



From the original rendering of the new RTMC above, to the “real thing” below. It’s getting close!





**NOTES FROM THE DISTRICT
TRANSPORTATION SYSTEM
MANAGEMENT & OPERATIONS (TSM&O)
PROGRAM MANAGER**

The month of July began with our inaugural Regional Concept for Transportation Operations (RCTO) meeting on July 2nd that focused on the management of Express Lanes. Each District is required to develop an RCTO based on the area's Express Lane network long term vision. The focus of this effort is to ensure that the Department provides a reliable, interconnected Express Lanes Network that offers mobility options for motorists. The overall goal of the RCTO is to create efficiency/effectiveness, collaborative thinking, a common direction and cohesiveness.

District Two must determine who the RCTO stakeholders are for the Jacksonville area. Off the top of my head my best guess would be that members should include District Two, Central Office, FHWA, JTA, FHP, Florida's Turnpike, Jaxport, NFTPPO and Duval County. There will be six key categories involved including planning/policy, physical/design features, operations, communications, financial and toll collection. To make the job easier Central Office has given us a tool called the FDOT Express Lanes Handbook that provides guidance on feasibility, vehicle eligibility, toll collection, operations, design and communications.

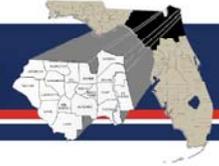
Currently, District Two has two Express Lanes projects under construction at a distance of 10-miles and four in the planning phase at a distance of 118 miles. Statewide the Department has fourteen Express Lanes projects under construction at a distance of 108 miles and twenty-two in the planning phase at a distance of 282 miles. This may seem like an overwhelming amount of work, however when you consider the lessons learned being gained from the Southeast Florida projects you will realize that

this effort will become routine over the next few years. The biggest issues we will face are how to handle dynamic toll pricing, what type of high performance markers should be used, how roadway maintenance will be impacted, revenue vs. traffic efficiencies and communication for the overall network.

Express Lanes are not going away so it will be up to the Department and their stakeholders to adjust to this new method of doing business. The initial focus should be on educating the public about the benefits of Express Lanes since the goal is to provide motorists with options based on their needs. The key driving factor for operating Express Lanes is to assure a motorist on a minimum of 45-MPH speeds throughout the corridor irrelevant of what is happening on localized lanes adjacent to it. This is the trade-off for paying a toll since many may be on a set schedule that would be impacted due to congested roadways. One bonus that Southeast Florida has shared is that while Express Lane speeds are operating above the 45-MPH minimum motorists in the localized lanes also receive some benefits and improved performance on that system. More on Express Lanes will be forthcoming in future newsletters.

The following week Central Office hosted the initial coordination meeting for the Florida Autonomous Vehicle summit being hosted in Jacksonville this coming December. This will be the third year that the Department has hosted this event and it seems growth in attendance is increasing exponentially due to national interest. This event will showcase autonomous and connected vehicle technology that has become a hot topic of discussion in Congress over the past year. Central Office also plans to include autonomous sea and air devices at this summit. The first day will be presentations at a hotel located in downtown Jacksonville and the

Continued on following page



NOTES FROM THE DISTRICT
TRANSPORTATION SYSTEM
MANAGEMENT & OPERATIONS (TSM&O)
PROGRAM MANAGER continued

second will be actual field demonstrations of the technology at Jaxport's cruise terminal.

I bring up the summit because one of my closest friends in Jacksonville, Matt, had to "rub it in" about last week's media fiasco with Chrysler's Uconnect dashboard computers. Apparently, two security researchers wirelessly hacked into a Jeep I owned by the author of the article at Wired Magazine to show the vulnerability of the technology. These researchers were able to take over the Jeep I's dashboard functions, steering, transmission and brakes. They did this by attacking the system through Chrysler's cellular carrier (Sprint) that connects their vehicles to the Internet. The response by Chrysler was to incorporate "network-level security measures" that would detect and block the attack on Sprint's network.

Chrysler has issued a patch in a software update for its vehicles and has issued a recall to all affected customers so that they can install this patch as soon as possible. Chrysler models listed in this recall include Dodge Vipers, Ram pick-up trucks, Jeep Cherokees, Dodge Durango SUVs, Dodge Chargers and Dodge Challenger sport coupes. The researchers did admit that developing the code to hack into the Chrysler system took over one-year and was not an easy task. They said the software manipulation addressed by this recall required unique and extensive technical knowledge, prolonged physical access to a subject vehicle and extended periods of time to write code. In a nutshell, it wasn't your typical hacker trying to break into the system but someone with an intent to do harm which by all counts is a criminal action.

