



California SAFE Committee FSP Oversight Committee



**Meeting Minutes
Friday, September 15, 2006**

MTC SAFE, 101 Eighth Street, Oakland, CA 94607
Claremont Conference Room (2nd Floor)
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ITEM	TOPIC
FSP-1	<p>DL 51 Discussion with CHP</p> <p>The California Vehicle Code currently refers to medical certification (DL-51) for FSP drivers. As of yet, FSP has fallen under the radar of this provision that we are being told applies to FSP drivers. CHP Commercial Vehicle Section is in the process of following through with the DMV to talk about how to implement the DL-51 program. Concerns from the local partners include the cost of the certification which is not part of the current procurement language, how the certification process will be implemented, and if existing contractors will be grandfathered in until the next procurement round. The group would also like communication from CHP that lets the locals know that if they are most likely going to go through with the enforcement of this requirement that we should include DL-51 language in our upcoming tow procurements. We understand that CHP is going to meet again with DMV to discuss the DL-51 in more detail. The FSP group would like a representative from the locals to be present at this future meeting with DMV.</p> <p>To Do Item, CHP. Prepare a letter to the FSP Statewide Committee stating that CHP's intent with the DL-51 in order to have justification to include language in current procurements.</p> <p>To Do Item, CHP. In order to help us keep up with the DL-51 issue, invite a representative of the local FSP programs to the upcoming meeting with CHP and DMV.</p>
FSP-2	<p>Driver Safety Presentation</p> <p>Bruce Leninger from Driver Awareness 24/7 www.driverawareness24-7.com provided the group with a 30 minute presentation regarding driver safety procedures. Bruce provides tailored safety workshops for drivers. He has recently provided a course for the LA MTA FSP drivers and has provided his workshop to many groups throughout California. Safety is paramount to FSP program and these types of courses would benefit any driver, not just FSP drivers. For a preview of one video that he uses in his presentation, google, "US Navy Heaven Can Wait".</p>
Break	
CalSAFE-1	Mobile Call Box Report

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	<p>MTA – The #399 program started in July 2005. Trends have shown that call volumes rise with marketing efforts. MTA has approval for signage, which they are intending to install. MTA is unsure if they would market mobile call box as 511 when 511 becomes available.</p> <p>OCTA – Orange County is still in a holding pattern, but they are considering 511 for Mobile Call Box when it rolls out in Southern California. An RFP for a five county 511 program is scheduled to be released fairly soon. For now most counties envision a program that is similar to the current 1-800-COMMUTE program. Start up for 511 is more than one year away. The biggest hurdle is getting standardized usable data from different Caltrans districts.</p> <p>MTC – The Bay Area is also in a holding pattern. MTC already has contracts lined up with Jill Kollman & Associates for dispatcher training services as well as a marketing consultant. At this time we are prioritizing our efforts on our System Upgrade as well as our Bridge work. When these projects have settled, we will re-visit mobile call box, most likely next fiscal year, July 2007.</p> <p>San Diego – San Diego SAFE Board approved an MOU with SANDAG to use 511 as the call in number for their mobile call box program. Target date for start date is January 2007; San Diego SAFE will be working with their own marketing consultant separate from the 511 group. They have targeted \$250,000 for the initial marketing launch.</p>
CalSAFE-2	<p>Guideline Revision Update</p> <p>The current unsigned call box guidelines were initiated in 2003. Since that time a final version has been drafted and signed-off by Caltrans. CHP did not sign on to the guidelines due to concerns with the CALCLAD lawsuit. Caltrans informed us that the settlement agreement contains language that our Guidelines should be amended to state that, with the exception of San Bernardino and Riverside, all future boxes should be TTY boxes. At the meeting, Bob Clements, Assistant Chief, CHP IMD, stated that a letter (July 27th) had been sent out letting CalSAFE know that the Guidelines, as written, can be signed. A Motorist Aid Guidelines subcommittee was created consisting of Jaime Maldonado, MTC; Iain Fairweather, OCTA; Lisa Davies, Caltrans; and Karen Weaver & Rick Bossemeyer, CHP. The direction from the group is to get a quick sign off on the current guidelines (with the added settlement agreement language and reinforcement that the guidelines are guidelines and intended to be flexible) and to then look at making additional changes including merging the Call Box and FSP guidelines into one document.</p> <p><i>To Do Item, MTC, OCTA, CHP, CT. Incorporate settlement agreement and flexibility language into the most current unsigned version of the Guidelines and have them signed by all partners as quickly as possible.</i></p> <p><i>To Do Item, MTC, OCTA, CHP, CT. Embark on another change to the Guidelines that will incorporate changes on the call box side, but also focus on changes to the FSP Guidelines and getting the two documents merged into one document.</i></p>
LUNCH	Presentation of Lifetime Achievement Award to Wes Wells
CalSAFE-3	<p>Motorist Aid of the Future</p> <p>This portion of the meeting was intended as an open forum discussion to generate ideas that take advantage of new technologies to offer enhanced motorist aid services. Ideas that were mentioned include:</p> <ul style="list-style-type: none"> • Harvey Heaton – In Arlington, VA all of their trucks have leaf blowers. Tow

