

FINAL MEETING MINUTES

Semi-Annual Miami-Dade/Broward Traffic Incident Management (TIM) Team Meeting

Date/Time:	October 24, 2025		10:00 AM – 12:00 PM
Location:	Florida Department of Transportation District Six Auditorium 1000 NW 111 Avenue, Miami, Florida, 33172		
Hosts:	Carlos Dardes and Nikolas Muriel		
Attendees:	First Name	Last Name	Agency
	Nikolas	Muriel	AECOM/FDOT District Six
	Fabian	Arizmendi	AECOM/FDOT District Six
	Don	Avery	AECOM/FDOT District Six
	Greg	Kirkpatrick	AECOM/FDOT District Six
	Omar	Gomez	AECOM/FDOT District Six
	Carlos	Dardes	FDOT District Six
	Manny	Espinal	FDOT District Six
	Kathrine	Bernabeo	FDOT District Six
	Francisco	Jaconetta	FDOT District Six
	Dee	McTague	AECOM
	Bob	Murphy	AECOM
	Pedro	Ruiz	FDOT District Four
	Peter	Hamlin	FDOT District Four
	Felix	Lopez	FDOT District Four
	Andres	Sanchez	FDOT District Four
	Ariel	Whatley	Metric/FDOT District Four
	Daniela	Silva	The Corradino Group / FDOT District Four
	Megan	Audette	The Corradino Group / FDOT District Four
	Gabriel	Escobar	FDOT
	Crystal	Shaefer	FDOT
	Mike	Washburn	Florida's Turnpike
	Rulx	Belizaire	Florida's Turnpike
	Luis	Enrich	Port of Miami Tunnel
	Jose	Diaz	Port of Miami Tunnel
	Michael	Mejias	Webber/Port of Miami Tunnel
	Alex	Rivera	Webber/Port of Miami Tunnel
	Jennifer	Dardes	Greater Miami Expressway
	Randy	Grice	Greater Miami Expressway
	Carlos	Torres	Greater Miami Expressway
	Carl	Joseph	Greater Miami Expressway
	Joe	Sanchez	FHP
	Juan	Cuevas	FHP
	Gonzalo	Pena	FHP
	Edwyn	Martina	Ted & Stans
	Vincent	Valdis	Ted & Stans
	Oscar	Gonzalez	MRG
	Natacha	Placido	MRG
	Steve	Corbin	Auto Base
	Juan	Gonzalez	Auto Base
Raul	Suarez	Kauff's of Miami	
Alexis	Margaret	Sunshine Towing	
Emilio	Pereda	Sunshine Towing	
Jose	Lozada	Alpine Towing	
Mirko	Sampaoli	Alpine Towing	
Eduardo	Deltono	Alpine Towing	
Larry	Salvia	Alpine Towing	
Hector	Gonzalez	American Towing	

	Randy	Yoque	American Towing
	Jorge	Delgado	Downtown Towing
	Michael	Miller	H2O Environmental/D6 Contamination
	Owen	Ebner	CBI
	Sergies	Duarte	Zone Outreach/GGI Project
	Noah	Blaustein	TTWN
	Catherine	Wernar	IncidentClear
	Rebecca	Guerrero	Pinnacle
	Leo	Staats	I-595 Transportation
	Nixsa	Serrano	Broward UEM

1. Purpose of Meeting

This meeting serves as a platform for our TIM partners to highlight and discuss ongoing initiatives, activities, or events affecting the surface transportation system in southeast Florida. It also provides an opportunity to coordinate and share information regarding department-related projects and Incident Management.

2. TIM Agency Updates

2.0 – Introduction and Housekeeping

Carlos Dardes opened the meeting by welcoming all attendees to the Miami-Dade/Broward Joint TIM Meeting and thanking everyone for their participation. He began with a brief overview of the facility, pointing out the locations of the restrooms, exits, and the designated evacuation meeting area to ensure everyone’s safety. He also identified the location of the AED and noted that staff on-site are trained in CPR should an emergency arise. Carlos then outlined the purpose of the meeting, emphasizing the importance of collaboration and information-sharing among partners to strengthen coordination and improve overall traffic incident management efforts. Carlos introduced each presenter as they came up to the front.

