



DECLARATION OF COOPERATION

Portland Area Traffic Incident Management Project

I. Project Snapshot

According to the Federal Highway Administration (FHWA), traffic incidents account for approximately one- third of the congestion on highways in the United States. The number rises to 60 percent of all congestion when combined with other non- recurring events, such as weather, construction, and planned events. The Texas Transportation Institute annually released its Urban Mobility Report, which evaluates the major metropolitan areas across the United States. For the Portland metropolitan area, the annual delay per traveler at peak hours is 38 hours. Aside from insufficient capacity and physical bottlenecks, the second biggest contributor to non-recurring congestion is incidents (such as crashes and disabled vehicles).

ODOT MAINTENANCE DISTRICT 2B

ODOT Region 1 is divided into two maintenance districts (District 2B and 2C). District 2B coverage area: East of the Willamette River including most of Multnomah County, Washington County and portions of Clackamas County. Coverage goes as far east as Interstate 205/Interstate 84 and as far west as Hwy 26. Traffic incidents are continuing to rise in Region 1 District 2B. Each of these events puts our fellow responders in harms way, costs our agencies money, and affects our communities.

Data for Region 2B

	Total Incidents	Disabled Vehicles	Crashes	Crashes Impacting Travel Lanes	Fatalities
2012	16,018	6,556	3,289	1,507	12
2013	18,538	6,803	4,211	1,792	22
2014	22,821	8,663	4,903	2,150	12

Compounding the economic and environmental impact of these incidents is the effect on trip reliability and quality of life in general. In addition to congestion concerns, traffic incidents create a great hazard for both motorists and responders. Reduced capacity whether due to congestion, incidents, or other events shows the need for a well-managed traffic and incident management program. A comprehensive traffic and incident management program looks at addressing multiple facets of the problem from improving detection and response to expediting the delivery of traffic information to allow drivers to make informed travel decisions.

Traffic Incident Management (TIM) consists of a planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. Effective TIM reduces the duration and impacts of traffic incidents and improves the safety of motorists, crash victims and emergency responders.

II. Project Background

The goal of the Oregon Solutions project was to assist in the formation of a cross jurisdictional team of first responder agencies and stakeholders that will work to solve regional challenges in a collaborative manner. The Greater Portland Area Traffic Incident Management (TIM) Project identified the practical needs of the team and constructive actions to resolve the identified problem areas. Greater Portland Area TIM team has chosen a Coordination Committee to guide the new organization through the first few years. The Coordination Committee is comprised of Geoff Bowyer (ODOT), Rob Obenauf (Washington County Sheriff's Office), John Nohr and Leo Krick (Portland Fire and Rescue), and Andy McCool (Oregon State Police.)

Over the course of four committee meetings, the Greater Portland Area TIM Team has worked to develop a cohesive purpose, cross-jurisdictional goals, and a series of actions and commitments from each participating agency.

III. Project Description

The Greater Portland Area Traffic Incident Management Project seeks to create a cross jurisdictional team of first responder agencies that will work to solve regional challenges in a collaborative manner. The team met four times from January 2015 through June 2015 and concluded with an Signing Ceremony in August 2015.

The group worked to identify the needs of the project team and the overall group values. Project participants provided feedback on their top three project needs and values. The points were determined by the top priority (1) receiving 3 points, second priority (2) receiving 2 points, and the third priority (3) receiving 1 point.

What are the key values that you would like to see the Portland TIM team adopt to guide the conduct of its business and its relationship with key stakeholders?

Safety	39 points
Communications	27 points
Data Based Solutions	19 points
Effective	18 points
Innovation	11 points
Efficiency – Collaboration	11 points
Education	4 points
Realistic	4 points
Solidarity	2 points
Purpose	2 points
Sustainable	1 points

What are the basic practical needs the Greater Portland TIM team exists to fill?

