

2024



TENNESSEE TRAFFIC INCIDENT MANAGEMENT
STRATEGIC PLAN



The Traffic Incident Management Strategic Plan aims to optimize incident response by fostering seamless coordination and cooperation among diverse state and local agencies. It establishes a unified framework to enhance safety, minimize traffic disruptions, and expedite clearance through collaborative strategies and standardized protocols.

FOR TDOSHS: 
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Acronyms

DSHS	TN Department of Safety and Homeland Security
EMAT	Emergency Management Association of Tennessee
EMS	Tennessee Emergency Medical Services
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
LLEA	Local Law Enforcement Technology
NHTSA	National Highway Traffic Safety Association
STIMSC	Statewide Traffic Incident Management Steering Committee
TACN	TN Advanced Communication Network
TACP	Tennessee Association of Chiefs of Police
TARS	TN Association of Rescue Squads
TBI	Tennessee Bureau of Investigations
TDOT	Tennessee Department of Transportation
TEMA	TN Emergency Management Agency
TFA	TN Firemen's Association
TFCA	TN Fire Chiefs Assoc
THP	Tennessee Highway Patrol
THSO	Tennessee Highway Safety Office
TLETA	TN Law Enforcement Training Academy
TRAA	Towing and Recovery Association of America
TSA	Tennessee Sheriff's Assoc
TTA	Tennessee Trucking Association
TTTA	TN Tow Truck Association
WG	Working Group

Section 1 – Introduction

The Tennessee Traffic Incident Management (TIM) Strategic Plan provides the foundation for a coordinated TIM program developed through reliance on state and local partnerships. The consensus TIM goals are:

- Ensure responders are trained in best practices
- Implement safe and effective quick clearance strategies
- Maintain safety for first responders
- Restore roadway capacity as quickly as possible
- Clear and open lanes as quickly and safely as possible

Traffic crashes are a significant societal burden in Tennessee as shown by 2022 statistics in Table 1:

Table 1: Tennessee Crash and Delay Costs

Crashes	Fatalities	Delay
Total Traffic Crashes: 185K+	Total Fatal Traffic Crashes: 1,314	Vehicle hours of delay:² 408.8M
Secondary crashes: 1,692	Cost of Fatalities:¹ \$16.3B	User Delay Cost:² \$10.1B

1. Average comprehensive cost for fatal injuries = \$12,474,000; Source: National Safety Council

2. Source: Tennessee Statewide Travel Demand Model

The 2024 TIM Strategic Plan identifies six TIM focus areas and prioritizes 50 specific action items with 170 detailed activities. These activities are identified to improve responder safety at incident sites and reduce secondary traffic crashes and delays associated with traffic incidents. The TIM focus areas are:









Figure 1: TIM Focus Areas



Section 2 – Historical Perspective

The TIM Strategic Plan draws from several sources as its foundation to create a comprehensive framework. This plan builds on the foundation of 2003 Strategic Plan for Highway Incident Management in Tennessee, from TIM experience in Tennessee, best practices from other states' TIM Strategic Plans, national TIM programs and ultimately a statewide TIM Visioning Workshop.

Table 2: 2003 TIM Goals and 2024 TIM Focus Areas

2003 Strategic Plan Goal Areas	2024 TIM Focus Areas
Reduce the number and severity of highway incidents	All focus areas adopt safety as a primary goal
Better inform and educate motorists to reduce congestion and improve safety	
Expand and enhance resources for systematic management of highway incidents	
Expand and enhance training for highway incident responders	
Support highway incident management teams in metropolitan and urban areas	
Sponsor highway incident management teams in rural areas	
Accelerate deployment of new technologies to improve incident management	
Reduce traffic congestion caused by work zones	All focus areas adopt delay reduction as a primary goal
Establish working groups to focus on specific issues and recommend actions	
Promote ongoing interagency planning and coordination	

The 2003 Strategic Plan for Highway Incident Management in Tennessee (August 2003) identified 10 goals and action items. These 10 goals and action items are updated and incorporated into the six focus areas in the 2024 TIM Strategic Plan, as shown in Figure 1. As a result of the 2003 TIM Strategic Plan, a Statewide TIM Steering Committee (STIMSC) along with working groups and regional TIM teams were established. The 2024 TIM Strategic Plan revitalizes the role of the STIMSC and reorganizes working groups around the six TIM Focus Areas.

Beginning in 1999, TDOT instituted HELP service patrols on the interstate in the vicinity of the four major urban areas. HELP service patrols provided 2,545,341 individual services to motorists from July 1999 through March 2019. Based on the success of the HELP Program, TDOT is planning to establish rural service patrols along interstate routes between the urban areas soon.

The Tennessee TIM Training Facility was established in October 2014. The training site concept, which is the first of its kind in the nation, was introduced to TDOT by Tennessee Highway Patrol (THP) Colonel Tracy Trott. The training site is located on land adjacent to the THP Training Center in Nashville. The facility features a section of interstate-like roadway ranging from two to six lanes with guardrail, a two-way interchange, and cable and steel barrier rail, as well as a section of two-lane highway and a full, four-way intersection. The design provides an area to simulate a variety of crashes, allowing emergency responders to train on safe and efficient techniques for clearing major highway incidents.

Besides information available on the Federal Highway (FHWA) TIM [website](#), the 2024 TIM Strategic Plan gleaned best practices from other states' strategic plans, including New Jersey and Florida.

Since Tennessee agencies and organizations have proactively engaged in improving TIM for over two and a half decades, the primary input for the 2024 TIM Strategic Plan came from TIM responders at the TIM Visioning Workshop. The next section summarizes the visioning workshop.

Section 3 – Workshop

The workshop was held on July 11, 2023, and attended by 38 representatives from 15 TIM agencies and organizations, including both state and local law enforcement, EMS, fire departments and wrecker services. See Appendix A for a complete list of workshop attendees and organizations. Figure 2 is a photo from the workshop.

Figure 2: TIM Visioning Workshop



The visioning workshop validated the focus areas and action items, prioritized action items based on perceptions of urgency, impact on safety, and impact on mobility, added new activities, and assigned task responsibilities to the Statewide TIM Steering Committee (STIMSC) and one of six TIM Working Groups. TIM Working Groups were aligned with the TIM Focus Area.

The workshop moderators guided discussion on the TIM Focus Area, Action Items and Activities. Then attendees were able to provide real-time feedback using an online application for voting and commenting. Figures 3 and 4 are samples of the voting results and comments received for an action item.

Figure 3: Sample Workshop Voting Output

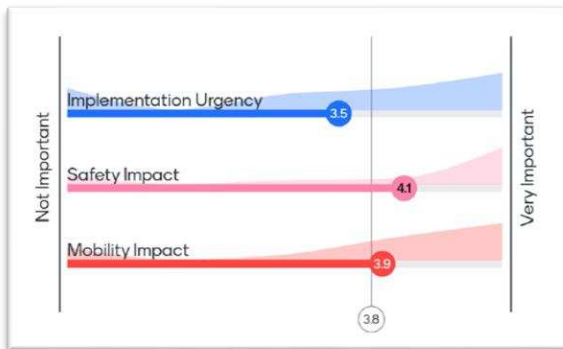


Figure 4: Sample Workshop Comments

Tie all grant and pass through funding to an active Open Road mou	Insurance laws in TN. stronger	None
Publish and widely distribute policy, and identify those who do and don't sign on	All Good	Tie the end result to grant funding and training via structured policy
Create regional focus groups promoting MOU	Looks good	Share the policy and educate stakeholders
Ensure all TDOT regions and THP	Educate boots on the ground regarding contents of MOU	MOU was a good policy and should be continued with agencies
	Looks good	

The next section provides additional information about the six TIM Focus Areas and their corresponding 50 Action Items.

Section 4 – Focus Areas and Action Items





Each focus area has several action items, and each action item has one or more activities. Figure 5 shows the relationship between focus areas, action items and activities.



