

**REPORT OF THE VIRGINIA  
DEPARTMENT OF STATE POLICE**

**A Report on the Statewide  
Traffic Incident Management  
Committee (SJR 277, 2013)**

**TO THE GOVERNOR AND  
THE GENERAL ASSEMBLY OF VIRGINIA**



**SENATE DOCUMENT NO. 3**

**COMMONWEALTH OF VIRGINIA  
RICHMOND  
2014**



**A Report on the  
Statewide Traffic Incident Management Committee**

**Senate Joint Resolution 277**



**January 1, 2014**

**Colonel W. Steven Flaherty  
Superintendent**





Colonel W. S. (Steve) Flaherty  
Superintendent

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## COMMONWEALTH OF VIRGINIA

**DEPARTMENT OF STATE POLICE**

P. O. Box 27472, Richmond, VA 23261-7472

January 1, 2014

TO: Division of Legislative Automated Systems

Pursuant to Senate Joint Resolution 277 (Regular Session, 2013), I am respectfully submitting herewith a *Report on the Statewide Traffic Incident Management Committee*.

Respectfully,

A handwritten signature in black ink that reads "W. S. Flaherty".

Superintendent

WSF

## Table of Contents

Executive Summary .....	iii
1.0 Introduction .....	1
1.1 History .....	1
2.0 Statewide TIMS Committee Structure .....	2
2.1 TIMS Best Practices Workgroup .....	2
2.2 TIMS Responder Safety Workgroup.....	3
2.3 TIMS Communication Workgroup .....	4
3.0 Traffic Incident Management Plan.....	4
3.1 Roles and Responsibilities .....	6
3.2 Traffic Incident Classification .....	6
4.0 Traffic Incident Management Training.....	7
4.1 2nd Strategic Highway Research Program (SHRP2) .....	7
4.2 Training Implementation Strategy.....	8
4.3 Training Status/Future Goals.....	8
5.0 Use of Local Traffic Incident Management Groups .....	8
6.0 Conclusion .....	9
7.0 Appendices .....	10

Senate Joint Resolution 277

Executive Order 58

Statewide Traffic Incident Management Plan

Strategic Highway Research Project TIMs Training Statistics

Local Traffic Incident Management Groups

## Executive Summary

During the 2013 Session of the General Assembly, Senate Joint Resolution 277 was enacted, formally establishing the Statewide Traffic Incident Management (TIMs) Committee which had been in existence in an informal capacity since December 2010. The Committee is made up of representatives from all traffic incident management disciplines and chaired by the Superintendent of State Police.

The Committee met twice during 2013, in May and then again in November. The Committee quickly determined the need to perform detailed reviews of complex TIMS related topics, and subsequently began the process of creating workgroups to achieve this. The work groups are smaller and have the capability to meet more often and ultimately provide detailed recommendations to the full TIMs Committee. The workgroups were established to review topics related to the following subjects:

- TIMs Best Practices
- Responder Safety
- Responder Communications

Membership of the workgroups was established after the May Statewide Committee meeting and received their charge during the November Statewide Committee meeting. These groups have received topics for review and will begin reporting back to the full Committee in 2014.

During the inaugural meeting in May 2013, the Statewide Committee adopted the following ongoing traffic incident management initiatives:

- Creation of a Statewide Traffic Incident Management Plan which establishes a framework for effective traffic incident management through the promotion of the National Unified Goals for traffic incident management. The plan also provides much needed clarification of responder roles and classification of traffic incidents. The Statewide TIMs Plan was drafted, reviewed, adopted and ultimately promulgated by the Statewide TIMs Committee in August 2013.
- Development of a uniform training initiative for all TIMs stakeholders to provide our first responders common goals with which to work highway incidents. Subsequently, the Strategic Highway Research Program (SHRP II) for TIMs Training was adopted and training began in January 2013. This training will help Virginia first responders to mitigate incidents as an effective team instead of as divided groups with individual goals, policies and agendas.
- Develop a structure which will allow the Statewide TIMs Committee to communicate with and effectively disseminate training, best practices and information to all TIMs stakeholders. The Statewide TIMs Committee determined

the most effective way to accomplish this is by connecting the Statewide Committee with existing local traffic incident management committees and groups which routinely meet throughout the Commonwealth. This is currently being accomplished using Virginia State Police field supervisors to attend and transfer information between the Statewide Committee and the local TIMs groups. The Statewide TIMs Committee will continue to look at creative ways to improve this process and develop the relationship between the Statewide and local TIMs Committees.



## 1.0 Introduction

The Commonwealth of Virginia has a vested interest in reducing traffic congestion. In Virginia, it is estimated that more than half of all congestion is caused by crashes, disabled vehicles, adverse weather, work zones, special events and other temporary disruptions to the transportation system. Traffic congestion not only has a negative impact on the quality of life and safety of its citizens, it has a significant financial impact as well.

All agree the best way to combat this growing problem is the implementation of a comprehensive and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents. A statewide program which emphasizes safe, quick clearance of incidents will reduce traffic congestion as well as the time first responders and motorists are exposed to secondary crashes.

To address this statewide issue, the 2013 Session of the General Assembly enacted Senate Joint Resolution (SJR) 277, followed by Governor McDonnell's Executive Order 58 (Appendices A and B). Both are excellent efforts to move Virginia towards a coordinated traffic incident management process, and it is my belief the time is right for all traffic incident management partners to embrace this effort and work together to reach this critical goal.

### 1.1 History

To understand where Virginia is headed in this process, it is critical to understand what has already been achieved.

The Statewide Traffic Incident Management (TIMs) Committee began meeting in December 2010, at the direction of Secretary of Public Safety, Marla Graff Decker. The committee membership was made up of leaders from traffic incident management stakeholders such as the Virginia State Police (VSP), the Virginia Department of Transportation (VDOT), the Office of Emergency Medical Services (OEMS), the Virginia Department of Fire Programs (VDFP), as well as leaders from local fire, rescue and law enforcement organizations and associations. The committee was tasked with looking for ways to improve traffic incident management in Virginia. The Committee reviewed the National Unified Goal (NUG) for Traffic Incident Management and agreed that the NUG concepts of *quick clearance, responder safety, and improved communications between first responders* should be promoted and applied to all traffic incident management strategies in the Commonwealth.

The Committee continued to meet and began the development of several initiatives, to include the creation of a written traffic incident management plan, selection and implementation of a uniform TIMs training program, and the use of local TIMs groups to develop a statewide structure for promoting NUG concepts, approved training and TIMs best practices.

As previously indicated, Senate Joint Resolution 277 and Executive Order 58 formalized and expanded the membership and work of the Statewide Traffic Incident Management Committee. Both documents charged this Committee with developing a comprehensive and effective TIMs program through the promotion of the National Unified Goal for traffic incident management, as well as, the ongoing TIMs initiatives which are detailed in Sections 4, 5 and 6 of this document.

## **2.0 Statewide TIMs Committee Structure**

The Formalized Statewide Committee is made up of leadership from the following agencies and associations:

- Superintendent of the Department of State Police (Chairman)
- Commissioner of the Department of Transportation
- State Coordinator of the Virginia Department of Emergency Management
- Executive Director of the Virginia Department of Fire Programs
- Director of the Department of Criminal Justice Services
- Director of the Office of Emergency Medical Services
- Virginia Chiefs of Police
- Virginia Sheriffs' Association
- President of the Virginia Association of Volunteer Rescue Squads
- President of the Virginia Professional Fire Fighters
- President of the Virginia Fire Chiefs Association
- President of the Virginia Association of Governmental EMS Administrators
- President of the Virginia Association of Towing and Recovery Operators
- President of the Virginia Association of Public Safety Communications Officials
- President of the Major Incident Heavy Recovery Operators Association

The formalized Committee held the inaugural meeting on May 3, 2013, and quickly concluded that much of the subject matter in question is complex and must be studied in detail. To accomplish an effective review of these topics, three workgroups were established. The full Committee will refer TIMs related topics to the workgroups to be studied, using literature reviews, expert interviews and workgroup discussion. Once reviews are completed, the workgroups will provide recommendations to the full Statewide Committee.

### **2.1 TIMs Best Practices Workgroup**

Traffic incident management is a planned and coordinated program to detect and remove incidents and restore traffic capacity as safely and as quickly as possible. Over time, various tools and strategies have been developed and implemented in an effort to improve overall TIMs efforts with varying degrees of success. The Best Practices Workgroup is made up of TIMs experts representing law enforcement, fire and rescue, emergency medical services and transportation. This group will begin to review the various procedures, practices, and technologies and ultimately present

recommendations to the Statewide Committee. Some of the significant issues and areas of interest include TIMs planning, on-scene operations and techniques and new technology use.

Specific topics the TIMs Best Practices Workgroup is currently reviewing include:

- Determining the criteria and procedure for declaring and mitigating a hazardous material incident. Traffic incidents which involve hazardous materials complicate incident mitigation and can confuse the established incident command. The workgroup activities will include reviewing the Code of Virginia, current state and federal guidance and engaging in discussions with subject matter experts, such as Haz-Mat removal companies, and leaders of fire, rescue, law enforcement and transportation.
- Reviewing various TIMs training programs and recommending to the full Committee those programs which will be most effective in Virginia.
- Standardizing crash reconstruction team training and certification. Crash teams are an excellent resource to law enforcement during the investigation of serious crashes. This benefit is however limited, because crash teams from different jurisdictions lack continuity and standardization making it challenging to work together.