2.1 – Florida Highway Patrol

FHP Trooper Joe Sanchez provided remarks focused on safety and collaboration among traffic incident management partners. He emphasized the importance of ensuring the safety of FHP troopers on scene and expressed appreciation for the vital role Road Rangers play in supporting incident response. Trooper Sanchez also discussed a new directive and the responsibilities involving immigration control. He shared insights from his career, noting that his 38 years of service with FHP have been more than just a job, it is a passion and a calling. He highlighted that the core of FHP’s mission is public safety and reaffirmed the agency’s commitment to protecting both responders and the traveling public.

Trooper Sanchez noted that another key responsibility for FHP is protecting the Port of Miami Tunnel, emphasizing that this mission cannot be accomplished alone and relies heavily on the support and coordination of all partner agencies. He stressed the significance of the TIM meetings in fostering teamwork among all partners and expressed gratitude to attendees for their continued dedication to roadway safety. He underscored the importance of public safety education and acknowledged the TMCs for their crucial role in facilitating quicker incident clearance, which contributes to safer roadways.

He reminded everyone that while FHP is the authority on scene, their mission is to help and protect, encouraging all partners to “help us help you.” Trooper Sanchez concluded his remarks by thanking everyone for allowing him to be part of the team’s ongoing efforts.

2.2 - FDOT District Six TIM Update

Nikolas Muriel welcomed the attendees and introduced the discussion topics for the session which included Special Events, SunGuide TMC Updates and Resources, Express Lanes Updates, Wrong-Way Driving Detection System, and Rapid Incident Scene Clearance (RISC).

Nikolas began with an overview of special events. He discussed the major upcoming events that will impact regional traffic operations and require coordinated planning across agencies. The FIFA World Cup 2026 is scheduled from June 11 through July 19, 2026, with Miami hosting seven matches, including a quarterfinal match and the bronze final match. Planning for these events is already underway to ensure smooth traffic management and safe operations. He also mentioned the College Football Playoff events taking place at Hard Rock Stadium, including the Orange Bowl on January 1, 2026, and the National Championship on January 19, 2026. Nikolas mentioned that representatives from District Six and Florida’s Turnpike work

together supporting Hard Rock Stadium events. Nikolas discussed the Hard Rock Stadium shuttle routes from the Hard Rock Casino and the Golden Glades Multimodal Transportation Facility (GGMTF). The shuttle route to the GGMTF will utilize the shoulder starting from NW 199 Street, continuing along SR 826 West, exiting at NW 12 Avenue, performing a U-turn, and then traveling east on NW 167 Street to the new ramp to US 441, arriving at the GGMTF. These operations are designed to improve flow and minimize congestion during high-attendance events.

He discussed SunGuide TMC updates and resources. Nikolas highlighted the Incident Responders Site, which allows responders to select and view traffic cameras monitored by the TMC, as well as review the active event list to better coordinate field response. He reviewed available training opportunities, including FHWA-certified Field Responder Safety Courses, with upcoming sessions scheduled for December 2025 and March 2026. Registration is available through www.SunGuide.info. Nikolas also emphasized the importance of Crash Responder Safety Week (CRSW), taking place from November 17 through 21, 2025, as part of a nationwide FHWA initiative to honor first responders and promote their safety while working on or near roadways. He reiterated that responder safety requires participation and awareness from everyone; responders, partner agencies, and the public alike.

Nikolas moved into Express Lanes updates. He reported that the Palmetto Express construction was completed on July 25, 2025. Palmetto Express is preparing for a minimum toll of \$0.50 per segment and then transitioning to dynamic tolling. The dates for this have yet to be determined. He reviewed vehicle eligibility, noting that trucks with three or more axles are prohibited unless assisting or directed by the Florida Highway Patrol. Toll-exempt vehicles with registration include vanpools, carpools with three or more occupants, public transit buses, and school buses. Vehicles exempt without registration include motorcycles and emergency response vehicles such as law enforcement, fire, EMS, and DOT responders while on duty. However, Inherently Low Emission Vehicles, electric vehicles, and hybrids are no longer toll-exempt effective July 1, 2025.

He provided an update on the Wrong-Way Driving Detection System, highlighting the ongoing improvements and construction timelines. There are 20 operational wrong-way detection systems along I-95 and SR 826. The Phase 2 project (FM# 446947-2) covers 25 locations is expected to be complete by December 2025. Phase 3 (FM# 446947-3) was issued in April 2025 and includes 15 locations along I-95 and SR 826, with completion expected in January 2027. These projects collectively aim to improve detection capabilities and prevent wrong-way driving incidents across District Six.