Identify Problems	33 points
Cross Discipline Understanding/Communication	21 points
Communication – Resolve Incidents	18 points
Public Education – Prevention	16 points
Technical Solutions	13 points
Advisory – Policy – Legislature	9 points
Resource Sharing	8 points
Safety	7 points
National Leader in Safe Clearance	4 points
Best Use of Transportation System	4 points
Quick, Clean Routes	3 points

The group brainstormed existing challenges with identifying problems and issues with communication. These challenges were then prioritized by each team member by noting their top three items. The group then came up with potential solutions to the challenges with the highest points.

IDENTIFYING PROBLEMS

Understanding everyone’s roles and expectations	33
Lack of TIM training in Metro area	26
Lack of data in region	25
Is there an existing problem that needs fixing?	12
How can there be metrics of success?	11
How do we debrief after an incident?	10
Lack of education/outreach	7
Continuity of policy	4
How do we continuously improve?	2
How do we engage communities in the planning process?	

Action items were developed for the top three listed challenges; understanding everyone’s roles and expectations, lack of TIM training in Metro area, and lack of data in region.

Understanding Everyone’s Roles and Expectations

- Formal interagency document with description
- Take a 4 hr TIM class
- Interagency TIM training
- Decision makes involved in 4 hr class. Top-level buy in.
- Having representatives at a high level involved in team.
- All ground folks trained.
- Form TIM committee to move process forward.

Lack of TIM Training In Metro

- TIM Training 2/19
- Periodic tabletop exercises
- Outreach to public
- Integrate TIM academy into academies
- Explain role and resources for traffic management to public and responders

Lack of data in region

- Synthesize available data
- Identify data standards between agencies
- Share data
- Agreement amongst team on data standards
- Common database/storage
- Investigate integrating data standards from launch of RegJIN
- Identify objective on how to use data
- Use data to create benchmarks
- Use GIS and analyst resource to input data
- Identify best form to capture

COMMUNICATIONS

Metro lacks CAD integration with ODOT 911/dispatch	26
Different agency priorities make it difficult on scene	21
Communicate with public/travelers	14
Lack of using same radio nets	12
Lack of collaboration after an incident	8
Dissolution of regional radio network	7
Better communication and consistent info with tow industry	4
Identify efficiencies on scene	4
Lack of backup plan for major catastrophe	2
Who the players are changes	2
Lack of common language	1
Lack of formal opportunities to communicate at agency level	
Lack of knowing who to communicate with - assumptions	

Action items were developed for the top two listed challenges for improving communication.

CAD Integration with ODOT/LUT

- Tie enterprise services buses together
- Fundraise \$1 million
- Develop a multi-agency plan

Difference Agency Priorities on Scene Make It Difficult

- 4 hr TIM class
- Institutionalize TIM into each agency. It becomes a public safety discipline
- MOU
- On scene communication
- Protocol based on type of incident
- Determine available resources both short and long term

Project Team Members

First Name	Last Name	Title	Agency
Chad	Heidt	Paramedic	AMR Portland
Paul	Priest	Director of Operations	AMR Portland
Viola	Valenzuela	Lieutenant	Beaverton Police
Lisa	Turley	Director	Bureau of Emergency Communications (BOEC)
Steve	Novick	Commissioner	City of Portland
Patrick	Kramer	Towing Coordinator	City of Portland, Tow & Private Property Impound Program
Bob	Cozzie	Director	Clackamas County Department of Communications (C-COM)
Adam	Phillips	Lieutenant	Clackamas County Sheriff's Office
James	Rhodes	Captain, Patrol	Clackamas County Sheriff's Office
Matt	Kilgras	Assistant Training Officer	Clackamas Fire District 1
Nathaniel	Price	ITS/Operations Manager	FHWA
Don	Beatty	Tow Desk	Gerlock Towing
Tim	Gerkman	Captain	Gresham Police
Shon	Christensen	Lieutenant	Hazmat Emergency Response Teams
Jamie	Kometz		Hazmat Emergency Response Teams
Caleb	Winter	Senior Transportation Planner	Metro
Jason	Rogers	Operations Manager	MetroWest Ambulance
Jeff	Mathia	Ambulance Supervisor NREMT - Paramedic	MetroWest Ambulance
Greg	Lange	Sergeant	Multnomah County Sheriff's Office
Bryan	White	Sergeant	Multnomah County Sheriff's Office
Brent	Atkinson	Regional Supervisor, Traffic Incident Management	ODOT
Geoff	Bowyer	Region 1 Emergency Manager	ODOT
Michael	Strauch	District 2B Manager	ODOT
Darin	Weaver	Incident Management Coordinator	ODOT