Figure 5: TIM Focus Areas, Action Items and Activities



Table 3 lists the action items associated with each focus area. Implementation urgency is the aggregate ratings from the attendees at the TIM Visioning Workshop. One (1) is low urgency while five (5) is high urgency for implementation. Based on written input from workshop attendees, a few action items were added in Table 3, the ratings for these action items are estimated and presented with (*) asterisk mark.

Table 3: TN TIM Focus Areas and Action Items

Focus Area	Action Items	Implementation Urgency
 <p>Policy and Procedures</p>	1.1 Develop Rapid Incidence Scene Clearance (RISC) Procedure	4.8
	1.2 Statewide TIM Standard Operating Guidelines (SOG)	4.4
	1.3 Develop Hazmat Policy and Clearance Guidelines	3.8*
	1.4 Improvement of TIM Laws	3.7
	1.5 Review Everyday Counts (EDC) Compliance	3.7
	1.6 Develop TIM Joint Operating Protocol	3.5
	1.7 Revise the Open Roads Policy	3.3
 <p>Stakeholder Coordination and Public Engagement</p>	2.1 Fire Action Plan	4.7
	2.2 Electric Vehicle (EV) Fires	4.7
	2.3 Statewide TIM Steering Committee (STIMSC) and Working Groups (WGs)	4.4
	2.4 Regional TIM Teams	4.4
	2.5 After Action Review	4.4
	2.6 TDOT and THP TIM Meetings	4.2
	2.7 Crash Responder Awareness Safety Week	4.2
	2.8 Driver Education Plan	4.0*
	2.9 Social Media	3.9
	2.10 TN Joint Operating Protocols (JOP)	3.7
	2.11 Local/Corridor TIM Teams	3.6
	2.12 TIM Self-Assessment	3.6
	2.13 Formalize TIM Working Groups and Meetings	3.5
	2.14 STIMSC Meetings	3.4
	2.15 TIM Newsletter	3.4
 <p>Training and Education</p>	3.1 Quick Vehicle Removal	4.6
	3.2 Development of a Training Plan for EV Fire and Hazards	4.5
	3.3 Responder Training	4.3
	3.4 FHWA SHRP2 Responder Training Program	4.2
	3.5 Public Engagement	4.0
	3.6 TN TIM Training Facility Usage	3.2
	4.1 Modification to SWCS Data Collection	4.1
	4.2 Push Notifications	4.0*
	4.3 TIM Data Collection, Analysis and Sharing	3.8
	4.4 Shared Video Streams between agencies	3.7
	4.5 TIM Data Management and Security Plan	3.7

Focus Area	Action Items	Implementation Urgency
TIM Data Management	4.6 TIM Data Integration	3.5
	4.7 Dashboards for TIM Performance Measures	2.8
 Responder Safety Initiative	5.1 Advanced Warning System	4.7
	5.2 TIM Response Vehicle Portable Safety Equipment	4.6
	5.3 Evaluate TIM operator injuries and property damage incidents to identify trends and develop mitigation strategies	4.5*
	5.4 Strategies for Enhanced Safe and Efficient Clearance of Disabled Vehicles and Spills	4.4
	5.5 TIM Response Personnel Safety Apparel	4.2
	5.6 Response Vehicle Safety Features Equipment	4.1
	5.7 TIM Response Vehicle Portable Incident Response Equipment	3.6
 Emerging Technology	6.1 Partnering with Major Tech Companies	4.5*
	6.2 Communications	4.3
	6.3 Traffic Homicide Investigation Technology	4.3
	6.4 Smartphone Application	3.7
	6.5 Drones/Unmanned Aerial Systems (UAS)	3.4
	6.6 Electric Vehicle Technology	3.4
	6.7 Near-Miss Tracking	3.2
	6.8 Connected Vehicles	3.0

Develop Rapid Incidence Scene Clearance (RISC) Procedure, Fire Action Plan, Electric Vehicle (EV) Fires, Quick Vehicle Removal, TIM Response Vehicle Portable Safety Equipment and Advanced Warning System – were rated as most urgent action items for implementation by the workshop attendees. The ratings reflect the two important goals of traffic incident management: quick clearance of the incident and safety of the responders.

The costs of traffic incidents (e.g., secondary crashes, wasted time and fuel, hazards for responders) are directly related to the time required to manage the incident and return the roadway to normal conditions. Keeping a roadway closed for an additional 15 minutes can easily cause the congestion and backup, and any related problems, to last for another hour or more. While quick clearance is important, it is not more important than safety for responders or motorists. Through incident management, TDOT looks for opportunities to restore as much of the capacity of the roadway as soon as possible in order to reduce delay costs for highway users, improve responder safety and reduce the number of secondary crashes due to a traffic queue or rubbernecking at the scene.

STIMSC has the most critical role for integrating these action items into their organizational programs. The STIMSC has five interrelated responsibilities:

- (1) identify and analyze problems related to traffic incident management,
- (2) develop solutions and actions, ensuring that the views of all stakeholder groups are considered,
- (3) promote and facilitate implementation of recommendations,
- (4) provide a forum for discussion of ideas, promote better understanding among the different stakeholders and resolve any disagreements, and
- (5) promote effective communication of statewide initiatives to and within the different state and local stakeholder groups.

The STIMSC will establish working groups as identified in Section 5: Action Plan Matrix. The STIMSC is led by the TIM Policy Committee. The Commissioners of Transportation and Safety serve as the cochairs of this committee. The committee meets at least annually. This committee has three primary responsibilities:

- (1) establish policies and direction for statewide highway incident management initiatives,
- (2) promote coordination among state agencies and between state and local agencies to ensure success of these efforts, and
- (3) provide direction and support for any state legislative, regulatory or funding actions.

The next section individually explores each action item.

Section 5 – Action Plan Matrix

The following pages identify action items for each of the six (6) TIM Focus Areas. Information provided for each action item is:

- **Accountabilities.** For all the activities the RACI (Responsible, Accountable, Consulted and Informed) acronym is used to define the responsibilities of each action item.
 - Responsible (R): For most action items, the STIMSC is responsible for the action, the STIMSC members/organizations are responsible for integrating action items into their programs,
 - Accountable (A): A specific working group is accountable for working on the actions. The working group will assign committees and/or individuals to work on specific activities based on availability and interest.
 - Consulted (C): Various TIM stakeholders will need to respond to requests for comments and input as activities progress.
 - Informed (I): Other agencies are interested in information on the results of each action item.
- **Actions.** The tables briefly identify action items.
- **Background.** The matrix describes background information or high-level goals for each action item.
- **Action Priority.** Input from visioning workshop attendees rated implementation urgency, safety impact and mobility impact on a scale of 1 (low) to 5 (high).
- **Activities.** The matrix includes at least one activity for each action item. These activities are specific and measurable.
- **Time Frames.** Finally, the matrix includes time frames for each activity.

The matrix is a guide for each action item. The STIMSC members will identify the personnel and resources from their organizations to staff the working groups, lead and participate in TIM Teams and complete and implement the action items.

The STIMSC and work groups may adjust activities and time frames as the implementation of the TIM Strategic Plan progresses.

Focus Area 1: Policy and Procedures



Responsible STIMSC
Accountable TIM P&P Working Group
Consulted THP, TDOT, TTTA, TFCA, TSA
Informed FHWA, FMCSA



Action Item 1.1: Develop Rapid Incident Scene Clearance (RISC) Procedure

Some states provide incentive payments to towing companies to quickly open travel lanes.

Implementation Urgency (3.8)		Safety Impact (4.3)	Mobility Impact (4.0)
● ● ● ●		● ● ● ● ●	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
1.1.1	Develop RISC procedures with local stakeholders.		1-2
1.1.2	Coordinate with THP CMV enforcement division on CMV Insurance Compliance.		1-2
1.1.3	Develop a funding strategy to provide for incentives.		1-2
1.1.4	Implement findings of Tennessee State University towing research.		2-3



Action Item 1.2: Statewide TIM Standard Operating Guidelines (SOG)

Each agency has procedures for responding to traffic incidents.