Topics will be assigned to the workgroup as they are brought to the full Committee's attention.

## **2.2 TIMs Responder Safety Workgroup**

The main challenge for incident responders is how to safely manage those incidents in the best way to protect not only the emergency responders but also the victims of the initial incident and the motorists who are trying to pass by the scene. The TIMs Responder Workgroup, which is made up of TIMs experts representing law enforcement, fire and rescue, emergency medical services and transportation, will look at and review techniques, equipment and best practices which will reduce hazards and enhance responder and scene safety.

Specific topics the TIMs Responder Safety Workgroup is currently reviewing include:

- Evaluating safety buffers and lane closures necessary to provide incident safety while recognizing traffic movement needs, secondary incident potential, "zero buffer" operations versus "lane plus one closures," etc.
- Increasing education of responders regarding the "Move it" law in order to minimize secondary incidents and unnecessary exposure of responders.
- Developing an ongoing incident re-assessment in order to provide appropriate escalation and de-escalation of the incident including opening lanes of travel.
- Fostering an understanding between all responding agencies that they can help support each other throughout the incident (to ensure ongoing incident safety) even though their particular duties may be completed.

- Educating responders on the various incident levels for better resource allocation.
- Looking into the concept of marking elevated roadways such as bridges and overpasses to avoid responder injuries and deaths.
- Realizing that each incident is different and presents varied challenges so any concepts that are identified should be considered best practices or guidelines only and not necessarily hard and fast rules.

Topics will be assigned to the workgroup as they are brought to the full Committee's attention.

### **2.3 TIMs Communication Workgroup**

Because traffic incident communications involve complex technical and institutional issues, and are essential to achieving traffic incident management goals, the TIMs Communication Workgroup was established. It is made up of communications experts representing law enforcement, fire and rescue, emergency communications and transportation. This workgroup will study the broad topics of establishing standardized protocols and practices designed to overcome system variations as well as the lack of standardized procedures and policies for on-scene communication across responder disciplines.

Specific topics the TIMs Communications Workgroup is currently reviewing include:

- Providing interoperable, on-scene communications through use of the public safety spectrum. There has been movement toward exploring broadband and using the public safety spectrum for broadband.
- Reviewing the possibility of notifying wrecker services in advance where they are on a wrecker list. This will allow wrecker services to be more prepared to respond and potentially reduce crash clearance times.

## **3.0 Traffic Incident Management Plan**

The Statewide TIMs Committee has developed the Statewide Traffic Incident Management Plan (Appendix C) which provides all Virginia first responders with a vision and basic framework for managing highway incidents by emphasizing the National Unified Goals of *responder safety, safe quick clearance and improved interoperable communications between first responders*. It is the belief of the Committee that all traffic incident management initiatives must promote or incorporate these concepts to be effective.

Responder Safety Traffic incidents present a tremendous hazard for first responders. According to the National Traffic Incident Management Coalition (NTIMC), traffic crashes and "struck-by" incidents are leading causes of on-duty injuries and deaths for

law enforcement, firefighters, emergency medical, and towing and recovery personnel. Historically, responder safety concerns have been addressed through vehicle positioning techniques and the use of safety equipment such as reflective vests, traffic cones and road flares. While these techniques are important and critical, reducing incident clearance times may be the most effective way to improve first responder safety.

Safe, Quick Clearance The TIMs Plan emphasizes safe, quick clearance for two primary reasons. First, as mentioned above, it enhances responder safety by reducing the time responders are exposed to traffic. Secondly, it minimizes the disruption to traffic. About one-quarter of the traffic congestion in the United States is caused by unplanned traffic incidents such as crashes and disabled vehicles. Unexpected travel delay is damaging to the economy by wasting fuel and delaying the arrival of goods and services to their destinations. When traffic incidents occur, every minute counts. For every minute that an Interstate lane is blocked, approximately four minutes of travel delay results.

Clearing the road quickly requires responders to work together efficiently to accomplish the many tasks involved in traffic incident management. For this to occur, the many disciplines have to be able to work together and communicate clearly.

Improved Incident Communications Improving incident communications is essential to achieving other traffic incident management goals. Incident communication is a very broad topic that involves complex technical and institutional issues. Because of the complexities associated with improving incident communications, the TIMs Plan does not provide detailed information concerning the subject. However, the TIMs Plan does provide six fundamental strategies to improve communications.

- Traffic incident responders should develop and implement standardized, multidisciplinary traffic incident communications practices and procedures. Plain language should be used by all responders when conversing on the radio in lieu of ten codes.
- All traffic incident responders should receive prompt, reliable notification of incidents to which they are expected to respond consistent with the Incident Classification Guidelines.
- State, regional and local Traffic Incident Management stakeholders should work together to develop plans to make use of existing interoperable voice and data networks.
- Traffic Incident Management partners should encourage development of more prompt and reliable traveler information systems that will enable drivers to make travel decisions to reduce the impacts of emergency incidents on traffic flow.

- Traffic Incident Management partners should coordinate with news media and information service providers to provide prompt, reliable incident information to the public.
- Public Safety Communication Centers should maintain up-to-date contact information for stakeholders in this plan to include both business hours and after hours contact numbers.

### **3.1 Roles and Responsibilities**

Almost all significant traffic incidents require multiple responder groups to safely and quickly mitigate, manage and clear the incident. Each discipline plays a significant role and each group is dependent on the other to successfully handle the situation. Often roles and responsibilities overlap causing protocol and procedure conflict between disciplines. This conflict takes many forms but always impedes the clearance process causing longer traffic delays and exposing responders to unnecessary danger. The TIMs Plan addresses this by clearly defining the roles and responsibilities of each responder discipline as they arrive on the scene. This clarity provides each responder with the knowledge of not only their role and responsibilities, but those of all other disciplines.

Historically, incident scenes have revealed parochial battles between responder groups. Often, these conflicts related to determining which discipline was in charge of the scene or who should be incident commander. The Statewide TIMs Plan very succinctly clarifies this by indicating all responder groups serve as the incident commander at some point during the incident. The awareness and application of this evolving or shared leadership, put forth in the TIMs Plan, will provide a cohesive and effective team of first responders, who are aware of each other's capabilities and limitations.

### **3.2 Traffic Incident Classification**

Maintaining an organized incident scene is difficult under normal conditions, but is made more challenging with every emergency vehicle that arrives. Often, many more emergency vehicles than the incident requires to be mitigated arrive on the scene. This over response occurs when the scope of the event is not effectively conveyed to emergency communications personnel or the responding disciplines. Once on the scene, unnecessary response units can create congestion, force needless lane closures, and ultimately delay the clearance of the incident.

To address this, the TIMs Plan provides a uniform template for classifying highway incidents. All traffic incidents are classified based on the expected incident duration, closed travel lanes, fatalities/injuries, number of involved vehicles as well as other characteristics. This classification matrix was extracted from the Virginia Work Area Protection Manual and the Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration. The three incident classes to be used are:

<b>Level 1</b>	<b>Minor</b>
<b>Level 2</b>	<b>Intermediate</b>
<b>Level 3</b>	<b>Major</b>

This classification will allow first responders and communications centers to quickly identify the resources which are needed at the scene of an incident. This will help prevent disproportionate responses, disorganized scenes and longer on-scene times for first responders increasing their exposure to dangerous traffic.

## **4.0 Traffic Incident Management Training**

The Statewide TIMs Committee believes uniform training for all TIMs stakeholders is critical to our traffic incident management efforts and will provide our first responders common goals with which to work every scene. This will allow responders to mitigate incidents as an effective team instead of as divided groups with individual goals, policies and agendas.

In 2012, Virginia was selected by the Federal Highway Administration to "pilot" the Strategic Highway Research Program (SHRP II) for traffic incident management. The SHRP II training program is a multidisciplinary training program which promotes effective traffic incident management through the use of the promotion of NUG concepts.

In June 2012, thirty first responders from several traffic incident management disciplines, to include VSP, VDOT, VDFFP, OEMS, towing, fire, rescue and local law enforcement, completed the SHRP II Train-the-Trainer course. This course prepared the trainers to conduct multidisciplinary classes focused on effective traffic incident management by promoting NUG concepts.

### **4.1 2<sup>nd</sup> Strategic Highway Research Program (SHRP II)**

The SHRP2 TIMs training program focuses on a response effort that protects motorists and responders while minimizing the impact on traffic flow. TIMs efforts include detecting, verifying and responding to incidents; clearing the incident scene; and restoring traffic flow. Based on the severity or type of incident, first responders may represent law enforcement, fire, transportation, emergency medical services, public safety, towing and recovery, public works and hazardous materials (HAZMAT) disciplines.