During the somewhat "heated" discussion with Matt was my mentioning **ALL** of the recalls that Chrysler has dealt with over the past year. Just last week this auto manufacturer was levied with the largest penalties ever recorded by the National Highway Traffic Safety Administration for their response to previous vehicle recalls. Needless to say, Chrysler has not proven itself to be a top candidate for auto manufacturer of the year based on their approach to motorist safety, thus the findings by Wired magazine were not a surprise. If there is anything positive from this article it's that Congress has taken action to assure all auto manufacturers insure the integrity on the security of their wireless communication systems prior to sale.

The reality is that auto manufacturers like Mercedes, SAAB, Volvo, Volkswagen and others have a reputation to maintain, hence I do not foresee similar situations occurring with their vehicles. It is a shame that Chrysler did not take the necessary steps to avoid the hack however it comes as no surprise that they've shown this vulnerability. As for Matt, well I've known him since middle-school and considered him an "idiot" so nothing really has changed. This is not a bad way, however if you'd shared in some of our experiences you would have a clear understanding of my pet name for him.

Pete Vega, District 2
TSM&O Manager





NOTES FROM THE DISTRICT 2 ITS ENGINEER

Part of the District 2 TMC's job is to collect and analyze statewide feedback that comes through 511. Although a necessary and sometimes tedious job, this feedback analysis is important to help us understand if we're meeting the traveling public's needs or not. Furthermore, it can add insight into how we can improve, statewide, in order to meet this need. There is a slight silver lining to the feedback reports, and that is their entertainment value. Although we absolutely take all feedback calls seriously, some of the messages we receive are quite humorous. It's only natural that an incensed driver who has been stuck in traffic for an epoch may leave a colorful, less than eloquent message for us. Often we receive reports that we are not effectively using the taxpayers' dollars. There have been messages from out-of-state travelers telling us how much Florida sucks (I'm paraphrasing to take out the sting and the choice words of these derogatory messages).

Some messages have left us wondering if the person who was leaving feedback was in a proper state to even drive. These messages may include rambling, incoherent diatribes on what we can only hope to be traffic conditions, but are not really sure. The messages will be played back multiple times to try and figure out what the caller is trying to dictate to us to no avail. With these and the most irate callers, I really feel bad for our feedback operator, whose job it is to call these motorists back and make sure their 511 experience is satisfying. The good thing is, many of the more angry drivers are surprised to find out that someone actually listens to their feedback, and even greater, calls them back. This, and the embarrassment of realizing that a live person has just been the recipient of their pernicious message, often renders them in a much less aggressive mood.

Although we routinely receive interesting feedback messages, probably our favorite would be the Overseas Highway feedback. At least weekly, (most often on Saturdays) we will get calls wanting to know why we haven't posted congestion messages for Florida Keys traffic on the famous US 1 route from Key Largo to Key West. The best messages even scold us for not recommending an alternative route (this, of course, would only be useful for the very small percentage of motorists who own a floating car). Besides the fact that there are no other routes through the Keys other than US 1, we often catch ourselves wondering why people stuck in traffic in such a paradise would even worry about going somewhere quickly. Nonetheless, we always look for this feedback with vicarious intent as we jealously wish we were stuck in the same traffic on Tavernier Key.

Being able to receive some entertainment out of this is a good way to help us better enjoy our jobs. Being able to do so makes for a much better work environment. After all, we all spend too much of our waking hours at work to not be able to enjoy it!

Josh Reichert
ITS/TMC Program Manager



Photo provided courtesy of United Artists



NORTH FLORIDA TPO

Earlier this month I had a brief meeting with Jeff Sheffield at the North Florida TPO to go over potential future ITS projects for the region. During our discussion we realized that the amount of ITS projects was limited whereby we were in the operation and maintenance phase of the program. There are still a few deployment projects to complete but overall it's time to "rock and roll." This type scenario could not have occurred at a better time since we are fast approaching the move-in date to the new RTMC. It looks like we'll be able to turn on the lights and get to some serious work by the end of September if all goes well.

Currently, paint is going on the walls, ceiling tiles are being installed and bathroom fixtures are well on their way. Next will come the doors and carpet, then technical equipment will soon follow. We are targeting the relocation of staff to the new facility by late September with the full transfer of operations no later than October 1st. By November we should be able to use the deployments on the I-295 (Phase IX), I-75 (Paynes Prairie) and fiber along I-95 in St. Johns County. We should also have a more redundant network system on arterial roadways throughout Duval, Clay and St. Johns County. I only hope that everyone can adjust to the new work environment since we go from "comfy and cozy" to "large and vast!"

Jeff plans to have the NFTPO staff relocate sometime in October since they are in no rush or on a schedule. This works out well since our staff will be able to iron out the kinks prior to their arrival. The last thing we want to do is have egg on our face when our NFTPO partner becomes a neighbor. In any case, keep your fingers crossed since our last official meeting with the contractor is July 28th and final acceptance meeting scheduled for late August.

