



Collier - Lee Traffic Incident Management Team

*August 13, 2008
Meeting Minutes*

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Jay Anderson	Stay Alive Just Drive	Bud Gruber	Bald Eagle Towing
Mark Anderson	DBi – Collier	Patty Hill	Red's OK Auto & Truck Repair
Peggy Bagaason	Red's OK Auto & Truck Repair	Bruce Hutcheson	DBi Services
Thomas Baker	Baker's Towing & Recovery	Douglas Leffin	Collier County Sheriff
Sandra Betts	Collier County Sheriff	Mike McClead	Coastland Auto Road Rangers
Carlos Bonilla	FDOT	Alex Mirones	SMART SunGuide TMC
Robbie Brown	Lee County DOT	Mike MeeHan	511/Traffic.com
Ashley Cerbone	Lee County DOT	Patrick O'Rourke	DBi Services
Bill Clemens	Bonita Springs Fire & Rescue	David Parks	Global-5
Raul Corbo	Anchor Towing	David Penezic	ARES/RACES
Mike Cowart	DBi – Pembroke Pines	Mark Perez	ACT
Tom Curran	FDOT	Brian Raimondo	Lee County MPO
Lourdes Daniel	Anchor Towing	Bill Rippy	FHP
Krystle Davis	Lee County DOT	Joe Saladino	Prompt Towing Service
Jen Eversole	FDOT	John Scarpellino	Telvent Farradyne – RTMC
Nicholas Favazzo	Lee County EMS	David Tarquino	S&T Towing of SW FLA
Pat Fowler	Red's OK Auto & Truck Repair	Phil Tindall	Collier MPO
Glen Fox	Alligator Towing	Robert Tipton	Collier County DOT
Kevin Fox	Alligator Towing	Jim Wells	FHP
Frank Gentilquore	Alligator Towing	Les Williams	Collier County EMS
Montague Gonsalves	City of Cape Coral	Ted Smith	Delcan Corp
Nestor Gonzalez	Road Rangers	Don Olson	FDOT
Hank Graham	Division of Forestry	Christina Florez	VANUS
		Damien Rose	VANUS

Call to Order: The Collier-Lee TIM Team meeting was held on Wednesday, August 13, 2008 at Florida Highway Patrol, 4700-3 Terminal Dr., Ft. Myers. Ted Smith and Don Olson facilitated the meeting.

Introductions: Team members introduced themselves and the agencies they represent.

Update on TIM Initiatives:

SLERS Radios

Road Ranger Service Patrol Vehicles will be assigned SLERS radios by the end of September. In October it is anticipated that the Road Ranger Operators will need cross-training with FHP

Troopers in the use and protocols of the radios. Each Road Ranger will carry a mobile radio unit so the Troopers can provide directives without having to walk to the Road Ranger Vehicle or relay messages through the FHP Communications Center via Nextel. The strategy for 800 MHz SLERS radios is to facilitate on-site communications at incident scenes and enable increased support for the Troopers. Additionally, this is the next step in the transition for Road Ranger Service Patrols to Traffic Incident Management professionals.

Road Rangers

Due to the budget cuts of the Road Ranger program, FDOT has authorized the Contractor to actively search for sponsors to meet or exceed the difference in budget reductions. On Alligator Alley, there are two Road Ranger Service Patrol trucks patrolling 16 hours each weekday. The start times are 5am and 6am and until 9pm and 10pm respectively. It was noted that the estimated time of arrival for response to dispatch is longer due to the decreased number of Road Rangers.

AAA Report

The paper prepared for AAA by Cambridge Systematics, Inc. was distributed in the TIM Team meeting. "Crashes vs. Congestion – What's the cost to society?" evaluates the costs of crashes to society. The study was designed to raise awareness of the importance of transportation investments.

High Visibility Vest

Federal Regulation 23 CFR 634 goes into effect November 24, 2008. The purpose is to decrease the likelihood of first responder fatalities or injuries while responding to incidents along the highways. The rule states that all responders within the right-of-way of a Federal-aid highway who are exposed to traffic or construction equipment shall wear high-visibility safety apparel. For additional information, please visit www.respondersafety.com.

Southwest Florida 511 System

The sensors along I-75 have been activated for a few months now. The information will be available on-line, www.swfl511.com or via phone and is updated once a minute. Motorists can request information on a segment or mega-segment and travel time information will be provided. Travel times are currently available from MM 101, Golden Gate to MM 170, Kings Highway.

RISC

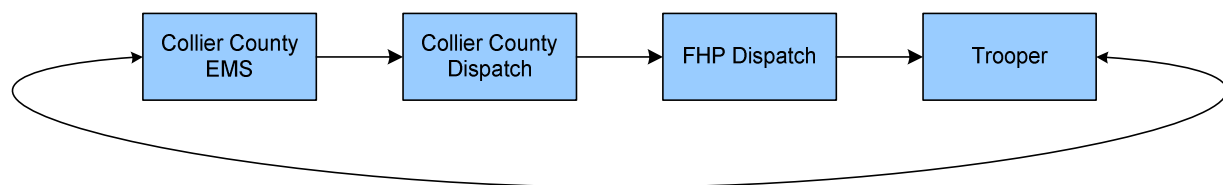
At this time, the RISC program in District 1 has only been approved for funding response on the interstate. District 7 allows other strategic roads to activate RISC in addition to interstate response. The invitation to negotiate is open and will remain open; contractors may bid on the project throughout the year. FDOT will have a technical review once a month for this Contractor interested in participating in the RISC program. The contracts will initially end in two years (test period) and be reviewed for long-term continuation and possible expansion to other strategic roads. Because the invitation to negotiate is open, FDOT cannot answer specific questions; instead, Don Olson provided an Executive Summary. I-75 was broken down into 10 mile segments and the contractor can select which areas they are able to service within the contract scope of services. RISC is an incentive bonus program and the contract does not actually specify towing rates but requires following local statutes for charging insurance companies. In addition, if RISC is activated, it will supersede the FHP wrecker rotation list in favor of a pre-planned and robust response to ensure safe, quick clearance. At this time, there is no definitive date to start activating the RISC program; as the districts are working closely with FHP and implementing program awareness training provided by FDOT Central Office/FHP Deputy Director's Office. Although there are guidelines as to when a crash scene warrants the