Using a multiple discipline perspective, first responders learn how to operate more efficiently and collectively. The training covers many topics, including recommended TIMs procedures and techniques. For example, first responders learn how the placement of response vehicles can either aid or impede another discipline's efforts and can impact how quickly traffic flow can be restored. Responders also learn about

human behavior in highway safety to help prevent additional injuries or delays that may result from secondary crashes occurring near the initial crash site.

Extensive research and testing have gone into the development of the TIMs training program launched nationwide. Flexible delivery approaches allow trainers to customize the training for one or multiple disciplines or for a large or a small group. Trainers completing the Train-the-Trainer TIMs program have provided overwhelmingly favorable responses, expressing much interest in promoting and recommending the training to others. Efforts are underway to encourage deployment of the TIMs training program nationwide.

#### **4.2 Training Implementation Strategy**

In an effort to manage the SHRPII training program, the Statewide TIMs Committee created the Training Oversight Subcommittee. This subcommittee was made up of personnel from VSP, VDFP, OEMS, VDOT and the Department of Criminal Justice Services (DCJS). The Training Oversight Subcommittee created a training protocol to provide standardization, continuity and guidance to the trainers as they began training first responders. The Training Oversight Subcommittee placed the trainers into seven regional training teams. Each team elected a leader to provide command and control over training in that region. The teams were subsequently tasked with setting up and providing four-hour SHRPII TIMs classes to all interested stakeholders, to include police, fire, rescue, communications, transportation and towing personnel.

#### **4.3 Training Status/Future Goals**

As demand for the course increased, the Training Oversight Committee determined a need for significantly more trainers than the original 30 who completed the Train-the-Trainer Course in June 2013. Four more Train-the-Trainer courses were held in Fairfax, Hampton, Dublin and Richmond which increased the program's trainers from 30 to 135. Going forward, this number should greatly improve the program's capacity to provide consistent training across the Commonwealth.

The 135 trainers are positioned throughout the Commonwealth and represent all responder disciplines. These trainers began holding classes in January 2013, and as of November 2013, have trained over 1,500 first responders (Appendix D).

With the increased numbers of trainers being added, the Oversight Committee is projecting 2,000-4,000 responders to be trained in 2014 (Appendix D).

### **5.0 Local Traffic Incident Management Groups**

To develop a uniform TIMs program, it is necessary to develop a structure which will allow the Statewide TIMs Committee to communicate with and effectively disseminate information, training and best practices to all TIMs stakeholders. The Statewide TIMs Committee determined the most effective way to accomplish this is by connecting with



existing local traffic incident management committees and groups which routinely meet throughout the Commonwealth.

Members of VSP, VDOT and VDEM have begun to take active roles in the local groups by emphasizing NUG Concepts, best practices and promoting the SHRP II TIMs training. The Department of State Police is actively participating in over 60 separate local TIMs groups or committees and has been charged with reporting their findings to the Chairman of the Statewide TIMs Committee (Appendix E). This effort to initiate and participate in all traffic incident management groups has helped to create an expansive TIMs network focused on the NUG concepts.

## **6.0 Conclusion**

The Statewide TIMs Committee is moving forward to develop a lasting, comprehensive and effective traffic incident management program in the Commonwealth. While strides have been made towards this goal, the success or failure of this effort ultimately lies with every traffic incident management partner and stakeholder. Subsequently, the Committee continues to encourage all TIMs stakeholders to participate in the following ways:

1. Review and adopt the attached Traffic Incident Management Plan. It is critical all communications/E911 centers and emergency first responders begin to use the incident levels when dispatching and arriving on the scenes of crashes.
2. Support the SHRP II traffic incident training by hosting training sessions, providing personnel to become SHRP II trainers, and sending personnel to SHRP II classes as they are offered.
3. If applicable, begin participating in a local TIMs group or committee. This will connect your agency to all your local TIMS partners as well as the Statewide Traffic Incident Management Committee. Your participation will expose your first responders to local after-action reviews, best practices and new and innovative training.

As stakeholder agencies begin to embrace and participate in this endeavor, it is the belief of the Statewide Committee that we will maximize the effectiveness of our response and mitigation of traffic incidents. The result of this cooperative effort will be improved safety for the motoring public and first responders, while reducing costly and inconvenient traffic delays for all.

Moving forward, the Statewide TIMs Committee will continue to review policies, procedures, training technologies and best practices to identify those which will be beneficial to the ongoing effort to improve the Commonwealth's traffic incident program.

## 7.0 Appendices

# Appendix A

Senate Joint Resolution 277

## SENATE JOINT RESOLUTION NO. 277

*Requesting the Secretary of Public Safety to establish a Statewide Traffic Incident Management Committee to coordinate the adoption and implementation of the National Unified Goal for Traffic Incident Management. Report.*

Agreed to by the Senate, February 5, 2013  
 Agreed to by the House of Delegates, February 18, 2013

WHEREAS, national statistics show that traffic incidents account for one-quarter of all congestion on roadways in the United States; and

WHEREAS, statistics indicate that for every minute that a freeway travel lane is blocked during a peak travel period, four minutes of travel delay results after the incident is cleared; and

WHEREAS, national statistics show that 15 to 30 percent of the crashes on freeways are secondary to other incidents; and

WHEREAS, the Census of Fatal Occupational Injuries published by the U.S. Bureau of Labor Statistics reported that struck-by-vehicle incidents accounted for 322 fatalities in 2008, or six percent of all fatal occupational injuries, which includes fire, emergency medical services, law-enforcement, and transportation agency personnel working at the scene of highway incidents; and

WHEREAS, the paramount objective in all highway incident mitigation efforts, protecting the safety of highway travelers and emergency response personnel, requires that fire, emergency medical services, law-enforcement, and transportation agencies work together to achieve multidisciplinary safety and performance goals; and

WHEREAS, nationwide, traffic incident management efforts are credited with reducing annual delay by 129.5 million hours with an associated cost savings of \$2.5 billion; and

WHEREAS, safe, quick clearance of highway incidents depends on strong, coordinated multiagency operations; and

WHEREAS, the National Unified Goal for Traffic Incident Management has been developed through the efforts of the National Traffic Incident Management Coalition, a coalition of 24 national transportation, public safety, emergency responder, public safety communications, and private sector associations working together to improve traffic incident management in the United States by linking public safety and transportation communities to define, standardize, and advance the state of traffic incident management practice; and

WHEREAS, the National Unified Goal for Traffic Incident Management has been endorsed by the American Automobile Association, the American Association of State Highway and Transportation Officials, the Association of Metropolitan Planning Organizations, the American Traffic Safety Services Association, the Association of Public-Safety Communications Officials, the International Association of Chiefs of Police, the Cumberland Valley Volunteer Firemen's Association Emergency Responder Safety Institute, the I-95 Corridor Coalition, the International Association of Fire Chiefs, the International Fire Service Training Association, the Institute of Transportation Engineers, the Intelligent Transportation Society of America, the National Association of State EMS Officials, the National Emergency Number Association, and the Towing and Recovery Association of America; and

WHEREAS, the National Unified Goal for Traffic Incident Management consists of three major goals (Responder Safety; Safe, Quick Clearance; and Prompt, Reliable, Interoperable Communications) and includes 18 strategies for achieving those goals; and

WHEREAS, the National Unified Goal for Traffic Incident Management is a voluntary compliance goal intended to improve safety for incident response personnel; encourage safe, quick clearance and prompt, reliable communications; and thereby facilitate clearing incidents as quickly and safely as possible; and

WHEREAS, the National Unified Goal for Traffic Incident Management encourages traffic incident management partnerships and programs, multidisciplinary National Incident Management System and traffic incident management training, goals for performance and progress, utilization of traffic incident management technology, effective traffic incident management policies, and awareness and education partnerships; and

WHEREAS, one action that fire, emergency medical services, law-enforcement, and transportation agencies might prudently and productively undertake to improve coordinated incident response in the Commonwealth of Virginia is to adopt and implement the National Unified Goal for Traffic Incident Management; and

WHEREAS, coordination of multidisciplinary and multijurisdictional resources responding to major emergencies cannot be left to voluntary cooperation alone; and

WHEREAS, representatives from the Department of State Police, Department of Transportation, and Department of Emergency Management lead or participate in over 60 local Traffic Incident Management (TIM) groups across the Commonwealth, which have provided an effective and logical way for the Statewide TIMs Committee to promulgate initiatives and provide guidance to local first responders; and

WHEREAS, it is through the local TIMs that the Statewide TIMs Committee has introduced or reinforced the National Unified Goals (NUG) concepts to local emergency response stakeholders and has also created a forum for all responding stakeholders to meet in nonemergency settings to discuss strategies, scene communications, and individual stakeholder procedures; and

WHEREAS, the Statewide TIMs Committee reached out to the Federal Highway Administration, which subsequently selected Virginia as one of the first states to pilot a multidisciplinary TIMs "train the trainer" course that emphasizes the application of NUG concepts in traffic incident management; and

WHEREAS, in June 2012, approximately 30 trainers from all first responder disciplines received this training and will begin to hold TIMs training for all first responders across the Commonwealth in January 2013; and

