

National Traffic Incident Management Coalition

*Linking public safety and transportation communities to
define, standardize, and advance the state of traffic
incident management practice*

Strategic Plan 2009-2013



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Background

Overview

The National Traffic Incident Management Coalition (NTIMC) formed in 2004 to promote the safe and efficient management of traffic incidents. The NTIMC is a multidisciplinary coalition of national organizations representing Transportation, Law Enforcement, Fire, Emergency Medical Services, Public Safety Communications, and Towing and Recovery communities.

The NTIMC members work together to:

- Promote State, regional and local Traffic Incident Management (TIM) Programs
- Promote TIM standards, best practices, and performance measures
- Promote TIM research

National Unified Goal (NUG)

In 2007 the NTIMC adopted and started promoting the National Unified Goal (NUG) for TIM. The NUG remains the cornerstone of Coalition activities, providing a framework that aids the coalition and stakeholders reduce the impact of traffic incidents.

The NUG encompasses a unified, national policy developed by major national organizations representing traffic incident responders under the stewardship of the NTIMC. The NUG encourages State, regional and local transportation and public safety agencies to adopt unified, multi-disciplinary policies, procedures, and practices associated with their TIM programs. The NUG comprises 18 strategies that will dramatically improve the way traffic incidents are managed on U.S. roadways, once implemented. The NUG features three major objectives:

- Responder Safety
- Safe, Quick Clearance
- Prompt, Reliable Interoperable Communications

The NUG promotes achievement of these objectives through 18 strategies (*Appendix A*). Key strategies include recommended practices for multidisciplinary TIM operations and communications; multidisciplinary TIM training; goals for performance and progress; promotion of beneficial technologies; and partnerships to promote driver awareness.

Membership

The NTIMC includes a diverse set of member organizations involved in TIM representing Transportation, Law Enforcement, Fire, Emergency Medical Services, Public Safety Communications, and Towing and Recovery communities. A list of the current NTIMC member organizations is included in Table 1.

Table 1: Current NTIMC Member Organizations¹

American Automobile Association (AAA)	International Association of Fire Fighters (IAFF)
American Association of State Highway and Transportation Officials (AASHTO)	International Fire Service Training Association (IFSTI)
American Public Transportation Association	International Municipal Signal Association
American Traffic Safety Services Association (ATSSA)	Intelligent Transportation Society (ITS) America
American Transportation Research Institute (ATRI)	National Association of State EMS Officials
Association of Public-Safety Communications Officials International	National Emergency Number Association
Cumberland Valley Volunteer Firemen's Association	National Fire Protection Association (NFPA)
Federal Highway Administration, U.S. Department of Transportation	National Volunteer Fire Council (NVFC)
I-95 Corridor Coalition	Towing and Recovery Association of America (TRAA)
Institute of Transportation Engineers (ITE)	Transportation Research Board (TRB)
International Association of Chiefs of Police (IACP)	U.S. Fire Administration , U.S. Department of Homeland Security
International Association of Fire Chiefs (IAFC)	

Creation of the Strategic Plan

The 2009-2013 strategic plan sets the direction for NTIMC to accomplish identified goals and objectives over the next five years. This document constitutes the first strategic plan for the NTIMC, although initial vision, mission, and goals had been created when the NTIMC was established in 2004.

The NTIMC comprises committed members who work to promote coalition building and networking between disciplines associated with TIM as well as the sharing of relevant best practices. The Coalition takes a collaborative, multi-disciplined approach to adopting positions and policies that include many groups. The NTIMC serves as a forum for presentations, discussion, and recommendations while also providing a conduit of communications to stakeholder organizations through their representatives.

The NTIMC faces challenges associated with satisfying a diversified community of 23 member organizations while also distinguishing itself from other existing organizations. Therefore, similar to the creation of the NUG, the development of this strategic plan used a consensus-building, collaborative method that included the following activities:

- An environmental scan including a review of pertinent initiatives and documents such as relevant mandates, policies, and regulations. This also included a review of NTIMC material, member and partner activities and National, regional, and local initiatives.
- A review of NTIMC's culture and values including an assessment of current strengths, potential weaknesses (constraints), opportunities for the future, and potential

¹ At the time of this publication, the NTIMC has invited representatives from the International Association of Emergency Managers, Operation CARE (Combined Accident Reduction Effort), and the National Sheriffs Association.

threats/barriers to accomplishing those identified opportunities was conducted using tools such as an online survey.