Pete Vega, District 2
TSM&O Manager

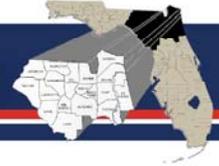
CONSTRUCTION

The contractor has installed all of the Dynamic Message Signs, CCTVs and MVDSs on the Phase 9 Project (I-295 from the south I-95 interchange to Atlantic Boulevard). The contractor is currently working on completion of all of the conduit runs to the device poles and DMS structures and getting all of the power services operational. They will then be installing the remainder of the device cabinets next month and should be ready to begin preliminary testing in September. Project completion is anticipated around the Thanksgiving Holiday.

Crews have continued to install fiber optic conduit, pull boxes and splice vaults along the southbound shoulder of I-95 in St. Johns County from the CR 210 rest area going south to US 1 near Flagler County. Once this is completed, the contractor will begin installing the fiber optic cable in the conduit, pull boxes, and splice vaults. The final step of this project will be to test all of the fiber optic cable once installation is completed. The contractor has stated that they hope to be completed with this project by the end of September.

The project to install ITS devices and infrastructure on I-75 and US 441 in the area of Payne's Prairie continues to progress. All of the device structures and cabinets are in place. Preliminary integration work has begun to connect the project to the Gainesville TMC so that the devices will be able to be monitored and controlled by operations personnel. There have been issues at several sites receiving power from Duke Electric. These issues have caused a delay to the project which is now scheduled to be completed in September.

Craig Carnes
Metric Engineering



MAINTENANCE

For the past several months I have been writing about the low number of device issues we have been seeing because it was not lightning season. Well, things have certainly changed this month as thunderstorms have rolled through our area on a daily basis for the past several weeks. The lightning has been causing damage to our devices with every passing storm. The ITS Maintenance Contractor, TCD, has had their staff out working on a daily basis to get the damaged devices up and working as quickly as possible. We will continue to respond to these issues as they arise to keep the ITS System running at peak performance.

With the recent damage inflicted by lightning, the ITS Maintenance Group has not had time to work on any special projects. Our fiber optic network continues to get damaged by the many roadway construction projects in and around Jacksonville. Normally, the construction contractors are responsible for correcting this damage and unfortunately it takes them longer than we would like to make the repairs. This month the Overland Bridge Project damaged our fiber once again and this time it took out our connection to the Gainesville TMC. We use the link with Gainesville to view and control the CCTV cameras on I-75 as well as the 200 plus CCTVs on local Gainesville roadways. After three weeks the fiber is currently being repaired and we are once again able to communicate with the Gainesville TMC.

Kevin Jackson
ITS Field Specialist

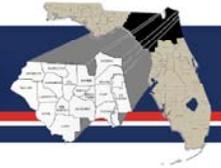
ROAD RANGER UPDATE

The First Coast Road Ranger Program provides motorist assistance and helps District 2 with Traffic Incident Management. The Road Rangers provide immediate information to the Traffic Management Center (TMC) when events such as accidents, congestion, and disabled vehicles occur on the roadway. The Road Rangers also provide short term Maintenance of Traffic at accident scenes until FDOT Maintenance is able to arrive on scene. By assisting with Roadway Clearance, the Road Rangers play a key role in Incident Management for the Florida Department of Transportation and the TIM Teams.

The Road Rangers held their monthly safety meeting this month on Wednesday, July 1, 2015 at 11:30 AM at the FDOT Urban Office. Ms. Donna Danson welcomed the First Coast Road Rangers and then a brief presentation was given covering topics such as the best safety practices and procedures out on the roadways and provided insight on events that can occur on the roadways in which the Road Rangers need to be aware of. These meetings are held every month to keep our entire First Coast Road Rangers Team alert while helping motorists on our interstates and reduce risk. These meetings also provide a learning experience for our Road Rangers to learn from one another.