WHEREAS, the Statewide TIMs Committee created a Statewide Traffic Incident Management Manual that emphasizes the NUG concepts; once adopted, this manual will provide uniform classification of incident types and seriousness while defining the roles and responsibilities of stakeholders when responding to and mitigating incidents on the highways of the Commonwealth; and

WHEREAS, the Statewide TIMs Committee, in conjunction with local TIMs groups throughout the Commonwealth, has proven to be a productive and efficient method of managing and coordinating the important issue of traffic safety; now, therefore, be it

RESOLVED by the Senate, the House of Delegates concurring, That the Secretary of Public Safety be requested to establish a Statewide Traffic Incident Management Committee to coordinate the adoption and implementation of the National Unified Goal for Traffic Incident Management. In establishing the Statewide Traffic Incident Management Committee, the Secretary of Public Safety shall provide for the participation of the following officials or their designees: Superintendent of the State Police, Commissioner of the Virginia Department of Transportation, State Coordinator of the Department of Emergency Management, Executive Director of the Department of Fire Programs, Director of the Department of Criminal Justice Services, Director of the Office of Emergency Medical Services, Executive Director of the Virginia Association of Chiefs of Police, Executive Director of the Virginia Sheriffs' Association, President of the Virginia Association of Volunteer Rescue Squads, President of the Virginia Fire Chiefs Association, President of the Virginia Professional Fire Fighters, President of the Virginia Association of Towing and Recovery Operators, President of the Virginia Association of Public Safety Communications Officials, and President of the Major Incident Heavy Recovery Operators Association.

The Secretary of Public Safety shall submit to the Division of Legislative Automated Systems an executive summary and report of her progress in meeting the requests of this resolution no later than the first day of the 2014 Regular Session of the General Assembly. The executive summary and report shall be submitted for publication as a report document as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents and reports and shall be posted on the General Assembly's website.

# Appendix B

Executive Order 58

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# COMMONWEALTH OF VIRGINIA



## OFFICE OF THE GOVERNOR

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### **Executive Order No. 58 (2013)**

#### **Establishing a Statewide Traffic Incident Management Committee**

As the chief executive officer for the Commonwealth of Virginia, I hereby issue this Executive Order to the Executive Branch Cabinet members, agency heads, managers, supervisors, and employees in order to formally establish an advisory committee to public safety leaders and transportation experts committed to the management of traffic incidents. Nothing in this Executive Order should be construed as imposing an unfunded mandate on any independent or non-executive branch agency of the Commonwealth of Virginia.

#### **Background and Importance of the Initiative:**

Virginia has a vested interest in reducing traffic congestion and promoting traffic safety. Traffic congestion not only has a negative impact on the quality of life and safety of its citizens, it also has a significant financial impact. The U.S. Department of Transportation listed traffic congestion as "one of the single largest threats" to the Nation's economic prosperity and way of life. In the 2009 Urban Mobility Report published by the Texas Transportation Institute (TTI), data calculated in 2007 reported that traffic congestion in the top 439 urban areas in the United States amounted to 4.2 billion hours of wasted time and 2.8 billion gallons of wasted fuel. This equaled approximately \$87.2 billion in lost revenue. In 2009, that amount had increased to \$115 billion.

In 2009, Virginia had the sixth highest commute time to work in the nation. According to a study conducted by TTI that same year, the metro area around Washington, DC, had the highest average number of hours of delay (70) per traveler in the nation. Even minor disruptions in traffic flow have significant impacts on congestion. The National Traffic Incident Management Coalition (NTIMC) estimates that 4 minutes of travel delay time result for every minute a highway lane is blocked due to an incident.

While there are many factors which contribute to congestion (i.e., road capacity and condition, commuting demands, lack of public transportation, and population), other unpredictable factors also create traffic problems. In Virginia, it is estimated that more than half of all congestion is non-recurring "caused by crashes, disabled vehicles, adverse weather, work zones, special events, and other temporary disruptions to the transportation system. Compounding the problem is the issue of secondary crashes. The National Highway Traffic Safety Administration estimates that 36% of all crashes on the Capital Beltway in Virginia and Maryland are secondary crashes. The Federal Highway Administration estimates the likelihood of a secondary crash increases by 2.8% for each minute the primary incident continues to be a hazard.

Traffic incidents also present a tremendous hazard for first responders. According to the NTIMC, traffic crashes and "struck-by" incidents are leading causes of on-duty injuries and deaths for law enforcement, firefighters, emergency medical personnel, and towing and recovery personnel. Reducing incident clearance times will improve first responder safety.

Better management of traffic incidents is one key to reducing congestion and improving safety. In the 2009 Urban Mobility study, TTI calculated that in the 272 urban areas where improved incident management procedures were implemented, the resulting reduction in incident-related congestion saved 143.3 million hours and \$3.06 million in revenue.

Historically, first responder incident management procedures have been focused on responder safety at the scene with limited consideration for the benefits derived through the utilization of quick clearance strategies.

In November of 2010, in response to concerns regarding coordination of efforts to address Traffic Incident Management (TIMs), the Governor established, through the Secretary of Public Safety in cooperation and partnership with the Secretary of Transportation, the Virginia Traffic Incident Management Committee. The Statewide TIMs Committee began to meet in December of 2010 to discuss strategies to reduce traffic congestion and secondary crashes by better managing incidents when they occur. The Committee began by reviewing the National Unified Goals (NUG) of responder safety, quick clearance of incidents, and improved interoperable communications between responding agencies. The TIMs Committee unanimously agreed that these principles should be promoted and employed in any traffic incident management strategy, training, or policy the Commonwealth adopts.

Over the last two years, the Statewide TIMs Committee has put forth three primary initiatives which will promote better traffic incident management through the use of these NUG concepts. The first initiative includes the promotion and promulgation of the NUG concepts at existing local TIMs groups and creating new groups where none previously existed. These local TIMs groups are made up of first responders who are charged with looking for ways to better manage traffic and traffic related incidents in their respective jurisdictions. A significant number of the local committees have been in existence for many years, with the most established groups being located in or around population centers such as Northern Virginia, Tidewater, Richmond, and Roanoke.

Currently, representatives from the Department of State Police, Virginia Department of Transportation, and the Virginia Department of Emergency Management lead or participate in over 60 of these local TIMs groups across the Commonwealth. The use of local TIMs groups has provided an effective and logical way for the Statewide TIMs Committee to promulgate initiatives and provide guidance to local first responders. It is through the local TIMs groups that the Statewide TIMs Committee has introduced or reinforced the NUG concepts to our local emergency response stakeholders. It has also created a forum for all responding stakeholders to meet in non-emergency settings to discuss strategies, scene communications and individual stakeholder procedures.



Second, the Statewide TIMs Committee reached out to the Federal Highway Administration, which subsequently selected Virginia as one of the first states to pilot a multidisciplinary TIMs "train-the-trainer" course which emphasizes the application of NUG concepts in traffic incident management. In June 2012, approximately 30 trainers from all first responder disciplines received this training and will begin to hold TIMs training for all first responders across the Commonwealth beginning January of 2013.

Finally, the Statewide TIMs Committee created and is currently reviewing and finalizing for distribution a Statewide Traffic Incident Management Manual which emphasizes the NUG concepts. Once adopted by the TIMs Committee, this manual will provide uniform classification of incident types and seriousness while defining the roles and responsibilities of stakeholders when responding to and mitigating incidents on the highways of the Commonwealth.

The Statewide TIMs Committee, in conjunction with the local TIMs groups throughout the Commonwealth, has proven to be a productive and efficient method of managing and coordinating the important issue of traffic safety.

Consequently, as Governor, I believe this approach should continue and I therefore in accordance with the authority vested in me by Article V of the Constitution of Virginia and by §2.2-134 of the Code of Virginia, create the Statewide Traffic Incident Management Committee in this executive order.

#### **Formalization of the Committee:**

The Statewide Traffic Incident Management Committee shall consist of the following individuals or their designee:

##### **Chair:**

Superintendent, Virginia State Police

##### **Members:**

Commissioner, Virginia Department of Transportation  
State Coordinator Virginia Department of Emergency Management  
Executive Director, Virginia Department of Fire Programs  
Director, Department of Criminal Justice Services  
Representative, Virginia Department of Health, Office of Emergency Medical Services  
Executive Director, Virginia Association of Chiefs of Police  
Executive Director, Virginia Sheriffs Association  
President, Virginia Association of Volunteer Rescue Squads  
President, Virginia Fire Chiefs Association  
President, Virginia Professional Fire Fighters Association  
President, Virginia Association of Towing and Recovery  
President, Virginia Association of Public-Safety Communications Officials

Any other person(s) and such support staff whom the Secretary of Public Safety deems necessary and proper to carry out the assigned functions.

#### **Roles and Responsibilities of Committee:**

The Statewide Traffic Incident Management Committee serves as an advisory committee to public safety leaders and transportation experts committed to the management of traffic incidents.

The committee will promote activities that include developing a comprehensive traffic incident manual to be completed by July of 2013.

The committee will promote traffic incident management by promoting the NUG for TIM, including responder safety, safe, quick clearance, and interoperable communications; encouraging the development of TIM regional teams, promoting collaboration, communication and cooperation among the Commonwealth's emergency responders; and keeping emergency responders up to date on national rules, regulations and trends related to safe roadway incident operations.

