


## Traffic Incident Management Capability Maturity Self-Assessment 2018 Results




U.S. Department  
of Transportation  
Federal Highway  
Administration

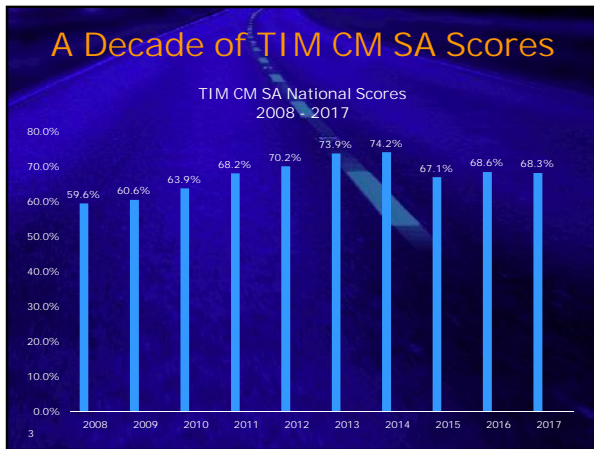
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## TIM Capability Maturity Self-Assessment

- Originally developed by FHWA in 2002 as a way to assess current state-of-practice in TIM and for local/regional/state TIM programs to benchmark performance
- Scores from original assessments in 2003-2004 used as Baseline
- Major revisions completed in 2007, 2011 and 2015



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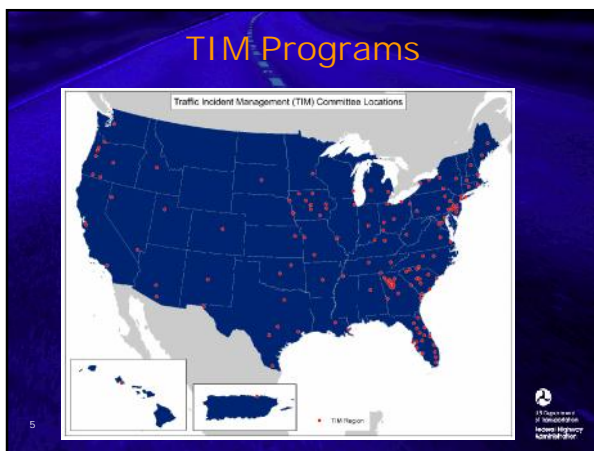


## Who Should be Completing the TIM CM SA?

- Top 75 metro areas
- States without a top 75 metro
- All TIM Committees



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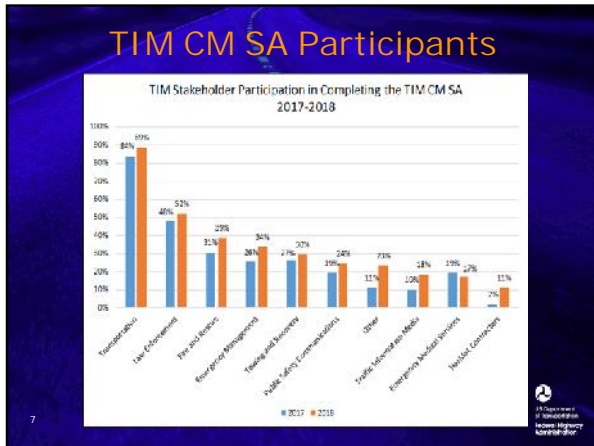


## Who is Completing the TIM CM SA?

- The TIM Capability Maturity Self-Assessment (TIM CM SA) is intended to be conducted as a group exercise with the various TIM stakeholders coming to consensus on the scores for each question. Often this is done at a TIM team meeting or other event.
- Please let us know which TIM stakeholder groups were involved in completing the 2018 TIM CM SA for your area (check all that apply):
  - ◆ Law Enforcement
  - ◆ Fire and Rescue
  - ◆ Emergency Medical Services
  - ◆ Transportation
  - ◆ Public Safety Communications
  - ◆ Emergency Management
  - ◆ Towing and Recovery
  - ◆ Hazardous Materials Contractors
  - ◆ Traffic Information Media
  - ◆ Other (please specify)



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- ### Key Findings – 2018 TIM CM SA
- Total of 98 locations submitted during 2018 TIM CM SA cycle
    - ◆ Same number of submittals as 2017
  - Overall average score **70.4** out of a possible 100, 38.9% increase over baseline
    - ◆ Top 40 Metro areas – 75.2%
    - ◆ Top 75 Metro areas – 73.3%
    - ◆ Non-Top 75 Metro areas – 64.3%
    - ◆ **Hartford – 75.8%**

- ### Key Findings – 2018 TIM CM SA (cont.)
- Highest Scoring Questions – 2018
1. Policy for Removal of Abandoned Vehicles
  2. Authority to override decision to utilize responsible party's hazmat contractor and call in other resources
  3. Use of Transportation Management Center/Transportation Operations Center resources to coordinate detection, notification and response
  4. Policy that clearly identifies reportable types and quantities of Hazmat
  5. TIM considered/incorporated into planning for construction, work zones, special events and weather

- ### Key Findings – 2018 TIM CM SA (cont.)
- Lowest Scoring Questions – 2018
1. Established performance targets for reducing secondary incidents
  2. Use of secondary crash data to influence TIM operations
  3. Established performance targets for Incident Clearance Time (ICT)
  4. How is crash data for number of secondary crashes collected?
  5. Use of ICT performance data to influence operations

- ### Key Findings – 2018 TIM CM SA CT Opportunities
- Statewide Policy Updated – 1992 and URM – Needs Finalizing
- #12 – TIM Training = 2
  - #14 – Multi-disciplinary setting = 2
  - #15 – Academy = 2
  - #16 – AAR's = 2
  - #17 – TIM PM's (just CDOT) = 2
  - #18 Targets = 1

- ### Key Findings – 2018 TIM CM SA CT Opportunities
- #18 Targets = 1