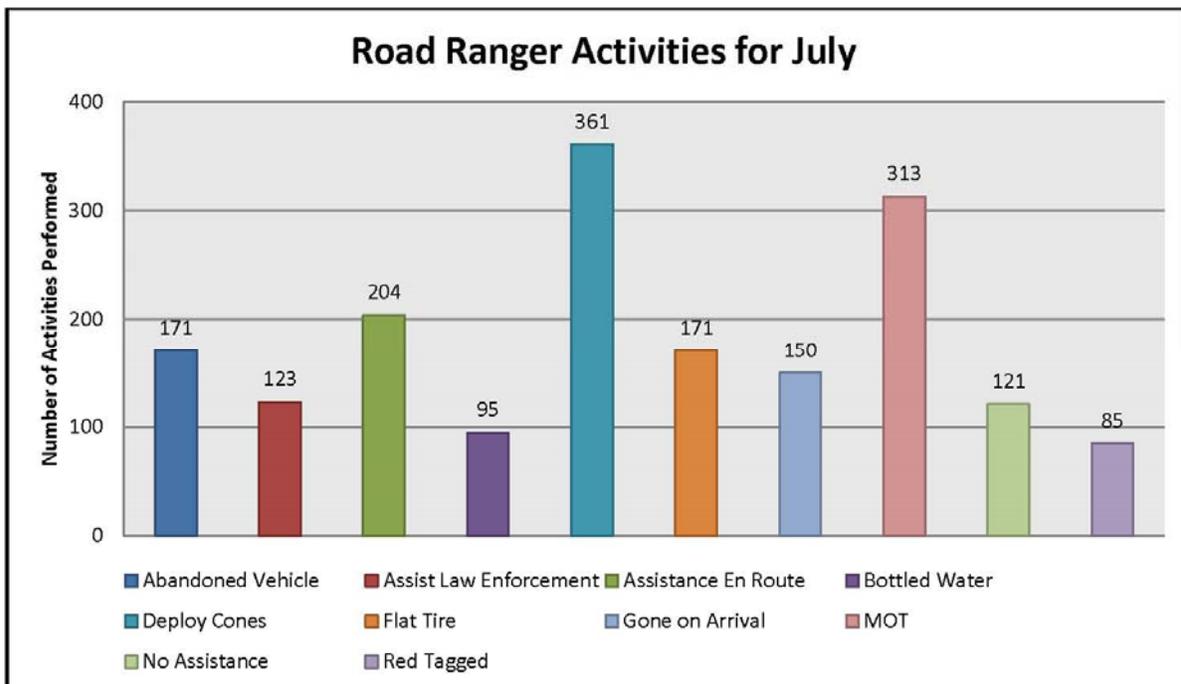
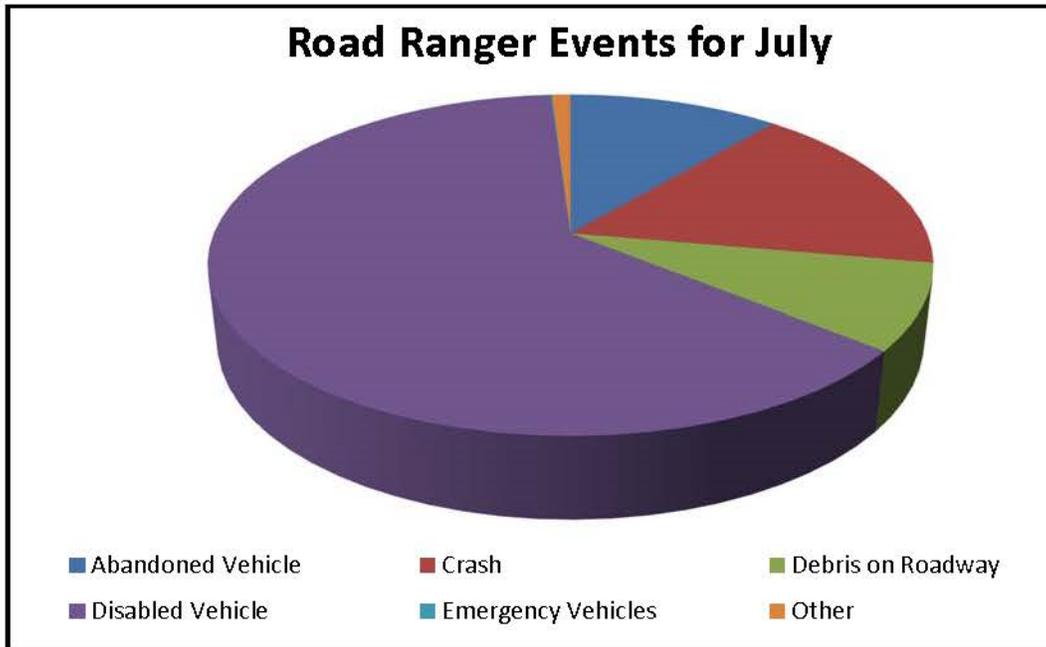
The charts following illustrate the event types and activities that the Road Rangers have performed and responded to so far for the month of July through the 22nd. Our Road Rangers have worked feverishly to clear our District 2 roadways quickly and efficiently. Our rangers have been extremely busy this month as we can see from the charts below. They have helped with numerous activities such as abandoned vehicles, assisting law

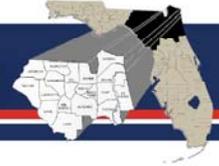
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ROAD RANGER UPDATE continued

enforcement and providing assistance to stranded motorists on our roadways. They also helped close to 700 disabled vehicles so far in the month of July and will continue to help many more throughout the rest of the month.





**RISC – RAPID INCIDENT SCENE
CLEARANCE - UPDATE**

We are very fortunate that here in District 2 we have not had any RISC incidents for the month of July. Our RISC Contractors remain alert and ready to respond if they are ever needed in any event. Our RISC program encompasses 9 counties and is used to cover major incidents along I-75, I-10, I-95, I-295, SR 9A and J. Turner Butler Boulevard.