First Name	Last Name	Title	Agency
Jeff	Lewis	Lieutenant	Oregon State Police
Andy	McCool	Lieutenant	Oregon State Police
Bob	Rector	Northern Command Center Director	Oregon State Police Command Center
Donny	Callahan	Gerlock's Towing	Oregon Tow Truck Association
John	Nohr	Division Chief, Emergency Management Services	Portland Fire and Rescue
Liani	Reyna	Sergeant	Portland Police
Kelli	Sheffer	Captain	Portland Police
Dustin	Morrow	Deputy Chief	Tualatin Valley Fire and Rescue (TVFR)
Andy	Duyck	Chair, Commissioner	Washington County
Mike	Fletcher	IS/CAD Supervisor	Washington County Consolidated Communications (WCCCA)
Rob	Obenauf	Lieutenant	Washington County Sheriff
Tim	Tannenbaum	Sergeant	Washington County Sheriff

The Greater Portland Area Traffic Incident Management (TIM) Team is committed to working together to improve the safety of first responders and the public, enhancing cross-jurisdictional communication, and implementing data based solutions.

We will focus our efforts on identifying existing regional needs and improving communication and understanding between our agencies.

We will work to fulfilling the following goals:

1. Promote and expand participation in TIM training in the Metro Area
2. Create a better understanding of each responder agencies' role and expectations
3. Develop a solution to the lack of CAD integration between ODOT/911 dispatch
4. Improve on-scene communication
5. Gather and analyze regional data

Our individual commitments to support these goals are listed on the attached Commitments Worksheet.

Eric Janssens, Fire Chief

Name

Title

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Name

Title

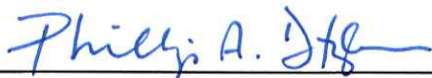
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Phillip A. Ditzler
Division Administrator
Federal Highway Administration

Clackamas Fire District #1



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Fred Charlton
Fire Chief


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MICHAEL STRAUCH
Name
Title DISTRICT 2B MANAGER
ODOT

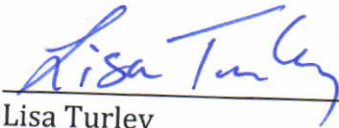
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Lisa Turley

Director - Portland Bureau of Emergency Communications

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Bob Cozzie,
Director - Clackamas County 9-1-1



CRAIG ROBERTS, Sheriff

Clackamas County Sheriff's Office

August 18, 2015

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A handwritten signature in blue ink, appearing to read "James G. Rhodes", written over a horizontal line.

Captain James G. Rhodes
Clackamas County Sheriff's Office

"Working Together to Make a Difference"

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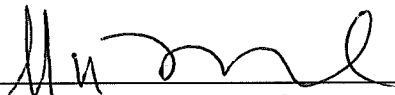
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Lieutenant Andrew McCool
Oregon State Police-Portland Area Command

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Kelli Sheffer
Captain, Traffic Division

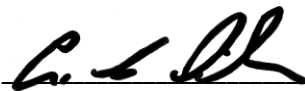
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Councilor Craig Dirksen
JPACT Chair and Metro Councilor, District 3

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Dustin Morrow
Deputy Chief

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Randy Lauer
General Manager
American Medical Response