



Traffic Incident Management Responder Training
9:00 am - 1:00 pm
 July 18, 2013

Oregon Department of Transportation
 Building X, Conference Room

455 Airport Rd, SE
 Salem, OR 97301
[Find a map here](#)

Action Items

What?	Who?
Find and share data from states that have implemented this training	Nathaniel Price (FHWA)
Invite IC to the TIM workshop on Sept 19	Darin Weaver (ODOT)
Share training materials with IC members in a “packet” with the TtT date	Nathaniel and Darin
Send link to “Manage to Survive”	Darin
Look into participation by public works, Oregon Ambulance Association, and ambulance helicopter services	Oregon Solutions
Reach out to rural ambulance services	Leslie Huntington (OHA – EMS)

Future Meetings

The 2nd meeting of the Implementation Committee is on August 16th.
 The 3rd meeting of the Implementation Committee is on September 17th.

Train-the-Trainer Dates

- 1st choice = Nov 6 & 7
- 2nd choice = Nov 13 & 14

Participating in the Meeting

Convener: Deputy Fire Chief John Nohr (Portland Fire & Rescue)

Implementation Committee Members: Donny Callahan (Gerlock’s Towing), Gary McClellan (Oregon Tow Truck Association), Nathaniel Price (Federal Highway Administration), Darin Weaver (ODOT), John Nohr (Portland Fire and Rescue), Craig Cunningham (Marion County Sherriff’s Office for Sheriff Myers), Tad Pedersen (Oregon State Fire Marshal; first half), Ron Noble (McMinnville Police Department, OACP), Dave Halley (Tualatin Valley Fire & Rescue for Jim

Davis), Leslie Huntington (OHA – Emergency Medical Services and Trauma; replacing Donna Wilson), Jeff Lewis (Oregon State Police), Eriks Gabliks (DPSSST), Mike Peterson (Oregon State Police)

Facilitation: Elizabeth McNannay, Jessie Conover (Oregon Solutions)

Notes

John Nohr welcomed the Implementation Committee in his role as convener of the Oregon Solutions process.

Process Overview

Elizabeth McNannay reviewed the Oregon Solutions process and explained the ground rules. Implementation Committee members are invited to participate, which means they agree to actively contribute and to make sure their organization or sector is represented at the table by someone with the authority to make commitments.

OS Ground Rules General Principles
We agree to approach problems with creativity and open minds
We each have a unique perspective and contribution to make
We agree that we must work to involve any person or group who could help us or hinder us from achieving our goals
We agree to focus on taking incremental, “do-able” steps toward success

Project Overview

Darin Weaver (ODOT) and Nathaniel Price (FHWA) explained that this project is a natural dovetailing of the Oregon governor’s 10-year energy plan and ODOT and FHWA’s work at a national level on improving incident response safety. SHRP II (Strategic Highway Research Partnership) developed a collaborative, multi-discipline training program that creates a collaborative arena and trains to a familiar standard. The training was developed in cooperation with law enforcement and fire groups and it compiles best practices and the best methods for training delivery.

ODOT and Oregon State Police have done some TIM self-assessments. They found that strategic functions could be improved. This training is an opportunity to bolster the strategic TIM functions in Oregon and to rebuild relationships that have diminished because of reduced resources and interaction among response agencies. “Traffic incident” is defined broadly for the purposes of this committee: an unplanned event on any roadway that multiple response organizations would respond to.

The committee talked about training delivery. There was a sense that a balance needs to be struck between accommodating local capacity to send trainees and building a strong foundation of cross-disciplinary work. Emergent themes included: training in person, training in a modular way, online refreshers, and developing a packet of materials to market the training.

Committee Goals

The committee identified a set of common goals for development of the Oregon Traffic Incident Management Responder Training Implementation Plan. These goals will guide the work of the IC as they roll out training:

Committee Goals (points reflect importance of goal to IC members)	
1.	Increased incident safety (55 points)
2.	A. Realistic coordination of tactics (29)
	B. Common priorities (29)
4.	Flexible plan (25)
5.	A. Regionally-based (12)
	B. Local application (11)
	C. Efficient delivery of training (11)
	D. Sustainable plan (10)

Challenge & Solutions

Challenge	Solutions
Funding	-ODOT plays a large role up front -DPSST houses/feeds -put on IC agenda -FHWA provides initial trainers + grant to jumpstart in Portland area -prioritizing based on risks
Scheduling + Siloing	-marketing as a safety program -regional basis, synergy with other existing training programs -encourage cross-discipline for at least some of training
Timing	-be flexible -set milestones and dates
Buy-in from local law enforcement	-OSSA sheriffs + OACP encouragement (need to be able to show value – joint conference in September)
Changing Policies and Procedures	-resource guide

Concurrent Efforts

METRO received a grant to advance TIM in the greater Portland metro area. One idea is to form a local TIM Team in the Portland area. In response to a question about the relationship between this project and the greater Portland area TIM team project, Darin explained that the Portland area TIM team project is based on unrelated Portland area workshops.

Train-the-Trainer Criteria Exercise

The IC developed a criteria-driven list of potential Train-the-Trainer participants. As IC members identify specific trainers, they are encouraged to refer to the criteria generated in the meeting (see below).

**As available, Implementation Committee members are welcome and encouraged to attend train-the-trainer and/or training

Trainer Commitments

Affiliation	# of Trainers	Name (if available)
Portland F&R	2 (follow up)	
ODOT	5 (follow up)	
DPSST	8 (ready now); housing and feeding TtT trainees	
EMS	2 (ready now)	Leslie Huntington + MTU
Towing	4 (follow up)	
Oregon State Police	1 + 3 (follow up)	OSP Training Unit
OAFC	John Nohr recruiting	
OACP	Noble recruiting	
Clackamas	Recruiting	
TVF&R	Pending	

A Great Trainer fits most of these criteria	
Experience training (esp. able to adapt to different learning styles)	Field experience
Excellent facilitator (handle group dynamics, set pace well)	Professional demeanor
Credibility*	Appreciates cross-disciplinary nature of training
Good representative of discipline	Available**
Public speaking skills	Passion for subject matter
Stays on task	Personable, humorous
Communicates well	Dependable
Industry knowledge and expertise in discipline	Timing flexibility (nights, weekends)
Trained to train	

A Great Training Team fits most of these criteria	
Represents multiple disciplines	2-3 people on a core team + special teams for some modules
Match instructors to audience (credibility – no missing groups)	Enough trainers to manage sidebars
Match trainer personalities	Timing flexibility (nights, weekends)
Available	

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Please take time to visit the
Oregon Solutions Traffic Incident Management Responder Training website at:
<http://orsolutions.org/osproject/TIM>