Nikolas provided updates on the RISC program. He reviewed the districtwide coverage, noting that Krome Avenue expanded its RISC coverage in October 2024, now spanning from Okeechobee Road south to Avocado Drive, covering a total of 29.4 miles. He shared data indicating a total of 18 RISC events and 26 projected RISC events remaining for the rest of 2025. Nikolas also reviewed the activation procedures involving private recovery companies and explained the different response scenarios, clarifying when RISC activation occurs and how coordination is managed between private operators and FHP to ensure quick and safe roadway clearance.

Mike Washburn inquired about who is responsible for determining whether a RISC activation is necessary or if private assistance will handle an event. Nikolas explained that the decision is typically made by the Incident Response Vehicle (IRV) operator or FHP personnel on scene after assessing the situation. Omar Gomez added that part of the determination depends on whether the private assistance company has the proper equipment and capability to manage the entire incident. Mike then asked what steps are taken if FHP requests the RISC vendor to handle the event. Omar clarified that while FHP is generally aware of the scenarios, if FHP requests RISC involvement, the team would follow their directive accordingly.

In closing, Nikolas reminded attendees that October is National Pedestrian Safety Month, encouraging all agencies to continue promoting public awareness and safety initiatives aimed at protecting pedestrians across South Florida. He also announced that District Six is developing a TIM Survey to gather feedback from TIM stakeholders on meeting topics, areas of interest, and opportunities for improvement. Nikolas concluded by thanking everyone for their active participation, collaboration, and continued commitment to advancing traffic incident management efforts throughout the region.

2.3 - FDOT District Four TIM Update

Pedro Ruiz welcomed attendees and provided updates on District Four operations and initiatives. He began by reviewing District Four Road Ranger and Severe Incident Response Vehicle (SIRV) statistics for the second quarter of 2025 and acknowledged the ongoing efforts of responders across the region.

Pedro discussed several wrong-way driver alerts that occurred during the third quarter, including incidents on July 3 near Indian Trace on I-75, on August 20 in the northbound lanes near Atlantic Boulevard, and on September 23 near Glades Road. He took a moment to recognize the Wrong-Way Driver Response Team for their quick coordination and efforts to prevent serious crashes during these events.

He highlighted preparations for CRSW, scheduled for November 17–21, 2025. Pedro explained that CRSW is a national initiative sponsored by the Federal Highway Administration (FHWA) to raise awareness about the importance of traffic incident management and responder safety. The campaign emphasizes protecting responders including Road Rangers, tow operators, law enforcement, firefighters, and EMS from secondary crashes and struck-by incidents while working on the roadway. District Four's participation will focus on promoting responder safety programs, including the Road Ranger and SIRV programs, expanding training opportunities, and improving communication through the Regional Transportation Management Center (RTMC).

Pedro noted that this year's campaign will also include proactive outreach to first responders and the motoring public across District Four. These efforts will strengthen coordination with local law enforcement and fire departments, particularly on Maintenance of Traffic (MOT) operations along highways and arterial roads. The overall goal, he stated, is to enhance responder protection, reduce incident clearance times, and improve communication across agencies under the Incident Command System framework.

Following the District Four updates, Daniela Silva from the Corradino Group presented an overview of the 95 Express Phase 3C Project and upcoming milestones. Daniela explained that the project extends along SR 9/I-95 from south of SR 820/Hollywood Boulevard to south of SR 842/Broward Boulevard, as well as along SR 862/I-595 from just west of US 441/SR 7 to I-95. The purpose of this project is to increase capacity, reduce congestion, and enhance safety through expanded express lanes and improved regional connectivity.

She noted that construction, managed by Archer Western Construction and the deMoya Group, is expected to be completed in early 2026 with an estimated total cost of \$457 million. Key project features include the addition of one new express lane in each direction on I-95, resulting in two express lanes northbound and southbound, as well as direct connector ramps linking I-595 eastbound and westbound with I-95. Other major improvements include reconstruction of the SR 84 westbound bridge over I-95 and the widening of I-595 to improve weaving movements between Florida's Turnpike and I-95.

Daniela provided a detailed look at the northbound express lanes final tie-in, scheduled between the South Fork New River Canal Bridge and SR 736/Davie Boulevard. Overnight work was planned for October 27 and 28, 2025, from 8:00 p.m. to 5:30 a.m., to complete the final configuration with minimal disruption to traffic. She added that the northbound I-95 to westbound I-595 direct connector flyover ramp was scheduled to open by Thursday, October 30, 2025, weather permitting. If delays occurred due to weather or unforeseen circumstances, the opening would shift to Monday, November 10, 2025.