Implementation Urgency (4.8)		Safety Impact (4.8)	Mobility Impact (4.7)
● ● ● ● ●		● ● ● ● ●	● ● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
1.2.1	Develop a TIM SOG for TDOT's HELP and rural service patrol (RSP) programs.		1-2
1.2.2	Develop a TIM SOG for THP.		1-2
1.2.3	Develop a TIM SOG for Fire and Rescue.		1-2
1.2.4	Develop a TIM SOG for Towing and recovery.		1-2



Action Item 1.3: Develop Hazmat Policy and Clearance Guidelines

The goal is to create comprehensive guidelines that define the costs and insurance coverage associated with hazardous materials (hazmat) cleanup activities, ensuring efficient and accountable management of the incident.

Implementation Urgency (3.8) *		Safety Impact (3.8) *	Mobility Impact (4) *
● ● ● ●		● ● ● ●	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
1.3.1	Research federal, state, and local hazmat regulations and existing policies related to cleanup costs and insurance coverage.		1-2
1.3.2	Develop hazmat policy and clearance guidelines that clearly defines standards for the types and amounts of insurance coverage required for hazmat cleanup activities, addressing liability, property damage and environmental restoration.		1-2
*This action item is added based on the comments received during the visioning workshop. The ratings are estimated.			



Action Item 1.4: Improvement of TIM Laws

Several TN statutes cover moving over/slowing down when emergency vehicles are present and steer it/clear it for the removal of vehicles from active lanes.

Implementation Urgency (3.7)		Safety Impact (4.7)	Mobility Impact (4.1)
● ● ● ●		● ● ● ● ●	● ● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
1.4.1	Review existing TIM laws with the Statewide TIM Steering Committee (STIMSC) with SWOT analysis and gaps identified after stakeholder coordination.		1-2
1.4.2	Report recommendations for improving or expanding TIM laws to the STIMSC after stakeholder coordination.		1-2
1.4.3	Identify and develop an approach to follow up with legislative liaisons for law updates and develop a summary one-pager and detailed justification(s).		2-3
1.4.4	Implement recommended improvements statewide.		2-3



Action Item 1.5: Review Everyday Counts (EDC) Compliance

EDC includes “Next-Generation TIM: Technology for Savings Lives.”

Implementation Urgency (3.7)	Safety Impact (4.3)	Mobility Impact (3.9)
● ● ● ●	● ● ● ● ●	● ● ● ●
Activity Descriptions		Time Frame (Year Completed)
1.5.1	Review and incorporate new EDC technologies into Statewide TIM SOGs and RISC procedures.	1-2



Action Item 1.6: Develop TIM Joint Operating Protocol

The 2018 draft JOP was never finalized or adopted. The goal of this action item is to develop a comprehensive JOP that will standardize and improve the response to traffic incidents, ensuring the safety of responders and the efficient management of traffic flow.

Implementation Urgency (3.5)	Safety Impact (4.1)	Mobility Impact (3.9)
● ● ● ●	● ● ● ● ●	● ● ● ●
Activity Descriptions		Time Frame (Year Completed)
1.6.1	Regional stakeholders develop JOP with TDOT, THP and others.	<1
1.6.2	Develop strategies to fill any gaps identified by local working groups.	1
1.6.3	Implement an action plan to complete and adopt an updated JOP.	2-3



Action Item 1.7: Revise the Open Roads Policy

Tennessee has an existing Open Roads Policy which has been signed by TDOT, THP and a few local agencies. See Appendix B for the list of agencies that signed the MOU.

Implementation Urgency (3.3)		Safety Impact (4.1)	Mobility Impact (3.6)
● ● ● ●		● ● ● ● ●	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
1.7.1	Review and assess existing MOU for needed updates and the status of adoption by local agencies.		1
1.7.2	Create and implement a plan to promote the adoption of the MOU by local agencies.		1
1.7.3	Recommend updates to the MOU and implement the recommendations.		2-3
1.7.4	Review the necessity of updating signatures of adopting agencies based on a change of signature authority, agency name changes or reassignment of responsibilities to another agency.		2-3

Focus Area 2: Stakeholder Coordination and Public Outreach



Responsible STIMSC
Accountable Stakeholder and Outreach WG
Consulted All TIM Response Organizations, other TIM WGs
Informed FHWA, FMCSA



Action Item 2.1: Fire Action Plan

The goal is for optimal response and management of fires impacting roadways.

Implementation Urgency (4.7)		Safety Impact (4.9)	Mobility Impact (4.6)
● ● ● ● ●		● ● ● ● ●	● ● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
2.1.1	Review fire response best practices from other states and authoritative sources such as NFPA, US Forest Service, FEMA, etc.		1-2
2.1.2	Develop action plans with strong input from the Fire Department and organizations along with THP, TDOT and Sheriff's Offices and organizations.		1-2
2.1.3	Include best practices regarding wildfires, vehicle fires, policies on lane blockage and roadway closures, visibility and locations of hydrants that could be used to support fire suppression along the interstate.		1-2
2.1.4	Adopt and circulate the Fire Action Plan for implementation.		Ongoing



Action Item 2.2: Electric Vehicle (EV) Fires

The goal is mitigating the occurrence of electric vehicle (EV) fires and reduce their potential consequences through proactive measures.

Implementation Urgency (4.7)		Safety Impact (4.9)	Mobility Impact (4.6)
● ● ● ● ●		● ● ● ● ●	● ● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
2.2.1	Incorporate EV considerations into the Fire Action Plan (Action Item 2.1) and TIM training.		3-5

Activity Descriptions		Time Frame (Year Completed)
2.2.2	Look for grant opportunities to acquire equipment for EV fire suppression.	Ongoing
2.2.3	Make equipment for EV fire suppression available to Fire Departments.	Ongoing



Action Item 2.3: STIMSC and TIM WGs

The STIMSC exists as do some WGs. The goal is to revitalize the TIM organizations and accountability for optimal effectiveness.

Implementation Urgency (4.4)	Safety Impact (4.8)	Mobility Impact (4.5)
● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
Activity Descriptions		Time Frame (Year Completed)
2.3.1	Review and update STIMSC and working group members, participation, mission and activities.	1
2.3.2	Update the agency attendee list to include decision-makers from existing member organizations and potential new organizations.	1
2.3.3	Review and update the STIMSC charter.	2-3
2.3.4	Review meeting attendance to identify strengths, weaknesses, opportunities and threats (SWOT).	2-3
2.3.5	Review and update meeting schedule, agenda, mission, etc., based on SWOT analysis.	2-3
2.3.6	Reorganize and revitalize major incident review and training development groups.	2-3



Action Item 2.4: Regional TIM Teams

This action item is intended to establish Regional TIM Teams that cover multiple counties along a TIM route.

Implementation Urgency (4.4)		Safety Impact (4.5)	Mobility Impact (4.1)
● ● ● ● ●		● ● ● ● ●	● ● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
2.4.1	Review and update regional TIM Teams: Mission, regional boundaries/overlaps, membership. Coordinate regional boundaries with HELP and RSP coverage.		1
2.4.2	Formally create regional TIM Teams.		1
2.4.3	Conduct quarterly regional TIM Team meetings.		Ongoing
2.4.4	Include tabletop exercises and after-action reviews as typical meeting items.		Ongoing
2.4.5	Develop best practice reports annually and recognize stakeholders within regional divisions.		Ongoing



Action Item 2.5: After-Action-Reviews

The goal is for AARs to be conducted and/or reported at all TIM statewide and regional TIM meetings.

