



**MEETING DATE:** Tuesday, January 16, 2007

**REVISED**

**MEETING TIME:** 1:30 PM to 4:00 PM

**MEETING LOCATION:** Florida Department of Transportation (FDOT) District Six SunGuide Transportation Management Center (TMC) Conference Room

**MEMBERS PRESENT:** See Attached List

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## INTRODUCTIONS

Mr. Javier Rodriguez of the FDOT District 6 SunGuide Transportation Management Center (TMC) called the meeting to order and welcomed attendees. Self-introductions for all attendees followed. Mr. Girish Kumar of HNTB Corporation distributed the handouts for the meeting including the TIM Meeting Agenda, Sign-in Sheet, and the November 21, 2006 TIM team meeting minutes.

Mr. Kumar asked the attendees if there were any comments on the meeting minutes from the November 21 meeting. No comments were offered. It was decided to accept comments until November 24, 2006. No comments have been received and the November 21 TIM team meeting minutes have been deemed final.

## MAJOR INCIDENTS

### SR 874 SOUTHBOUND CLOSURE/SOUTH OF TOLL PLAZA – DECEMBER 29, 2006

Mr. Rodriguez started by mentioning that Lt. Pat Santangelo of the Florida Highway Patrol (FHP), Troop E was scheduled to provide a debrief on this incident but was not able to attend due to a conflict for which he had to travel out of town. He noted that Lt. Santangelo may call in (and he did call in later). Mr. Rodriguez stated that Ms. Shayla Khalilahmadi of the FDOT District 6 SunGuide TMC was the shift supervisor on duty during the incident and was in attendance to present a summary of the events from the TMC perspective.

Ms. Khalilahmadi presented the highlights and time line of the incident. Her presentation included a Channel 10 local news video clip of the incident. The primary incident occurred on southbound SR 874, south of the toll plaza involving three vehicles. The primary incident also involved a fatality. The incident and resulting lane closures occurred approximately before midnight and lasted five hours as reported by the TMC. Ms. Khalilahmadi stated that the time stamps associated with the incident progression were approximate times since the SR 874 corridor is one of the facilities not fully instrumented with incident verification components such as closed circuit television cameras (CCTV). The incident information was obtained from service patrol units (Road Rangers) at the incident scene and entered into the SunGuide software.

Ms. Khalilahmadi mentioned that during the five-hour incident duration, several levels of southbound lane closures occurred. In addition, there was a northbound left lane closure on SR 874 to allow access to fire rescue. The incident response involved interagency coordination and resource sharing. Two service patrol units from FDOT, two from the Miami-Dade Expressway Authority (MDX) and one from the Florida's Turnpike Enterprise (FTE) were used to manage the incident and for implementing temporary diversions. The SR 878 westbound traffic to SR 874 southbound traffic was diverted to exit at Killian Parkway using Road Ranger assistance. Ms. Khalilahmadi stated that a secondary incident involving a Road Ranger unit and a drunk driver also occurred. The drunk driver ran through the Maintenance of Traffic (MOT) equipment and collided with Road Ranger Unit No. 607. She added that the Road Ranger operator was not in the vehicle and was not injured. The drunk driver was apprehended by FHP near the incident after a short pursuit. She stated that all lanes were open shortly after 5:00 AM as reported by the Road Rangers and FHP units leaving the scene.

Mr. Mike Millard of SmartRoute Systems (SRS) asked who made the decision to divert traffic to Killian Parkway. Ms. Khalilahmadi responded that FHP made that decision and requested Road Ranger assistance in implementing the diversion.



Mr. Alexis Ramos of Sunshine Towing asked if a request for long term MOT was made. Ms. Khalilahmadi responded that the TMC notified VMS, MDX's asset management contractor, and informed them of the incident details. Mr. Johnson added that this type of an event needs better inter-agency coordination - in this case FHP, TMC, MDX and the Medical Examiner's (ME) Office.

Mr. Charles Robbins of DMJM Harris asked if VMS responded to the incident. Mr. Johnson replied that VMS was notified but a request for long-term MOT or debris removal was not made by the TMC. He added that VMS response is generally triggered automatically if there is structural damage, system damage or debris on an MDX roadway. There was additional discussion which concluded that there was an immediate need for MDX and TMC to further discuss and agree on a streamlined process for addressing long-term lane closure events and VMS involvement on MDX roadways.