She noted that updated overhead signage has been installed along the corridor to enhance driver awareness and improve traffic flow. Daniela also shared that a First Responder Drive-Thru Event was recently held, giving emergency responders the opportunity to become familiar with the new roadway configuration, access points, and safety features.

Mike Washburn asked whether the responder community was satisfied with what they observed during the event. Daniela reported that overall feedback was positive, though there remains room for improvement, which her team will continue to monitor closely. She concluded by encouraging attendees to reach out for additional information via email at Msilva@corradino.com or by visiting www.d4fdot.com.

Pedro then resumed the presentation to share District Four RISC statistics for 2025, providing an overview of event types handled throughout the year. The data included five crash events, seven fires, four jack-knifed vehicles, two lost loads, and twenty rollovers. He also summarized the key performance metrics used to evaluate each activation, including delay time, arrival time, notice-to-proceed (NTP) delay, and clearance time.

Pedro concluded the meeting by previewing upcoming initiatives for 2026. These include the continued promotion of Target Zero and Rail Safety Awareness through outreach events, as well as planned collaborations between RISC vendors and local fire departments to conduct live incident clearance demonstrations. He thanked all attendees for their continued partnership and commitment to improving roadway safety and incident response coordination across District Four.

Omar inquired about how many RISC activations involve SIRV operators. Pedro confirmed that SIRV is involved in every activation, as they serve as the main point of contact during RISC events. Omar then asked if SIRV operators manage activations during off hours as well. Pedro responded that they do, explaining that there is an established On-Call system to ensure SIRV coverage and response availability at all times.

2.4 - Florida's Turnpike Enterprise

Mike Washburn began greeting attendees and providing an overview of Florida's Turnpike's ongoing Incident Management operations. His presentation highlighted current performance measures, safety trends, and upcoming special events that will require coordination among partner agencies.

Mike opened by discussing Special Events, focusing on preparations for the FIFA World Cup 2026, which will take place from June 11 to July 19, 2026. Miami is expected to host seven matches, including a quarterfinal and the bronze final. He noted that planning has already begun to coordinate traffic management and response strategies along Turnpike corridors to support the anticipated increase in regional travel demand.

He reviewed performance measures for 2025, providing an overview of systemwide metrics. The Turnpike recorded an average roadway clearance time of 52 minutes and an average incident clearance time of 93 minutes. There were 325 secondary crashes reported, representing a 3.1 percent secondary crash rate. Mike also compared safety trends from prior years, noting a decline in traffic-related fatalities from 56 in 2023 to 46 in 2024, reflecting ongoing improvements in safety and response coordination.

Mike continued with updates on Specialty Towing and Roadside Repair programs, emphasizing their role in maintaining quick response capability for incidents involving heavy-duty vehicles and mechanical breakdowns along the Turnpike. He reiterated the importance of these partnerships in minimizing lane closures and supporting the safety of both responders and motorists.

He provided a brief update on the RISC program, outlining its continued effectiveness in expediting the removal of large-scale crashes and debris from the roadway. He credited RISC vendors, Florida Highway Patrol, and Road Rangers for their coordination and efficiency during 2025 activations.

In closing, Mike recognized the contributions of the Road Rangers, thanking them for their dedication to safety and service on Florida's Turnpike. He concluded by expressing appreciation to all incident management partners for their continued collaboration in improving clearance times, reducing secondary crashes, and enhancing safety across the Turnpike system.

2.5 – Port of Miami Tunnel

Luis Enrich greeted attendees and introduced the focus of the presentation: the operational and incident management performance of the Port of Miami Tunnel (POMT). He began by reviewing traffic volume trends over the past decade, highlighting monthly vehicle counts from 2015 through 2025. Luis pointed out notable fluctuations, especially the sharp decline in 2020 due to the pandemic, followed by a gradual recovery and stabilization in recent years. He then broke down traffic data by vehicle type such as automobiles, heavy vehicles, and unknown vehicles which showed that 2023 recorded the highest overall volume.

Luis presented key project indicators, noting that Port PD checkpoints and external incidents each accounted for 12% of recorded events, while debris-related issues made up 9%. Corrective maintenance and third-party scheduled activities were also tracked at 7% and 6%, respectively. He then discussed managed incidents per year, emphasizing the increase in lane blockage events and total managed incidents, which peaked in 2023 before slightly declining in 2025.