Implementation Urgency (4.4)		Safety Impact (4.3)	Mobility Impact (3.1)
● ● ● ● ●		● ● ● ● ●	● ● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
2.5.1	Identify a TIM working group with the responsibility to conduct after-action reviews.		1
2.5.2	Identify statewide or regional teams to document the action.		Ongoing
2.5.3	Document actions for every incident where an emergency responder was killed, or any major lane-blocking incident or as requested by the STIMSC.		Ongoing
2.5.4	Identify a team for formal after-action reviews.		Ongoing
2.5.5	Perform after-action review.		Ongoing
2.5.6	Present and discuss the after-action review outcomes and findings at STIMSC meetings and regional TIM team meetings.		Ongoing
2.5.7	Develop a standard format for after-action review reports.		Ongoing
2.5.8	Add AAR findings in the regional quarterly TIM Reports. (See action item 2.15.)		Ongoing



Action Item 2.6: TDOT and THP TIM Meetings

This action item requires coordination with Action 1.6.

Implementation Urgency (4.2)		Safety Impact (4.0)	Mobility Impact (4.0)
● ● ● ● ●		● ● ● ●	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
2.6.1	Conduct quarterly/bi-annual/annual coordination meetings and invite representatives from all districts and regions.		Ongoing
2.6.2	Include after-action reviews and TIM data, and performance reporting in meeting agendas.		Ongoing



Action Item 2.7: Crash Responders Awareness Safety Week

The primary emphasis is to remind motorists to move over for stopped emergency and work vehicles.

Implementation Urgency (4.2)		Safety Impact (4.4)	Mobility Impact (4.1)
● ● ● ● ●		● ● ● ● ●	● ● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
2.7.1	Participate in CRSW annually.		Ongoing
2.7.2	Candidate activities: mock training videos, TIM newsletter articles, dynamic message sign (DMS) messages, social media campaigns, media ride-along with HELP or other TDOT responders, a conference and training or new releases for agency public information officers (PIOs).		Ongoing
2.7.3	Develop and issue Governor's Proclamation each year.		Ongoing



Action Item 2.8: Drivers Education Plan

Driver education materials are needed to inform urban and rural drivers about emerging TIM policies and technologies.

Implementation Urgency (4.0) *		Safety Impact (4.0) *	Mobility Impact (3.5) *
● ● ● ●		● ● ● ●	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
2.8.1	Review driver education material for responder safety content.		1-2
2.8.2	Develop TIM-related driver educational messages or themes.		Ongoing
2.8.3	Recommend TIM training content to the Tennessee Department of Safety and Homeland Security.		Ongoing
2.8.4	Use existing THP, TDOT, THSO and local agencies social media, PIOs and DMS to disseminate TIM educational messages to drivers.		Ongoing
*This action item is added based on the comments received during the visioning workshop. The ratings are estimated.			



Action Item 2.9: Social Media

The goal is to use THP and TDOT social media platforms to disseminate timely, accurate, traffic incident information.

Implementation Urgency (3.9)		Safety Impact (4.0)	Mobility Impact (3.9)
● ● ● ●		● ● ● ●	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
2.9.1	Develop guideline for the use of social media.		1
2.9.2	Use social media to share real-time and planned traffic incident information.		Ongoing
2.9.3	Partner with THP, THSO, local agencies, and/or TDOT to disseminate timely, accurate updates to the public via ITS, SmartWay, social media, and media outlets.		Ongoing
2.9.4	Plan social media campaign for National Crash Responder Safety Week (CRSW) each year. (See Action Item 2.7 for additional details).		Ongoing



Action Item 2.10: Joint Operations Protocols for Statewide TIM

This action item requires coordination with Action 1.6.

Implementation Urgency (3.7)		Safety Impact (4.0)	Mobility Impact (3.9)
● ● ● ●		● ● ● ●	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
2.10.1	Review, validate, update and finalize JOP.		1
2.10.2	Develop guidelines for regional TIM JOP to implement at the local level.		Ongoing



Action Item 2.11: Local/Corridor TIM Teams

The goal is to establish Local TIM Teams based on local needs. The TIM Teams may cover a city, county or route segment.

Implementation Urgency (3.6)		Safety Impact (3.9)	Mobility Impact (3.6)
● ● ● ●		● ● ● ●	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
2.11.1	Review and update local TIM Team mission, membership and participation based on increased service patrol coverage.		1
2.11.2	Formally create local TIM Teams based on local needs, major construction projects or other permanent or <i>ad hoc</i> factors. Encourage participation of smaller agencies.		1
2.11.3	Support and conduct local TIM Team meetings quarterly, or as needed, at a site central to the team.		Ongoing
2.11.4	Include tabletop exercises and after-action reviews as typical meeting items.		Ongoing
2.11.5	Develop a common detour route plan or special event coordination. (Update the interstate incident management plan -infrastructure and real-time issues.)		Ongoing



Action Item 2.12: TIM Self-Assessments

The goal is to conduct a self-assessment for each regional and local TIM Team to evaluate and improve the effectiveness, efficiency and safety of TIM procedures and practices.

Implementation Urgency (3.6)		Safety Impact (3.9)	Mobility Impact (3.5)
● ● ● ◐		● ● ● ●	● ● ● ◐
Activity Descriptions			Time Frame (Year Completed)
2.12.1	Develop TN and locally focused criteria for self-assessments.		1-2
2.12.2	Conduct TIM self-assessments for rural areas.		1-2
2.12.3	Complete self-assessments for all established regional TIM teams.		1-2
2.12.4	Conduct annual FHWA statewide and regional TIM self-assessments.		Ongoing
2.12.5	Identify priority areas for improvements based on the assessment findings.		Ongoing
2.12.6	Engage STIMSC and regional TIM teams to assist in creating develop action plans for improvements.		Ongoing
2.12.7	Facilitate information exchange through STIMSC and regional TIM teams, encouraging agencies to learn from one another's experiences and successes.		Ongoing



Action Item 2.13: Formalize TIM WGs and Meetings

This action item is intended to build on the momentum developed in Activity 2.3.

Implementation Urgency (3.5)		Safety Impact (3.8)	Mobility Impact (3.6)
● ● ● ◐		● ● ● ●	● ● ● ◐
Activity Descriptions			Time Frame (Year Completed)
2.13.1	Formalize TIM Working Group names, roles and meeting schedules, and identify agency champions.		1
2.13.2	Conduct TIM Working Group meetings, and invite participation from large and small departments, organizations and the private sector.		Ongoing



Action Item 2.14: STIMSC Meetings

This action item builds on Action 2.3.

Implementation Urgency (3.4)		Safety Impact (3.3)	Mobility Impact (3.3)
● ● ● ◐		● ● ● ◐	● ● ● ◐
Activity Descriptions			Time Frame (Year Completed)
2.14.1	Schedule and conduct face-to-face and virtual meetings.		Ongoing
2.14.2	Review and update the STIMSC Charter.		1
2.14.3	Review meeting attendance to identify strengths, weaknesses, opportunities and threats (SWOT).		1
2.14.4	Review and update meeting schedule, agenda, mission, etc., based on SWOT analysis.		Ongoing
2.14.5	Monitor TIM training classes and participation.		Ongoing
2.14.6	Monitor TIM resource availability, distribution and coverage.		Ongoing
2.14.7	Monitor TIM Working Groups Action Items and TIM Teams status.		Ongoing
2.14.8	Monitor after-action review reports and outcomes.		Ongoing
2.14.9	Reorganize and revitalize major incident review and training development groups.		Ongoing



Action Item 2.15: TIM Newsletter

A newsletter is a tool used by other states for updating statewide stakeholders about TIM activities and best practices.

Implementation Urgency (3.4)		Safety Impact (3.2)	Mobility Impact (3.0)
● ● ● ◐		● ● ● ◐	● ● ●
Activity Descriptions			Time Frame (Year Completed)
2.15.1	Identify resources for generating content and publishing a newsletter.		2-3
2.15.2	Identify standard content such as training schedules, TN TIM branding, etc.		2-3
2.15.3	Produce, publish and promote the TN TIM newsletter for TIM organizations and public consumption.		Ongoing

Focus Area 3: Training and Education



Responsible STIMSC
Accountable Training and Education WG
Consulted All TIM Response Organizations, other TIM WGs
Informed FHWA, FMCSA



Action Item 3.1: Quick Vehicle Removal

Service patrol and THP vehicles are equipped with oversized front-push bumpers.