- A collaborative strategic planning session, held in May 2008 with NTIMC Leadership and volunteer members, to review and revise the original NTIMC mission, vision, and goals. During the session short- and long-term objectives were established in addition to potential metrics, targets, and initiatives.
- A vetting and review process through all NTIMC members to revise metrics, targets, and initiatives after initial strategic plan draft development.
- Ratification of the plan in October 2008.

This strategic plan will serve as a living document developed to help the NTIMC focus its efforts and resources on goals and objectives in direct support of its mission and vision while also helping clarify NTIMC's roles and responsibilities associated with traffic incident management as compared to other existing organizations.

Mission, Vision, and Goals

The strategic planning process resulted in a revision of the original NTIMC mission, vision, and goals. The following summarize what these statements convey:

- **Mission:** Clarifies the purpose of the NTIMC and provides a succinct statement that articulates the organization's purpose, business, values, and beliefs.
- **Vision:** Defines where the NTIMC wants to be in the future and provides a realistic, credible future for the organization – an image of success.
- **Goals:** High-level, outcome-oriented statements of what the organization is trying to achieve.

Mission

To link public safety and transportation communities to define, standardize, and advance the state of traffic incident management practice.

Vision

Leading and supporting a national network of traffic incident management (TIM) programs that are consistently implemented.

Goals

1. *Promote and support the successful development and conduct of local, regional, and statewide traffic incident management programs through peer networking, mentoring, and knowledge exchange among public safety and transportation professionals.*
2. *Provide leadership in the development of multidisciplinary best practices, guides, standards, and performance measures in support of sound traffic incident management activities.*
3. *Develop and recommend appropriate research problem statements for referral to one or more Coalition partners to take advantage of multiple research avenues.*
4. *Develop a delivery mechanism for NTIMC products, including the NUG, across the Nation.*

Objectives

For each NTIMC Goal identified above, short-term (up to 2 years) and long-term (3 to 5 years) objectives were defined. Objectives are specific, measurable, time-phased statements of what needs to be accomplished to support achievement of the vision.

NTIMC Goal 1

Promote and support the successful development and conduct of local, regional, and statewide traffic incident management programs through peer networking, mentoring, and knowledge exchange among public safety and transportation professionals

Short-term Objectives

- 1.1. Identify opportunities to leverage TIM partnership and program efforts and reduce redundancy (NUG Strategy 1, 6, and 10)
- 1.2. Increase awareness of NUG goals important for TIM programs at State and local levels (NUG Strategy 6)
- 1.3. Support TIM programs through activities such as regional workshops (NUG Strategies 1,2)
- 1.4. Develop Coalition Branding (NUG Strategies 6, 13, and 18)

Long-term Objectives

- 1.5. Support TIM programs through activities such as regional workshops (NUG Strategies 2, 5)
- 1.6. Use TIM self assessment to identify TIM peer-to-peer programs and opportunities (NUG Strategies 1,6)
- 1.7. Identify opportunities to leverage TIM partnership and program efforts and reduce redundancy (NUG Strategy 1)

NTIMC Goal 2

Provide leadership in the development of multidisciplinary best practices, guides, standards, and performance measures in support of sound traffic incident management activities

Short-term Objectives

- 2.1. Formalize linkages between NTIMC and NCUTCD Temporary Traffic Control subcommittee (TTC) (NUG Strategies 1, 2, and 5)
- 2.2. Align with US DOT programs involving NTIMC, TSAG, and NTOC (NUG Strategies 1, 2, 5, and 13-17)
- 2.3. Inventory Best Practices and integrate with TIM Handbook (NUG Strategies 3, 5, 6, 7, 11, 12, and 13)

Long-term Objectives

- 2.4. Implement plan to help States adopt coalition endorsed best practices (NUG Strategies 10, 13)
- 2.5. Establish public/private non-governmental partnership for training of best practices (NUG Strategy 6)
- 2.6. Establish coalition as a federal policy resource (NUG Strategy 5,10)

