



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

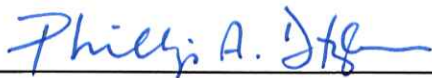
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Phillip A. Ditzler
Division Administrator
Federal Highway Administration

Clackamas Fire District #1



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Fred Charlton
Fire Chief


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MICHAEL STRAUCH
Name
Title DISTRICT 2B MANAGER
ODOT

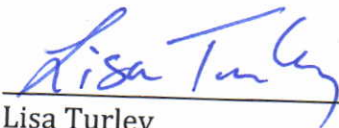
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Lisa Turley

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"

2223 Kaen Road, Oregon City, OR 97045 • Tel 503-785-5000 • Fax 503-785-5190 • www.clackamas.us/sheriff

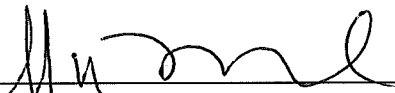
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Lieutenant Andrew McCool
Oregon State Police-Portland Area Command

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Kelli Sheffer
Captain, Traffic Division

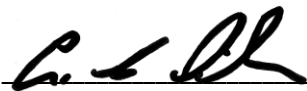
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Councilor Craig Dirksen
JPACT Chair and Metro Councilor, District 3

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Dustin Morrow
Deputy Chief

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Randy Lauer
General Manager
American Medical Response