

Expanding FDOT's digital presence helps strengthen public awareness of real-time traffic management strategies, emerging technologies, and the professionals dedicated to improving roadway safety and reliability. Through consistent and accessible communication, District Six continues supporting public education while highlighting how TSM&O investments contribute to a more efficient and dependable transportation network.

For more information, please contact Javier Rodriguez at Javier.Rodriguez2@dot.state.fl.us.

ITS FLORIDA RECOGNIZES DISTRICT SIX TMC OPERATOR

The Florida Department of Transportation (FDOT) District Six Transportation Systems Management and Operations (TSM&O) Office is proud to announce that the Intelligent Transportation Society of Florida (ITS Florida) has recognized Mr. Joel Vega as the 2025 TMC Operator of the Year. Mr. Vega was selected from a pool of top candidates by a review committee of transportation leaders from across the state.

Mr. Vega began his career in 2017 working the overnight shift at the SunGuide Transportation Management Center (STMC). Although a challenging schedule, he saw it as a perfect opportunity to learn as much as possible about best practices for traffic operations. As a front-line traffic operator in one of the most congested regions in the country, he gained valuable knowledge for managing complex traffic scenarios and events. He credits this time for teaching him to think outside the box and find solutions to the unique challenges often posed by the shift, such as overnight construction, special event traffic, and nightly detours. By turning the challenge into an opportunity, he improved his situational awareness skills, learned to anticipate issues before they escalated, and developed strong working relationships with Road Rangers and other first responders. His positive mindset got him noticed by management and he was promoted to Express Lanes Supervisor within three years of joining District Six.

Today, Mr. Vega serves as the Construction Coordinator at the STMC helping to coordinate messages on the dynamic message signs and avoiding conflicts from overlapping construction and maintenance projects. He attends project meetings, keeps the STMC informed of scheduled construction activity, and ensures the timely dissemination of traveler information to mitigate construction impacts on traffic. Mr. Vega has also been serving as the on-site FDOT representative at Hard Rock Stadium where he manages special event traffic for major events such as the Orange Bowl, Formula 1 Miami Grand Prix, and the upcoming 2026 FIFA World Cup events. In this capacity, Mr. Vega went above and beyond his regular duties and developed travel time analysis reports for shuttle bus operations and identified new exit routes for post-event traffic that are used by stadium staff. It is this ability to identify solutions and willingness to help others that make him a valuable member to the TSM&O Office in South Florida.

For more information, please contact Javier Rodriguez at: Javier.Rodriguez2@dot.state.fl.us.

ROAD RANGER VETERAN RETIRES, REFLECTS ON 25 YEARS OF SERVICE

BY JAVIER RODRIGUEZ, D6 TSM&O PROGRAM ENGINEER

The Florida Department of Transportation (FDOT) recognized Mr. Leland DeBooy following 25 years of dedicated service to the Road Ranger Program in Southeast Florida.

Known throughout the transportation community as a quiet but dependable presence, Mr. DeBooy built a lasting legacy through his commitment to motorists, responder safety, and mentorship within the Road Ranger Program. Now enjoying retirement with his wife and great-grandchildren, the impact of his work continues through the many Road Rangers he helped train and mentor throughout his career.

Mr. DeBooy was among the pioneering service patrol operators when the program expanded in the 1990s. Originally working in sales, he joined the growing FDOT Road Ranger Program in February 1995 after learning about an open position and deciding to take a chance on a new career path.

In those early years, the program looked very different than it does today. Road Rangers patrolled highways without the benefit of Transportation Management Centers, traffic monitoring cameras, or advanced dispatching systems. Equipped with a marked vehicle, formal training, and a mobile phone, Mr. DeBooy spent his days assisting stranded motorists, helping with minor repairs, and coordinating towing services along South Florida roadways.

As FDOT continued expanding its Transportation Systems Management and Operations (TSM&O) and Road Ranger programs, Mr. DeBooy gained valuable field experience and gradually became a leader within the organization.

Reflecting on his career, Mr. DeBooy shared several pivotal moments that shaped his experience in the program. One of the most significant came when the Road Ranger Program was temporarily halted in the early 2000s and partner agencies, including the Florida Highway Patrol, joined together to advocate for its return.

Mr. DeBooy said the overwhelming support from both the public and incident management partners reinforced the value of the work being performed on the roadway every day and motivated him to continue building a long-term career within the program.