- 2.7. Continue aligning with US DOT programs involving NTIMC, TSAG, and NTOC (NUG Strategies 1, 2, 5, and 13-17)
- 2.8. Manage help desk process (NUG Strategy 1)

NTIMC Goal 3

Develop and recommend appropriate research problem statements for referral to one or more Coalition partners to take advantage of multiple research avenues

Short-term Objectives

- 3.1. Insert NTIMC participation into ongoing TIM research (NUG Strategy 5)
- 3.2. Design NTIMC involvement into FHWA roadmap, projects, and work plans (NUG Strategies 1, 2, 5, and 6)

Long-term Objectives

- 3.3. Continue creating visibility into ongoing TIM research (NUG Strategy 6)
- 3.4. Institute annual process to create / prioritize research problem statements including scan tours (NUG Strategy 5)
- 3.5. Collaborate with NCUTCD to establish evidence-based standards (NUG Strategy 5)

NTIMC Goal 4

Develop a delivery mechanism for NTIMC products, including the NUG, across the Nation

Short-term Objectives

- 4.1. Identify and initiate development of coordinated training delivery mechanisms (NUG Strategies 2, 6, and 9)
- 4.2. Identify TIM training resources (organizations and dollars) (NUG Strategies 6,9)

Long-term

- 4.3. Continue to influence SHRP II and harvesting of SHRP II project (NUG Strategies 6,9)
- 4.4. Establish coalition training criteria (review / endorsement) (NUG Strategies 6,9)
- 4.5. Conduct a second NUG conference (NUG Strategy 6)

Measures and Targets

Measures and targets were established for many of the objectives; however a complete list of measures and targets will have to be developed by the NTIMC as the strategic planning efforts move forward into implementation. The following is a brief definition of measures and targets as it relates to the NTIMC's strategic plan:

- Measures: Provide NTIMC with a method to gauge success.
- Targets: Specific values for the measures to be accomplished within a given timeframe.

A strategy matrix summarizing NTIMC's goals, objectives, measures, and targets has been included in Appendix A.

Action Plan

To move from the goals established as the overall strategic guidance for the NTIMC to actions, the following action plan was developed. The following table relates specific actions to each of the short-term objectives, defines a target completion date, and assigns an initial point of contact for the action.