Luis transitioned to performance metrics, comparing average response times across four years. He highlighted improvements in initiation response, incident arrival, lane restoration, and notification times, with 2024 showing the fastest lane restoration average at just over six minutes. He noted that while 2025 saw a slight increase in some response times, overall performance remained within acceptable thresholds.

The presentation continued with a summary of notable incidents from June through October 2025. Michael Mejias described several prohibited vehicle entries, including dirt bikes and an intermodal tanker, as well as a transmission fluid spill and a wide load event. He also mentioned incidents involving individuals inside the tunnel and the assistance provided by the TMC. Each of these events was supported by video documentation.

To conclude, Luis provided contact information for key personnel involved in tunnel operations and management, including representatives from Webber Infra and MAT Concessionaire, ensuring attendees knew who to reach out for follow-up or coordination.

2.6 – Golden Glades Interchange (GGI) Project

Sergies Duarte provided a comprehensive update on the Golden Glades Interchange (GGI) project. He began by emphasizing the project's scale and importance, noting that it is the largest conventional design-bid-build initiative in FDOT history. The interchange, which connects five major roadways, handles over 400,000 vehicles daily, making it a critical infrastructure hub for Miami-Dade and Broward counties. Sergies presented a location map to contextualize the regional impact and then outlined the most significant improvements underway. These include a new flyover bridge that will create a direct connection from eastbound SR 826 to northbound I-95, addressing a long-standing gap in connectivity.

He detailed additional upgrades such as direct express lane connections between Florida's Turnpike and I-95, reconstruction and widening of northbound and southbound connectors, and an expansion from one to three travel lanes to improve traffic flow and safety. Sergies then shared progress metrics as of September 21, 2025: 20% of the contract time has been completed, and 50% of the payment has been made. Specific construction milestones include 51% completion of drainage structures, 48% of drainage pipes installed, 47% of piles driven, and 31% of bridge beams placed. He also touched on broader themes such as workforce development, technology, community engagement, resiliency, and supply chain coordination, reinforcing FDOT's commitment to advancing infrastructure and safety.

The presentation concluded with contact information for Sergies, encouraging attendees to reach out with questions and to visit www.Go-GGI.com for ongoing updates.

During the discussion, Mike asked whether the GGI Project team has been coordinating with Hard Rock Stadium regarding traffic management during major events. Sergies confirmed that his team has been working closely with Hard Rock Stadium staff to ensure effective coordination, particularly during large-scale events such as the World Cup Club games, to support traffic flow and incident response efforts in the surrounding area.

2.7 - I-395/SR 836/I-95 Design Build Project

Oscar Gonzalez presented an in-depth update on the I-395/SR 836/I-95 Design-Build Project, highlighting its significance in improving mobility, safety, and sustainability across the Greater Miami area. He began by introducing the Signature Bridge, a central feature of the project, which aims to enhance connectivity and community integration. Oscar detailed the ongoing drainage work, noting closures along Biscayne Boulevard, NE 13 Street, and southbound North Bayshore Drive, while assuring that access to the eastbound MacArthur Causeway ramp remains open. These closures are necessary to facilitate critical underground infrastructure improvements.

He provided details on the latest construction updates, including progress on various arches of the Signature Bridge. Arch 1 and Arch 2 have completed their closure pours with all segments erected, while Arch 3 is in the early stages with reinforcing steel installation underway. Arches 4, 5, and 6 are also progressing, with Arch 5 fully erected and Arch 6 preparing for a seal slab concrete pour. Oscar emphasized that the schedule does not account for delays due to holidays, weather, or special events. Additional updates included work on the westbound I-395 superstructure, where crews are actively placing reinforced steel, and concrete replacement on the southbound I-95 ramp to NW 8 Street.

Further construction efforts are focused on the interchange core, where foundations, piers, and caps are being built, as well as the installation of straddle bent rebar cages and cap/beam lifters approaching the Miami River. Oscar also noted the completion of a concrete deck pour for the double-decked roadway on October 18, 2025. He concluded the presentation by providing his contact information and directing attendees to www.i-395miami.com for ongoing updates and project details.

2.8 - Sunshine Towing and Transport Inc.

Alexis Margaret presented an update on the Road Ranger Program for FDOT District 6, highlighting Sunshine Towing & Transport, Inc.'s role in managing one of the largest Road Ranger fleets in Florida. The District currently operates with 92 Road Ranger operators and a total of 57 vehicles, including 21 pickups, 23 tow trucks, 12 flatbeds, and one heavy-duty wrecker. Alexis detailed the vehicle deployment across weekday and weekend shifts, noting consistent coverage with slight variations in vehicle numbers per shift.