The Statewide Traffic Incident Management Committee shall solicit best practices to improve the response of Virginia agencies charged with the prevention, and mitigation of traffic incidents. These guidelines should be used to create local and regional traffic incident management (TIM) plans consistent with the NUG objectives of responder safety, safe quick clearance, and prompt, reliable incident communications.

**Staffing and Funding:**

Staff necessary for the Committee will be provided by the respective agencies participating on the Committee. The estimated direct cost of the Committee is \$1,000. Costs associated with implementing the guidelines developed will be determined and potential funding sources shall be identified by the Committee.

**Effective Date of the Executive Order:**

This Executive Order shall be effective upon its signing and, pursuant to §2.2-135 of the Code of Virginia shall remain in force and effect for a year or until superseded or rescinded.

Given under my hand and under the Seal of the Commonwealth of Virginia, this 4th day of February, 2013.

**/s/ Robert F. McDonnell, Governor**

**Attest:**

**/s/Janet V. Kelly, Secretary of the Commonwealth**

# Appendix C

Statewide Traffic Incident Management Plan



# 2013 Virginia Traffic Incident Management Plan

Colonel W. Steven Flaherty  
Superintendent  
Virginia State Police

Chairman  
Statewide Traffic Incident  
Management Committee

## INTRODUCTION

Virginia has a vested interest in reducing traffic congestion. Traffic congestion not only has a negative impact on the quality of life and safety of its citizens, it has a significant financial impact as well. The U.S. Department of Transportation (USDOT) listed traffic congestion as "one of the single largest threats" to the Nation's economic prosperity and way of life. In the 2009 Urban Mobility Report published by the Texas Transportation Institute (TTI), data calculated in 2007 reported that traffic congestion in the top 439 urban areas in the United States amounted to 4.2 billion hours of wasted time and 2.8 billion gallons of wasted fuel. This equaled approximately \$87.2 billion in lost revenue. In 2009, that amount had increased to \$115 billion.



In 2009, Virginia had the sixth highest commute time to work in the nation. According to a study conducted by TTI that same year, the metro area around Washington, DC had the highest average number of hours of delay (70) per traveler in the nation. Even minor disruptions in traffic flow have significant impacts on congestion. The National Traffic Incident Management Coalition (NTIMC) estimates that 4 minutes of travel delay time result for every minute a highway lane is blocked due to an incident.

While there are many factors which contribute to congestion (i.e. road capacity and condition, commuting demands, lack of public transportation, and population) other unpredictable factors also create traffic problems. In Virginia, it is estimated that more than half of all congestion is non-recurring – caused by crashes, disabled vehicles, adverse weather, work zones, special events and other temporary disruptions to the transportation system. Compounding the problem is the issue of secondary crashes. The National Highway Traffic Safety Administration (NHTSA) estimates that 36% of all crashes on the Capital Beltway in Virginia and Maryland are secondary crashes. The Federal Highway Administration estimates the likelihood of a secondary crash increases by 2.8 % for each minute the primary incident continues to be a hazard.

Traffic incidents also present a tremendous hazard for first responders. According to the NTIMC, traffic crashes and "struck-by" incidents are leading causes of on-duty injuries and deaths for law enforcement, firefighters, emergency medical, and towing and recovery personnel. Reducing incident clearance times will improve first responder safety.

Better management of traffic incidents is one key to reducing congestion and improving safety. In the 2009 Urban Mobility study, TTI calculated that in the 272 urban areas where improved incident management procedures were implemented, the resulting reduction in incident-related congestion saved 143.3 million hours and \$3.06 million in revenue.



Historically, first responder incident management procedures have been focused on responder safety at the scene with limited consideration for the benefits derived through the utilization of quick clearance strategies.

The purpose of this document is to provide general guidelines to improve the response of Virginia agencies charged with the prevention, and mitigation of traffic incidents. These guidelines should be used to create local and regional traffic incident management (TIM) plans consistent with the National Unified Goals

(NUG) objectives of responder safety, safe quick clearance, and prompt, reliable incident communications.

## ROLES AND AUTHORITY

In recent years, transportation and public safety organizations have conducted studies, training, regional meetings, and national conferences to advance traffic incident management practices. These activities have led to better policies, procedures, a much better understanding of the roles of each affected agency and the need for more effective communication and coordination.



Traffic incident management is a responsibility shared by many disciplines. These disciplines often have unique origins, histories, and cultures. In many cases the various disciplines have

developed competing or conflicting goals, strategies and procedures regarding traffic incident management. Mitigating these conflicts requires clearly defining the roles and responsibilities of all stake holders before incidents occur.

The goal of this section is to provide a uniformity of purpose and organization to our response and mitigation of traffic incidents in Virginia. Included below is a list of stakeholders and their generally accepted roles as derived from the Federal Highway Administration, [Traffic Incident Management Handbook](#).

## Law Enforcement

Law enforcement agencies include Virginia State Police, county police and county sheriffs, city and town police and other agencies which have officers sworn to enforce laws. On the scene of a traffic incident, the duties of these officials include:

- Securing the incident scene
- Providing emergency medical aid until trained medical personnel arrives
- Abate/eliminate small hazards (small fires, fuel/oil spills, etc)
- Safeguarding personal property
- Conducting accident investigations
- Serving as incident commander and/or serving as part of the unified command system
- Supervising scene clearance
- Assisting disabled motorists
- Directing traffic



## Emergency Medical Services (EMS)

The primary responsibilities of EMS are the triage, treatment, and transport of crash victims. In many areas, fire and rescue departments/companies are also the primary emergency medical services agency. In some areas, separate EMS agencies, independent volunteer rescue squads or private companies (under contract with localities) provide these services. Typical roles and responsibilities assumed by EMS at traffic incidents include:

- Providing basic and/or advanced emergency medical care
- Determining of destination and transportation requirements for the injured
- Coordinating evacuation with fire, police and ambulance or medevac helicopter
- Serving as incident commander prior to the arrival of law enforcement and during for medical emergencies and/or serving as part of a unified command system
- Determining approximate mechanism of injuries for the trauma center
- Ensuring materials used during patient care (equipment, waste and biohazard materials) are removed from incident scene

## Fire and Rescue

Fire and rescue services are typically provided by local government fire departments, by independent volunteer fire companies and/or when necessary by surrounding fire departments and emergency medical personnel through mutual aid agreements. Typical roles and responsibilities at traffic incidents assumed by fire and departments include:

- Protecting the incident scene
- Suppressing fires
- Providing emergency medical care
- Serving as incident commander prior to the arrival of law enforcement and during fire or hazmat emergencies and/or serving as part of a unified command system
- Providing initial HAZMAT response and containment
- Rescuing crash victims from contaminated environments
- Rescuing crash victims from wrecked vehicles
- Arranging transportation for the injured
- Assisting in incident clearance
- Providing traffic control until law enforcement or DOT arrives and then assisting with traffic control as needed.

In most jurisdictions, the fire department is the primary emergency response agency for hazardous materials spills.

In the Commonwealth of Virginia, fire departments are staffed in a number of ways either through all career departments, combination (career/volunteer) departments or by all volunteer fire departments.





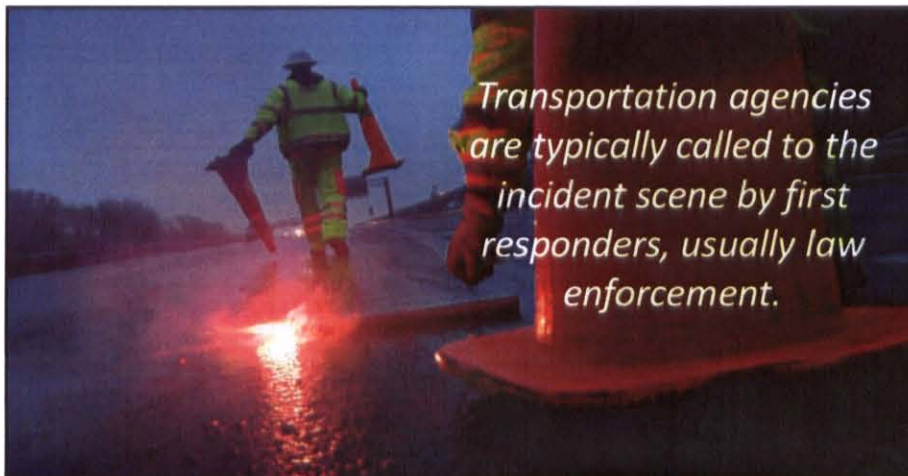
## Transportation

Transportation agencies are frequently involved in the development, implementation, and operation of traffic operations centers (TOC), as well as the management of service patrols. Typical operational responsibilities assumed by transportation agencies and their service patrols include:

- Assist in incident detection and verification
- Initiate traffic management strategies on incident impacted facilities
- Protect the incident scene
- Initiate emergency medical assistance (as appropriate/as trained) until help arrives
- Provide traffic control
- Assist motorist with disabled vehicles
- Provide motorist information
- Provide sand for absorbing small fuel and anti-freeze spills
- Provide special equipment for clearing incident scenes
- Determine incident clearance and roadway repair needs
- Establish and operate alternate routes
- Coordinate road repair resources
- Serve as incident commander prior to the arrival of law enforcement or fire and rescue personnel and for clearance and repair functions and/or serving as part of a unified command system
- Repair transportation infrastructure

### Traffic Information

511 offers real-time traffic info. Anytime you need it, anywhere you are.