We would also like to welcome Walt's Wrecker Service into our TEAM as one of our RISC vendors. We look forward to the partnership and making strides as a cohesive TEAM.

**FIRST COAST TRAFFIC INCIDENT
MANAGEMENT TEAM UPDATE**

The First Coast TIM Team held its bi-monthly meeting on **July 21, 2015** at the FDOT Urban Office Training Center, 2198 Edison Avenue at 10:00 A.M. Ms. Donna Danson opened up the meeting by reminding the TEAM that these meetings are held to learn from each other and to protect all responders out on the interstates. Mr. Bill Kays gave an informative presentation on the Overland Bridge Project about the current status of the project along with the many upcoming changes in the area. These changes include traffic switches from the closure of Exit 348, Atlantic Boulevard where the Atlantic Boulevard exit will now be moved back to a temporary exit and Emerson Street will continue to be the detour route for Philips Highway.

Mr. Ron Tittle presented the construction updates in the area and reminded the TEAM of the importance of not speeding through

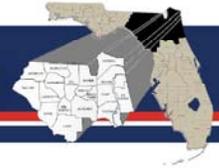
work zones. There has been an increase in speed throughout the work zones on our interstates and it has definitely become a problem here in District 2.

The TEAM moved on to the Emergency Operations Updates where Mr. Ed Ward informed the group that things are still quiet on his end but reminded all of the TIM members to please keep their guard up because Hurricanes can strike at any given moment without notice.

Most of the TIM agencies were well represented at the TIM meeting and gave us updates on how incident management is being handled on their end. We appreciate the effort that all of our TIM members have been showing. It was with great pleasure that we had a great TEAM come together and we were able to perform an assessment of the TIM Team. The TEAM performs this assessment annually to monitor progress within the TIM Team and also highlight areas that need to be worked on.



If anyone is interested in the SHRP2 Incident Management Training Course please contact



FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE continued

Craig Carnes at ccarnes@metriceng.com or Misha Gonzales at (904) 260-1567, melder@metriceng.com. Craig has a flexible schedule and is willing to work with any agencies' schedules; including nights and weekends to make sure the course is available for groups of ten or more trainees.

The First Coast TIM Team will hold its next bi-monthly meeting on September 15, 2015 at the FDOT Urban Office Training Center, 2198 Edison Avenue at 10:00 A.M. Please mark your calendar to attend this meeting. Your attendance is important to the continued success of the TEAM.

ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The Alachua-Bradford TIM Team will hold its next bi-monthly meeting on August 12, 2015 at the FDOT Gainesville Operations Office, 5301 N.E. 39th Avenue at 10:00 A.M. Please mark your calendar to attend this meeting. We look forward to seeing all of our TIM Team members there!

TEAM MISSION:

The Florida Department of Transportation District Two's Traffic Incident Management Teams through partnering efforts strive to continuously reduce incident scene clearance times to deter congestion and improve safety. The Teams' objective is to exceed the Open Roads Policy thus ensuring mobility, economic prosperity, and quality of life.

TEAM VISION:

Through cooperation, communication and training the Teams intend to reduce incident scene clearance times by 10% each year through 2015.

Donna Danson
District 2 ITS Program Manager

PERFORMANCE MEASURES

This has been one HOT summer so far here in District 2. Our air conditioning units have been overworking themselves trying to pump out enough cool air to keep up with the heat. With our temperatures rising to over 95 degrees, feeling closer to 150 degrees, we can be sure that there have been some aggravated motorists on our roadways and many more crashes. There has been an average number of 162 crashes per week here in District 2 so far for the month of July. That is definitely a scary number when we think about the fact that this occurs on a weekly basis.