He also credited his employer and FDOT District Six leadership for recognizing his leadership abilities early in his career and encouraging him to become a lead trainer for new staff. Through that role, he helped mentor and prepare future generations of Road Rangers entering the field.

Mr. DeBooy also recognized the role the District Six Traffic Incident Management (TIM) Team played in strengthening collaboration among responder agencies and increasing public awareness of roadway safety. He said the program helped him better understand his role within the larger incident management community and strengthened relationships with transportation and public safety partners across the region.

Another defining chapter of his career came when he was selected to serve as a spokesperson for the Road Ranger Program during press conferences and media events.

Although he described Road Rangers as “humble servants” who are more comfortable working behind the scenes, Mr. DeBooy embraced the responsibility because he believed it represented something larger than himself and gave a voice to the men and women serving motorists in the field each day.

He also reflected on the honor of being selected by three District Secretaries to represent the program publicly, a role he said he never expected but deeply appreciated.

Mr. DeBooy’s career represents an important chapter for District Six and the Road Ranger Program. His years of service, leadership, and dedication helped shape the program’s growth and left a lasting impact on the transportation community throughout South Florida.

As he enjoys retirement with his family, the legacy he leaves behind continues through the people he trained, the partnerships he helped strengthen, and the example of service he demonstrated throughout his career. ▶

SUNGUIDE TMC MARKS 20 YEARS OF TRANSPORTATION OPERATIONS IN SOUTH FLORIDA

BY: JAVIER RODRIGUEZ, D6 TSMO PROGRAM ENGINEER

The Florida Department of Transportation (FDOT) District Six Transportation Systems Management and Operations (TSM&O) Office is commemorating the 20th anniversary of the SunGuide Transportation Management Center (TMC) with a special edition video and commemorative brochure highlighting the facility's growth and impact across South Florida.

When FDOT opened the SunGuide TMC in 2004, the vision was to create a centralized hub for traffic operations that could support the region's growing transportation needs while advancing innovative traffic management strategies. The foundation for the program began years earlier, as District Six expanded Intelligent Transportation Systems infrastructure throughout the region during the 1990s.

The District installed closed-circuit television cameras, dynamic message signs, roadway detectors, and hundreds of miles of fiber optic communications infrastructure to connect the transportation network back to the SunGuide TMC. These systems allowed operators to monitor roadways, coordinate incident response, and provide traveler information 24 hours a day, seven days a week.

Over the past two decades, the SunGuide TMC has supported the growth of the District Six TSM&O Program and helped advance several major operational initiatives across South Florida, including 95 Express, Ramp Signaling, and expanded arterial operations strategies. Today, the program is recognized nationally for its transportation operations and traffic management efforts.

To commemorate the anniversary, District Six developed a four-minute video documenting the evolution of the SunGuide TMC from its opening in 2004 through today. The video highlights the facility's early operations, the region's rapid growth, and the transportation projects and operational strategies implemented to address increasing travel demand throughout South Florida.

The commemorative materials also look ahead to the future of transportation operations, highlighting ongoing innovation and emerging strategies designed to support the region's continued growth and mobility needs.

In addition to the video, District Six published a commemorative tri-fold brochure featuring a visual timeline of key milestones throughout the TMC's 20-year history.

Join us in celebrating the SunGuide TMC's 20-year journey by viewing the commemorative anniversary video here. ▶

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INTELLIGENT TRANSPORTATION SOCIETY OF FLORIDA (ITS FLORIDA)

DREW YOUNG
2026 ITS FLORIDA PRESIDENT

Members of ITS Florida,

I am honored and grateful to accept the role of President of ITS Florida. I look forward to continuing the organization's strong tradition and to learning from the many dedicated professionals who make this society exceptional.

I was first introduced to ITS Florida by colleagues whose passion for the organization and its mission was truly inspiring. That shared passion sparked my own commitment to ITS Florida's goals and has only grown as I have become more involved and familiar with the principles on which the organization was founded. Through this involvement, I have experienced firsthand the importance of giving back to our members and making a meaningful difference. It is with this understanding, these guiding principles, and that same passion that I will do my very best to lead this organization.

Over the past several years, serving on the Board and increasing my involvement have deepened my enthusiasm for the Society's mission and the talented individuals who share these objectives. The ITS industry continues to evolve at an unprecedented pace with rapidly advancing and changing technologies. As society becomes increasingly ready to embrace these innovations, significant opportunities emerge for the ITS industry and, for ITS Florida to advance innovation, planning, implementation, training, and operations. These are exciting times, and I am thrilled to be part of this progress.