A key highlight was the District's exclusive 25-ton heavy-duty wrecker program, established in July 2013, which provides a dedicated resource to promptly relocate disabled commercial vehicles from travel lanes. Between July 2023 and September 2025, the program recorded 138 activations, with an average arrival time of 43 minutes and an average clearance time of 19 minutes. Alexis also reviewed recent safety and technology enhancements, including the implementation of rear-facing red and white light bars and smart sequential LED flares.

The presentation covered the integration of HAAS Alert technology, which has alerted over 3.6 million motorists since November 2021, with over 655,000 alerts issued year-to-date and 61,446 in September alone. Alexis then shifted focus to the International Towing Museum and the Wall of the Fallen in Chattanooga, Tennessee, which honors those who died in the line of duty. She paid tribute to two FDOT Road Rangers, Jak Pereira from District 6 and Jose Parra from District 4, who are memorialized on the wall.

To conclude, Alexis encouraged membership in the towing museum, noting that a standard company membership costs \$250 and includes a \$10,000 Survivor Fund Benefit per employee, with increased benefits available at higher membership levels. The presentation closed with a heartfelt remembrance of the fallen Road Rangers and a thank you to all attendees.

Carlos requested the attendees to have a moment of silence for the fallen FDOT Road Rangers before moving on to the next presenter.

2.9 - Greater Miami Expressway (GMX)

Jennifer Dardes gave an update on expressway operations, incident statistics, safety initiatives, and infrastructure improvements. She began with an overview of GMX's expressway network, which includes five major roadways in Miami-Dade County: SR 836 (Dolphin Expressway), SR 874 (Don Shula Expressway), SR 112 (Airport Expressway), SR 878 (Snapper Creek Expressway), and SR 924 (Gratigny Parkway). These corridors are managed by GMX, an independent state agency responsible for maintaining mobility and safety across the region.

Jennifer presented SunGuide event data, noting a steady increase in incident volume over the past three years. In 2024, there were over 26,000 events, a 26% rise from 2023, largely driven by roadwork activity, especially the Miami Signature Bridge project. Year-to-date figures for 2025 suggest a similar or higher volume, reinforcing the need for continued coordination and monitoring. She followed with Road Ranger assistance statistics, highlighting a 34% increase in service events over three years, including flat tire repairs, debris removal, fuel assistance, and towing, demonstrating the growing demand and effectiveness of the program.

Next, Jennifer reviewed rollover event trends, which have gradually declined from 36 in 2022 to 24 so far in 2025. She emphasized the installation of "Reduce Speed Ahead" and radar speed signs to improve safety in high-risk areas. She also explained the difference between RISC and DISC (Disabled Incident Scene Clearance) events, noting consistent RISC numbers and a significant drop in DISC events from 30 in 2023 to 13 in 2025, suggesting improved incident response strategies.

The presentation continued with an update on wrong-way driving detection systems, which are active at 33 ramp locations. In both 2024 and 2025, over half of detected incidents involved corrective maneuvers, indicating the effectiveness of automated warning systems. Jennifer also shared a major infrastructure milestone: the completion of four new ramp connectors between SR 836, Florida's Turnpike, and the Dolphin Station Park and Ride Facility, improving regional connectivity and traffic flow.

She then highlighted a safety initiative from August, 2025, where emergency vehicle kits were distributed to disabled motorists. Each kit included jumper cables, a safety vest, gloves, an escape tool, a warning triangle, and a tow strap—simple items that can make a critical difference during roadside emergencies.

Finally, Randy Grice promoted GMX's "Transponder Tuesday" program, offering free mini transponders to help drivers save 50% on tolls, with events held monthly at GMX headquarters. The presentation concluded with contact information for key GMX personnel and an open invitation for questions from attendees.

3. Open Discussion

Carlos thanked all agency representatives for their presentations during the Joint TIM Meeting and expressed the Department's appreciation to all members in attendance for their continued participation and support. He then opened the floor for an Open Discussion, inviting TIM stakeholders to share any questions, comments, concerns, or additional remarks.

No questions or comments were raised by attendees during the Open Discussion session.

5. Meeting Adjournment

The meeting adjourned all presentations will be available on the SunGuide.info website (www.sunguide.info).