



Formation of TIM Teams National Best Practices

Greater Portland Area

Traffic Incident Management Team Meeting

February 12, 2015

Responder Struck-By Crashes

U.S. Department of Transportation
Federal Highway Administration



TIM Program Components

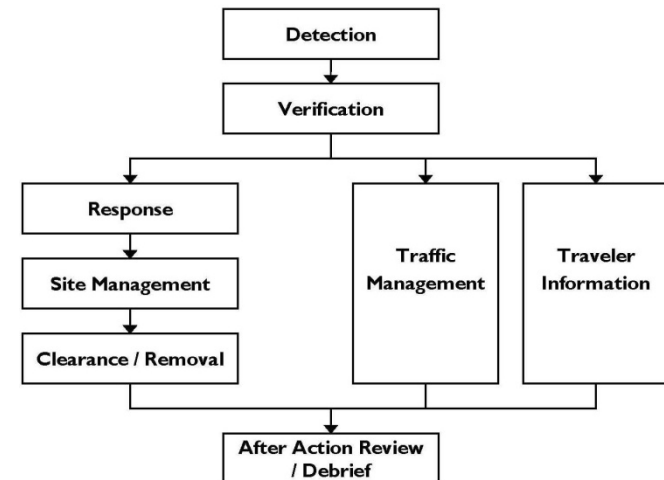
TIM Components

Program (Committee/Task Force)

- Relationships
- Needs Assessment
- Training
- Performance Evaluation
- Asset Management
- Contracting
- Administration & Staffing
- *Finance/Budget*

Response

- TIM Process



TIM Committees



- Multiagency TIM Teams
 - Have a TIM multiagency team or task force which meets regularly to discuss and plan for TIM activities
- Formal TIM Programs
 - Is the TIM program supported by multiagency agreements/ memoranda of understanding?
 - a. Is the agreement/MOU signed by top officials from participating agencies?
 - b. Are incident scene roles and responsibilities for each participating agency clearly defined in the agreement and communicated to all participating agencies? -
 - c. Are agency roles and responsibilities for planning for and funding for the TIM program clearly defined in the agreement/MOU?
 - d. Are safe, quick clearance goals stated as time goals for incident clearance (e.g., 90 minutes) in the agreement/MOU?

TIM Committees



- Formal TIM Programs
 - Planning to support the TIM activities done across and among participating agencies?
 - Someone from at least one of the participating agencies responsible for coordinating the TIM program as their primary job function?

What is a TIM Program?



- The goal of a TIM program is not to create a response, but rather to allow for a more effective, efficient response for all responding agencies
- Incident response in and of itself does not entail the same degree of coordination, planning, and conscious effort that is more broadly required for an effective, comprehensive TIM program
- TIM programs and associated committees and/or task forces are sustained and ongoing

TIM Program - Where do you Start?



1. Identify, involve, encourage participation from all responding agencies and stakeholders (i.e., TIM Committee) - “get folks to the table”
2. Identify a “champion” to lead program development (and ongoing program administration)
3. Establish and maintain relationships
4. Collectively assess the “climate” - Where are we now?
 - Tool: FHWA TIM Self-Assessment
5. Collectively establish goals for performance and progress
 - Where do we want/need to go?
 - Tool: Charter/Vision/Mission and NUG Strategies

TIM Who? - Identifying Program Participants



Public Safety

- Law Enforcement
 - State Police/Patrol
 - County Sheriff
 - Local/municipal Police Departments
- Fire Departments
 - Local/municipal Fire Departments, including volunteers
 - Airport Fire Departments (as appropriate)
 - Emergency Medical Service providers
- State Environmental Agency
- Public Safety Dispatchers (9-1-1, PSAP, etc.)
- Emergency Management (including Emergency Operations Center personnel)
- Medical Examiners/Coroners

TIM Who? - Identifying Program Participants



Transportation

- Federal, State, and Local Departments of Transportation
 - Traffic Management/Operations Center personnel
 - Traveler information specialists
 - Transportation Operations/Maintenance/Public Works
 - Traffic Engineering
 - Toll Authorities
- Service Patrols (contracted and/or agency-staffed)
 - May also be law enforcement affiliated
- Planning Organizations
 - Regional/Metropolitan Planning Commissions/Organizations
 - Regional Transportation Authorities
 - Regional Council of Governments



TIM Who? - Identifying Program Participants



- **Towing, Recovery, and Specialized Clean-Up Services**
 - Towing & Recovery companies (including those on law enforcement rotation lists and/or contracts)
 - Heavy-duty wrecker providers
 - HAZMAT clean-up specialists
 - Waterway, natural resource specialists
- **Media**
 - Traffic Reporters

