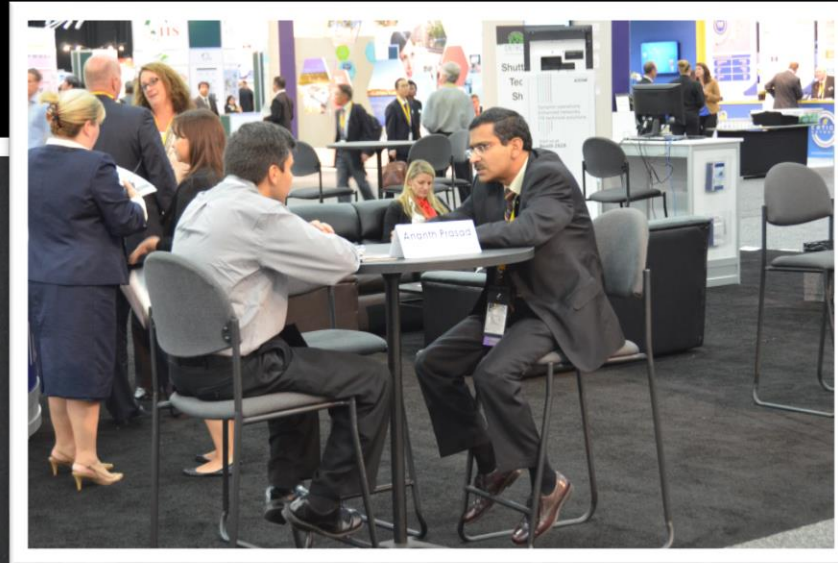




LOCAL MEMORANDUM OF UNDERSTANDING (LMOU)



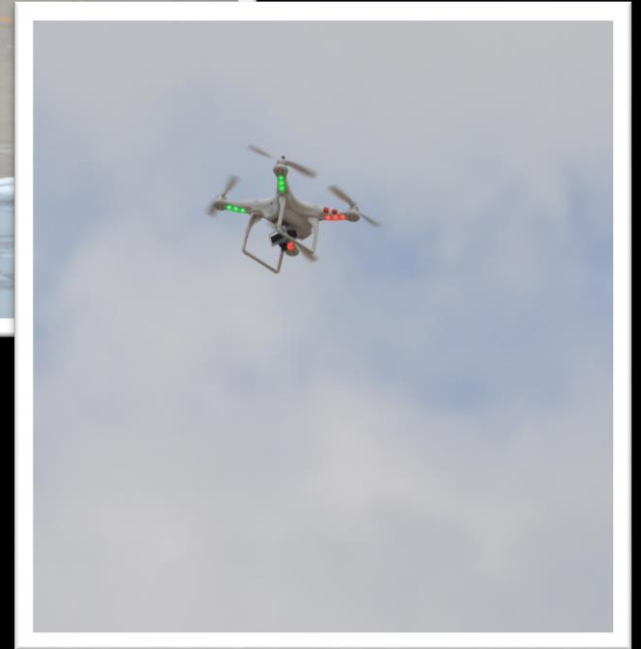
LOCAL MEMORANDUM OF UNDERSTANDING (LMOU)



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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



Source: Emergency Responder Safety Institute, AAA

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

LOCAL MEMORANDUM OF UNDERSTANDING (LMOU)



LOCAL MEMORANDUM OF UNDERSTANDING

For

TRAFFIC INCIDENT MANAGEMENT TEAM WITHIN FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT ONE

Introduction

Whereas:

The National Traffic Incident Management Coalition (NTIMC) estimates that traffic incidents are the cause of about one-quarter of the congestion on US roadways, and that for every minute a freeway lane is blocked during a peak travel period, four minutes of travel delay results after the incident is cleared.¹ Responders to these incidents routinely face dangers at incidents and are sometimes victims of secondary crashes, as are other travelers. Traffic incidents result in substantial economic impact, increased air pollution, motorist frustration, and negatively impact the general quality of life.