*Transportation agencies are typically called to the incident scene by first responders, usually law enforcement.*

## Public Safety Answering Point and Communications

Public Safety Answering Points (PSAPs) are 9-1-1 communications centers typically managed by localities. PSAPs are commonly a fire or rescue, law enforcement, or jointly controlled and operated communication center.

Public safety communications services are the emergency call takers and dispatchers. In larger localities/agencies, call taking and dispatching duties may be separated. Call takers route emergency calls to appropriate dispatcher(s). In some areas, all public safety emergency calls (law enforcement, fire, rescue, and emergency medical services) are handled in one joint center with call takers routing calls to appropriate agency dispatcher(s) depending on the nature of the call. In smaller, PSAP staff may serve both roles as the call-taker and dispatcher.



## Traffic Information Media

Traffic information service providers are primarily private sector companies that gather and disseminate traffic condition information. These private providers are the primary source of information for commercial radio traffic information broadcasts, the most common source of traffic information for motorists. These companies also package specific information on a route or time of day basis to paying clients who subscribe for the information. In recent years, many Internet sites have been created to provide road condition and traffic information. A mixture of public sector agencies and private information service providers maintain these sites.

## Emergency Management

State and local governments have agencies whose duties are to plan for and coordinate multi-agency response to large-scale emergencies such as natural and man-made disasters. These agencies have specific responsibilities under both federal and state law. Even very large highway incidents rarely activate emergency response plans unless they involve multiple highway incidents, widespread damage (i.e. large numbers of trees down or roads flooded), necessitate evacuation due to a spill, fire or presence of hazardous materials. Emergency management agencies maintain lists of the location of many public and private sector resources that might be needed in a major emergency. These lists and contacts for activating resources are valuable tools in planning multi-agency response to major highway incidents.

On HazMat Incidents, VDEM will provide the follow:

- Technical guidance to the IC; representation in UC
- Assist locals/IC with product identification, detection and monitoring, oversee clean-up w/DEQ's guidance
- Dispatch Regional HazMat Response Team to assist with mitigation, oversee clean-up w/DEQ's guidance



## Hazardous Materials Contractors

Hazardous materials contractors operate in a number of regions in the United States. They are hired by emergency or transportation authorities, the responsible party(ies) and/or other legally responsible entities to clean up and dispose of toxic or hazardous materials and (as necessary) restore the damaged site. Most common (and small quantity) engine fluid spills (oil, diesel fuel, gasoline, anti-freeze, etc.) can be contained and mitigated without calling hazardous materials contractors.

## Towing and Recovery

Towing and recovery service providers are responsible for the safe and efficient removal of wrecked or disabled vehicles, and debris from the incident scene. Their typical responsibilities include:

- Recover and remove vehicles from incident scene
- Protect victims' property and vehicles
- Remove debris from the roadway
- Provide other services, such as traffic control, as directed or under contract



## Command and Control

Homeland Security Presidential Directive (HSPD)-5, *Management of Domestic Incidents*, directed the development and administration of the National Incident Management System (NIMS). Originally issued on March 1, 2004, by the Department of Homeland Security (DHS), the *National Incident Management System* (NIMS) provides a systematic, proactive approach to guide departments and agencies at all levels of government, nongovernmental organizations, and the private sector to work seamlessly to prevent, protect against, respond to, recover from, and mitigate the effects of incidents, regardless of cause, size, location, or complexity, in order to reduce the loss of life and property and harm to the environment.



The Incident Command System (ICS) component of NIMS shall be used to provide command and control at the scene of incidents covered by this plan. The senior law enforcement official on scene shall normally be the Incident Commander, except in incidents involving a fire, rescue, patient care or hazardous materials. Unified Command may be required on large scale events. ICS recognizes that different disciplines may need to assume the role of Incident Commander at various stages of the incident, and provides for an orderly transfer of command as assignments are completed.



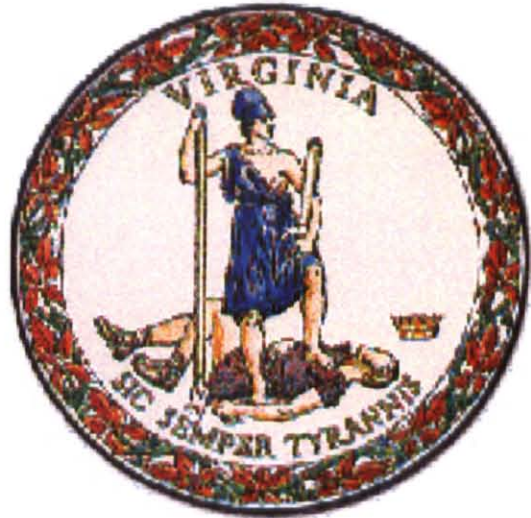
Law enforcement, in cooperation with other incident participants shall be responsible for securing the incident scene in a manner to safely make available the most travel lanes as soon as reasonably possible. As specialized resources such as fire, rescue EMS, and towing and recovery complete their missions, they will clear the incident and return to their normal duties. This will also be true of law enforcement and other agencies as they complete their required functions, and it is determined their resources are no longer needed. The paramount goal is restoring the roadway to normal traffic as soon as possible.



## Statutory Authority

### **§46.2-371: Driver to give immediate notice of certain accidents.**

The driver of any vehicle involved in any accident resulting in injury to or death of any person, or some person acting for him, shall immediately give notice of the accident to a law-enforcement officer. A willful failure to make the report required in this section shall constitute a Class 4 misdemeanor.



### **§46.2-373: Report by law-enforcement officer investigating accident.**

A. Every law-enforcement officer who in the course of duty investigates a motor vehicle accident resulting in injury to or death of any person or total property damage to an apparent extent of \$1,500 or more, either at the time of and at the scene of the accident or thereafter and elsewhere, by interviewing participants or witnesses shall, within twenty-four hours after completing the investigation, forward a written report of the accident to the Department. The report shall include the name or names of the insurance carrier or of the insurance agent of the automobile liability policy on each vehicle involved in the accident.

B. Any report filed pursuant to subsection A of this section shall include information as to (i) the speed of each vehicle involved in the accident and (ii) the type of vehicles involved in all accidents between passenger vehicles and vehicles or combinations of vehicles used to transport property, and (iii) whether any trucks involved in such accidents were covered or uncovered.

C. The Department shall supply copies of accident reports received under this section to the Commissioner of Highways who shall exercise the authority granted to him under §§ 46.2-870 through 46.2-878 to reduce speed limits where accident frequency or severity or other factors may indicate the course of action to be warranted.

### **§ 46.2-888. Stopping on highways; general rule.**

No person shall stop a vehicle in such manner as to impede or render dangerous the use of the highway by others, except in the case of an emergency, an accident, or a mechanical breakdown. In the event of such an emergency, accident, or breakdown, the emergency flashing lights of such vehicle shall be turned on if the vehicle is equipped with such lights and such lights are in working order. If the driver is capable of safely doing so and the vehicle is movable, the driver may move the vehicle from the roadway to prevent obstructing the regular flow of traffic; provided, however, that the movement of the vehicle to prevent the obstruction of traffic shall not relieve the law-enforcement officer of his duty pursuant to § 46.2-373. A report of the vehicle's location shall be made to the nearest law-enforcement officer as soon as practicable, and the vehicle shall be moved from the roadway to the shoulder as soon as possible and removed from the shoulder without unnecessary delay. If the vehicle is not promptly removed, such removal may be ordered by a law-enforcement officer at the expense of the owner if the disabled vehicle creates a traffic hazard.

### **§ 46.2-902: Leaving scene of accident when directed to do so by officer.**

A person shall leave the scene of a traffic accident when directed to do so by a law-enforcement officer.

**§46.2-894: Duty of driver to stop, etc., in event of accident involving injury or death or damage to attended property; penalty.**

The driver of any vehicle involved in an accident in which a person is killed or injured or in which an attended vehicle or other attended property is damaged shall immediately stop as close to the scene of the accident as possible without obstructing traffic, as provided in § 46.2-888, and report his name, address, driver's license number, and vehicle registration number forthwith to the State Police or local law-enforcement agency, to the person struck and injured if such person appears to be capable of understanding and retaining the information, or to the driver or some other occupant of the vehicle collided with or to the custodian of other damaged property. The driver shall also render reasonable assistance to any person injured in such accident, including taking such injured person to a physician, surgeon, or hospital if it is apparent that medical treatment is necessary or is requested by the injured person.

Where, because of injuries sustained in the accident, the driver is prevented from complying with the foregoing provisions of this section, the driver shall, as soon as reasonably possible, make the required report to the State Police or local law-enforcement agency and make a reasonable effort to locate the person struck, or the driver or some other occupant of the vehicle collided with, or the custodian of the damaged property, and report to such person or persons his name, address, driver's license number, and vehicle registration number.