National Public Safety Commitment

U.S. Department of Transportation
Federal Highway Administration

AASHTO



IACP



IAFC



NVFC



TRAA



NASEMO





TIM Committee(s) - Program Foundation

U.S. Department of Transportation
Federal Highway Administration

Organizational Considerations

- Geographical: statewide, local/regional, corridor, hybrid
- Subcommittees: by discipline, policy, training, technical, procedural, service patrol, outreach, planned special events, construction, etc.
- Task Forces (dissolved when task complete): project specific, planned special events, problem solving focus, etc.
- Steering: high-level decision makers, policy, funding, etc.
- “One size does not fit all” - avoid too many groups

TIM Program Committee Meetings



- Meet regularly (e.g. monthly, quarterly) to:
 - Establish, confirm, reinforce goals/objectives
 - Consider a vision or mission development activity and subsequent “charter” or “MOU” signed by all participants
 - Identify, discuss problem areas, needs (e.g. TIM Self-Assessment)
 - Collaborate in developing solutions, strategies
 - Conduct after-action reviews, debriefs
 - Promote awareness of ongoing TIM-related activities and initiatives
 - Monitor training requirements
 - Establish, reinforce, and renew relationships



TIM Program Committee Meetings



- Tips and ideas for making (and keeping) TIM Committee meetings interesting and worthwhile:
 - Rotate meeting locations, have other agencies “host”
 - “What’s new in TIM?” - Present topics on new strategies from other locations, national developments, technology/equipment demonstrations, guest speakers, etc.
 - Give awards such as Responder of the Month, special “Thank You” for service, goal attainment, etc.
 - Use TIM Committee meetings as venue for enhancing responder awareness of construction and other activities

TIM Program - Other Important Functions



- Identify and/or establish funding source(s)
 - Program Funding vs. Strategy Funding
 - Operations and maintenance
 - Integration in state/local transportation improvement plans
- Oversee solution/strategy implementation
- Monitor progress, evaluate strategies, and identify benefits
- Conduct TIM benefits outreach and “in-reach”
- Strategic planning



TIM Program - Additional Considerations



- Do not overlook need for and importance of program administration
- Staffing
- Strategy implementation management
- Operations and maintenance
- Maintaining relationships

TIM Program - Good Practices

TIM Programs



Washington TIM Coalition

Reference: <http://www.wsdot.wa.gov/Operations/IncidentRe>



Wisconsin Statewide TIME Program

Reference: <http://www.dot.wisconsin.gov/travel/stoc>



Metro Atlanta TIME Task Force

Reference: <http://www.timetaskforce.com/index.html>





TIM Program - Good Practices **TIM Programs**

 U.S. Department of Transportation
Federal Highway Administration

Indiana IN-TIME Program

–Purpose:

- To have traffic incident responders, from all disciplines, follow agreed-upon multi-lateral policies and procedures while being focused on the “Open Roads Philosophy”

–Open Roads Philosophy:

- “...having all First Responders, after ensuring their own personal safety and the safety and security of any incident victims, will have as their top priority reducing congestion and the higher risks of secondary incidents for public/motorist safety.”

AZTech - Maricopa County Incident Management Program

- Regional Emergency Action Coordinating Team (REACT)
- Unified Incident Command Systems (UICS)
- Partnering Jurisdictions
 - Maricopa County REACT Program
 - City of Glendale
 - City of Peoria
 - City of Surprise
 - City of Avondale
 - City of Tolleson





TIM Program - Good Practices TIM Program Support



- Following are examples of programs that are supported by dedicated DOT staff
 - Florida TIM Program
 - Kansas City Scout TIM Program
 - Michigan TIM Program
 - North Carolina TIM Program
 - State Incident Management Engineer
 - Wisconsin Statewide TIME Program
 - Statewide TIM Engineer
 - Regional (5) TIM representatives



TIM Program - Good Practices **TIM Program Support**



- The following programs are supported by consultant contracts that are funded by either the DOT or the local Metro Planning Organization (MPO)
 - Metro Atlanta TIME Task Force - Georgia
 - Metro Detroit TIM Program - Michigan
 - Florida TIM Program (multiple districts)
 - Wisconsin Statewide TIME Program
 - AIM High Program - Austin, TX (university support)

TIM Program - Good Practices

TIM Program Formalization



SOUTHEASTERN WISCONSIN INCIDENT MANAGEMENT

SWIM

PROGRAM STEERING COMMITTEE

PARTNERING AGREEMENT

Highway congestion and safety in the Southeastern Wisconsin regional area is a critical concern as we move into the 21st Century. Urban mobility, moving goods and people, will be key in determining how our region competes economically while maintaining livability as we experience continuing population growth. Nationally, as much as sixty percent of all vehicle hours lost to congestion are due to incidents (crashes, stalled vehicles, special events, and other nonrecurring conditions.) Incident related congestion has potentially broad impacts to neighborhoods, businesses and commuters in our region.