Objectives	Initiatives/Actions	Date(s)
GOAL 1:		
Promote and support the successful development and conduct of local, regional, and statewide traffic incident management (TIM) programs through peer networking, mentoring, and knowledge exchange among public safety and transportation professionals		
1.1. Identify opportunities to leverage TIM partnership and program efforts and reduce redundancy	<ul style="list-style-type: none"> *Develop or update an integrated USDOT & NTIMC ETO-TIM activities roadmap that highlights NUG Implementation *Create an NTIMC support staff position *Support strong, active participation in 2009 TIM/PSI Conference highlighting NUG implementation *Provide outreach for and encourage participation in TIM Self Assessment Survey; review results and link identified gaps into the Coalition work plan and NUG Implementation activities 	ongoing through end of 2010
1.2. Increase awareness of NUG goals important for TIM programs at State and Local levels	*Develop/update NTIMC and NUG communications plan (need to convene Marketing Task Force, inventory ongoing activities/opportunities, develop priorities)	Annually beginning in 1st Quarter 2009
1.3. Support TIM programs through activities such as regional workshops	<ul style="list-style-type: none"> *Plan regional TIM workshops in each of the AASHTO regions *Need to determine target audience, product, strategy, goals, and budget including looking at I95 coalition *Identify and apply for Federal Grant money to pay/contribute to workshops *Support of TIM practitioners workshops. Workshops should be linked to the needs identified through TIM self assessment and other sources *Develop Senior/Executive awareness materials 	Starting in 2009 through end of 2010
1.4 Develop Coalition Branding	Initiate group to determine criteria for branding products with the Coalition name/logo	Complete by Feb 2009
GOAL 2:		
Provide leadership in the development of multidisciplinary best practices, guides, standards, and performance measures in support of sound traffic incident management activities		
2.1. Formalize linkages between NTIMC, NCUTCD Temporary Traffic Control subcommittee (TTC)	<ul style="list-style-type: none"> *Include NCUTCD member on NUG practices and procedures taskforce *Establish liaison between NTIMC and NCUTCD *Support ongoing joint 6I task force 	Completed by end of 2008
2.2. Align with US DOT programs involving NTIMC, TSAG, NTOC, and NHTSA 9-1-1 Implementation Coordination Office (ICO) program and responsibilities	<ul style="list-style-type: none"> *Initiate three annual teleconferences between NTIMC; and TSAG, RITA, and FHWA leadership to maintain program coordination *Initiate policy opportunity briefing meetings twice a year with US DOT 	Throughout 2009
2.3. Inventory Best Practices and integrate with TIM Handbook	<ul style="list-style-type: none"> *Reform a NUG Practices and Procedures (P&P) Work Group and integrate with FHWA TIM Handbook and Best Practices Initiative *Review and perform a comparative analysis and integration of FHWA best practices handbook/guide and I-95 Corridor Coalition Quick Clearance products *Inventory and perform gap analysis to determine areas lacking established practices *Coordinate with Coalition branding effort 	Completed in steps by 2nd Q of 2009
GOAL 3:		
Develop and recommend appropriate research problem statements for referral to one or more Coalition partners to take advantage of multiple research avenues		
3.1. Insert NTIMC participation into ongoing TIM research	*Establish NTIMC participation at NCHRP, NCFRP, SHRP	Completed by end of 2008
3.2. Design NTIMC involvement into FHWA roadmap, projects, and work plans	<ul style="list-style-type: none"> *Meet with FHWA on an annual basis to determine input into roadmap, projects, and work plan *Develop annual work plan for NTIMC support of FHWA roadmap projects 	Completed by 2nd Q of 2009
GOAL 4:		
Develop a delivery mechanism for NTIMC products, including the NUG, across the Nation		
4.1. Identify and initiate development of coordinated training delivery mechanisms	*Active involvement in the SHRP 2 training development	Completed by end of 2009
4.2. Identify TIM training resources (organizations and dollars)	*Establish clearinghouse for available TIM training	Completed by 2nd Q of 2009

NUG Crosswalk

The NTIMC serves an important stewardship for implementing the NUG nationwide. Consequently, all four of the NTIMC goals developed as part of this strategic plan directly support several of the NUG strategies developed by the NUG Conferences in 2006 and 2007. Specifically:

- Goal 1 promotes and supports successful development and conduct of local, regional, and statewide traffic incident management programs. Objectives for Goal 1 relate to the NUG by encouraging TIM partnerships and programs through inventory and assessment of state and regional TIM programs, awareness and marketing of NUG strategies, and planning of regional workshops to facilitate development of multidisciplinary NIMS and TIM training. Goal 1 and corresponding objectives relate to NUG strategies 1, 2, 6, 10, 13 and 18.
- Goal 2 provides the Coalition with leadership opportunities in facilitating development multidisciplinary best practices, guides, standards, and performance measures. Short-term objectives map to the NUG by identifying and developing effective multidisciplinary TIM policies and procedures, recommended practices for responder safety, and national level TIM partnerships and programs. The long-term objectives under Goal 2 facilitate implementation of practices, policies, and procedures, and to establish non-governmental partnerships to fund development of training for practices and procedures. Goal 2 and corresponding objectives relate to NUG strategies 1, 2, 3, 5, 6, 7, 11, 12, and 13-17.
- Goal 3 focuses on the Coalition taking an active role in guiding research priorities on a national level. Objectives within Goal 3 relate to the NUG through formalization of TIM research partnerships, particularly those developing multidisciplinary policies and procedures such as development of vehicle placement standards. Goal 3 and corresponding objectives relate to NUG strategies 1, 2, 3, 5, and 6.
- Goal 4 advocates a delivery mechanism for NTIMC products across the nation. Objectives relate to the NUG through awareness and education partnerships, driver training and awareness and advocacy for implementation of Move Over/Slow Down Laws. Long-term objectives for Goal 4 include a second NUG Conference re-establish strategies and objectives for the NUG. Goal 4 and corresponding objectives relate to NUG strategies 2, 6, and 9.