Building on the strong foundation of ITS Florida and the broader ITS industry, I look forward to leading the organization with a focus on the following priorities:

- **Advancing Technical Work** – Expanding the use of our technical forums and website to address the most pressing mobility challenges while keeping members informed of key industry issues.
- **Professional Development** – Serving our members as a resource and thought leader in policy and technological advancements.
- **Member-to-Member Engagement** – Strengthening connections between our private-sector and public-agency members.

I am excited about what we will accomplish this year through our meetings, trainings, and events in 2026 - especially the Southeast Summit in Charlotte, North Carolina, this March, which will bring together five neighboring ITS chapters from across the region.

As I begin my term as President of ITS Florida, I welcome your guidance, ideas, and support in further enhancing our effectiveness and better serving our members. Please feel free to reach out with suggestions. I look forward to working together to achieve our shared vision and exceed both our goals and your expectations.

Thank you again for the honor of serving you.

Drew Young
President, ITS Florida

CALLING ALL MEMBERS

BE CREATIVE AND SUBMIT PHOTOS FOR THE ITS AWARD-WINNING CALENDAR, 2027 EDITION!

ITS Florida is having its annual photo contest to select the best in Florida to be used in the 2027 ITS Florida Calendar. The calendars will be distributed at the end of 2026 to all FDOT Districts as well as FDOT Central Office.

HOW TO ENTER

Please submit photographs in high-resolution, landscape* format (jpg, png) and a document identifying each photo with a short caption that can be used in the calendar. Please also include contact information for the submitter of the photo(s) should ITS Florida have any questions. Photos should be submitted via electronic format or link to itsflorida@itsflorida.org.

Submittal Deadline: Tuesday, August 31, 2026, 5:00 p.m.

Photos submitted in last year's contest may be resubmitted for consideration; however, ITS Florida will not automatically include last year's submissions. To be considered for the 2026 contest, they must be resubmitted.

For questions, please contact Mr. Jonathan Tursky at Jonathan.Tursky@TransCore.com or Ms. Sandy Beck at itsflorida@itsflorida.org.

*Photos in the Portrait format may be used as an insert only as this format does not fit the cover or monthly layout.

Please note that all photos submitted to ITS Florida for the calendar photo contest shall become property of ITS Florida. No copyrighted photos will be accepted.

WORD SEARCH

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SERVICE
DEDICATION
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COALITION
DIODE
TIMINGS
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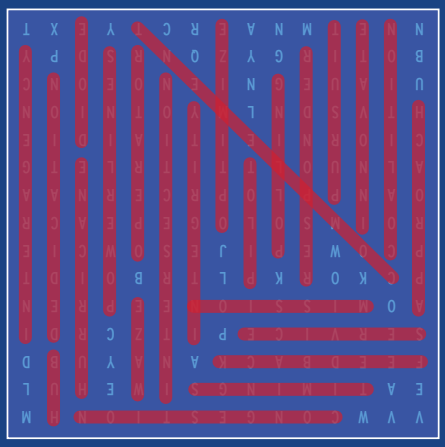

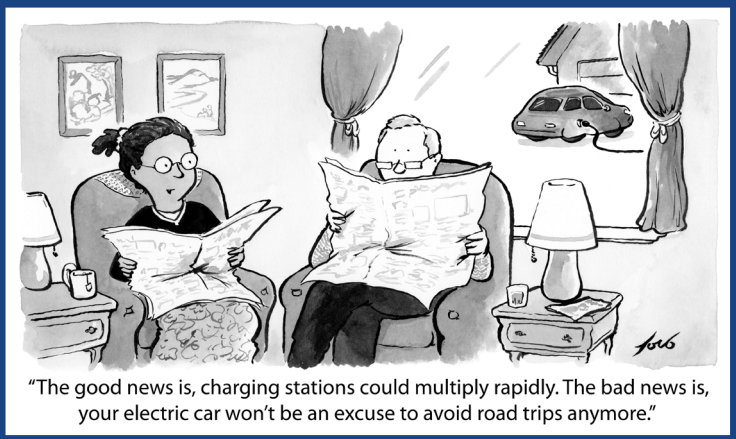

"The good news is, charging stations could multiply rapidly. The bad news is, your electric car won't be an excuse to avoid road trips anymore."

FLORIDA DEPARTMENT OF TRANSPORTATION

DISSEMINATOR

TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS

DOWNLOAD DISSEMINATOR

FDOT TSM&O

Transportation Systems Management & Operations