Implementation Urgency (4.6)		Safety Impact (4.8)	Mobility Impact (4.6)
● ● ● ● ● ◐		● ● ● ● ● ◐	● ● ● ● ● ◐
Activity Descriptions			Time Frame (Year Completed)
3.1.1	Develop and present "push-pull-drag" training to appropriate TIM responding organizations (e.g., service patrol contractors, towing companies, THP, etc.).		2-3
3.1.2	Organize annual hands-on training in each region.		Ongoing
3.1.3	Explore the use of the TN TIM training facility for this training.		Ongoing



Action Item 3.2: Development of Training Plan for EV Fire and Hazards

The goal is to have all the necessary training incorporated into the TIM strategic plan.

Implementation Urgency (4.5)		Safety Impact (4.4)	Mobility Impact (4.2)
● ● ● ● ● ◐		● ● ● ● ● ◐	● ● ● ● ● ◐
Activity Descriptions			Time Frame (Year Completed)
3.2.1	Develop a plan for training on EV hazards and identify resources for training.		Ongoing



Action Item 3.3: Responder

Responder Safety Training will include scenario-based training, tabletop exercises and quizzes.

Implementation Urgency (4.3)		Safety Impact (4.6)	Mobility Impact (4.3)
● ● ● ● ◐		● ● ● ● ◐	● ● ● ● ◐
Activity Descriptions			Time Frame (Year Completed)
3.3.1	Train the responder to maintain safety while assisting.		Ongoing
3.3.2	Utilize existing state-based and nationally accepted trainings and/or develop safety-focused training for responders as needed.		Ongoing
3.3.3	Organize regional tabletop training exercises for responders and commanders.		Ongoing
3.3.4	Explore the possibility of issuing in-service credits to the attendees in coordination with their respective agencies.		Ongoing



Action Item 3.4: FHWA Second Strategic Highway Research Program (SHRP2) Responder Training Program

Training is designed to bring police, fire, DOT, towing, medical and other incident responders together to engage in interactive, hands-on incident resolution exercises.

Implementation Urgency (4.2)		Safety Impact (4.4)	Mobility Impact (4.0)
● ● ● ● ◐		● ● ● ● ◐	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
3.4.1	Plan and conduct a train-the-trainer session at least one time a year.		Ongoing
3.4.2	Maintain an updated inventory of the SHRP2 trainer list.		Ongoing
3.4.3	Plan and conduct two TIM responder training sessions annually in each of TDOT's four regions with a focus on organizations that have signed the Open Roads Policy MOU.		Ongoing
3.4.4	Track and review train-the-trainers count and evaluate the need for setting up a minimum number to trainings per year.		Ongoing



Action Item 3.5: Public

The public needs to be well aware of the responder's safety.

Implementation Urgency (4.0)		Safety Impact (4.1)	Mobility Impact (3.6)
● ● ● ●		● ● ● ● ●	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
3.5.1	Launch a public campaign to educate on responder safety and move over law.		Ongoing
3.5.2	Assess impacts of public campaigns based on target demographics and adjust, as needed, to improve effectiveness.		Ongoing



Action Item 3.6: TN TIM Training Facility

The facility provides an area to simulate a variety of crashes, allowing emergency responders to train on safe and efficient techniques for clearing major highway incidents.

Implementation Urgency (3.2)		Safety Impact (3.4)	Mobility Impact (3.0)
● ● ● ●		● ● ● ● ●	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
3.6.1	Conduct a SWOT analysis of the historical usage of the TIM training facility.		2-3
3.6.2	Develop a plan for training more TIM organizations (THP, TDOT, local law enforcement, other first responders, towing companies, etc.).		2-3
3.6.3	Explore a plan for organizing hands-on training for all first responder agencies and calendar training one year in advance.		Ongoing
3.6.4	Develop a plan for regional training facilities funding.		Ongoing

Focus Area 4: TIM Data Management



Responsible STIMSC
Accountable Data Management WG, THP, TDOT, THSO
Consulted All TIM Response Organizations, other TIM WGs
Informed FHWA, FMCSA



Action Item 4.1: Modification of SmartWay Central Software (SWCS) data collection for TIM

The goal is for SWCS and computer-aid dispatch (CAD) systems to share TIM-related data in real-time.

Implementation Urgency (4.1)		Safety Impact (4.2)	Mobility Impact (4.1)
● ● ● ●		● ● ● ●	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
4.1.1	Implement software for SWCS and CAD sharing across all agencies, including tagging of primary and secondary incidents.		1-2
4.1.2	Maintain consistency and accuracy in data collection processes.		Ongoing
4.1.3	Promote a culture of data security awareness among agencies and employees.		Ongoing



Action Item 4.2: Push Notifications for Motorist Warnings

The goal is to implement a system to send push notifications to digital mapping apps, alerting motorists about traffic incidents, hazards and road closures in real-time.

Implementation Urgency (4.0) *		Safety Impact (3.8) *	Mobility Impact (3.8) *
● ● ● ●		● ● ● ●	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
4.2.1	Explore and implement the use of third-party applications such as Waze and others to allow for push notifications.		1-2
*This action item is added based on the comments received during the visioning workshop. The ratings are estimated.			



Action Item 4.3: TIM Data Collection, Analysis and Sharing

The goal is for robust, user-centric, real-time, automated, interagency TIM data sharing and analytics.

Implementation Urgency (3.8)		Safety Impact (3.8)	Mobility Impact (3.3)
● ● ● ●		● ● ● ●	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
4.3.1	Perform data SWOT.		1
4.3.2	Identify and prioritize filling gaps in data collection, analysis and sharing.		2-3
4.3.3	Develop performance measure tracking strategy based on TIM data.		3-4
4.3.4	Implement data collection, analysis and sharing strategy.		Ongoing
4.3.5	Develop a robust secondary crash data collection system. Consider collecting near-miss event data.		3-4
4.3.6	Create a data glossary.		2-3



Action Item 4.4: Shared Video Streams between Agencies

The goal is for real-time video sharing between agencies.

Implementation Urgency (3.7)		Safety Impact (3.9)	Mobility Impact (3.6)
● ● ● ●		● ● ● ●	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
4.4.1	TDOT shares real-time video with THP, local law enforcement agencies, emergency dispatch centers and regional medical communication centers and vice versa.		Ongoing
4.4.2	Determine the need for a strong policy for sharing video streams.		2-3
4.4.3	Develop a video stream-sharing policy, if needed.		3-4



Action Item 4.5: TIM data management and security play

The goal is for well-managed and secure TIM data.

Implementation Urgency (3.7)		Safety Impact (3.7)	Mobility Impact (3.4)
● ● ● ●		● ● ● ●	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
4.5.1	Develop TIM an interagency, unified data management and security plan.		1-2
4.5.2	Implement TIM data management and security plan.		Ongoing



Action Item 4.6: TIM data integration

The goal is for well-integrated data systems.

Implementation Urgency (3.5)		Safety Impact (4.0)	Mobility Impact (3.6)
● ● ● ●		● ● ● ●	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
4.6.1	Develop a framework for TIM data integration incorporating a common data dictionary, data collection and monitoring.		1-2
4.6.2	Implement data integration framework across agency platforms.		Ongoing



Action Item 4.7: Dashboards for TIM performance measures

The goal is for data-driven TIM dashboards to be created for TIM agencies, managers, professionals and the public.

Implementation Urgency (2.8)		Safety Impact (3.1)	Mobility Impact (2.8)
● ● ●		● ● ● ●	● ● ●
Activity Descriptions			Time Frame (Year Completed)
4.7.1	Develop dashboards for TIM performance measures.		1
4.7.2	Develop a public-facing dashboard on the TDOT TIM page.		2-3
4.7.3	Develop TSM&O landing page for all TSM&O dashboards.		1

Focus Area 5: Responder Safety Initiatives



- Responsible** STIMSC
- Accountable** Responder Safety Initiatives WG, THP, TDOT, TTTA
- Consulted** All TIM Response Organizations, other TIM WGs, EPA, Sheriff's Office, Fire Department
- Informed** FHWA, FMCSA, Regional and Local TIM Teams



Action Item 5.1: Advanced Warning System TIM

The goal is to equip responder vehicles with technology to warn motorists.

