



National Traffic Incident Management Responder Training

*Changing Traffic Incident Management
by Training a Nation of Responders*

Date Here
Name of presenter



U.S. Department of Transportation
Federal Highway Administration

AMERICAN ASSOCIATION OF
STATE HIGHWAY AND
TRANSPORTATION OFFICIALS
AASHTO
THE VOICE OF TRANSPORTATION



Purpose of Today's Briefing

- Increase awareness of the National TIM Incident Responder Training Program
- Outline the business case
- Present an overview of the training
- Identify course highlights, benefits, and support
- Offer options for engagement

New Emphasis on Operations

Moving from Designing
and Building



Optimizing Use and
Operations



Quantifying the Issue – Responder Safety

A police officer is **18 times** more likely to die from being hit by a vehicle than being struck by a bullet. Mortality rates are staggering:

- 6 – 8 die each year:
Fire/Rescue, EMS
- 10-12 die each year:
Law Enforcement
- 50 die each year: Towing
- 100 die each year + 20,000 injured: Highway Personnel



Making the Business Case

- Safety: Victims; Responders; Travelers
- Cost: Delays; Economy; Freight Movement; Supply Chain; Protecting our Investment
- Homeland Security: Emergency Operations; Terrorism Vulnerability

| | Cost of Crashes | | Cost of Congestion | |
|---------------|-----------------|--------------------|--------------------|--------------------|
| | Total | Average Per Person | Total | Average Per Person |
| 2005 National | \$164.2 billion | \$1,051 | \$57 billion | \$430 |
| 2009 National | \$299.5 billion | \$1,522 | \$97.7 billion | \$590 |

A multi-lane highway with a fire truck and other vehicles at an incident scene. The fire truck is in the foreground, with 'Plano FIRE-RESCUE' and 'E171' visible. Other vehicles include a red pickup truck, a white van, and several cars. The scene is set on a highway with multiple lanes and an overpass in the background.

National Traffic Incident Management Responder Training

LAW ENFORCEMENT | FIRE | EMS | TRANSPORTATION
TOWING & RECOVERY | COMMUNICATIONS

TIM Training Developed In SHRP2

Save lives. Save money. Save time.



- SHRP2 = Second Strategic Highway Research Program
- Collaborative effort of AASHTO, FHWA, and TRB
- Joint Federal and State research program to address critical transportation challenges:
 - Making highways safer
 - Fixing deteriorating infrastructure
 - Reducing congestion
- Advances innovative ways to plan, renew, operate, and improve safety on the Nation's highways



Incident Management Training

- **Train-the-trainer program** through FHWA and SHRP2
- **Multi-disciplinary training** with national curriculum
- Develops **cadre of emergency responders** who work together at an accident scene in a coordinated manner
- **Improves safety** to responders and travelers



- Developed **by responders for responders**



Who Needs This Training?

- Law Enforcement
- Fire and Rescue
- Transportation
- Public Works
- Emergency Medical Services
- Towing and Recovery
- HAZMAT Responders
- Coroners/Medical Examiner
- Communications/Dispatchers
- Miscellaneous Responders



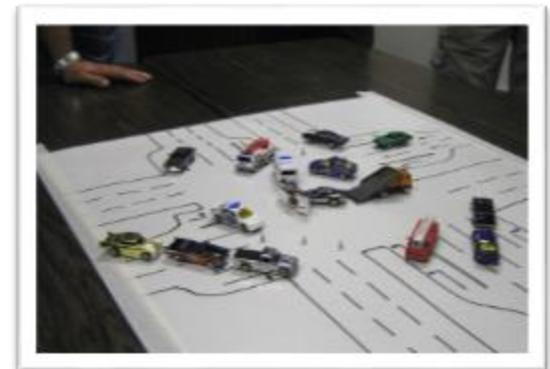
How is the Training Delivered?

