



Charlotte - Sarasota - Manatee Traffic Incident Management Team

*December 9, 2008, 2008
Meeting Minutes*

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Tom Berninger	Sarasota County Fire	Scott Meabon	NRFD
Chris Birosak	FDOT	Patrick Odom	FDOT
Glenn Bond	Charlotte County	Hendrick Ooms	DBi
Carlos Bonilla	FDOT	Mark Perez	ACT
Sam Carpenter	Anchor Towing	Thomas Przybylowicz	FHP
Raul Corbo	Anchor Towing	Joe Saladino	Prompt Towing
Ray DeGiovine	FDOT	Kevin Salsbery	FDOT, Emergency Mgmt
Rick Doll	Charlotte County	Thom Scrivner	FDOT
Keith Drake	Sarasota/Manatee MPO	Ted Smith	Delcan Corp
Gilbert Fernandez	Sarasota	Don Olson	FDOT
Nestor Gonzalez	Road Rangers	Christina Florez	VANUS
Bruce Hutcheson	DBi Services		

Call to Order: The Charlotte-Sarasota-Manatee TIM Team meeting was held on Tuesday, December 9, 2008 at 1:30 PM at the Sarasota County Public Works Office, 1001 Sarasota Center Boulevard, Sarasota, Florida. Ted Smith and Don Olson facilitated the meeting.

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

Update on T I M Initiatives:

Newsletter

Don Olson mentioned the TIM newsletter, inquired if all the members received the newsletter, and identified the topics included in the November 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.

Southwest Florida 511 System

The next generation of 511 is close to completion and will be an integrated "Statewide" Florida 511. The new FL 511 system provides an improved service to motorists with both English and Spanish versions and greater accuracy for timely communication, includes I-75 and US 41, and

allows users to have up to 10 customized routes with automatic alerts via email or cell phone if there is an incident along their route.

Rapid Incident Scene Clearance (RISC)

The RISC invitation to negotiate is now advertised on the MyFlorida website. The following is a link for the advertisement and bid document:

- http://vbs.dms.state.fl.us/vbs/ad.view_ad?advertisement_key_num=73259
- http://vbs.dms.state.fl.us/vbs/boiler_plate.pdf_list?advertisement_key_num=73259&puicode_str=5500&dept_ad_num_str=ITNDOT08091006WC

SWIFT SunGuide Center

The tentative date for the SWIFT SunGuide Center to become operational is spring 2009. There will be an announcement and a Grand Opening once the center is operational.

Traffic Incident Reports

DBi has expressed that they are not always notified by the Sheriff's Offices when an incident occurs. Don Olson and Kevin Salsbery will set up meetings with the Sheriff's Offices in order to facilitate communications. The 911 call centers state that they notify everyone that is on their call lists. It should be noted that in order for DBi to recuperate the cost of repairs, they need to be able to associate the crash report and the responsible party with the repair.

Incident Management

The following is the updated contact information for emergency response:

- To request Emergency Response from FDOT on I-75: **DBi** 239-567-2043
- To request Emergency Response from FDOT on I-75 Bridges: **ICA** 1-866-335-9696
- To request Emergency Response from FDOT on other State Roads: **FDOT Emergency Coordination Officer** 1-877-876-0628 – Kevin Salsbery

Road Rangers

The new radios are in and the Road Rangers have 2 channels for talk group communication. There is a statewide mutual aid channel that could be used to communicate with on-scene Troopers and Fire/Rescue as well. It was stated that the mutual aid channels do not always work as intended because so many people are talking at the same time. Don suggested planning an exercise for the next TIM Team meeting. These radios will be used to facilitate direct communication between the Road Ranger and the Trooper(s) or Deputies responding to a traffic incident. The maximum distance the radios can communicate is approximately 1 mile.

Diversion Routes

Don mentioned that the Department has tasked a consultant who has been looking for input for diversion routes from local agencies, including the Sheriff's Offices, FHP, Local Police, County Traffic Operations and other Stakeholders. The goal is to standardize the diversion routes document format with Google maps and share with all TIM Team member agencies. Diversion route criteria include proximity to the Interstate, capacity and accommodation for overweight/oversize vehicles.

Safety Responder Vests

Safety vest deadline for full compliance was last month. Ted stated that the TIM Team members should make sure that everyone in the agencies is wearing them if they are working on any federal roadway. Anyone working for a private company also needs to wear the safety vest to avoid liability issues and OSHA. Standards can be found at www.respondersafety.com.

HAZMAT Response Presentation

Lt. Tom Berninger of the Sarasota County Fire Department presented on Special Operations Response to Hazardous Materials Incidents on the Highway. The Special Operations Type II WMD/HazMat Team consists of 54 members and is state deployable under the Statewide Emergency Response Plan. The Team must be self-sustainable for a minimum of 72 hours. The Special Operations Team responds to hazardous materials incidents, heavy vehicle extrication, technical rescue and support of department operations. When responding to an incident the Special Operations Team uses the Unified Incident Command protocol. The presentation can be found on the TIM Team website, www.swfltim.org, under 'Document Archives'.

For the Mitigation of Accidental Discharges of Motor Vehicle Fluids

Ted Smith presented to the TIM Team set of guidelines concerning the handling of commercial vehicle crashes and fluid spills. These guidelines were developed by the Florida Highway Patrol. The USDOT regulated the definition of hazardous materials. As an example of an incident, a couple of weeks ago in Ft. Myers there was an incident with a spill of approximately 60 gallons of diesel fuel and 100 gallons of hydraulic oil spread out over a half-mile of roadway. This incident is not a "Hazardous Materials" incident according to the guidelines. Last year in Palm Beach County, I-95 was closed between 5 and 7 hours because responders assumed it was a hazardous incident when non-cargo vehicle fluids spilled. Actually, the spill of non-hazardous vehicle fluids and materials could have been cleaned up immediately to achieve safe/quick clearance. When on a scene, anyone can take action to start clean up, and to mitigate the spread of vehicle fluids, without assuming responsibility for the proper disposal of contaminated material. Different materials can be used to stop and clean spills such as kitty litter, sand, pads, pillows, dry Portland cement, oil dry and even dirt. The responsible party for the incident remains the responsible party for paying for the clean up; the responders are not liable for the costs. Therefore there is no need to wait with the road closed and delay safe/quick clearance. Ted asked TIM Team members to share this information with their colleagues. Ted's presentation can be found on the TIM Team website, www.swfltim.org, under 'Document Archives'.

TIM Team Update

Based on last year's feedback from Charlotte County TIM Team members and other agencies within Charlotte County, Charlotte County will now be a part of the Collier-Lee TIM Team. The Department agreed with this request due to the ITS devices being installed along I-75 from Collier County through Charlotte County and in order to encourage the participation of Charlotte County TIM Team agencies.

Construction/Maintenance Update:

Weekly project information can be found on the FDOT website:

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

Incident Review:

There was no agency requested incident for review. Don discussed the two incidents that occurred on I-75 within the iROX construction zone. Both occurred with two days of each other at the same mile marker and involved spilled vehicle fluids. Neither one is classified as a Hazardous Materials spill incident. TIM Team members are encouraged to call Don and request a traffic incident management review for incidents on any roadway in the County.

Scheduled 2009 Meeting Dates:

February 10
April 7
June 9
August 11
October 13
December 8

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