

STATEWIDE INCIDENT MANAGEMENT TASK FORCE

STATUS AS OF NOVEMBER 2010

<u>Recommendations being addressed</u>	<u>Status as of November 2010</u>
<p>1. Write, promote & build acceptance of a Unified Response Manual (URM) with eventual adoption of URM as a standard by all responding agencies.</p>	<p>Final document accepted by TSB in 7/08; accepted by DEMHS to maintain. Needs distribution to other responding agencies.</p>
<p>2. Develop a training program, conduct training and follow-up drills in use of the Unified Response Manual. To follow completion of URM.</p>	<p>DEMHS has developed draft training materials for SIMTF review and comment. SIMTF to consider hiring a Consultant to further development training document and consider the media type that will be most effective for their agency (a video, powerpoint presentation or training manual).</p>
<p>3. Improve awareness of existing incident management programs through one or more awareness campaigns: Move It campaign.</p>	<p>Project funding (\$70,000) for radio advertisement, paper brochures and highway signing on hold pending approvals of State funding match.</p> <p>In light of current budget restrictions, a low-cost solution is proposed to utilize ConnDOT existing Highway Advisory Radio and include awareness on the ConnDOT website.</p>
<p>4. Purchase photogrammetry equipment for DPS.</p>	<p>State Police continue to support this project. Details to be determined.</p>
<p>5. Provide as-built plans for highway drainage systems.</p>	<p>ConnDOT is currently working in Year 4 of an 8-year storm water drainage recovery plan to provide outfall locations for drainage outlets statewide.</p>
<p>6. Support development and implementation of 511 Plan for CT.</p>	<p>Project STIP Approval was granted by FHWA. Project awaiting State and Federal funding authorization.</p>
<p>7. Develop a comprehensive interagency interoperability communications plan for IM.</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 & testing; other regions working with expectation to complete in 2 years.</p>

<u>Recommendations being addressed</u>	<u>Status as of November 2010</u>
8. Install and maintain reference markers at 1/10th mile intervals on limited access highways.	Pilot program for reference markers being proposed in the Buckland Area transportation study. Interested towns developing proposal with CRCOG assistance. Funding has been requested from FHWA.
9. Saddle Tank Recovery. Heavy-duty wrecker operators are being allowed under a pilot program the opportunity to off-load diesel fuel from un-breached saddle tanks.	DOT and DEP met on 6/22/10 and agreed that the program should continue. The existing program document will be reviewed. Input from the towing industry is still needed.

<u>Recommendations implemented</u>	<u>MILESTONE</u>
1. Fund development of additional diversion plans for major accidents that close limited access highways.	Implemented.
2. Expanding the CT Highway Assistance Motorist Patrol (CHAMP) Service.	Implemented.
3. Review, revise and reissue the Statewide Incident Management Policy.	Implemented.
4. Equip State Police vehicles with push bumpers.	Implemented.
5. Improve visibility of highway signage.	Best available signage is being installed.
6. Create Statewide Task Force.	Implemented.
7. Regional incident management teams/committees should be members of the SIMTF.	Implemented.
8. Identify a State agency responsible for unified command system implementation.	Identified.

<u>Recommendations implemented</u>	<u>MILESTONE</u>
9. Towing rotation system and appropriate training and certification requirements.	Implemented.
10. Heavy-duty service wrecker operators equipment and manpower requirements.	Implemented.
11. Support expansion of the standpipe program. 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.	
12. Support cellular phone and 911 GPS systems as way to locate incidents.	Implemented.
13. Recognize role of regional incident management teams/committees as important partners in statewide incident management.	Implemented.
14. Pre-positioning of Service or Towing Equipment during rush hours and on major urban highways.	Report completed. Determined to be too expensive for the expected benefits. Not recommended.
15. Highway Parking – Abandoned Motor Vehicles (AMV): The time allowed for abandoned vehicles should be reduced from 24 hours to 6 hours.	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.
16. Create a unique State website for Connecticut Traveler Information.	Implemented

<u>Recommendations still awaiting action</u>	<u>ACTION REQUIRED</u>
<p>1. Additional items in support of the URM: additional items identified by consultant:</p> <ul style="list-style-type: none"> • Establish permanent subcommittee to oversee progress on implementation of the URM & to insure that the document is kept up to date. • Develop a permanent URM website. • Develop language aids to assist responders in the field. • Develop a FAQ checklist by discipline. • Identify & procure technology to improve coordination efforts. • Develop a comprehensive training program for incident management (beyond the URM training program mentioned above. • Conduct drills regionally & locally. 	<p>DEMHS will maintain oversight of URM, with SIMTF support. Cost estimates and funding for other items still needed.</p>
<p>2. Improve awareness of existing incident management programs through one or more awareness campaigns.</p>	<p>Funding for additional awareness programs to be determined.</p>
<p>3. Evaluate revising tower payment system as an incentive or time incentive for speedy clearance. Some States pay their towers by the pound rather than by the hour.</p>	<p>This recommendation still to be reviewed.</p>
<p>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.</p>	<p>This recommendation still to be reviewed.</p>