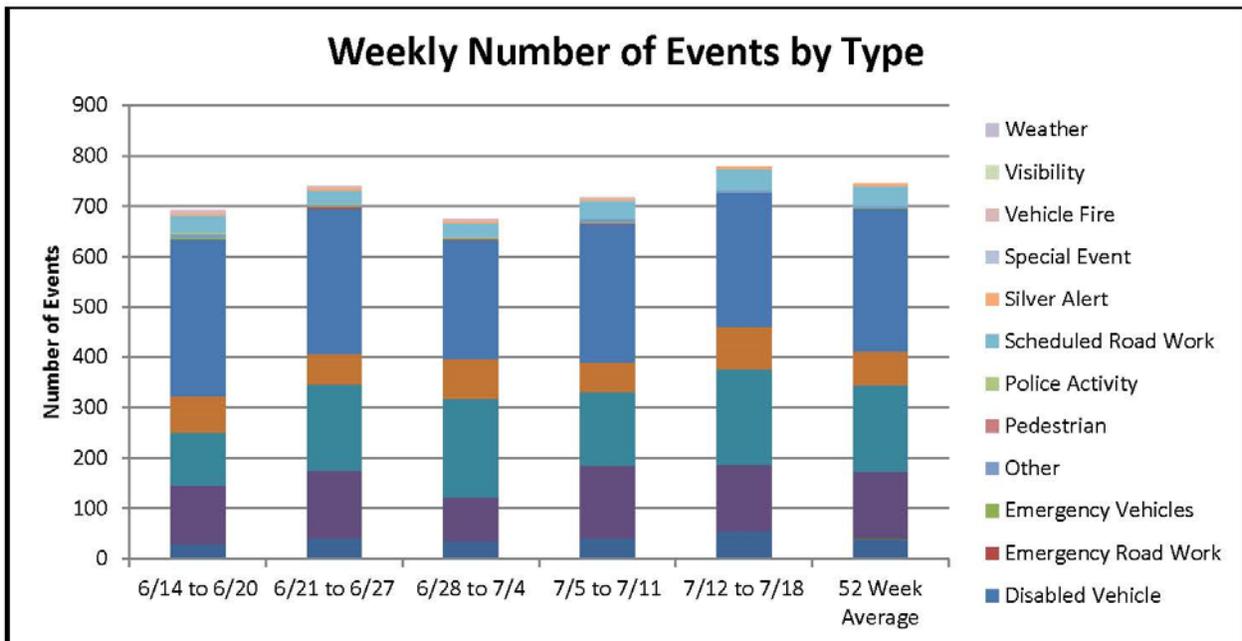
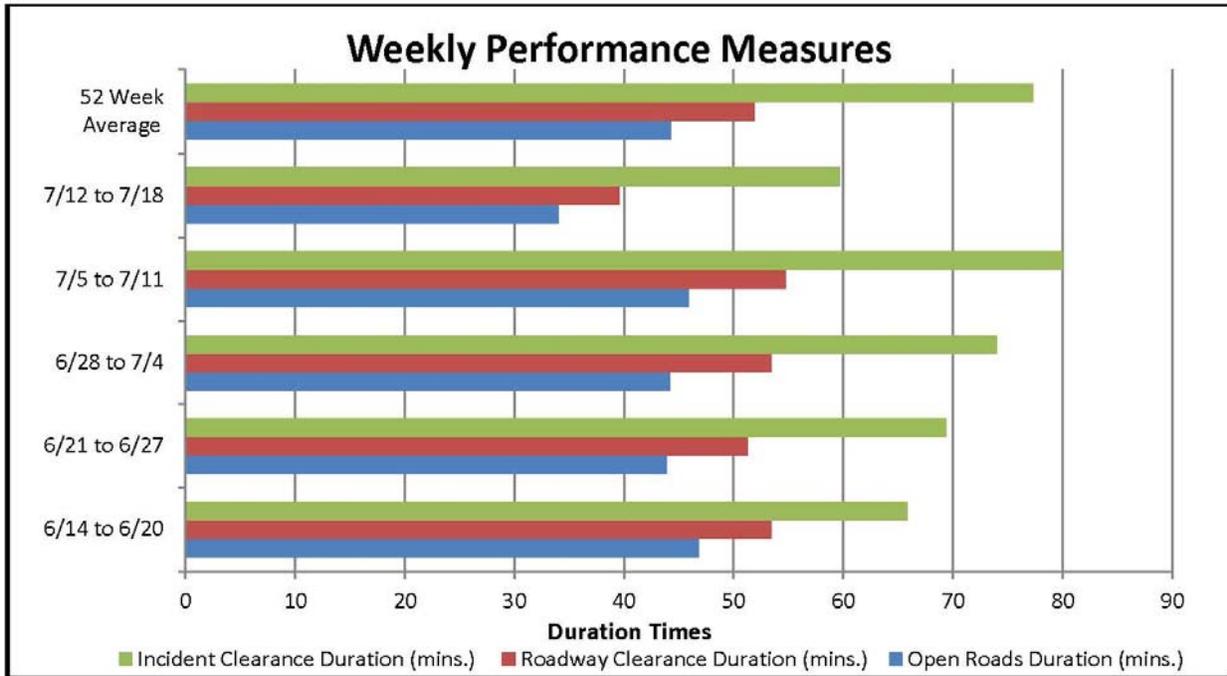
Along with the crashes, of course there are the usual congestion, debris and disabled vehicles on our roadways. With an average of 278 disabled vehicles per week for the past month. Surely it must be due to the heat! Our Road Rangers have definitely been working overtime to keep up with the demand on our roadways and doing a great job.

Our clearance duration times have been well under our goals with our incident clearance duration average at 77 minutes. Our Roadway Clearance and Open Roads Duration have also been significantly low for the month of July which we are extremely thankful for, especially since we had so many crashes for the month.

