

National Traffic Incident Management Coalition

Executive Summary – February 20, 2008

Public Safety Advisory Group (PSAG) Update

As a result of the recent strategic planning effort the PSAG has changed its name to the Public Safety Advancement Group (PSAG) to better acknowledge its primary focus area. The Membership Task force is currently seeking a representative from the academic research community to round out the advisory group. The PSAG is also considering the feasibility of sponsoring an annual workshop, which would include TIM elements, to take place association with the September meeting.

NUG Implementation Task Force Progress Reports

As an overview the NUG Task Forces were convened to make reality, the elements planned in the National Unified Goal. The Towing Subcommittee has developed a document title Towing Issues and Key Questions; a Towing Resources web page is underdevelopment and forthcoming. The Practices and Procedures working group has begun to gather and post products on the coalition website. The materials include a key questions and issues document for each of the core areas identified in the NUG. The goal is to have list of deliverables developed by June 2008, a summit is anticipated July 2008 in coordination with the I-95 Corridor Coalition.

MUTCD 6-I Applications

The National Committee for Uniform Traffic Control Devices (NCUTCD) has been advocating strongly that the FHWA include detailed typical applications of response setups to incident scenes in the Notice of Proposed Rulemaking for the revision to the Manual for Uniform Traffic Control Devices (MUTCD). The Coalition has advocated against the inclusion of scene management typical applications within the MUTCD until the issue is appropriately researched and discussed among the traffic incident management community. The Coalition recognizes that its efforts are building consensus among incident scene responders and envisions a day when vehicle orientation can be discussed but feels that discussion is premature. Three alternatives were discussed to address the difference in opinion between the groups. The Coalition determined the best course of action is to use a 3rd party to convene a joint task force between the two groups to consider issues associated with typical applications for traffic incident management. Coalition support will also draft a letter in support of FHWA's decision to not include typical applications in the Notice of Proposed rulemaking.

Business Model Summary

ATRI was tasked with considering and recommending a potential business model to identify long-term financial support solutions for the Coalition. The Business model will help the Coalition answer the questions: How do you fund the group? How do we raise the funds? Being an ad hoc group of Association and stakeholder groups, the Coalition's strength comes from its ability to discuss issues from a multi-disciplinary perspective, and affect change through the member leadership structure. Coalition members agreed that a strategic summit should be planned to help brainstorm on future funding sources.

Strategic Planning

The objective of this effort is to develop an approach to ensure the National Traffic Incident Management Coalition (NTIMC) continues positive momentum and appropriate direction in

carrying out strategies specified in the National Unified Goal (NUG) and the coalition mission and vision. Specifically the strategic plan will identify activities and deliverables to support continued adoption and deployment of the NUG, position the Coalition to serve as the key force in supporting implementation of the FHWA ETO Program and future reauthorization activities, and identify the deliverables needed to maintain funding for and accountability to stakeholder interests. The resulting strategic plan will align with existing national level traffic incident management (TIM) activities national and focus on areas the Coalition can influence. A task force will be convened to kick off the strategic planning effort.

Research Task Force

TIM Plus

The paperwork to initiate the task has been signed, and the panel will be convened when feasible. It is important to coordinate efforts so that groups are not duplicating effort with regards to research and activities of the Coalition.

SHRP-II

Final negotiations are taking place with the research contractor, work will commence soon with the reliability project on training and certification. An Expert Task Group (ETG) will develop an RFP, select a contractor, and a Reliability Oversight Committee will be formed to monitor the effort. Coalition members are represented on the Expert Task Group.

Development of NCHRP 20-59 (23) A Guide to Emergency Response Planning at State Transportation Agencies affords NUG and NTIMC outreach opportunities. A report on its progress sought at the June coalition meeting.

High Visibility Garments

The group was shown a letter from Richard Capka (FHWA) that recognized the concerns expressed about Federal requirements for high visibility clothing. The letter notified Steve Austin that upon review of ANSI/SEA 207-2006 – Public Safety Vest that it has been included in the Notice of Proposed Rule making the standard for high visibility garments. The Coalition will develop formal comments supporting inclusion of the public safety vest in the proposed language for the 2009 MUTCD.

NTIMC Outreach Calendar

Ms. Haas distributed a copy of the Coalition outreach calendar and requested that members provide items to add to the calendar by March 1, 2008.

3rd Conference on Managing Travel for Planned Special Events

Conference planning has been initiated by a volunteer group. The planning group is considering holding the conference in the spring of 2009. Having the event in the spring allows the opportunity to include information about a major event that is taking place in Vancouver British Columbia in February 2009.

Conclusion

The next full Coalition meeting will take place on June 18, 2008.

In September the TSAG is meeting at the National Rural ITS meeting in Anchorage, Alaska.