activation of RISC, it will be up to the FHP Trooper on-site and/or first responders to initially assess the scene and determine to request RISC activation. The RISC contractors will be dispatched by the FHP Communications Center and ultimately by the RTMC when operational.

Ground-to-Ground Communications

Don asked how the ground-to-ground communications is handled between the different agencies. Collier County EMS and FHP described how their system is supposed to work; they are in the process of working out the process gaps.

As shown in the figure below, the Collier County EMS personnel notify the Collier County Dispatch. Collier County Dispatch then notifies the FHP Dispatch which needs a supervisor to perform the cross patch (24 hour supervisor coverage of the radio room is not provided). FHP Dispatch then patches in the Trooper. At which point the Collier County EMS personnel can communicate directly to the Trooper.



It was noted that not all counties have the same functionality.

Scene Positioning Guidelines

Ted mentioned that the Document by the US Fire Administration published in April 2008 is available on the TIM Team Website. The Traffic Incident Management Systems book has detailed drawings and recommendations for adequate traffic control for scene safety. This TIM Team resource is a national guide written in cooperation with FEMA and the USDoT. The USF College of Engineering Center for Urban Transportation Research (CUTR), under contract with FDOT, created an MOT training course for first responders. Currently the MUTCD requires a 1500' taper with cones as a long-term MOT design; however, shorter tapers are okay during initial responses to roadway emergencies until additional traffic control resources are available. At this time, FHP carries 6 to 7 cones in the vehicles and will utilize the additional MOT resources of the Road Rangers when available to provide recommended traffic control. The CUTR MOT training was informally given at the beginning of August; Don Olson participated along with FDOT Safety & Training expert Ken Boehle. It is anticipated that this MOT training will be adopted into the MUTCD as a federal guideline for temporary traffic incident management.

RTMC Update

The contract end date is November 5th, 2008. At this time, it is not known when the RTMC will be fully operational.

Amateur Radio:

Mike MeeHan introduced Dave Penezic from ARES/RACES to discuss the possibility of using amateur radios during emergencies. After Hurricane Charley, there were no working phones or radios; only amateur radios were operational. Traffic Incident Management Teams need to communicate response activities, incident status and road conditions for emergency relief access to staging areas. The amateur radios can be used as a backup system and it is encouraged that EOC and RTMC personnel be trained and licensed in amateur radios. If the

main lines of communication fail, it does not take long to setup a radio site and be on the air. Once networks are established, operators should keep it activated by testing it periodically. If an emergency is activated, only emergency operators will be allowed to use that particular frequency. HAM radio operators have provided emergency communications during many events around the world; and are an additional resource for TIM Team member agencies.

TIM Team – Quality Management/Future Direction:

Newsletter

Don Olson mentioned the TIM newsletter and second annual addendum, inquired if all the members received the newsletter, and identified the topics included in the July Newsletter. Don asked if anyone had questions or wanted to be added to the mailing list. The newsletters and addendums can be found by clicking on 'Document Archives' at <http://www.swftim.org>. Newsletters are an opportunity for TIM Team member agencies to provide information about themselves, their respective discipline mission and role at an incident scene.

Incident Reviews:

An incident occurred on August 1 at approximately 3:30pm on Alligator Alley at Mile Marker 68. An eastbound vehicle crossover struck a westbound vehicle. Two people were injured and one fatality. The approximate response times were:

- Initial FHP: 20 to 25 minutes
- Fire Rescue: 30 minutes
- Air medivac: 60 minutes
- Road Ranger Service Patrol: ? Not known ...
- DBi: ? Not known ...
- Wrecker Recovery: ? Not known ...

Westbound lanes were closed until approximately 5pm, when one of the lanes was opened.

Construction/Maintenance Update:

Weekly project information can be found on the FDOT website:

<http://www.dot.state.fl.us/publicinformationoffice/construc/constmap/d1roadwatch.htm>

iROX – I-75 Road Expansion Project

The emergency stop and Accident Investigation Site area at Pine Ridge has been completed. The new pavement between Golden Gate and Immokalee has been completed. Work is beginning between Corkscrew and Bonita Beach. Work is being performed throughout the entire 30 mile stretch.

Additional information on the iROX project can be found on the project website, www.iROX75.com.

Scheduled 2008 Meeting Dates:

Wednesday, October 15, 2008
Wednesday, December 10, 2008

Attachments:

RISC – Executive Summary

Meeting Notes by Christina Florez, VANUS, Inc. (305) 823-5662