Lt. Juan Gonzalez of the City of Miami Police Department asked if there were any agreements with the Medical Examiner's Office for quick incident clearance. Mr. Johnson added that an agreement between FHP and the Medical Examiner's Office should allow for quick documentation and removal of the body from travel lanes. Mr. Johnson offered to follow-up if there were any such agreements. Mr. Kumar reminded that at previous TIM meetings, it was reported that there were discussions in progress between FTE/FHP/ME Office for the Turnpike system, and could serve as a starting point.

### **RAPID INCIDENT SCENE CLEARANCE (RISC) STYLED SERVICE**

Mr. Kumar provided a brief overview of the FTE's RISC program based on information provided by Mr. John Easterling of the FTE. FTE's statistics showed that the current RISC program was attributed with reducing 200 hours in incident duration (translating to potentially 1,000 hours of reduced congestion) from 2004 to 2005. The program's success is drawing increased interest by partner agencies around the state to include a RISC-styled contract as part of their incident management program.

Mr. Rodriguez added that the RISC program is an incentive based contract allowing for compensation to incident clearance contractors based on their performance. The contract also has liquidated damage clauses for revenue disincentives to the contractor if performance is deficient.

Mr. Rodriguez then asked Mr. Johnson on MDX's current efforts to procure a similar contract. Mr. Johnson stated that a step in that direction is FHP's sign-off on the Open Roads Policy for MDX roadways which is to be presented in late January to the MDX Board of Directors for approval. Mr. Johnson added that MDX initially considered administering the RISC-styled services through the VMS asset management contract. However, at this time, MDX is reviewing a separate procurement option, possibly an invitation to negotiate (ITN), to obtain RISC-styled services on MDX corridors.

Mr. Johnson stated that the incorporation of RISC-styled services to MDX's incident management program would be beneficial. According to Mr. Johnson, some of the topics that must be addressed and will be required for RISC success were:

- Defining the scope of work to be included in the contract;
- Defining the responsible agency(ies) for activating RISC services, e.g., "start time";
- Training for MDX and FHP staff on RISC contract; and
- Defining the contractor qualifications and certifications to perform the work.

Mr. Kumar stated that this item is of interest to all the agencies and suggested that it should be discussed at the next Regional TIM Team Meeting. He also asked if any of the other districts or agencies were engaged in similar efforts. Mr. Robbins noted that FDOT District 4 is considering the incorporation of RISC-styled services to their incident management program. He mentioned that obtaining funds for the program was the first step and at the present time District 4 had not programmed any funds. Mr. Rodriguez mentioned that a task force had been created at the statewide level to observe the FTE's RISC, the Road Ranger and the Severe Incident Response Vehicle (SIRV) programs to provide a recommendation to the Executive Board on the next steps for these programs. It was decided to leave this topic as a standing agenda item for future TIM meetings.



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## **SUNGUIDE DISTRICT 6 TRANSPORTATION MANAGEMENT CENTER REPORT**

Mr. Rodriguez stated that the SunGuide TMC has recently upgraded the SunGuide Software and has worked on developing Standard Operating Guidelines (SOGs) for many of the TMC functions. A positive outcome of this upgrade and SOG development effort has been the ability to generate reports for performance measures and sharing information with other agencies. Mr. Rodriguez added that this topic will remain as a standing agenda item to provide TMC operations reports to TIM members.

Mr. Manuel Fontan of the SunGuide ITS Office followed with a presentation on the TMC Report. He provided an overview of the TMC operator staffing requirements to support the operation during the morning and afternoon shifts. The TMC's analysis suggested a need for greater staffing to better manage the increasing level of TMC operations. He also added that the recent SunGuide Software upgrades allow for performance tracking and reporting functions.

The SunGuide Software upgrades include the installation of two modules, the Event Manager/Performance Measures (EM/PM) module and the Incident Management (IM) Response Plan module. Following the installation and activation of these two features, quality control procedures have been implemented to track incident response and TMC operator performance. The TMC generated the DMS usage report for the months of November and December. Highlights of the report were that for those two months, the TMC recorded over 5,000 events each month. Of these events, over 600 events each month involved lane blockages, and of those, the signable events were 176 in November and 246 in December. The positive notable outcome was that while in November, 51% of the signable events were signed, with the implementation of the SOGs, TMC operator training, and the increased software capability during that month, the same statistic for December had jumped to 90%. This translates to a direct benefit for the traveling public.

