



MEETING DATE: Tuesday, November 15, 2005

MEETING TIME: 1:30 PM to 3:00 PM

MEETING LOCATION: FDOT District Six SunGuide Transportation Management Center (TMC)
Conference Room

MEMBERS PRESENT: See Attached List

INTRODUCTIONS

Mr. Javier Rodriguez of the Florida Department of Transportation (FDOT) District 6 SunGuide 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 and sign-in sheet, the meeting minutes from the Miami-Dade TIM Team Meeting on September 27, 2005, and the 2005 TIM Program Self Assessment scores from the Miami-Dade TIM Team meeting on June 7, 2005. Mr. Alphonso Clay of FDOT D6 SunGuide distributed a handout for the TMC Operations related to pre-storm and post-storm activities for Hurricanes Katrina, Rita and Wilma. Mr. Miguel Iglesias of FDOT D6 SunGuide distributed handouts providing statistics on the recently initiated US 1 Road Ranger Service Patrol.

Mr. Kumar asked the attendees if there were any comments on the meeting minutes from the September 27 meeting. No comments were offered and the attendees approved the September 27 meeting minutes.

IMPACT OF HURRICANE WILMA & LESSONS LEARNED

FDOT DISTRICT 6

Mr. Miguel Iglesias of FDOT D6 SunGuide provided an update on the Road Ranger Service for before, during and after the Hurricane Wilma. He mentioned that full staff was operational until 12:30 AM before the storm and the drivers were pulled off when the wind speeds reached 35 miles per hour. He added that the drivers reported to the TMC about an hour after the storm had passed. He said that the biggest problem was to get the drivers back on the road after the storm had passed. He mentioned that they are going to work with the contractors to stage some drivers at the TMC during future storms for quicker dispatch after the storm. For that, he mentioned that they need to provide food and water for a long period of time and have some trucks staged at the TMC. He informed that the Emergency Operations Center (EOC) provided gas and diesel for the Road Ranger vehicles. He mentioned that the Florida Highway Patrol (FHP) has partnered with the Road Rangers for the after storm recovery efforts. He acknowledged Mr. Derrick Charleston and Mr. Daniel Bernosky of FHP, and Ms. Jeannie Cann of FDOT D6 for their efforts in the partnership. He added that the FHP provided water and ice for the Road Ranger trucks. Mr. Kumar asked if the Road Rangers were able to communicate with the EOC. Mr. Iglesias replied that they provided one of their radios to the EOC and were able to communicate with the EOC via their 470 MHz radio system.

Mr. Alphonso Clay of FDOT D6 SunGuide provided an update on the TMC Operations and ITS Field Devices for before, during and after the recent storms. He mentioned that the EOC was activated 48 hours before the landfall of the storms and notified all district employees of possible areas affected for each storm. He added that the personnel for the shift most likely to be affected by the storm, (of the three shifts - 6 AM to 2 PM, 2 PM to 10 PM and 10 PM to 6 AM), were asked in advance to be prepared for a 12 hour stay over, and to dig in and report any equipment and structural damage to the TMC. He mentioned that the essential and non-essential personnel were identified. He added that after the hurricane watch was issued (24-Hour, pre-storm), the district was put on a storm alert and the non-essential personnel were released from duty approximately 12 hours prior to the landfall of the storms. He informed the attendees that all the affected shift personnel were notified of the impending storm and were briefed on operations during and after the storm. He added that Variable Message Signs (VMS) were posted with messages indicating the effect of storms on toll operations and any area evacuations (mandatory and voluntary). He also mentioned that all equipment such as VMS, the video wall and workstations were left turned on during the ride out and manned by staff to watch over catastrophic events, such as serious roof leaks, fires



and security breaches in the TMC. He noted that the coordination with FDOT District 4, Turnpike and SmarTraveler was excellent, given the procedures in-place developed by the Southeast Florida Regional TMC Operations Committee (SEFRTOC).