Implementation Urgency (4.7)		Safety Impact (4.5)	Mobility Impact (4.3)
● ● ● ● ●		● ● ● ● ●	● ● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
5.1.1	Identify advanced warning systems available for TIM response agencies.		Ongoing
5.1.2	Incorporate technology to warn motorists.		Ongoing



Action Item 5.2: TIM Response Vehicle Portable Safety Equipment

The goal is to enhance the safety of responder vehicles through the integration of portable safety equipment.

Implementation Urgency (4.6)		Safety Impact (4.9)	Mobility Impact (4.5)
● ● ● ● ●		● ● ● ● ●	● ● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
5.2.1	Assess portable safety equipment to identify and prioritize vehicle safety equipment additions and changes.		Ongoing
5.2.2	Prioritize portable vehicle safety equipment changes.		1
5.2.3	Implement portable safety equipment changes and develop.		2-3



Action Item 5.3: Evaluate TIM operator injuries and property damage incidents to identify trends and develop mitigation strategies.

The goal is to enhance the safety of TIM operators and reduce property damage incidents by analyzing past incidents, identifying trends and implementing proactive strategies.

Implementation Urgency (4.5) *		Safety Impact (4.4) *	Mobility Impact (4.2) *
● ● ● ● ●		● ● ● ● ●	● ● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
5.3.1	Collect data on TIM operator injuries and property damage and analyze the data to identify common trends, patterns and root causes behind operator injuries and property damage incidents.		Ongoing
5.3.2	Develop a set of targeted mitigation strategies based on the identified trends and root causes. These may include improved training, equipment enhancements, better communication protocols or changes in operational procedures.		Ongoing
5.3.3	Monitor the implementation of mitigation strategies and gather feedback from TIM operators. Make necessary adjustments to improve their effectiveness.		Ongoing
*The action item is added after the visioning workshop. The ratings are estimated.			

+ **Action Item 5.4: Strategies for Enhanced Safe and Efficient Clearance of Disabled Vehicles and Spills**

The goal is to explore different safe and quick roadway clearance strategies.

Implementation Urgency (4.4)		Safety Impact (4.5)	Mobility Impact (4.0)
● ● ● ● ●		● ● ● ● ●	● ● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
5.4.1	Assess enhanced safe and efficient vehicle clearance strategies.		1
5.4.2	Prioritize enhanced clearance strategies statewide.		2-3
5.4.3	Recommend priorities for enhanced clearance strategy implementation statewide and/or regionally.		2-3
5.4.4	Adopt statewide priorities for enhanced clearance strategy implementation.		3-4
5.4.5	Implement enhanced clearance strategies.		4-5

+ Action Item 5.5: TIM Response Personnel Safety Apparel

The goal is to equip responders with proper apparel to maximize visibility and safety at incident scenes.

Implementation Urgency (4.2)		Safety Impact (4.9)	Mobility Impact (3.8)
● ● ● ● ●		● ● ● ● ●	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
5.5.1	Assess response personnel safety apparel to identify and prioritize safety apparel additions and changes.		1
5.5.2	Prioritize safety apparel changes.		1
5.5.3	Implement safety apparel changes.		2-3

+ Action Item 5.6: Response Vehicle Safety Features Equipment

The goal is to enhance the safety of responder vehicles through the integration of vehicle safety features and equipment.

Implementation Urgency (4.1)		Safety Impact (4.7)	Mobility Impact (3.9)
● ● ● ● ●		● ● ● ● ●	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
5.6.1	Review best practices and identify on-vehicle and work zone lighting options to improve responder safety.		1
5.6.2	Collaborate with local agencies to generate innovative ideas.		1
5.6.3	Assess vehicles from the various response groups to identify and prioritize vehicle safety feature additions and changes.		1-2
5.6.4	Prioritize vehicle safety equipment changes.		3-4
5.6.5	Implement vehicle safety equipment changes.		Ongoing



Action Item 5.7: TIM Response Vehicle Portable Incident Response Equipment

The goal is to equip responder vehicles with adequate equipment for safe and quick scene clearance.

Implementation Urgency (3.6)		Safety Impact (3.8)	Mobility Impact (3.3)
● ● ● ●		● ● ● ●	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
5.7.1	Assess portable incident response equipment available.		1
5.7.2	Identify and prioritize additional equipment needed.		2
5.7.3	Implement portable incident response equipment changes.		3-4

Focus Area 6: Emerging Technology



- Responsible** STIMSC
- Accountable** Emerging Technology WG, THP, TDOT, LLEA, DSHS
- Consulted** All TIM Response Organizations, other TIM WGs
- Informed** FHWA, FMCSA



Action Item 6.1: Partnering with Major Tech Companies

The goal is to explore collaboration opportunities with major tech companies (e.g., Google Cloud, AWS) to leverage their data resources.

Implementation Urgency (4.5) *		Safety Impact (4.0) *	Mobility Impact (4.0) *
● ● ● ● ●		● ● ● ● ●	● ● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
6.1.1	Research and compile a list of potential big tech partners and develop a targeted outreach strategy to establish contact with them.		2-3
6.1.2	Develop a robust data strategy, including data governance, security measures and data-sharing protocols.		2-3
6.1.3	Continuously evaluate and adjust data utilization strategies to enhance incident response and road safety.		3-5
*The action item is added after the visioning workshop. The ratings are estimated.			



Action Item 6.2: Communications

The goal is to use CV applications and use cases to improve the safety and mobility impacts of crashes.

Implementation Urgency (4.3)		Safety Impact (4.5)	Mobility Impact (4.4)
● ● ● ● ●		● ● ● ● ●	● ● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
6.2.1	Discuss radio coverage and expansion with TACN quarterly or biennially with a focus on the quality of rural dedicated radio and commercial cellular (voice and data) communication.		2-3
6.2.2	Discuss eliminating or bridging the gaps in radio coverage with TACN.		2-3
6.2.3	Follow through with the implementation recommendations.		3-5



Action Item 6.3: Traffic Homicide Investigation Technology

The goal is to use technology to improve the thoroughness, accuracy and timeliness of investigations.

Implementation Urgency (4.3)		Safety Impact (4.1)	Mobility Impact (4.0)
● ● ● ● ◐		● ● ● ● ◐	● ● ● ●
Activity Descriptions			Time Frame (Year Completed)
6.3.1	Identify new technologies, such as Lidar, for EVs and evaluate to incorporate the technology in TN EV technology.		1-2
6.3.2	Implement new technologies for homicide investigations.		Ongoing



Action Item 6.4: Smartphone Application

The goal is to implement smartphone applications that improve safety and reduce delays associated with traffic incidents.

Implementation Urgency (3.7)		Safety Impact (3.9)	Mobility Impact (3.6)
● ● ● ◐		● ● ● ●	● ● ● ◐
Activity Descriptions			Time Frame (Year Completed)
6.4.1	Explore the feasibility of developing a TN TIM smartphone application or partnering with an information provider.		2-3
6.4.2	Identify smartphone application features and functions that are a priority for TN.		2-3
6.4.3	Implement and support smartphone applications.		Ongoing



Action Item 6.5: Drones/Unmanned Aerial Systems (AES)

The goal is to use AES to assist with lane clearance and provide real-time information to travelers.

Implementation Urgency (3.4)		Safety Impact (3.6)	Mobility Impact (3.6)
● ● ● ◐		● ● ● ◐	● ● ● ◐
Activity Descriptions			Time Frame (Year Completed)
6.5.1	Investigate usage of UAS to facilitate incident scene investigation and mapping in TN. The investigation would include a SWOT analysis covering UAS devices, piloting, training, policies and responsibilities.		2-3
6.5.2	Implement practicable UAS technologies.		Ongoing



Action Item 6.6: Electric Vehicle Technology

The goal is for TN TIM to effectively respond to EV incidents as well as incorporate EV into TIM response.