The following charts show the Performance Measures for the Open Roads, Roadway Clearance, Incident Clearance durations and events for the past four weeks.



PERFORMANCE MEASURES continued



Sherrell Lall
Metric Engineering



OPERATIONS

Come the start of the Holiday Season 2015 the southeast quadrant of the I-295 beltway should be live with the Phase 9 ITS Deployment. As you drive between Atlantic and the south end interchange you already will notice CCTVs, DMS and detectors going up. Phase 9 even jumps out onto SR-202 with a DMS, paired with a CCTV, eastbound and westbound approaching I-295. Though this section of I-295 will be the fourth one completed it is already the second most active behind only the southwest quadrant (Blanding, US-17, Buckman, etc.). AADTs through that stretch run from 77,500 cars up to 99,000 cars which is about 25% plus more than both north quadrants. Having the eye in the sky should pay huge dividends to all parties.

The Transportation Management Center (TMC) uses ITS deployments to assist in achieving many goals. CCTVs help expedite response times, improve event location accuracy, contribute to improvements to the accuracy and timeliness of 511, enhance coordination with partners and provide details for proper allocation of resources. Disseminating better information via DMS, 511 and sharing with the media will result in creating an environment of informed motorists making better decisions. This will reduce the impact and occurrence of recurring congestion, reduce secondary crashes, minimize the duration and effects of non-recurring congestion and maximize operational safety and efficiency of the traveling public and incident responders. With almost 100,000 cars going through there daily that is a lot of people to help!

In the month of June the southeast quadrant of I-295 had 338 total events managed by the TMC. Over the same time period the southwest quadrant had 554 total events. With camera coverage coming soon we expect to see an uptick in the total events managed on the southeast quadrant as debris, DAVS and other

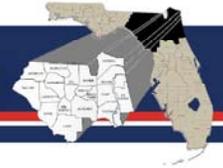
event types are located and shared with partnering agencies. This will help stranded motorists through the Road Ranger program and also make it a safer commute utilizing the Road Rangers and Transfield to pick up debris, fix any damage to the facility and provide maintenance of traffic for events.

Despite school being out and a lack of coverage on the southeast quadrant of I-295 the TMC remained busy in June. We managed 3,185 total events of which 706 of them were crashes and over 400 had some type of lane blockage. Road Ranger dispatchers were active as they responded to 1,822 events and performed over 4,500 activities which is almost 3 per event! It will be interesting to see how July looks with all of this rain!

As a person who drives SR-202 every day I am looking forward to having some DMS to inform me what conditions are like downstream. Too often I end up in a back-up or dealing with a motorist cutting in front of me because they didn't know a lane or shoulder was blocked until too late. As construction of the Express Lanes ramp up over there keeping an eye on the construction zone will be critical (not to mention when those lanes go live!). In the meantime, enjoy what is left of the summer and summer traffic. I will not miss the rain.



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OPERATIONS continued



DMS 295SB east beltway south of Baymeadows

**“Know Before You Go!
Use 511 and stay safe.”**

Ryan Crist
TMC Manager

MARKETING

As parents, we talk about milestones we reach with our kids. First steps. First words. First day of school. But no one ever dreams of the day their gangly, socially awkward, yet social-media-proficient-Snapchatting teen will come to them, hand extended, asking to borrow the keys to the family car.

Alone. Without you in it.

This just happened to us. Again. Our younger daughter, the baby of the family, got her permanent Driver’s License earlier this month. I had trouble embracing this the first time around with our older daughter, and two years later, I can tell you that it hasn’t gotten any easier. Last week I watched nervously as “our baby” rounded the corner and disappeared from view, the

proverbial umbilical cord stretching tighter and tighter. Yes, she drove off. This time in *my* car. I now know why my husband bought a stick shift last year. Our older daughter, the 18 year old, drove off in his old Nissan X-Terra two years ago and never gave it back. She just tossed her surf board on top, stuck a bumper sticker in the window, and claimed it as her own. To ensure that his brand new Jeep didn’t go the “way of the Nissan”, my husband purchased this vehicle knowing that our 16 year old wouldn’t be able to handle a manual transmission.

Now that our two most precious treasures on earth are completely mobile, I stand by the value of our 511 Traffic and Information System. So many secondary collisions could be avoided if motorists would just take the time to access real-time traffic data **before** leaving their driveways.

We’ve all heard the story of the five young nursing students who were killed in a fiery chain reaction crash on Interstate 16 outside of Savannah, Georgia when the driver of a tractor-trailer failed to slow in heavy traffic. These types of crashes happen way too often, and in most cases, can be avoided.