Mr. Charles Robbins continued with the second portion of the TMC report to provide an update on the TMC SOGs development. He stated that the SOGs are intended to standardize the TMC operations where all personnel are clear on the TMC procedures. He mentioned that operational protocols for transferring of an incident from one TMC operator to another during shift changes will also be included. He provided an outline of the topics included in the SOGs:

- TMC operator responsibilities;
- System applications;
- Incident management procedures;
- Communications; and
- Procedures for reporting failures and troubleshooting.

Mr. Robbins concluded the presentation with a flowchart (see attached PDF) outlining the process for managing an event. Mr. Johnson suggested that post incident debriefing be made part of this process.

## **SOUTH EAST FLORIDA REGIONAL TMC OPERATIONS COMMITTEE (SEFRTOC) ACTIVITIES UPDATE**

Mr. Rodriguez provided a brief update on the SEFRTOC activities as discussed at their November 20, 2006 meeting. The committee comprises of TMC and incident management operations staff from FDOT Districts 4 and 6, FTE and MDX. He noted that for the month of November, District 6 provided regional messaging for eight District 4 events. During the month of December, regional messaging support was for fifteen events, two of which were for FTE and the remainder for District 4.

Mr. Rodriguez also provided an update on the statewide expansion efforts of SEFRTOC. As mentioned in previous SEFRTOC updates, there was ongoing evaluation of a statewide committee that would be called FUSION, short for "Florida's Uniform Statewide Integrated Operations Network." Mr. Rodriguez added that regional messaging coordination between District 4, District 6 and the Turnpike is working very well. District 4 which borders with the northern and west coast FDOT districts has identified a need for improved coordination with TMC's in those districts. District 4 is currently trying to obtain support for the FUSION concept from the District 5 Regional TMC in Orlando.



Other SEFRTOC activities include the Super Bowl event coordination. Mr. Stephen Corbin of FDOT District 4 ITS Office is the SEFRTOC point of contact with the Super Bowl committee to prepare for activities affecting traffic during the Super Bowl week.

## **TASK FORCE UPDATES**

### **I-95 DIVERSION ROUTE PLANS**

Mr. Angel Reanos of HNTB Corporation provided an update on the I-95 Diversion Route Guidelines development. Mr. Reanos provided a draft flowchart of the anticipated process (see attached PDF) in the decision-making and implementation stages of diversion routes on I-95. This process is not final and has not been fully reviewed by the I-95 Diversion Route Plans Task Force of the Miami-Dade TIM Team. Once the basic criteria (an incident requiring full closure in one or both directions on I-95 for more than 2 hours), the process would require a pre-evaluation of the situation by the TMC based on a number of factors prior to triggering a diversion. The pre-evaluation would be followed by a validation process where TMC would consult with the incident commander and other police, emergency response and transportation agencies before making a final decision.

Mr. Millard made reference to the 1988 I-95 Diversion Route Plans and asked if they would be considered for an incident on I-95 today. Mr. Kumar responded that the 1988 plans had been revised approximately a year ago and were widely distributed and discussed. These revised plans have the concurrence of the TIM and partner agencies, and as such can be considered for implementation to respond to an incident. Mr. Kumar added that the implementation of a diversion is likely to require extensive equipment and man-power. It needs to be worked out if the partner agencies have or will have those resources, and if they do, whether and how the partner agencies will make those resources available for the diversion. One suggestion has been that a resource-constrained system level plan be considered where diversion plans primarily rely on diverting traffic to interstates and expressways rather than localized diversions to surface streets one or two interchanges upstream of the incident. Mr. Reanos added that the diversion route plans have also been referenced and used by others to divert traffic during full closures on I-95 related to planned events.

### **MIAMI-DADE TIM TEAM STRATEGIC PLAN**

Mr. Girish Kumar updated that an initial list had been discussed at a technical brainstorming session with FDOT District 6 and MDX staff held on September 28, 2006. The next step was to prepare the draft action/strategic statements and steps. This will be followed by a meeting or workshop to discuss and seek approval for the plan.