- **Train the Trainer Classes:**

- Interactive training with case studies, tabletop role-playing scenarios, and field practicum
- 2 instructors (police, fire, DOT) per session
- 10-hour intensive course

- **Responder-Level Classes and Options:**

- Multi-disciplinary sessions
- 4-hour modified course
- Single-lesson modules covering 9 topics

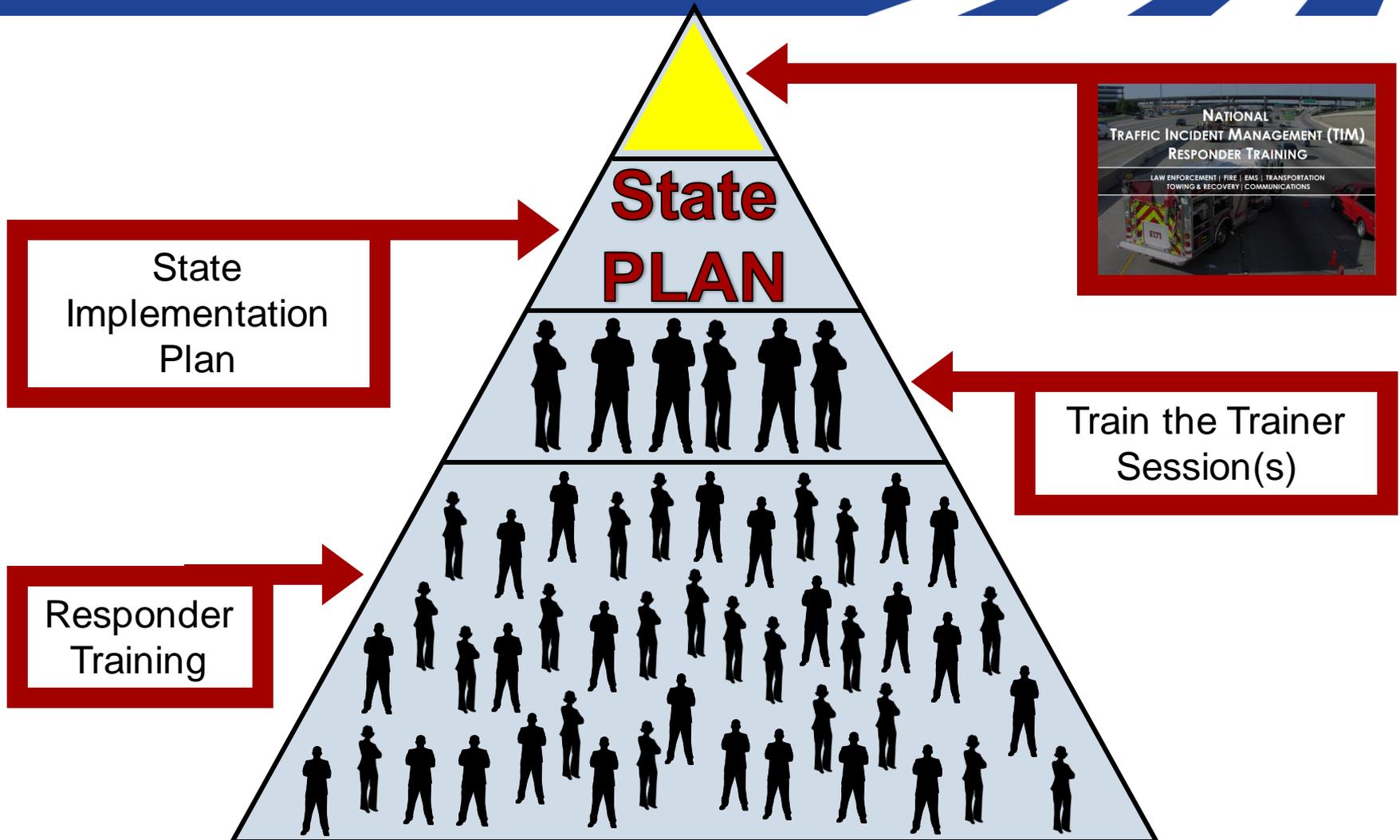


Course Overview



1. Introduction
2. TIM Fundamentals and Terminology
3. Notification and Scene Size-Up
4. Safe Vehicle Positioning
5. Scene Safety
6. Command Responsibilities
7. Traffic Management
8. Special Circumstances
9. Clearance and Termination
 - Tabletop Exercise
 - Outdoor Situational Awareness Activity

Critical Link: Trainers Training Others



Local Commitment is Essential

Sponsoring agencies develop a State or Regional Implementation Plan

- Plan identifies:
 - Overall Agency Lead (DOT, Fire, Patrol, EMS, etc)
 - Training facility/ and logistics
 - Outreach to all disciplines and partnering sponsors to identify 30 +/- trainers
 - Supply active trainers – each qualified instructor will need to reach minimum of 100 responders
 - Reporting
 - Encourage/require responders to attend
- Remains a living document