	<p>trucks have changeable message signs with canned messages that they can stage to provide motorists with information about an incident. This signage can be removed and re-installed on a different tow truck when contracts change.</p> <ul style="list-style-type: none"> • Phil Chu – Other areas have piloted cell phones as a mechanism to determine incident location. Another potential area is to use the call box for traffic data collection. • Brittney Oderman – In general, we have an asset out on the freeways, we should look into placing newer technologies on the pole. (CCTV, fog sensors, etc.) • Byron – We should be looking at Incident Management strategies; such as big rigs but there is not enough data to get pre-data to determine whether pilot programs are effective. We should also look at incentives for big rigs to clear incidents quickly and also efforts to partner with Caltrans for better data collection. • Wes – Because we are local and have sufficient funding and contracting flexibility, there is a real opportunity to work with CHP and CT to help motorists. We should look into post-incident debriefings. Because CHP has dispatcher-staffing problems, we should look for ways to bounce non-emergency calls to private call answering centers to benefit everyone. • Bob Clements – Looking way into the future, we can look for ways to leverage Onstar and GPS capabilities. • Phil Dow – There are two basic areas we can look to for improvement, 1) how do you utilize the existing boxes in the field, 2) then what are the other things that we can come up that meet the general part of the program. In urban areas, these devices that are only activated when someone stops to activate them, but in the rural areas they are ideally suited for data automation, speed data, cameras, etc. • Video detection systems could help out in the traffic management centers so that dispatchers can focus on the incidents. • We should be talking more with Caltrans Traffic Operations statewide to determine if there is something else we could be doing to support motorist services.
CalSAFE-4	<p>Open Discussion</p> <ul style="list-style-type: none"> • Santa Barbara wanted to know how we deal with requests for operational information. Most if not all refer the insurance companies or private individuals to the CHP. MTC does have a SAFE privacy policy which can be found on the MTC website. • Monterey is looking for ways to enhance the visibility of their FSP program and wants to know if freeway signage is a viable option. The group responded that it is an option, but signage approval comes from a Caltrans committee that meets three or four times per year to review requests. Another issue that should be considered is that if your operation changes, then the signage may need to be changed. • Orange County is looking into regulating all of their tow truck operations in their county.
CalSAFE-5	<p>Next Meeting Location and Date & Vice Chair</p>

No meetings are currently proposed. There will be an FSP meeting related to data for the upcoming B/C model. Depending on that meeting date and location and the number of discussion items, we may have an FSP Oversight Meeting just prior to that meeting that includes CalSAFE items or we may hold a separate meeting. The upcoming data meeting may provide an opportunity for the Motorist Aid Guidelines Committee to have its initial meeting.

We are looking for candidates for Vice Chair of the CalSAFE/FSP Motorist Aid Statewide Committee. The Chair will be sending out a list of Vice Chair duties to solicit Committee members interested in the position.