### **511 SERVICE STATUS UPDATE**

Mr. Millard stated that the 511 telephone call volumes and web page access for the month of December was lower than previous months and noted that this decrease may be related to the holiday season. Mr. Millard announced that Mr. Alex Mirones was the new SRS Director of Operations for the 511 program. Mr. Mirones recently re-joined SRS in November. According to Mr. Millard, Mr. Mirones is very familiar with 511 operations and is already involved in updating the SOGs for the 511 operations to improve their service. Mr. Millard requested access to the SunGuide TMC SOGs that have been developed so that SRS can also incorporate applicable procedures to their SOGs.

## **OTHER BUSINESS**

### **TRAINING/WORKSHOP ANNOUNCEMENTS**

Mr. Reanos stated that he had been coordinating with Mr. Douglas Prince of the Department of Labor (DOL) for applicable Occupational Safety and Health Administration (OSHA) training. There was a possibility to have OSHA based training tailored for incident responders including Road Ranger operators.

### **AGENCY UPDATES**

Mr. Johnson was asked about the Miami-Dade Transit (MDT) pilot project to run MDT buses on the shoulder on SR 878 westbound from US 1 to SR 874 and then southbound on SR 874 to Killian Parkway. Mr. Johnson



confirmed that this was an approved pilot. He stated that the buses will be allowed to travel on the shoulder when traffic speeds in general travel lanes are below 35 miles per hour. He also added that signs are in place to indicate shoulder usage by transit buses. He mentioned that MDT will be responsible for any damages done to the guardrails by the buses, but added that this may be difficult to track. The cost for upgrades to the system to support the transit operations on SR 878 will also be passed on to MDT. Several attendees noted that there needs to be emphasis on minimizing impact on incident management. Mr. Johnson agreed and stated that MDX will monitor the program closely but it was too soon to measure the performance of the pilot project.

#### **BROWARD TIM MEETING UPDATE**

Mr. Fontan provided a summary of items discussed at the most recent Broward TIM Team Meeting that he attended. At the Broward TIM meeting, it was noted that the FDOT Central Office had appointed Mr. Charlie Creel as the new Statewide TIM Coordinator. Mr. Creel's professional background is law enforcement specializing in incident investigation. Mr. Creel also served as a security specialist for Senator Buddy McKay and served as a liaison between FHP and the Governor's office.

Mr. Fontan also mentioned that Mr. Ted Smith presented on Chapter 6I of the Manual on Uniform Traffic Control Devices (MUTCD) relevant to incident management. Mr. Fontan will forward a copy of the presentation to Mr. Kumar for TIM distribution. Mr. Fontan reported that 3 SIRV vehicle incident reviews were conducted by Mr. Tom Dickson of FDOT District 4 ITS Office.

Mr. Robbins added that one of the incident reviews led to discussion about whether non-FHP responders can make tow vehicle requests from FHP's rotation list. At the present time, requests for tow vehicles from the rotation list can only be made by FHP. District 4 is considering a memorandum of understanding with FHP to allow the SIRV vehicle operator or other law enforcement responder to make the request for a tow vehicle from the FHP rotation list.

Mr. Johnson, Mr. Rodriguez, and Mr. Ramos discussed if Road Rangers can "red-tag" abandoned vehicles. It was agreed that this needed additional investigation and should be an agenda item for a subsequent TIM meeting to discuss the findings.

#### **SUPER BOWL PREPARATION/COORDINATION**

Lt. Gonzalez mentioned that the City of Miami is coordinating with the City of Miami Beach to prepare for the MacArthur Causeway closure beginning at the I-95 interchange. The alternate route will be SR 112 and advance warning signage will be deployed on SR 836 and SR 112. The closure and alternate route logistics will be discussed during the coordination meeting scheduled for January 23, 2007 at 1:00 PM. Mr. Saud Khan of FDOT will also attend that meeting. Mr. Rodriguez suggested that MDX should attend the meeting as well.

Mr. Khan also stated that FHP was "on-board" and agreed to have their lights on during the Super Bowl event. The Miami-Dade Police Department will be responsible for monitoring the stadium. Other local jurisdiction law enforcement agencies will be patrolling the areas around the stadium and have assured FDOT that they will not perform additional road closures around the event days.

#### **MEETING CLOSE**

The next TIM meeting is a Regional TIM Team meeting with Broward TIM and will be hosted by District 4 on March 7, 2007 at 1:30 PM at the SMART SunGuide TMC in Fort Lauderdale.

Mr. Rodriguez then brought the meeting to a close.