As such, the Florida Department of Transportation (FDOT) has developed a Traffic Incident Management (TIM) Strategic Plan to identify programs and actions to sustain the commitment to and expand the TIM program in Florida to better meet our travel needs. Moreover, the FDOT has reached a milestone where the Department can now strengthen its already successful TIM Program to reach new levels of leadership and vision. The programs future success will include increased TIM Team Agency Member participation, an in depth understanding of stakeholder needs, a statewide and national perspective on transportation management and operations, and credibility to lead the TIM community to achieve new goals.

Purpose

This Memorandum of Understanding is intended to provide the framework and guidelines to promote a collaborative effort by and between the TIM Team Agency Members within Collier, Lee, Charlotte, Sarasota, Manatee, and Polk Counties, to further refine and promote the TIM program within FDOT District One.

Parties to this Document recognize and understand the importance of data and resource-sharing and public safety through efficient and timely use of TIM. However, the associated Memorandums of Understanding do not obligate the TIM Team Agency Members, or the TIM Team Agency Member representatives to commit or donate funds, equipment or personnel to the association's activities or initiatives. The TIM Team Agency Members do however commit to participating in collaborative efforts intended to advance the interest of the TIM program for the benefit of public safety.

FDOT District One TIM Goals and Objectives

Goal 1: Endorsement of the Statewide Open Roads Guideline.

¹ NTIMC. *Benefits of Traffic Incident Management*, available online: http://www.cte.state.edu/faculty/hzhou/Information%20CD/Mem%20Files/Materials/20-Managing%20Emergency%20Incidents%20on%20the%20Roadway/NTIMC_NUC%20Information/Benefits%20of%20TIM.pdf

- 1 -

TIM Objective:

The Statewide Open Roads Policy is shown in Attachment A. This agreement by and between Florida Highway Patrol (FHP) and the Florida Department of Transportation (FDOT) establishes a policy for FHP and FDOT personnel to expedite the removal of vehicles, cargo, and debris from roadways on the State Highway System to restore, in an URGENT MANNER the safe and orderly flow of traffic following a motor vehicle crash or incident on Florida's roadways.

The policy establishes an overall time goal for roadway and incident scene clearance times as follows - **all incidents be cleared from the roadway within 90 minutes of the arrival of the first responding officer.** By recognizing and understanding the importance of the Open Roads Policy, the District-One TIM Team Agency Members agree to work toward meeting and/or exceeding this goal.

Goal 2: Definition of Incident Scene Roles and Responsibilities for Participating TIM Team Agency Members.

TIM Objective:

This section of the Memorandum of Understanding provides the definition of the incident scene roles for participating TIM Team Agency Members established by the TIM Team Agency Members themselves and based on National Incident Management System and Incident Command System guidance. These roles and responsibilities are as follows:

1. **Law Enforcement**
Including State, County, City and Municipality Department of Law Enforcement
 - A. Secures incident scene
 - B. Performs first responder duties
 - C. Assists responders in accessing the incident scene
 - D. Establishes emergency access routes
 - E. Controls arrival and departure of incident responders
 - F. Polices perimeter of incident scene and impact area
 - G. Conducts crash investigation
 - H. Performs traffic control
 - I. Assumes role of Incident Commander, if appropriate
 - J. Supports unified command, as necessary
2. **Fire and Rescue**
Including State, County, City and Local Volunteer Fire and Rescue Departments
 - A. Protects incident scene
 - B. Rescues/extricates victims
 - C. Extinguishes fires
 - D. Responds to and assesses incidents involving a hazardous materials release
 - E. Contains or mitigates a hazardous materials release
 - F. Performs traffic control
 - G. Assumes role of Incident Commander, if appropriate
 - H. Supports unified command, as necessary
3. **Emergency Medical Services (EMS)**
Including State, County, City and other Municipality Medical Departments
 - A. Provides medical treatment to those injured at the incident scene
 - B. Determines destination and transportation requirements for injured victims
 - C. Transports victims for additional medical treatment
 - D. Supports unified command, as necessary