Mr. Clay, speaking about the post storm response, mentioned that the main operations staff reported in after the "All Clear" was issued from the EOC. He added that the affected shift was debriefed and relieved from duty by the next shift 3 hours after the scheduled hours. He informed that a damage assessment was done on the TMC. Other affected districts and agencies were debriefed. Other agencies were informed about the TMC's operational capacities. Mr. Clay then continued with the lessons learned.

He mentioned that the biggest lesson learned was that all the personnel staffed in TMC during the storm need to be totally self-sufficient in food, water and sleep accommodations. He informed that there were a few key areas in the TMC that did not have the benefit of backup power. He added that they could not purchase the cots until the EOC was activated and that the cots could not arrive until after the storms. He added that the building communication failed and they were not able to communicate effectively with FHP. Mr. Ivan del Campo of MDX asked if the communications were down because of the power outage. Mr. Clay replied that it was due to power outage. Mr. Clay continued that the Nextel equipment went down, and the management did not have any backup power sources, batteries and car chargers. The TMC did not have any flash lights or Meals Ready to Eat (MRE) on hand to accommodate the staff during and after the storm operations.

Mr. Clay noted that the TMC should be put higher on the priority power grid with Florida Power and Light (FPL) for power restoration. Mr. Rodriguez suggested that the Florida Department of Law Enforcement (FDLE), the FHP and the FDOT should work collectively as a team in approaching FPL. A multi-agency approach was likely to be stronger in achieving the desired results. Mr. Clay informed the attendees that only 50% of devices were functional four days after the storm due to lack of A/C power. He mentioned that 90% of the CCTVs and all the DMSs are operational currently (as of November 15, date of this meeting). Mr. Rodriguez mentioned that a key lesson learned from this Hurricane season was that they should be looking for alternative power sources in preparation for the next season.

FHP

Mr. Derrick Charleston of FHP said that he agreed with the lessons learned enumerated by Mr. Clay. He informed the attendees that there was power outage at their building and the cell phone communications went down during the storms. He noted that the MREs were only good as a last resort thing. He suggested that they should be more prepared in the future. He mentioned that the satellite phones are going to be at a premium during the storms. He advised all the public agencies to come up with a team roster of essential personnel. He quoted that the biggest lesson learned was that it is always better to be more prepared than less.

MIAMI-DADE POLICE DEPARTMENT (MDPD)

Ms. Deborah Saunders of MDPD started the lessons learned by mentioning that she was at the 911 Center. She mentioned that they had double staffing for the storm. She added that they had provision to bring in their family members. She said that the personnel were working 12 to 16-hour shifts after the storm. She also mentioned that they had contracted with appropriate vendors throughout the county for serving meals to the personnel. They were running on generator power, which are fueled to typically last 10 to 14 days.

Mr. Kumar suggested that there should be an Emergency Management TIM team meeting before the storm to formulate a plan on the after storm protocol and better coordination between the responding agencies. Mr. Charleston stated that FDOT District 4 had a similar meeting outside the EOC framework. Mr. Javier Rodriguez said that he would further investigate to see if Miami-Dade TIM could have an automatically triggered TIM meeting in advance of an approaching storm. Mr. Reanos suggested that power can be provided to signals from the adjacent gas stations by providing some kind of incentive to the gas station owners. He also suggested that having perforated traffic control signs might sustain less damage during the storm. Mr. Sayre suggested that FDOT Traffic Operations might be a good place to start investigating perforated signs. Mr. Reanos and Mr. Charleston mentioned that they have seen such signage in construction zones used as a temporary traffic control.



ICA MAINTENANCE CONTRACTOR

Mr. Javier Rolon from ICA mentioned that they had formulated a plan several days before the Hurricane. He added that 2 to 3 crews were brought in from Tampa with chain saws, food, water, gas and other supplies. He informed that they began assessment about 1 hour after the storm. He mentioned that they assessed SR 826 and I-95. He added that almost all personnel showed up for work after the storm had passed. He mentioned that FHP requested them for some cones which they provided. He also mentioned that they use Nextel to communicate with their drivers currently, and said that they are planning to acquire satellite phones for the next year.