For a graphical depiction of the correlation between the NTIMC's goals, short-term objectives and the NUG Strategies please refer to Appendix A.

Implementation Considerations

Well-defined measures, targets, and time-bound initiatives enable successful implementation of a strategic plan by outlining specific actions and a method to measure progress toward achievement of the organization's goals and objectives. This strategic plan includes measures and targets for achieving the NTIMC's objectives. In addition, this plan features a roadmap that summarizes initiatives/actions and dates to implement NTIMC's short-term objectives (Appendix C). As the plan is revisited on an annual basis, NTIMC members will review these items to determine if they remain relevant based on the current state of traffic incident management. Initiatives/actions and dates for the long-term objectives (three to five years) will also be defined in the future.

As stated in NTIMC's communications and outreach plan, the Coalition will²:

- Promote a structured, regional approach. Multidisciplinary regional coalitions will be encouraged to develop structured Regional Traffic Incident Management Programs, and create Regional Traffic Incident Management Plans.
- Create sustainable incident management programs. Working within the context of the DHS-sponsored National Incident Management System (NIMS) and Incident Command System (ICS), create recognition that multidisciplinary regional TIM programs should be sustained and supported on a policy level.

In the near-term, the NTIMC will review the objectives within its communication and outreach plan to ensure they support implementation of this strategic plan while promoting NTIMC's key messages. The NTIMC understands that increased awareness and participation among members, constituents, and stakeholders will enable support for, and accomplishment of, the Coalition's goals and objectives.

Where possible, the NTIMC will continue to work to leverage the communication and outreach resources of its member organizations through participation in key committee meetings and annual conferences and placing articles in the member associations' publications and content on members' websites.

² NTIMC Communication and Outreach Plan key messages

Strategy Matrix

	Goals	Objectives	Measure	Target
Mission: To link public safety and transportation communities to define, standardize, and advance the state of traffic incident management practice Vision: Leading and supporting a national network of TIM programs that are consistently implemented	GOAL 1: Promote and support the successful development and conduct of local, regional, and statewide traffic incident management (TIM) programs through peer networking, mentoring, and knowledge exchange among public safety and transportation professionals	Short-Term Objectives (up to 2 years)		
		1.1. Identify opportunities to leverage TIM partnership and program efforts and reduce redundancy	Number of collaborative efforts initiated (reducing redundancy)	
			Number of active participants on the TIM CoP	200 participants by 12/09 and 500 by 12/10
		1.2. Increase awareness of NUG goals important for TIM programs at State and Local levels	Number of States and Local entities that adopt the NUG	
		1.3. Support TIM programs through activities such as regional workshops	Schedule workshop(s)	
		1.4 Develop Coalition Branding		
		Long-Term Objectives (3 to 5 years)		
		1.5. Support TIM programs through activities such as regional workshops	More than 50% of states within the region participate in the workshop(s)	>50%
		1.6. Use TIM self assessment to identify TIM peer-to-peer programs and opportunities	Number of peer-to-peer programs and opportunities identified	
		1.7. Identify opportunities to leverage TIM partnership and program efforts and reduce redundancy	Number of collaborative efforts initiated (reducing redundancy)	
	GOAL 2: Provide leadership in the development of multidisciplinary best practices, guides, standards, and performance measures in support of sound traffic incident management activities	Short-Term Objectives (up to 2 years)		
		2.1. Formalize linkages between NTIMC, NCUTCD Temporary Traffic Control subcommittee (TTC)		
		2.2. Align with US DOT programs involving NTIMC, TSAG, and NTOC		
		2.3. Inventory Best Practices and integrate with TIM Handbook	Number of best practices identified	
		Long-Term Objectives (3 to 5 years)		
		2.4. Implement plan to help States adopt coalition endorsed best practices	Number of states that adopt the NUG and endorse NUG P&P	
2.5. Establish public/private non-governmental partnership for training of best practices		Have 30 state DOT's certified as compliant with NTIMC, the NUG, and ETO program goals and 30 state police agencies formally notified of state DOT compliance	30 state DOT's certified and police agencies notified	
2.6 Establish coalition as a federal policy resource		Receive Federal advisory committee designation		
2.7. Continue aligning with US DOT programs involving NTIMC, TSAG, and NTOC				
2.8. Manage help desk process				

