



Meeting Documentation

**I-95 Corridor Coalition
Southern Traffic Incident eXchange (STIX) Program
February 22, 2011**

Attendees:

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<u>Issues Discussed</u>	<u>Action</u>
<p>STIX Overview / Introductions</p> <p>All participants introduced themselves and explained their agency and responsibilities.</p> <p>Gary Millsaps gave a brief overview of the STIX program and his involvement as the new STIX Project Manager as a consultant at Delcan Corporation. Gary left GDOT in late 2010.</p> <p>He told the group that STIX can be a useful tool for the southern states to use to communicate to each other. During inclement weather, everyone within a state works together, but we need to make sure that everyone is working together across state lines, as well.</p> <p>The purpose of the Winter Webinar is to explore how each state uses STIX when coordinating with their EOC and TMCs. Representatives from each STIX state will</p>	

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<p>give a presentation in the following order: Florida, Georgia, North Carolina, and South Carolina.</p> <p>Gary explained that the I-95 Corridor Coalition, a partnership of transportation agencies that has been a successful model for interagency cooperation since the early 1990s, sponsors STIX and keeps it running. Tom Martin is the Highway Operations Group Program Coordinator for the Coalition and has been extremely engaged in its projects.</p> <p>The TMC in Atlanta is the central location where STIX incident information is collected and distributed. Lane-closing incidents, planned special events, and major emergencies with a potential multi-state/regional impact typically qualify as STIX incidents. For lane blocking incidents, operators use the 50 mile-an-hour rule to determine impact across state lines. This means that incidents should be announced to motorists on the affected route(s) 50 miles from the scene for each hour of incident duration.</p> <p>The idea of STIX was born from a meeting in Charlotte where southern stakeholders realized that TMCs weren't sharing information across state lines. The ultimate goal of STIX is to make state lines disappear.</p>	
<p>Florida</p> <p>Paul Clark from FDOT gave a presentation, "Communications Between TMCs, EOCs, and STIX."</p> <p>At present, Florida has STIX-identified ITS/TMC locations in Pensacola, Gainesville, Jacksonville, Turnpike – Turkey Lake, Orlando, Tampa, Palm Beach, Turnpike – Pompano, Ft. Lauderdale, and Miami. Tallahassee and Sarasota are proposed locations. FDOT has 19 active TIM teams. FDOT and the Florida Turnpike staff work very well together.</p> <p>Paul explained the incident coordination process once an incident occurs; the Jacksonville TMC has played an active role in the STIX process, and the new TMC in Pensacola hopes to do the same.</p>	<p>Carey: update the STIX Stakeholders list to reflect the existing TMCs in Pensacola and Ft. Myers.</p>
<p>Georgia</p> <p>Hugh Colton from GDOT explained that since its inception, STIX has dealt with very few winter weather incidents; however, Georgia just experienced a terrible storm that lasted nearly a week. From Sunday, January 9 through Friday, January 14, approximately 2,000 GDOT employees worked 12-hour shifts. The 511 system received 95,000 calls (with a record 35,000 calls that Tuesday). The TMC processed 1,274 incidents, including 312 accidents and 164 tractor trailer accidents. Despite the snow and ice, within 48 hours, 99% of interstate roads were passable.</p> <p>Gary reminded the group that as far as STIX is concerned, there isn't much of a difference between winter weather and a tractor trailer incident; the goal is to give motorists as much information as possible.</p> <p>Brian Purvis asked if STIX can be a repository for Inrix information. Hugh thought this was an interesting idea; Gary volunteered to look at Inrix data and share it with the</p>	<p>Gary: investigate the possibility of sharing Inrix data with the STIX program.</p>

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<p>STIX program.</p> <p>In general, Hugh feels that the STIX program works well. GDOT recently introduced NaviGator II, which involved new software and a new website; despite all the changes, STIX didn't fall through the cracks.</p> <p>Eventually, GDOT wants to integrate STIX into Nav II so that all stakeholders will have access; GDOT IT is looking into this possibility since it involves different levels of security. This integration will come sometime in the future.</p> <p>Brian Purvis asked if, for example, NC operators would be able to input STIX information into the system. The answer is yes, but not yet.</p> <p>Paul Clark asked if training would be made available to each state's operators. Answer: yes.</p> <p>Bob Murphy asked how distance is calculated in the system; Hugh said that Nav II lets an operator geo-locate, which will calculate distance from one location to another.</p> <p>Hugh will continue to keep everyone apprised of NaviGator II progress.</p>	
<p>North Carolina</p> <p>Brian Purvis gave a presentation entitled "NC National Guard JFHQ, NCDOT STOC, & NC Emergency Management EOC Project." Brian reported that NCDOT will soon have a new statewide traffic ops center. This \$33M facility in Raleigh will also house the NC National Guard Joint Forces HQ and the emergency management EOC. The completion date is set for July 2011.</p> <p>The new EOC will be 45,000 square feet. The Statewide Transportation Ops Center will be 18,000 square feet and will house both DOT and Turnpike facilities. NC 540, a new toll road, is opening this summer.</p> <p>Ultimately, the new facility will put Traffic ops, Red Cross, National Guard, and state patrol will all under the same roof, which will aid communication and efficiency, especially during major events (such as hurricane evacuations).</p>	
<p>South Carolina</p> <p>Mike Bowman gave a presentation on South Carolina's unified operations and unified planning. In SC, DOT and highway patrol coordinate to plan meetings and tabletop and functional exercises. They coordinate with local agencies and test statewide communications capabilities.</p> <p>The lead agency responsible for coordinating state response is the SC Emergency Management Division, which is organized into Emergency Support Functions (ESF) -1 (Transportation) and ESF-16 (Emergency Traffic Management). DOT's TMC is linked to SChP's Telecommunications Centers (TCC).</p> <p>In 1995, there were 13 TCCs. Today, there are 6, and soon there will be 5. Highway Patrol is working to consolidate statewide.</p> <p>NC and SC radios can cross state lines.</p>	

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<p>At the start of an event, the SCDOT county maintenance engineer reports local operations to the state maintenance engineer, who in turn sends situation reports to ESF-1, ESF-16, and the state TMC every 4 hours (or as needed). The State TMC sends reports to HP command staff, and if necessary, the State TMC coordinators with border states through STIX.</p>	
<p>Updates and General Discussion</p> <p>The I-95 Corridor Coalition is planning to replace the Southern HOGs co-chair positions. One was vacated by Gary Millsaps when he left GDOT, and the other position is open because Doug Monroe is retiring.</p> <p>Tennessee will be joining the STIX group. Gary is meeting with their stakeholders in late February to discuss next steps.</p> <p>The TIM Decision-Makers Guide is being developed to help justify safety/service patrol programs. This will be a benefit-to-cost analysis tool nationally recognized by the FHWA. The Guide's working committee will have a virtual meeting soon.</p> <p>Dick Jenkins did a study of incident management/ITS that demonstrates why money is well-spent on these programs. He can send the information to anyone who is interested.</p> <p>Brian Purvis reminded everyone that as of December 31, 2011, the Coalition quit funding Transcom. The northern states are now looking at developing a program similar to STIX, mostly likely in Maryland.</p> <p>Gary Millsaps thanked everyone for their participation.</p>	