Federal and state transportation policies and the Regional Transportation Plan for Southeastern Wisconsin calls for maximizing the existing capacity available on the highway system. When an incident occurs, each minute it takes to respond and clear a lane blockage adds at least five minutes of motorist delay and also increases the likelihood of secondary accidents. The SWIM Incident Management Program aims to minimize the response time through better coordination and improved technology helping to ensure that the best use of available transportation capacity and resources are utilized.

Coordination is required at both a policy level and at the response level. The continued development and implementation of an Incident Management Program in Southeastern Wisconsin will require an increased level of coordination and cooperation among transportation agencies, law enforcement agencies, emergency response agencies and the private sector.

We, the undersigned SWIM Program Steering Committee, pledge to work toward guiding and promoting implementation of an improved and enhanced Incident Management Program in Southeastern Wisconsin. We believe that this Program will be critical to improving the safety and efficiency of our urban transportation system and to continued economic growth in the region.

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Milwaukee County Sheriff's Department

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Lieutenant - Safety Officer
City of West Allis Fire Department

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Director of Public Works
Milwaukee County

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Captain
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Marquette University

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Francis Springob
Chief of Police
Greenfield Police Department

Mary Straub
Mary Straub
Sheriff
Ozaukee County Sheriff's Department

Randy Tylke
Randy Tylke
Lieutenant Patrol Bureau
Milwaukee County Sheriff's Department

Kenneth Yunker
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Assistant Director
Southeastern Wisconsin Regional Planning Comm.

Larry Zarletti
Larry Zarletti
Sheriff
Kenosha County Sheriff's Department



TIM Program - Good Practices **TIM Program Formalization**



New York State TIM Program - Strategic Vision

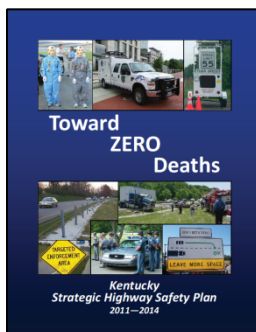
- Through the implementation of the NYS Traffic Incident Management (TIM) Program and the leadership of the TIM Steering Committee, public and private responders and other stakeholders will join together to improve the management of response and clearance to all types of roadway incidents such that:
 - Response is rapid and efficient
 - Incident sites are managed effectively
 - Incidents are cleared safely, quickly, and efficiently, minimizing traffic backups
 - Workers who respond to traffic crashes are never injured or killed at the scene
 - Traffic incident communications are prompt, reliable, and coordinated

Strategic Highway Safety Plan - Used to Promote TIM

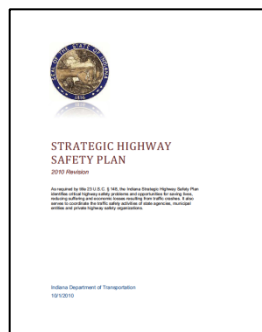
- A state must have a SHSP to receive the maximum amount of Highway Safety Improvement Program funds
 - Every state has one
 - State leadership is involved in management and execution of the plan
 - Most transportation related agencies are involved
- SHSPs:
 - Are task or safety objective oriented
 - Are typically dynamic in that new safety issues can be added
 - Monitor task progress and can include performance measures

Strategic Highway Safety Plan - Used to Promote TIM

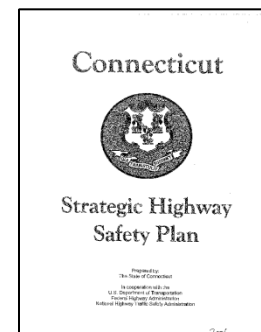
- 15 states currently include TIM in their SHSP to one degree or another
- 4 have very specific programs that address TIM issues in their state



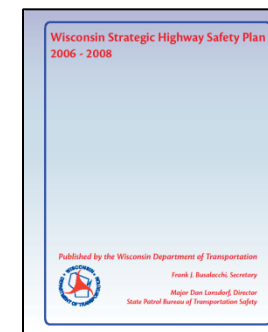
Kentucky



Indiana



Connecticut



Wisconsin



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