Mission: To link public safety and transportation communities to define, standardize, and advance the state of traffic incident management practice Vision: Leading and supporting a national network of TIM programs that are consistently implemented	Goals	Objectives	Measure	Target	
	GOAL 3: Develop and recommend appropriate research problem statements for referral to one or more Coalition partners to take advantage of multiple research avenues	Short-Term Objectives (up to 2 years)			
		3.1. Insert NTIMC participation into ongoing TIM research	Establish NTIMC participation at NCHRP, NCFRP, SHRP		
		3.2. Design NTIMC involvement into FHWA roadmap, projects, and work plans	NTIMC actively involved in supporting at least 70% of FHWA roadmap activities	>70%	
		Long-Term Objectives (3 to 5 years)			
		3.3. Continue creating visibility into ongoing TIM research	Percentage of organizations conducting TIM research that provide input (should increase year over year)		
	GOAL 4: Develop a delivery mechanism for NTIMC products, including the NUG, across the Nation	Short-Term Objectives (up to 2 years)			
		4.1. Identify and initiate development of coordinated training delivery mechanisms			
		4.2. Identify TIM training resources (organizations and dollars)	Percentage of annual increase in training outlets identified		
		Long-Term Objectives (3 to 5 years)			
4.3. Continue to influence SHRP II and harvesting of SHRP II project		Number of active TIM members participating in SHRP II project committees or boards			
4.4. Establish coalition training criteria (review / endorsement)		Percentage of TIM organizations supporting creation of training "criteria"			
		Have 30 State and Local training activities endorsed by NTIMC	> 30 states		
4.5. Support continued awareness and adoption of the NUG	Increase number of participants over first NUG conference	100% increase			

Appendix B – Crosswalk of NTIMC Strategic Plan to NUG Strategies

NUG Strategies	NTIMC Strategic Plan: Goal 1				NTIMC Strategic Plan: Goal 2		
	Objective 1.1: Identify opportunities to leverage TIM partnership and program efforts and reduce redundancy	Objective 1.2: Increase awareness of NUG goals important for TIM programs at State and Local levels	Objective 1.3: Support TIM programs through activities such as regional workshops	Objective 1.4: Develop Coalition Branding	Objective 2.1: Formalize linkages between NTIMC, NCUTCD Temporary Traffic Control subcommittee	Objective 2.2: Align with US DOT programs involving NTIMC, TSAG, and NTOC	Objective 2.3: Inventory Best Practices and integrate with TIM Handbook
Strategy 1: TIM Partnerships and Programs	x	x	x		x	x	
Strategy 2: Multidisciplinary NIMS and TIM		x	x		x	x	
Strategy 3: Goals for Performance and Progress							x
Strategy 4: TIM Technology							
Strategy 5: Effective TIM Policies		x			x	x	x
Strategy 6: Awareness and Education Partnerships	x	x		x			x
Strategy 7: Recommended Practices and Responder Safety							x
Strategy 8: Move Over Slow Down Laws		x					
Strategy 9: Driver Training and Awareness							
Strategy 10: Multidisciplinary TIM Procedures	x						
Strategy 11: Response and Clearance Time							x
Strategy 12: 24/7 Availability							x
Strategy 13: Multidisciplinary Communications Practices and Procedures				x		x	x
Strategy 14: Prompt, Reliable Responder Notification						x	
Strategy 15: Interoperable Voice and Data						x	
Strategy 16: Broadband Emergency Communication Systems						x	
Strategy 17: Prompt Reliable Traveler Information Systems						x	
Strategy 18: Partnership with News Media and Information Providers				x			