- 2 -

4. **Emergency Management Agencies**
Including State, County and City Emergency Operation Centers
 - A. Coordinates government response and resources
 - B. Provides technical expertise
 - C. Provides evacuation recommendations
 - D. Facilitates communication and coordination across jurisdictions
 - E. Coordinates response from other State and Federal agencies
 - F. Assumes role of Incident Commander, if appropriate
5. **Environmental Agencies**
Including the Department of Environmental Protection and other local agencies such as Pollution Control and Natural Resources
 - A. Provide technical expertise
 - B. Ensure hazardous material releases are remediated properly
 - C. Respond to and assess incidents involving hazardous materials
 - D. Coordinate the responsible party response to the incident
 - E. Supports unified command, as necessary
6. **Transportation Agencies**
Including: Highway Maintenance, Service Patrols, Traffic Transportation Management Centers (TMC), and Metropolitan Planning Organization
 - A. Protects incident scene
 - B. Implements traffic control strategies and provides supporting resources
 - C. Monitors traffic operations
 - D. Disseminates motorist information
 - E. Mitigates incidental vehicle fluid spill confined to the roadway
 - F. Assesses and directs incident clearance activities
 - G. May perform first responder duties (service patrol)
 - H. Clears minor incident (service patrol)
 - I. Clears major incident (Rapid Incident Scene Clearance contract)
 - J. Performs incident detection and verification (service patrol/TMC)
 - K. Develops and operates alternate routes
 - L. Assesses and performs emergency roadwork and infrastructure repair
 - M. Assumes role of Incident Commander, if appropriate
 - N. Supports unified command, as necessary
7. **Towing and Recovery**
Including the Department of Environmental Protection and other local agencies such as Pollution Control and Natural Resources
 - A. Recovers vehicles and cargoes
 - B. Removes disabled or wrecked vehicles and debris from incident scene
 - C. Mitigates non-hazardous material (cargo) spills
 - D. Supports unified command, as necessary

Goal 3: Establishment of a local incident scene Lighting Guideline.

TIM Objective:

The creation of a Lighting Policy establishes the on-scene lighting procedures developed with the guidance of the 2012 Manual on Uniform Traffic Control Devices (MUTCD) Section 6l.05 shown in Attachment B.

- 3 -

LOCAL MEMORANDUM OF UNDERSTANDING (LMOU)



LOCAL MEMORANDUM OF UNDERSTANDING (LMOU)

TIM Strategy in 2014:

Safe Quick Clearance during Traffic Incident Management (TIM) scenarios and the continuous development standard operating guidelines to address safety issues is the objective of Districts-One's TIM Strategy in 2014

LOCAL MEMORANDUM OF UNDERSTANDING (LMOU)

Primary TIM Team Meeting Topic:

- Traffic Incident Management in response to regional incidents (incident debriefings) and in perspective of the NIMS: Unified Command Structure
- Agency notification through RTMC operations and active participation in Critical Traffic Incident Management Review (CTIMR)
- FHWA Self-Assessment Identify, evaluate and implement improvements in three (3) areas

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Secondary TIM Team Meeting Topic:

- Roles and responsibilities of TIM Team member agencies including member agency presentations

LOCAL MEMORANDUM OF UNDERSTANDING (LMOU)

Specific Items of Interest:

- Roles and responsibilities of TIM Team member agencies including member agency presentations
- National Uniform Goals
- Maintenance of Traffic
- Diversion routes
- Incident reporting and agency notification
- The appointment of “champions” in each field of expertise
- iVEDDS- Traffic monitoring
- TIM training topics
- National topics related to TIM
- Upcoming events that may affect team agencies operations

THANK YOU!