TASK FORCE UPDATE – I-95 DIVERSION ROUTE PLANS

Mr. Reanos made a brief Powerpoint presentation to update the attendees. He started the update by stating that the existing diversion route plans were 17 years old and have now been revised. He explained that there are primary and secondary diversion routes identified in case the primary routes were not available. He mentioned that a task force was established at the August 12 Special Workshop for the I-95 Diversion Route Plans. He added that Mr. Daniel Bernosky of FHP, Mr. Craig Dunn of City of Miami Fire Rescue and Mr. Rick Stefan of FDOT Motor Carrier Compliance Office (MCCO) volunteered to be members of the task force in addition to Mr. Javier Rodriguez of FDOT D6. He mentioned that a possible date of the kick-off meeting would be December 9, 2005. He finally thanked all the agencies and personnel involved in this effort.

US 1 ROAD RANGER PILOT PROGRAM UPDATE

Mr. Miguel Iglesias of the FDOT District 6 SunGuide updated the attendees on the US 1 Road Ranger Pilot Program between SW 17 Avenue and SW 112 Street. He mentioned that the project started on September 1, 2005. There had been 154 assists in the month of September. This service is provided from 6 AM to 7 PM, 7 days a week for an initial period of 2 years. He mentioned that statistics regarding the type of assist, dispatch time, arrival time, lane closure/opening times, incident clearance time and responding agencies are being collected. He added that this project will be reviewed at the one year mark. Mr. del Campo suggested that looking at a different schedule might be more cost-effective than having a fixed service throughout the week e.g. on weekends Road Rangers could operate for 4 hours but longer on weekdays. Mr. Reanos asked if Road Rangers respond to incidents on US 1 outside those hours. There was some discussion on this since traffic on US 1 is sustained at high volumes beyond 7 PM.

NEXT YEAR'S (2006) TIM ACTION PLAN

Mr. Rodriguez gave a brief overview on the next year's TIM action plan and turned it over to Mr. Kumar. Mr. Kumar made a brief Powerpoint presentation. He said that a menu of items should be identified to have a focused action plan for the 2006 Miami-Dade TIM meetings. He mentioned that the Miami-Dade TIM Program scored 60.9% overall with an improvement of 13.8% from the 2003 assessment. He mentioned that the TIM had already agreed that the self-assessment would be an annual process although FHWA requires it every 2 years. He added that there were 3 main areas assessed: Program and Institutional; Operational; and Communication and Technology. He mentioned that of these 3 areas, the TIM team scored lowest on the Program and Institutional assessment area. The 3 assessment areas were further broken down into sub-areas. He stated that among the sub-areas the TIM team also scored low on Performance Measurement, Responder and Motorist Safety, and Integrated Interagency Communications.

He listed potential action items as: extend/expand Open Roads Policy to local stakeholders; identify a centralized location for all formal inter-agency agreements; conduct training through simulation or "in-field" exercises; conduct multi-agency post-incident briefings; train the responders in MUTCD; formalize informal working arrangements into established protocols; plan for special events; define performance measures and establish targets and review process; improve inter-agency on-site communications; improve information sharing between agencies; update incident response procedures manual; and provide training.

OTHER BUSINESS

Mr. Rodriguez announced that the TIM training workshop that was rescheduled due to Hurricane Wilma would be held on December 15, 2005.



MEETING CLOSE

The next TIM meeting will be held on Tuesday, January 24, 2006 at 1:30 PM at the FDOT District 6 SunGuide Transportation Management Center (note that this date is a post-meeting change from January 17).

Mr. Rodriguez then brought the meeting to a close.

Miami-Dade Traffic Incident Management Team Meeting

November 15, 2005 – 1:30 PM at FDOT District 6 SunGuide Transportation Management Center



Sign-In Sheet

First / Last Name	Company	Phone	Fax	Email Address
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Girish Kumar	HNTB Corporation	(305) 551-8100	(305) 551-2800	gkumar@hntb.com
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