With our current system, there’s enough relevant information to help any motorist make an informed decision. Still, I’ve watched helplessly as drivers fly past our Dynamic Message Boards, with information posted warning them of an accident ahead where lanes are blocked, only to witness these same drivers impatiently switch lanes and **increase** their speed, rather than decreasing it in expectation of the slowing traffic queue. Just last Thursday I was traveling in the right lane as traffic slowed on I-10 Eastbound approaching McDuff. All of a sudden, I heard the sound of screeching tires, and yep, turned my head just in time to witness a crash in the far left lane.



MARKETING continued

As the mother of TWO young drivers, I'm very passionate about our 511 message. If we can educate motorists, helping them save time and gas money, while also helping them avoid secondary crashes, we're headed in the right direction. How do we do that? One motorist at a time. By attending Corporate Fairs, Hurricane Awareness Seminars, Employee Safety Expos...all in an effort to keep 511 in the forefront of drivers' minds.

In fact earlier this month, armed with 511 literature and pens, we helped stuff 300 Captains' Bags for the Greater Jacksonville Kingfish Tournament. Then, we visited our friends at the Prudential Building downtown as part of the US Army Corps of Engineers annual Health and Safety Fair. Also, we made an appearance at Fidelity National Financial's Hurricane and Safety Fair, and we'll be traveling to the Teacher Supply Depot next month for their annual Back to School Extravaganza. Every year at the teacher expo, we set up our tent and provide shelter from the heat to hundreds of educators as they wait their turn to enter the old Lackawanna School Building to receive free classroom supplies. We always bring extra pens, sticky notes and highlighters in an effort to help them "stuff their bags".

So, one event at a time. One motorist at a time. We're making every effort possible to ensure that our 511 message is reaching every driver in every nook and cranny of Northeast Florida.

With the mention of the Back to School Extravaganza, we know that summer is winding down, but there are still plenty of good travel weekends left, so if you're taking a trip plan ahead and Know Before You Go! You can call 5-1-1, visit www.FL511.com or download one of our free 511 Traffic Apps available for Apple and Android.

Also, regarding our 16 year old's inaugural "solo" flight, I don't think I exhaled until I heard the garage door open again and the car roll safely to a stop. (a bit too close to the kayaks and surfboards I might add) But no harm no foul. Nothing was scratched or dented, so all is well in the Byrd Casa.

Sherri Byrd
Marketing Manager



Above, US Army Corps of Engineers Health and Safety Fair; below, Fidelity National Financial's Hurricane and Safety Fair.





SPOTLIGHT ON...JAKE WILSON

Sort of set the stage for us if you will. Tell us a little about your upbringing.

I was born in Washington State, but moved to Florida when I was 2 years old. Since then I have lived in North and South Carolina, Oklahoma, and all over Florida. I came to Jacksonville in 2006 after leaving the Army, and have lived here ever since.

We'd love to hear more about your early career, before you started working with Metric Engineering and FDOT. I joined the Army in 2002 as a Psychological Operation Specialist, and since then have worked as a Warehouse Manager, IT Asset Management Specialist and Sales Manager. I am currently working on my Bachelor's Degree in Criminal Justice and Homeland Security.

I understand you've been working with us for 18 months. Tell us about your role at FDOT.

I am an operator in the Traffic Management Center, where I work to keep the 511 system updated and dispatch the Road Rangers to assist with traffic incidents.

What's the best advice anyone's ever given you? The best advice that I have been given came from my dad, who always taught me to work hard and to help others whenever I could.

Do you have a favorite quote? "Shiny boots don't stop bullets." -Me

Describe for us, if you will, a defining moment in your life. My defining moment came when I left college to join the Army after 9/11. It was something that no one who knew me expected, but after witnessing the events of that day I knew that I had to do something.



Best/Worst Job? Being in the Army was both the best and worst job. During my time in the service I experienced things that were both horrible and incredible, but everything that happened made me who I am today.

Tell us a little about your beautiful family. My wife Celita and I have four children: Izzabella (8), Mateo (5), Lucas (4), and Dominic (2). Celita was told that she would never have children, and we were preparing to adopt when we had Izzy, so we've definitely been blessed!

Do you have any hobbies? Right now I don't have a lot of free time between work, school, and family, but when I get the chance I love to travel, play paintball, and cook.

What's your favorite vacation spot? I don't have one favorite spot, but two of the most interesting places that I have visited are Italy and Bolivia.



Photo Gallery- RTMC Progress



The beginning



Above, the interior build out is moving right along, as evidenced by these photos on 7/10/15



**Traffic Incident Management
2015 Meeting Schedule**

First Coast TIM Team

FDOT Urban Office Training Center
2198 Edison Avenue, Jacksonville
904.360.5400

September 15, 2015 November 17, 2015

Alachua/Bradford TIM Team

FDOT Gainesville Operations Office
5301 NE 39th Avenue, Gainesville
352.381.4300

August 12, 2015
October 14, 2015 December 9, 2015

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