Any person convicted of a violation of this section is guilty of (i) a Class 5 felony if the accident results in injury to or the death of any person, or if the accident results in more than \$1000 of damage to property or (ii) a Class 1 misdemeanor if the accident results in damage of \$1000 or less to property.

**§27-15.1: Authority of chief, director or other officer in charge when answering alarm or operating at an emergency incident; penalty for refusal to obey orders.**

While any fire/EMS department or fire/EMS company is in the process of answering an alarm or operating at an emergency incident where there is imminent danger or the actual occurrence of fire or explosion or the uncontrolled release of hazardous materials which threaten life or property and returning to the station, the chief, director, or other officer in charge of such fire/EMS department or company at that time shall have the authority to: (i) maintain order at such emergency incident or its vicinity, (ii) direct the actions of the fire fighters or emergency medical services personnel at the incident, (iii) notwithstanding the provisions of §§ 46.2-888 through 46.2-891, keep bystanders or other persons at a safe distance from the incident and emergency equipment, (iv) facilitate the speedy movement and operation of emergency equipment and fire fighters or emergency medical services personnel, (v) cause an investigation to be made into the origin and cause of the incident, and (vi) until the arrival of a police officer, direct and control traffic in person or by deputy and facilitate the movement of traffic. The fire chief, director, or other officer in charge shall display his fire fighter's or emergency medical services personnel's badge, or other proper means of identification. Notwithstanding any other provision of law, this authority shall extend to the activation of traffic control signals designed to facilitate the safe egress and ingress of emergency equipment at a fire/EMS station. Any person or persons refusing to obey the orders of the chief, director, or his deputies or other officer in charge at that time shall be guilty of a Class 4 misdemeanor. The chief, director, or other officer in charge shall have the power to make arrests for violation of the provisions of this section. The authority granted under the provisions of this section may not be exercised to inhibit or obstruct members of law-enforcement agencies or rescue squads from performing their normal duties when operating at such emergency incident, nor to conflict with or diminish the lawful authority, duties and responsibilities of forest wardens, including but not limited to the provisions of Chapter 11 of Title 10.1. Personnel from the news media, such as the press, radio and television, when gathering the news may enter at their own risk into the incident area only when the officer in charge has deemed the area safe and only into those areas of the incident that do not, in the opinion of the officer in charge, interfere with the fire/EMS department or fire fighters or emergency medical services personnel dealing with such emergencies, in which case the chief or other officer in charge may order such person from the scene of the emergency incident.

## INCIDENT DEFINITION & CLASSIFICATION

All traffic incidents will be classified based on the expected incident duration as outlined in the Virginia Work Area Protection Manual and the Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration. The three incident classes to be used are as follows:

### Level 1/Minor

### Level 2/Intermediate

### Level 3/Major

Incident Classification Guidelines			
Incident Attributes	Incident Severity Level		
	Level 1 (Minor)	Level 2 (Intermediate)	Level 3 (Major)
Estimated Duration - Until normal traffic flow restored	Less than 30 minutes	30 minutes - 2 hours	2 hours or more
Travel Lanes Closed	0-1 Minor Lane Blockage Ex: Disabled, debris, property damage crash	1-2 Major lane blockage & measurable impact on traffic. Ex: Crashes with injuries, multi- vehicle crashes, motor carrier crashes, etc	1 or more Major lane blockage & significant impact on traffic. Ex: Fatal crashes, hazardous material spills, overturned truck/trailer, roadway or structural damage
Structures Involved - Bridge, Overhead Signs, etc.	No	Yes/No	Yes/No
Multiple Vehicles	Yes/No	Yes/No	Yes
Multiple Injuries or Fatality	No	Yes/No	Yes
Fire or Potential Fire Risk	Yes/No	Yes	Yes
Vehicles with Hazardous Materials or Cargo	No	Yes	Yes
Hazardous Materials Cargo Damaged or Breached	Yes/No Contingent upon type of released product	Yes	Yes

Incident Classification Guidelines			
Incident Attributes	Incident Severity Level		
	Level 1 (Minor)	Level 2 (Intermediate)	Level 3 (Major)
Hazardous Materials Cargo Damaged or Breached	Yes/No Contingent upon type of released product	Yes	Yes
Need for Resources	Minimal resources needed not typically necessary to set up lane closure with traffic control devices.	Can be handled without major commitment of resources. Usually requires traffic control on the scene to divert traffic around incident. Full road closure possible for short periods.	Major commitment of resources by participating agencies. Requires extensive traffic control and may require establishing alternate routes for traffic
PIO Resources Needed	No	Yes/No	Yes
Incident Declared By	Initial Incident Commander (typically state or local police, fire, or rescue)	Supervisor of agency w/legal responsibility for operating at incident.	Incident Commander with input from agencies in Unified Command
Unified/Area Command Req.	No	Yes/No	Yes
Incident Debriefing Required	No	As requested by participating agencies	Yes





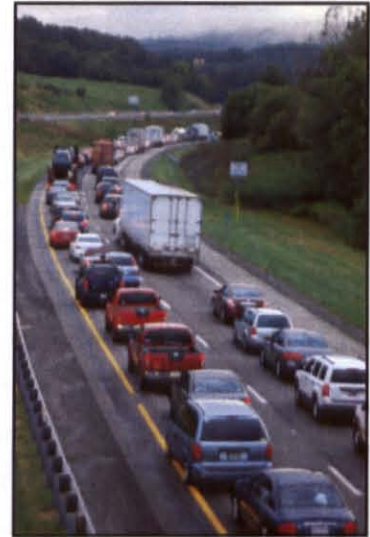
## STRATEGIES & TACTICS

Traffic incidents are defined as any non-recurrent event that causes reduction of roadway capacity or an abnormal increase in demand on a roadway system such as a crash, disabled vehicle, cargo or hazardous material spill, severe weather event, roadway debris, construction, roadway/infrastructure deterioration (e.g., potholes, etc.) or law enforcement activity.

Traffic Incident Management (TIM) consists of a planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so traffic flow may be restored as safely and quickly as possible. Effective TIM reduces the duration and impacts of traffic incidents and improves the safety of motorists, crash victims and emergency responders.

The Virginia Traffic Incident Management Plan focuses on three NUG objectives:

1. Responder safety
2. Safe quick clearance
3. Prompt, reliable incident communications



### Responder safety

Emergency responders can significantly increase their safety by responding with only the necessary resources, properly positioning their vehicles at incident scenes, quickly initiating a traffic management plan, wearing proper safety apparel and promptly removing all equipment and personnel from the scene expeditiously once their specific assignment has been completed.



It is well documented that traffic incidents present a significant danger to both motorists and emergency responders. The

primary objective at any traffic incident must be to reduce this danger. Motorists can contribute to responder safety by understanding the dangers associated with traffic incidents and the role they can play in mitigating this danger. Emphasis should be placed on promoting current laws which allow motorists to remove vehicles involved in a crash from travel lanes in certain circumstances (46.2-888). Motorists should also be made aware of the dangers of standing on or in close proximity to travel lanes.

## Safe, quick clearance of incident

Quickly clearing incidents and restoring the highway to normal is the essential component of TIM. In order for an incident to be cleared quickly, all stakeholders must consider this goal their priority.

The following are essential elements for quick clearance.

- The quick clearance of vehicles, cargo or objects is critical to prevent excessive traffic congestion that endangers or would prohibit the emergency response of police, fire or medical services to life threatening situations.
- Prevent the occurrence of secondary incidents. Secondary incidents could further jeopardize public safety, complicate or prolong clearance and add to the congestion cost of the original incident.
- Minimize the long-term impacts of highway incidents (e.g., roadway releases of oil and/or hazardous material) that may impact public health, safety, welfare and the environment.
- Minimize productivity losses created by highway congestion and delay. These losses adversely impact business, government, education and the quality of life and every effort should be made to minimize this cost, the impact to public safety and the inconvenience to motorists of the Commonwealth.



### *Key strategies to be considered:*

1. *Utilize the Incident Command System as appropriate based on the classification level, to manage incidents. Unified Command should be used to efficiently coordinate incidents requiring the response of several TIM agencies.*
2. *All TIM agencies must understand their individual roles and work together to safely and quickly clear incidents.*
3. *Establish performance standards for the clearance of incidents based on incident level and track progress toward achievement of the standard.*
4. *Establish and/or continue regional/local training and TIM working groups to develop best practices and standard operating procedures based on resources available to that locality.*
5. *Debrief following major incidents to improve response.*

## Prompt and reliable incident communications

On-scene communications can effectively and significantly enhance TIM. The following are suggested strategies for improved communications:

1. Traffic incident responders should develop and implement standardized multidisciplinary traffic incident communications practices and procedures. Plain language should be used by all responders when conversing on the radio in lieu of ten codes.
2. All traffic incident responders should receive prompt, reliable notification of incidents to which they are expected to respond consistent with the Incident Classification Guidelines.
3. State, regional and local Traffic Incident Management stakeholders should work together to develop plans to make use of existing interoperable voice and data networks.
4. Traffic Incident Management partners should encourage development of more prompt and reliable traveler information systems that will enable drivers to make travel decisions to reduce the impacts of emergency incidents on traffic flow.
5. Traffic Incident Management partners should coordinate with news media and information service providers to provide prompt, reliable incident information to the public.
6. Public Safety Communication Centers to maintain up to date contact information for stakeholders in this plan to include both business hours and after hours contact numbers.