Implementation Urgency (3.4)		Safety Impact (3.7)	Mobility Impact (3.3)
● ● ● ◐		● ● ● ◐	● ● ● ◐
Activity Descriptions			Time Frame (Year Completed)
6.6.1	Identify new technologies for EVs and evaluate to incorporate the technology in TN EV technology.		1-2
6.6.2	Implement EV technologies related to TIM.		Ongoing

 **Action Item 6.7: Near-Miss Tracking**

The goal is to reduce TIM responder exposure to dangers associated with close encounters with traffic.

Implementation Urgency (3.2)		Safety Impact (3.6)	Mobility Impact (2.9)
● ● ●		● ● ●	● ● ●
Activity Descriptions			Time Frame (Year Completed)
6.7.1	Develop a metric for measuring, monitoring and annually reporting the number of near-miss events and move-over law violations.		1-3
6.7.2	Identify tools and strategies such as Operational Safety on the SmartWays (SOS) to increase motorist awareness of TIM responders.		2-3
6.7.3	Implement tools and strategies to improve motorist awareness and responder safety.		Ongoing

 **Action Item 6.8: Connected Vehicles (CV)**

The goal is to use CV applications and use cases to improve the safety and mobility impacts of crashes.

Implementation Urgency (3.0)		Safety Impact (3.3)	Mobility Impact (2.1)
● ● ●		● ● ●	● ●
Activity Descriptions			Time Frame (Year Completed)
6.8.1	Explore the feasibility of equipping incident and emergency response vehicles with mobile CV roadside units to transmit incident data to approaching vehicles equipped with CV onboard units. Feasibility will include strategies for funding procurement and installation in TIM agency vehicles.		3-5

Appendix A - TIM Visioning Workshop Attendees and Agencies

NAME	AGENCY	TITLE	NAME	AGENCY	TITLE
Rick Boatwright	Chattanooga Fire Dept.	Deputy Chief	David Wortham	TDOT	Hwy Resp Operator Sup.
Heather Williams	Chattanooga PD	Sgt.	Charlie Caplinger	THP	Wrecker Lt.
Kevin Akins	Chattanooga PD	Lt.	David Roark	THP	Lt.
Christopher (C.J.) Davis	Hamilton County	Special Operations Chief	Derrick Watson	THP	Wrecker Lt.
Winston Shields	Hamilton County OEM	Deputy Director	George Smith	THP	Major
Buddy Gibson	Knox Fire	Captain	Kevin Davidson	THP	Lt.
Scott DeArmond	Knoxville County Sheriff	Sgt.	Michael Edwards	THP	Lt.
Brian Bumpus	Knoxville PD	Lt.	Timothy Spicer	THP	Major
Mark Pack	Knoxville Sheriff's Office	Sgt.	Wayne Jackson	THP	Wrecker Lt.
Jason Stuart	Memphis Fire	Chief	William Butler	THP	Wrecker Lt.
Marcus Worthy	Memphis PD	Colonel	Chris Hosick	THP	Wrecker Lt.
John Dabbs	Northeast TN Regional EMS	Regional Director	Bobby Clevenger	THP	LT.
Brenda Jones	Shelby County EMA	Manager	Aaron Loden	THSO	LEL - CUMBERLAND
Brian Robinson	TARS	Director	Armando Fontes	THSO	LEL - EAST
Ben Price	TDOT HQ	Chief Engineer	Joel Brisson	THSO	LEL - MIDDLE
Mark Dykes	TDOT R1 TMC	Manager	Michael Presson	THSO	LEL - WEST
Brian White	TDOT R4 TMC	Manager	Steve Dillard	THSO	Senior Law Enforcement Liaison
Lacy Word	TDOT R2 TMC	Manager	Angela Roper	TTTA	Director
Adam Perez	TDOT R3 TMC	Manager	Marty Pollock	TTA	Safety Director

Appendix B – List of Agencies Signed the Open Road Policy

Region 1 Agencies

City/County Agency	Date Signed	City/County Agency	Date Signed
Alcoa PD	6/8/2015	Jonesborough Dept of Public Safety	8/10/2015
Anderson County Sheriff's Office	9/28/2015	Kingston PD	8/10/2015
Baileyton Police Dept	9/10/2015	Knox County Sheriff's Office	10/15/2015
Baileyton Police Dept	1/28/2020	Limestone VFD	10/1/2013
Baneberry Police Dept	6/11/2015	Loudon County Sheriff's Office	7/9/2015
Blaine Police Dept	8/12/2015	Maryville PD	6/4/2015
Blount County Sheriff's Office	8/12/2015	Maynardville PD	10/4/2015
Campbell County Sheriff's Office	9/10/2015	Monroe County Sheriff's Office	10/2/2015
Carter County Sheriff's Office	9/14/2015	Morristown PD	8/21/2015
Church Hill Police Dept	6/8/2015	Morristown-Hamblen EMA	8/24/2015
City of Bristol	9/30/2015	New Market PD	10/14/2015
City of Gatlinburg PD	9/17/2015	New Tazewell PD	8/12/2015
City of Harriman	9/10/2015	Newport PD	9/11/2015
City of Knoxville	9/8/2015	Nolichucky VFD	10/1/2013
City of Lafollette PD	1/28/2020	Norris Public Safety Department	8/11/2015
City of Lenoir City	8/11/2015	Parrottsville PD	10/1/2015
City of Oak Ridge	8/6/2015	Roane County Sheriff's Office	8/12/2015
City of Pigeon Forge	1/29/2020	Rutledge PD	6/14/2015
Clinton Police Dept	8/14/2015	Scott County Sheriff's Office	8/17/2015
Cocke County Sheriff's Office	8/10/2015	Sevier County Sheriff's Office	6/9/2015
Elizabethton PD	9/14/2015	Sevierville PD	9/21/2015
EM Breeville VFD	10/2/2013	Sullivan County Sheriff's Office	10/2/2015
ETSU Dept of Public Safety	1/28/2020	Surgoinville PD	6/8/2015
Grainger County Sheriff's Office	6/15/2015	Sweetwater PD	9/11/2015
Gray VFD	10/1/2013	Town of Bean Station	6/5/2015
Greene County	7/1/2015	Town of Dandridge	8/12/2015
Greeneville PD	9/14/2015	Town of Mountain City	9/1/2015
Hancock County Sheriff's Office	2/12/2020	Town of Oliver Springs	8/7/2015
Hawkins County Sheriff's Office	11/20/2015	Town of Vonore	8/6/2015
Jacksboro PD	9/14/2015	Tusculum PD	9/18/2015
Jefferson City PD	9/18/2015	Unicoi County Sheriff's Dept	9/24/2015
Jefferson County Sheriff's Office	8/4/2015	UTK PD	9/10/2015
Jellico City/Campbell County	6/15/2015	Wartbury PD	9/11/2015
Johnson City PD	10/1/2015	White Pine PD/FD	6/29/2015

