

# STATEWIDE INCIDENT MANAGEMENT TASK FORCE

STATUS AS OF JULY, 2008

<u>Recommendations being addressed</u>	<u>MILESTONE</u>
<b>1. Write, promote &amp; build acceptance of a Unified Response Manual (URM) with eventual adoption of URM as a standard by all responding agencies.</b>	Draft completed and accepted by the SIMTF 6/08; accepted by DEMHS to maintain; need adoption by TSB and responding agencies.
<b>2. Develop a training program, conduct training and follow-up drills in use of the Unified Response Manual. To follow completion of URM.</b>	Proposal forwarded to DEMHS: accepted for training development; may need additional funding.
<b>3. Improve awareness of existing incident management programs through one or more awareness campaigns: Move It campaign.</b>	Project funding (\$70,000) will be available in 2009. Project will include radio advertisement, paper brochures and highway signing.
<b>4. Purchase photogrammetry equipment for DPS.</b>	ConnDOT purchase of DPS photogrammetry equipment (\$58,640) is awaiting funding eligibility determination by FHWA.
<b>5. Provide as-built plans for highway drainage systems.</b>	ConnDOT is currently working in year three of an eight-year storm water drainage recovery plan to provide the outfall locations for the drainage outlets statewide.
<b>6. Create a unique State website for Connecticut Traveler Information.</b>	ConnDOT is awaiting the source code for the consultant-designed web application.
<b>7. Support development and implementation of 511 Plan for CT.</b>	The 511 Deployment Plan Final Report was completed 7/08. Project funding approvals from FHWA and Regional Planning Agencies are expected by 9/08.

<p><b>8. Develop a comprehensive interagency interoperability communications plan for IM.</b></p>	<p>Being addressed by the State Interoperability Commission; involves federal, State, regional and local entities. Region 1 (SW) complete; Region 3 (Hartford) complete in draft, requires adoption &amp; testing; other regions working with expectation to complete in 2 years.</p>
<p><b>9. Provide secure internet access to ConnDOT's traffic camera video images for use by authorized users during an incident.</b></p>	<p>ConnDOT has prepared a Draft RFP. Project is awaiting funding approvals from FHWA and Regional Planning Agencies: expected by 9/08.</p>
<p><b>10. Install and maintain reference markers at 1/10th mile intervals on limited access highways.</b></p>	<p>Pilot program for reference markers being proposed in the Buckland Area transportation study.</p>
<p><b>11. Saddle Tank Recovery. Heavy-duty wrecker operators are being allowed under a pilot program the opportunity to off-load diesel fuel from unbreached saddle tanks.</b></p>	<p>Program proven to be a success. SIMTF will consider a recommendation that this activity be included in heavy-duty wrecker training programs this fall.</p>

<p><b><u>Recommendations implemented</u></b></p>	<p><b><u>MILESTONE</u></b></p>
<p><b>1. Fund development of additional diversion plans for major accidents that close limited access highways.</b></p>	<p>Highway to Highway Diversion Plans for Capitol Region were completed 1/08. All Diversions Route Plans were provided to CRCOG in 4/08 and included on its webpage. This recommendation is complete.</p>
<p><b>2. Expanding the CT Highway Assistance Motorist Patrol (CHAMP) Service.</b></p>	<p>CHAMP Service has been expanded with the exception of the Waterbury Area. The Waterbury Service Patrol will be operational by August 2008. This recommendation is complete.</p>
<p><b>3. Review, revise and reissue the Statewide Incident Management Policy.</b></p>	<p>Completed 4/4/07.</p>
<p><b>4. Equip State Police vehicles with push bumpers.</b></p>	<p>Older vehicles are being retrofitted and new vehicles are being ordered with push bumpers.</p>

<b>5. Improve visibility of highway signage.</b>	Best available signage is being installed.
<b>6. Create Statewide Task Force.</b>	Implemented.
<b>7. Regional incident management teams/committees should be members of the SIMTF.</b>	Implemented.
<b>8. Identify a State agency responsible for unified command system implementation.</b>	Identified.
<b>9. Towing rotation system and appropriate training and certification requirements.</b>	Implemented.
<b>10. Heavy-duty service wrecker operators equipment and manpower requirements.</b>	Implemented.
<b>11. Support expansion of the standpipe program.</b> It is the policy of the DOT to allow the installation of fire suppression standpipe systems on bridges located on the National Highway System (NHS) when requested by the municipal first official. ConnDOT does include a standpipe review when bridges are designed to determine if they are needed in the project. A master agreement is also signed between the State of Connecticut and municipality regarding who shall be responsible for the installation, maintenance and testing of standpipe systems.	
<b>12. Support cellular phone and 911 GPS systems as way to locate incidents.</b>	Implemented.
<b>13. Recognize role of regional incident management teams/committees as important partners in statewide incident management.</b>	Implemented.
<b>14. Pre-positioning of Service or Towing Equipment during rush hours and on major urban highways.</b>	Report completed. Determined to be too expensive for the expected benefits. Not recommended.
<b>15. Evaluate revising tower payment system as an incentive or time incentive for speedy clearance.</b> Some States pay their towers by the pound rather than by the hour.	It does not appear to be practical to move forward with this initiative. Not recommended at this time.
<b>16. Highway Parking – Abandoned Motor Vehicles (AMV): The time allowed for abandoned vehicles should be reduced from 24 hours to 6 hours.</b>	This recommendation was not found to be feasible at this time. Vehicles can be towed in less time if they are presenting a hazard on the highway.

<b><u>Recommendations still awaiting action</u></b>	<b><u>ACTION REQUIRED</u></b>
<p><b>1. Additional items in support of the URM: additional items identified by consultant:</b></p> <ul style="list-style-type: none"> <li>• Establish permanent subcommittee to oversee progress on implementation of the URM &amp; to insure that the document is kept up to date.</li> <li>• Develop a permanent URM website.</li> <li>• Develop language aids to assist responders in the field.</li> <li>• Develop a FAQ checklist by discipline.</li> <li>• Identify &amp; procure technology to improve coordination efforts.</li> <li>• Develop a comprehensive training program for incident management (beyond the URM training program mentioned above.</li> <li>• Conduct drills regionally &amp; locally.</li> </ul>	<p>DEMHS will maintain oversight of URM, with SIMTF support.</p> <p>Cost estimates and funding for other items still needed.</p>
<p><b>2. Improve awareness of existing incident management programs through one or more awareness campaigns.</b></p>	<p>Funding for additional awareness programs to be determined. Move It campaign funded (see first page.)</p>
<p><b>3. Evaluate the impacts of the Health Insurance Portability and Accountability Act (HIPAA) on the incident management program.</b></p>	<p>This recommendation will be reviewed this fall.</p>
<p><b>4. Emergency Lane Clearance. Towers and their agents are concerned about the liability caused by damage to vehicles and cargo when they are directed by a public agency to move a vehicle during the recovery process.</b></p>	<p>This recommendation will be reviewed this fall.</p>