



**Charlotte - Sarasota - Manatee
Traffic Incident Management Team**

October 9, 2007
Meeting Minutes

Attendees:

| | | | |
|-------------------|--------------------------------|---------------------|---------------|
| John Baumann | FHP | Scott Melton | FDOT |
| Conner Cardwell | FHP | Aaron Nick | North Port PD |
| Robert Day | SC – Emergency Mgmt | Thomas Przybylowicz | FHP |
| Keith Drake | MPO | Terry Ruth | Venice PD |
| Gil Fernandez | City of Sarasota | Tom Scrivner | FDOT |
| Gabriela Harrison | SC – Traffic Ops | J Whitehead | Venice PD |
| Bruce Hutcheson | DBI | Ted Smith | Delcan Corp |
| BJ Kirby | Coastland Auto Road Rangers | Don Olson | FDOT |
| | | Dave Reichel | DBI |
| | | Christina Florez | VANUS |

Call to Order: The Charlotte-Sarasota-Manatee TIM Team meeting was held on Tuesday, October 9, 2007 at Sarasota County Public Works Office, 1001 Sarasota Center Blvd., Sarasota. Ted Smith and Don Olson facilitated the meeting.

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

Update on TIM Initiatives:

RISC

The Rapid Incident Scene Clearance (RISC) Program has been approved and funded for \$2 million statewide. From the \$2 million, a \$100,000 will be provided to each District, with the remaining funds reserved in a funding pool. This pool will be tapped between the Districts that meet the pre-established clearance time but have exhausted their initial funding. The plans call for implementation of the RISC program to begin in July 2008. A detailed plan is being developed that will clearly define the processes, equipment requirements and specifications, roles, milestones, incentives, cost recovery procedure and implementation. After a year of implementation, the State Executive Board will review the program and determine if funding should continue. A Similar program is already managed on the Turnpike, which has recovered approximately 80 percent of the costs from insurance providers. While implementing RISC, incident clearance duration went from four hours to an average of 55 minutes for incidents that warrant activating the RISC response.

There is a similar program in Atlanta Georgia that is to begin on December 1st this year. This will be the first application in a metropolitan area. The operators are currently in training, including Hazmat school, NIMS training, etc.

Asset Management Contract

The new Asset Management Contract has been awarded to DeAngelo Brothers, Inc. (DBI). Bruce Hutcheson, the DBI Emergency Management Coordinator, would like to be notified of traffic incidents of levels 2 and 3. DBI Emergency Management representatives will respond to all level 3 incidents. DBI Asset Maintenance representatives in general will respond to virtually all traffic incidents on the freeway, to support responders with MOT when needed and assess damages to the public assets. A copy of the Spill Response Guideline will be provided to DBI. DBI wants to ensure that they have a clear understanding of the notification process. Don requested that DBI provide a contacts list to be included in the updated Notification and Agency Resource Guide (NARG), 2008.

Action Item: Bruce to provide a contact list for DBI.

Road Ranger Service Patrol Contract

The current Road Ranger contracts with Jorgensen CS and ICA have been extended until the end of December. The new contract with Anchor Towing and Marine Transport has been executed with procurement and training underway. This contract is for five (5) years and in keeping with the Statewide TIM strategy ... enhances the emergency response capabilities of the Road Ranger Service Patrol. Beginning with the new year, Road Ranger Service Patrols will operate 16 hours each day, and the I-275 Sunshine Skyway Bridge will have a dedicated Road Ranger Service Patrol during peak periods of week day travel.

511

The 511 program will be enhanced in Southwest Florida to automate travel times on I-75 in Charlotte, Lee and Collier Counties. There will be a total of 22 sensor stations between Golden Gate Parkway in Collier County and Kings Highway in Charlotte County. The concrete poles with microwave sensors are currently being installed along I-75. The sensors are stand-alone, solar-powered units that communicate to the 511 center via cellular phone technology. The sensors will automatically detect traffic travel times between sensors and populate the website and voice 511 system. It is anticipated that the website data feeds will be up and running by mid-December, once the acceptance testing is completed. The website will display real-time traffic information on the GIS map. The roadway segments will be displayed in color: red means that the traffic is stopped or very slow; yellow means that the traffic is congested and moderately slow; and green indicates that the traffic is at free-flow or at normal conditions.

Additional Topics

The National Unified Goals (NUG) was briefly discussed. The NUG covers many agencies and disciplines. A primary goal is the safe and quick clearance of incidents. The outlines are currently under development. Once approved, they will be published nationally. It is intended to be a guideline to encourage local agencies to develop standards that are consistent with the NUG.

The Asset Maintenance contractor is having some challenges recovering money after fixing highway assets due to a communications breakdown with reporting and notification. There is a disconnect with regards to being able to track damages to vehicle owners. A suggestion was made to see if there was a way to "tag" damaged areas of the assets (i.e. cable barrier median, guard rails, fence, etc.).