Region 2 Agencies

City/County Agency	Date Signed	City/County Agency	Date Signed
Algood PD	6/8/2015	Grundy County Sheriff's Office	6/24/2022
Baxter PD	6/22/2015	Jackson County Sheriff's Dept	7/13/2015
Bledsoe County Sheriff's Dept	8/4/2015	Jasper PD	6/30/2015
Bradley County Sheriff's Office	6/23/2015	Livingston PD	8/13/2015
Calhoun PD	8/11/2015	Manchester PD	6/4/2015
Cannon County Sheriff's Dept	6/23/2015	Marion County Sheriff's Dept	8/10/2015
Celina PD	8/13/2015	McMinnville PD	6/24/2015
Chattanooga PD	8/13/2015	Monteagle PD	8/25/2015
City of Crossville	6/4/2015	Monterey PD	6/14/2015
City of East Ridge	7/23/2015	Niota PD	7/10/2015
City of Etowah	7/20/2015	Overton County Sheriff's Dept	7/15/2015
City of Jamestown	7/31/2015	Pickett County Sheriff's Office	6/29/2015
City of Red Bank	7/23/2015	Pikeville PD	7/30/2015
City of Sparta	6/18/2015	Polk County Sheriff's Office	8/13/2015
Clay County Sheriff's Office	7/16/2015	Powell's Crossroads	11/24/2015
Cleveland-Bradley County Govt	4/1/2015	Rhea County Sheriff's Dept	9/24/2015
Collegedale	8/18/2015	Sequatchie County Sheriff's Dept	6/10/2015
Cookeville PD	8/10/2015	Sewanee PD	7/10/2015
Cowan/Franklin	8/12/2015	Signal Mountain Police	7/14/2015
Crossroads VFD	9/28/2015	Smithville PD	7/15/2015
Cumberland County Sheriff's Office	6/24/2015	Soddy-Daisy PD	3/11/2015
Dayton PD	6/4/2015	South Pittsburg PD	7/13/2015
Decatur PD	6/23/2015	Sparta White County Sheriff's Office	6/22/2015
Decherd PD	6/29/2015	Spencer PD	6/25/2015
Dunlap PD	6/24/2015	Town of Kimball	7/6/2015
East Ridge PD	6/23/2022	Town of Spring City	7/3/2015
Englewood PD	7/3/2015	Town of Woodbury	6/5/2015
Estill Springs PD	6/30/2015	Tracy City PD	8/3/2015
Fentress County Govt	6/9/2015	Tullahoma PD	8/11/2015
Gainesboro PD	8/26/2015	Van Buren County Sheriff's Dept	7/1/2015

Region 3 Agencies

City/County Agency	Date Signed	City/County Agency	Date Signed
Alexandria PD	6/18/2015	Lawrence County Sheriff's Dept	8/11/2015
APSU PD	8/4/2015	Lawrenceburg PD	8/5/2015
Ardmore PD	10/30/2015	Lebanon PD	8/4/2015
Bedford County Sheriff's Dept	9/14/2015	Lewis County Sheriff's Office	8/10/2015
Bell Buckle PD	6/24/2015	Lincoln County Sheriff's Dept	8/3/2015
Belle Meade PD	8/4/2015	Linden/Perry County Sheriff's Office	9/23/2015
Burns PD	10/28/2015	Macon County Govt	6/23/2015
Centerville PD	7/6/2015	Marshall County Sheriff's Office	8/6/2015
Chapel Hill PD and Fire	6/22/2015	Maury County Sheriff's Dept	8/6/2015
Cheatham County Sheriff's Office	8/10/2015	Metro Nashville PD	12/6/2012
City of Ardmore	6/30/2015	Montgomery County EMA	12/3/2013
City of Dickson	7/9/2015	Moore County	9/22/2015
City of Fairview	8/7/2015	Mt Juliet PD	10/27/2015
City of Gallatin	10/8/2015	Murfreesboro PD	5/20/2014
City of Goodlettsville	7/23/2015	New Johnsonville PD	8/24/2015
City of Loretto	6/24/2015	Nolensville PD	8/7/2015
City of Waynesboro PD	9/22/2015	Pleasant View PD	8/3/2015
City of White House PD	8/10/2015	Portland PD	11/22/2015
Clarksville PD	10/1/2013	Red Boiling Springs PD	8/4/2015
Collinwood PD	8/13/2015	Ridgetop PD	9/30/2015
Coopertown PD	10/5/2015	Saint Joseph PD	10/31/2015
Cross Plains PD	9/21/2015	Shelbyville PD	1/27/2020
Dickson County Sheriff's Office	2/18/2020	Springfield PD	9/18/2015
Dover PD	7/6/2015	Stewart County Sheriff's Office	7/6/2015
Eagleville PD	7/6/2015	Sumner County Sheriff's Office	9/21/2015
Erin PD	8/5/2015	Town of Ashland City	7/14/2015
Ethridge PD	8/10/2015	Town of Bell Buckle	9/24/2015
Fayetteville PD	7/7/2015	Town of Smyrna PD	10/13/2015
Gordonsville PD	8/27/2015	Town of Wartrace PD	10/5/2015
Hartsville/Trousdale County Govt	6/18/2015	Vol State CC Campus PD	10/9/2015
Hendersonville PD	9/25/2015	Wartrace PD	6/24/2015
Hickman County Sheriff's Dept	8/4/2015	Wayne County Sheriff's Office	6/9/2015
Humphreys County Sheriff's Office	9/10/2015	Westmoreland PD	10/21/2015
Lafayette PD	8/11/2015	White Bluff PD	9/25/2015
LaVergne PD	8/3/2015	Williamson County Sheriff's Office	8/6/2015

Region 4 Agencies

City/County Agency	Date Signed	City/County Agency	Date Signed
Adamsville PD	1/22/2020	Halls PD	9/16/2012
Atoka PD	6/25/2015	Hardeman County Sheriff's Office	7/1/2015
Bartlett PD	8/3/2015	Haywood County Sheriff's Dept	9/30/2015
Bells PD	6/17/2015	Henderson PD	9/28/2015
Benton County Sheriff's Office	9/25/2015	Hollow Rock PD	8/3/2015
Big Sandy PD	9/23/2015	Humboldt PD	8/3/2015
Bradford PD	9/28/2015	Huntingdon PD	9/22/2015
Brownsville PD	1/28/2020	Jackson PD	10/16/2015
Bruceton PD	8/5/2015	Kenton PD	9/27/2015
Camden PD	10/5/2015	Lauderdale County Sheriff's Dept	9/29/2015
Carroll County Sheriff's Office	1/22/2020	Madison County Sheriff's Office	8/6/2015
City of Alamo PD	9/18/2015	McKenzie PD	8/10/2015
City of Crump PD	8/13/2015	McNairy County Sheriff's Office	11/5/2015
City of Martin PD	1/22/2020	Medina PD	7/20/2015
City of Middleton	11/16/2015	Memphis PD	6/22/2022
City of Munford PD	6/11/2015	Millington PD	1/23/2020
City of Saultillo	1/24/2020	Newbern PD	1/27/2020
Clarksburg PD	8/3/2015	Paris PD	1/23/2020
Collierville PD	8/6/2015	Parsons PD	8/1/2015
Covington PD	8/5/2015	Ripley PD	7/27/2015
Crockett County Sheriff's Dept	8/14/2015	Rutherford PD	10/5/2015
Crockett PD	8/4/2015	Saltillo PD	8/12/2015
Decatur County Sheriff's Office	9/22/2015	Scotts Hill PD	10/5/2015
Dover PD	10/7/2015	Selmer PD	8/11/2015
Dresden PD	8/3/2015	Sharon PD	8/14/2015
Dyer PD	8/13/2015	Shelby County Sheriff's Office	6/16/2015
Fayette County Sheriff's Office	1/23/2020	Tipton County Sheriff's Office	1/22/2020
Friendship PD	9/11/2015	Tiptonville PD	8/10/2015
Gadsden PD	8/6/2015	Town of Hornbeak	9/25/2015
Gallaway PD	1/22/2020	Town of Oakland	6/15/2015
Gates PD	8/10/2015	Town of Somerville	8/6/2015
Germantown PD	1/23/2020	Trenton PD	8/24/2015
Gibson PD	9/24/2015	Union City PD	8/5/2015
Gleason PD	2/5/2020	UT Martin Campus	10/30/2015
Grand Junction PD	9/17/2015	Weakley County Sheriff's Office	1/27/2020
Greenfield PD	8/5/2015	Whiteville FD	8/4/2015



Tennessee Emergency Medical Services (EMS)

TN Emergency Management Agency (TEMA)



THANK YOU TO OUR STAKEHOLDERS