NUG Strategies	NTIMC Strategic Plan: Goal 3		NTIMC Strategic Plan: Goal 4	
	Objective 3.1: Insert NTIMC participation into ongoing TIM research	Objective 3.2: Design NTIMC involvement into FHWA roadmap, projects, and work plans	Objective 4.1: Identify and initiate development of coordinated training delivery mechanisms	Objective 4.2: Identify TIM training resources
Strategy 1: TIM Partnerships and Programs		x		
Strategy 2: Multidisciplinary NIMS and TIM	x	x	x	
Strategy 3: Goals for Performance and Progress				
Strategy 4: TIM Technology				
Strategy 5: Effective TIM Policies		x		
Strategy 6: Awareness and Education Partnerships		x	x	x
Strategy 7: Recommended Practices and Responder Safety				
Strategy 8: Move Over Slow Down Laws				
Strategy 9: Driver Training and Awareness			x	x
Strategy 10: Multidisciplinary TIM Procedures				
Strategy 11: Response and Clearance Time				
Strategy 12: 24/7 Availability				
Strategy 13: Multidisciplinary Communications Practices and Procedures				
Strategy 14: Prompt, Reliable Responder Notification				
Strategy 15: Interoperable Voice and Data				
Strategy 16: Broadband Emergency Communication Systems				
Strategy 17: Prompt Reliable Traveler Information Systems				
Strategy 18: Partnership with News Media and Information Providers				

Roadmap

		2008		2009				2010				
		3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	
GOAL 1: Promote and support the successful development and conduct of local, regional, and statewide traffic incident management (TIM) programs through peer networking, mentoring, and knowledge exchange among public safety and transportation professionals	1.1. Identify opportunities to leverage TIM partnership and program efforts and reduce redundancy	- Develop or update an integrated USDOT & NTIMC ETO-TIM activities roadmap that highlights NUG Implementation - Create an NTIMC support staff position - Support strong, active participation in 2009 TIM/PSI Conference highlighting NUG implementation - Provide outreach for and encourage participation in TIM Self Assessment Survey; review results and link identified gaps into the Coalition work plan and NUG Implementation activities										
	1.2. Increase awareness of NUG goals important for TIM programs at State and Local levels			Develop/update NTIMC and NUG communications plan				Develop/update NTIMC and NUG communications plan				
	1.3. Support TIM programs through activities such as regional workshops	Plan regional TIM workshops in each of the AASHTO regions - Need to determine target audience, product, strategy, goals, and budget including looking at I95 coalition - Identify and apply for Federal Grant money to pay/contribute to workshops Support of TIM practioners workshops. Workshops should be linked to the needs indentified through TIM self assessment and other sources Develop Senior/Executive awareness materials										
	1.4 Develop Coalition Branding	Initiate group to determine criteria for branding products with the Coalition name/logo										
GOAL 2: Provide leadership in the development of multidisciplinary best practices, guides, standards, and performance measures in support of sound traffic incident management activities	2.1. Formalize linkages between NTIMC, NCUTCD Temporary Traffic Control subcommittee (TTC)			- Include NCUTCD member on NUG practices and procedures taskforce - Establish liaison between NTIMC and NCUTCD - Support ongoing joint 6I task force								
	2.2. Align with US DOT programs involving NTIMC, TSAG, and NTOC			- Initiate three annual teleconferences between NTIMC; and TSAG, RITA, and FHWA leadership to maintain program coordination - Initiate policy opportunity brefig meetings twice a year with US DOT								
	2.3. Inventory Best Practices and integrate with TIM Handbook	- Reform a NUG Practices and Procedures (P&P) Work Group and integrate with FHWA TIM Handbook and Best Practices Initiative - Review and perform a comparative analysis and integration of FHWA best practices handbook/guide and I-95 Corridor Coalition Quick Clearance products - Inventory and perform gap analysis to determine areas lacking established practices - Coordinate with Coalition branding effort										
GOAL 3: Develop and recommend appropriate research problem statements for referral to one or more Coalition partners to take advantage of multiple research avenues	3.1. Insert NTIMC participation into ongoing TIM research			Establish NTIMC participation at NCHRP, NCFRP, SHRP								
	3.2. Design NTIMC involvement into FHWA roadmap, projects, and work plans			- Meet with FHWA on an annual basis to determine input into roadmap, projects, and work plan - Develop annual work plan for NTIMC support of FHWA roadmap projects								
GOAL 4: Develop a delivery mechanism for NTIMC products across the Nation	4.1. Identify and initiate development of coordinated training delivery mechanisms	Active involvement in the SHRP 2 training development										
	4.2. Identify TIM training resources (organizations and dollars)	Establish clearinghouse for available TIM training										