State Plan Commitments

| | |
|----------------------|---|
| WHO | <ul style="list-style-type: none">• Has overall (or shared) responsibility for training implementation?• Are the qualified, multidisciplinary trainers who will conduct the training?• Are the multidisciplinary recipients (students) of the training?• Can be contacted at FHWA for questions or more information? |
| HOW | <ul style="list-style-type: none">• Will the training be promoted?• Much time can the students commit to training (4 hours or 10 hours)?• Will the students be tracked and documented? |
| WHEN and WHERE | <ul style="list-style-type: none">• Will the training be conducted? |

Ties into National TIM Responder Goals

- **Objectives:**

- Reduce or eliminate responder and motorist injuries and fatalities
- Promote rapid incident clearance, thereby reducing traffic congestion and vulnerability
- Reduce costs associated with traffic incidents



- **Outcomes:**

- Develop or enhance local TIM Programs that ultimately benefit corridors, regions, and states
- Measure performance that demonstrates improved TIM responses and programs over time
- Emphasize TIM as a system operations “core mission” for all responders

Why is this important?

“The whole idea is to get responders to play in the sandbox together again. We have trained well in years past but always in our own little silos. We must break down these self-imposed barriers to provide better service to our constituents and a safer work area for ourselves at the incident scene.”

- Indiana State Police Major (Ret.) Thomas E. Melville



What's the pay off?



Benefits of National TIM Training

Arizona



| October – December 2010 – 4,793 | April – June 2011 4, 366 |
|---------------------------------|------------------------------------|
| Non-Injury | Non-Injury |
| –Roadway Clearance: 45 min | –Roadway Clearance: 32 min (-29%) |
| –Incident Clearance: 84 min | –Incident Clearance: 40 min (-52%) |
| Injury | Injury |
| –Roadway Clearance: 54 min | –Roadway Clearance: 46 min (-14%) |
| –Incident Clearance: 94 min | –Incident Clearance: 54 min (-42%) |

Indiana

A multi-vehicle crash on I-70 west of Indianapolis in a driving snow storm was cleared in 5.5 hours – eliminating six additional hours of road closures because of the TIM training



**Washington State - Opened
freeway almost 5 hours sooner
than if the tractor-trailer had
been up righted first**

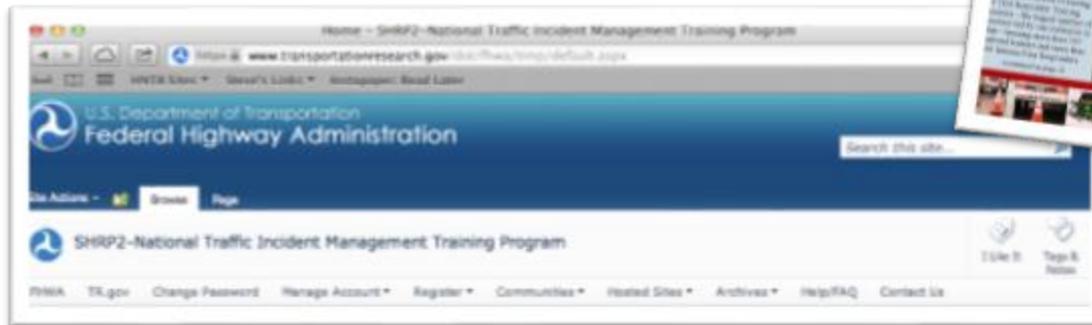
High-Level Endorsements

- International Association of Chiefs of Police, State and Providential Divisions (IACP)
- International Association of Fire Chiefs (IAFC)
- American Association of State Highway and Transportation Officials (AASHTO)
- National Volunteer Fire Council (NVFC)
- Public Safety/Transportation Summit



FHWA Support and Follow-Up

- State Implementation Plan
- HELPDesk
- Trainer Mentoring Program
- SharePoint Site
- Quarterly State-Specific Conference Calls
- Professional Development Hour (PDH) Coordination
- Newsletter



Your Partnership and Help Are Critical. We need you!



- Seek your agency's support
- Become a leader in the state or regional implementation effort
- Provide training opportunities for your staffs
- Ensure the key people are engaged and informed
- Partner with other agencies in your responder community
- Contact us for more information!

Questions/Comments



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