Transportation Management Centers and ITS Devices:

The Regional Transportation Management Center (RTMC), also known as the South West Intelligent Freeway Transportation (SWIFT) SunGuide Center, is scheduled to be operational by

July 2008. The SWIFT SunGuide Center is located at the Daniels Parkway Rest Area in Lee County. ITS devices are being installed from Collier County through Manatee County over the next few years. Fiber-optic has been installed along major roadways in District 1 to facilitate traffic operations through a multi-agency technology approach. This includes full CCTV coverage of I-75. The data sharing requirements/agreements have not yet been solidified, but there is discussing on sharing the video feeds with County, Municipal and Emergency Management agencies and possibly the Media. There will be a planned center-2-center link between the new RTMC and the new Transportation Management Center (TMC) in Manatee County. The District 7 Tampa Bay SunGuide (TBSG) Center is complete and operational. The overall plan is to have center-2-center communication links between all regional RTMC's and GDOT. This center-2-center communication link provides for the sharing of real-time traffic information and intelligence among the Transportation Management Centers to support a regional control strategy.

Participants indicated their interest in holding the December TIM meeting in the new Manatee County TMC. Vanus and FDOT will make an official request.

A brief discussion on CCTV technology was held. The CCTV cameras that and are planned are used mainly for Congestion and Incident Management. The detectors that are mounted on the side of the highways will send an alarm to the control center if vehicle speeds have fallen below a certain threshold. The TMC Operators can then direct the CCTV cameras in the location and support public notification through 511 and coordinating traffic management. The CCTV cameras are not used to check license plates or enforce laws. In addition, it is the State of Florida's policy to not record the video feeds except for training purposes.

Action Item: Christina to contact the Manatee County TMC to schedule the next meeting in the new facility, if possible.

Emergency Management Presentation:

Scott Melton presented on the role of the Emergency Management Division of the FDOT. Scott is the Emergency Management Coordinator for FDOT District 1. Scott requested that responders use his on-call pager number (877-576-0628) instead of going through the switchboard or PIO. By notifying him directly, he can coordinate the FDOT response immediately. Scott will work to ensure his pager number is added to all 911 emergency notification lists. FDOT Emergency Management will respond to Level 3 incidents on Roadways maintained by the Department. While DBI is the primary responder with MOT devices on I-75, FDOT maintenance crews respond on other roadways in their jurisdiction.

The FDOT Emergency Operations Center (EOC) will be activated for all major emergency events including hurricanes. The FDOT EOC is designed for 24/7 staffing when the Governor declares an emergency. Most incidents will not require the EOC to be activated. Scott will handle those by phone, coordinating the FDOT response and recovery.

The FDOT has seven 25' trailers that include arrow boards, barricades, cones and a generator. These trailers were custom fabricated at the Fort Myers Operations Center and are located throughout the District at rest areas and maintenance yards. These trailers can be dispatched through Scott Melton or calling the FDOT local office. These trailers are to be used to set up safety scenes and maintenance of traffic (MOT). FHP noted that they have never seen one of these trailers in use. There is currently an internal FDOT website for on-call incident reporting. Scott would like to make this website accessible to the responders. This may replace the phone call and would allow for timely notification. FDOT has staging areas throughout the District.

Scott stated that all requests to use these staging sites should go through him. In the event of an emergency, FDOT properties may be used as staging areas or command centers by multiple agencies.

TIM Team – Quality Management/Future Direction:

Don Olson opened the floor to the participants to discuss the direction the members would like to take the Team in the future. The suggestion of a “Table-Top” exercise was made and seconded. Don said he will put something together for the December.

Newsletter

Don reminded all participants that if anyone was to submit an article that it would be published in the Newsletter. The TIM Team members are encouraged to submit ideas and topics for inclusion in future Newsletters. Don would like to get feedback on doing a third page to include TIM Team member bios. The TIM Team members should be recognized for their leadership.

Additional Topics

Don indicated that participants can provide agenda items. To please email or call to make sure that all items are included for discussion. Major incident review is not limited to just I-75, but any major incident can be suggested to Don. He will send out notification and begin collecting the facts to assemble a timeline and facilitate discussions. Incident reviews are a very valuable tool for TIM Teams to achieve their common goals.

Construction/Maintenance Update:

The bridge deck replacement project from Fruitville Road to Bee Ridge Road is on-going. Weekly project information can be found on the FDOT website:

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

Review and Discussion of Recent Major Incidents:

In Sarasota County there was a 10 car pile-up with two fatalities. The lanes were closed for seven and a half hours. There was construction activity that was using a rolling road block for MOT. A semi-trailer was coming over the hill at full speed when it suddenly encountered the traffic in queue and did not have to even apply the breaks. Besides the two fatalities and 10 vehicles, there was also a diesel fuel spill and the semi-trailer was stuck. Only one towing company was called to the scene. The tow truck had to remove each vehicle to their yard before returning to the scene to remove the next vehicle. The office-in-charge could not take the measurements for the accident report until all the vehicles had been cleared. These two points added to the incident duration. A request was made to see how to go about requesting more than one towing company should an incident require it. Ted reiterated the need to provide adequate queue protection. Extra advance warning devices should be carefully considered if there is an event on the other side of an overpass or hill that cannot be clearly seen.

Scheduled 2007 Meeting Dates: Tuesday December 11, 2007

Attachments: Vehicle Fluid Spill Response Guidelines
Emergency Management Presentation

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