## **REGIONALIZATION/LOCALIZED STRATEGY**

Maintaining an awareness of local needs and capabilities is essential to ensure all plans and strategies stay dynamic to meet the public safety needs of the community. To ensure connectivity between the State and Local TIMS Committees, the Virginia Department of State Police shall attend all regional and local TIM Committees and will be responsible for reporting all activities and findings to the Chairman of the Statewide TIMS Committee or his designee.

Periodic meetings of all involved parties and practitioners are vital to the continuity of the local committee and a coordinated response to highway incidents that mandate multiple levels of professional response. Suggested strategies include.

- Establish/Reestablish and maintain TIMs Committees
- Representation should include at a minimum fire departments, local/state law enforcement, emergency medical services, transportation incident management, 9-11 communications, and towing and recovery operators.
- Conduct training approved by the Statewide Traffic Incident Management Committee
- Committees should meet as needed, but at least semi-annually.
- Committees should conduct after action reviews of select Level 3/Major Incidents or other incidents as requested, addressing lessons learned. The Incident Commanders of the incidents should participate in the after action review.

## CONCLUSION

No single document can entirely address all aspects of traffic incident management. This document is designed to provide general guidance and a framework for all TIM responders to improve performance and integrate the three NUG objectives of responder safety, safe quick clearance, and prompt reliable incident communications.

## RELATED RESOURCES

### **Federal Highway Administration-FHWA**

[http://www.ops.fhwa.dot.gov/eto\\_tim\\_pse/about/tim.htm](http://www.ops.fhwa.dot.gov/eto_tim_pse/about/tim.htm)

### **Federal Highway Administration-FHWA**

<http://mutcd.fhwa.dot.gov/>

### **2011 Virginia Work Area Protection Manual**

[http://www.virginiadot.org/business/resources/wztc/Virginia\\_WAPM\\_2011\\_web.pdf](http://www.virginiadot.org/business/resources/wztc/Virginia_WAPM_2011_web.pdf)

### **National Traffic Incident Management Coalition-NTIMC**

<http://www.pcb.its.dot.gov/t3/s080911/corbin.pdf>

# Appendix D

Strategic Highway Research Program  
TIMs Training Statistics

## National Traffic Incident Management (TIM) Responder Training Program

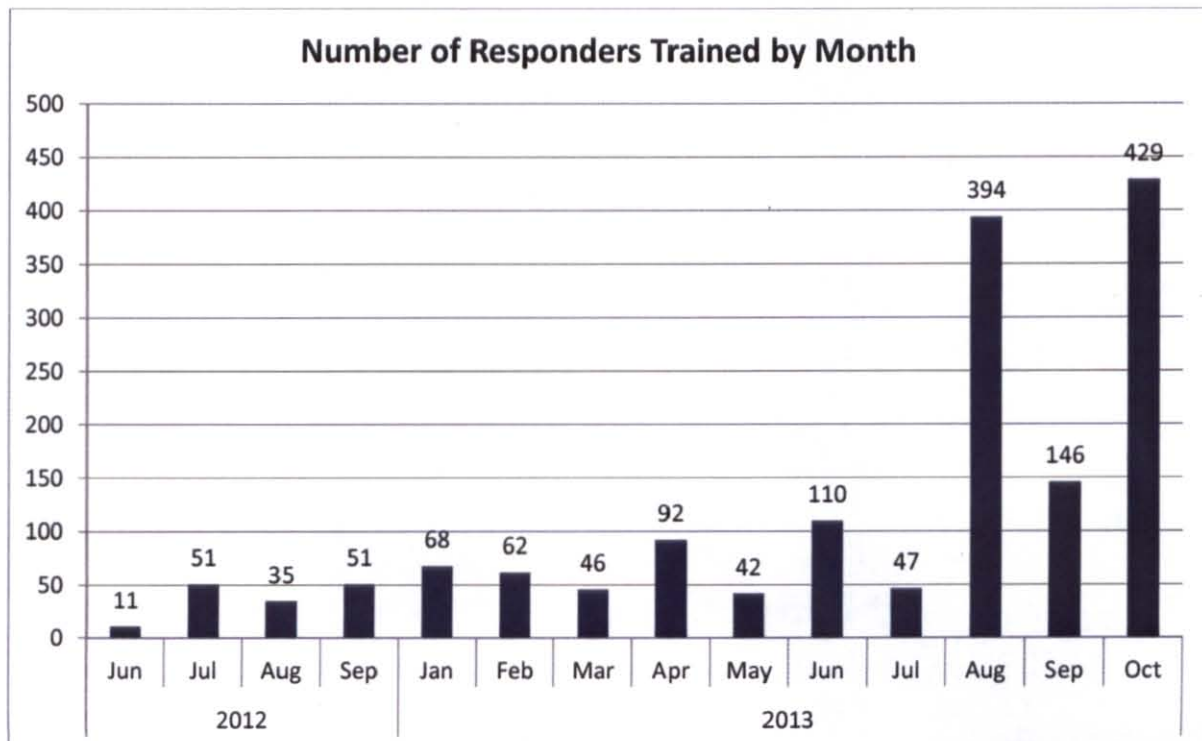
### Virginia Training Report

As of November 11, 2013

#### Summary

TIM Responder Training at a Glance			
Training Statistics		Responders Trained by Discipline	
Train-the-Trainer Sessions Conducted	5	Discipline	Number
Number of Trainers Trained	111	Law Enforcement	405
TIM Responder Training Sessions Held	59	Fire/Rescue	614
Number of Responders Trained	1,584	Towing and Recovery	112
		EMS	98
		DOT/Transportation	287
		Other Disciplines	68
		<b>Total</b>	<b>1,584</b>
			<b>100%</b>

#### TIM Responders Trained by Month



Workshop State	Workshop City	Date of Workshop	Total	Law Enforcement	Fire/Rescue	Towing and Recovery	EMS	DOT/Transportation	Other Disciplines	Instructor Name(s)	Modules
Virginia	Appomattox	06/29/12	5	5						Sergeant R.R. Campbell	Other - Select Lessons
Virginia	Appomattox	06/30/12	6	6						Sergeant R.R. Campbell	Other - Select Lessons
Virginia	Chesapeake	07/25/12	51	17	13	2	0	13	6	Scott Edelman, James Stanek, Kenneth Muhleman, Gregory Jackson	4-Hour Version
Virginia	York County	08/08/12	35	8	15	4		8		Richard L. Stephens	4-Hour Version
Virginia	Hampton	09/10/12	51	18	15			14	4	James Stanek, Ken Muhleman, Joseph Kovaleski	4-Hour Version
Virginia	Virginia Beach	01/30/13	68	0	0	0	0	68	0	James Stanek / Ken Coody	4-Hour Version
Virginia	Virginia Beach	02/04/13	16	16						Mark R. Miller	4-Hour Version
Virginia	Abingdon	02/25/13	46	7	27	8	3	1		FSgt Michael Musser - Va State Police; Chief Tim Estes - Va Dept of Fire Programs	4-Hour Version
Virginia	Prospect	03/13/13	39	5	16	2	5	11		Sergeant R.R. Campbell VSP, Rusty Fitzhugh VDOT, Marvin Tweedy VDOT	Other - Select Lessons
Virginia	Chatham	03/21/13	7	1	2	2	0	1	1	First Sergeant Sidney Leslie	4-Hour Version
Virginia	Woodstock	04/01/13	20	8	11	0	0	1	0	J. Smith, R. Rabe, J. Fugman, W. Crane	4-Hour Version
Virginia	Wytheville	04/02/13	50	5	24	15	6			First Sergeant Michael Musser - Va State Police, Chief Tim Estes - Va Dept of Fire Programs	4-Hour Version
Virginia	Virginia Beach	04/13/13	9	0	0	9	0	0	0	James Stanek, Mark Miller, Scott Edelman	4-Hour Version
Virginia	Chatham	04/20/13	7	1	2	3	0	1	0	First Sergeant Sidney Leslie	4-Hour Version
Virginia	Chatham	04/20/13	6	3	3					First Sergeant Sidney Leslie	4-Hour Version
Virginia	Danville	05/29/13	42	10	7	1		22	2	First Sergeant Sidney Leslie	4-Hour Version
Virginia	Bowling Green	06/01/13	28	4	6	10	3	5	0	Jason Spencer, Mark Irving, Cheryl Buchanan	4-Hour Version
Virginia	Roanoke	06/14/13	61	4	57					First Sergeant Sidney Leslie	4-Hour Version
Virginia	Winchester	06/28/13	21	3	8	0	2	7	1	J. Smith, R. Rabe, M Bryne	4-Hour Version
Virginia	Stafford	07/25/13	30	10	18	0	1	1	0	J. Smith, J. Fugman, R. Rabe, W. Crane	4-Hour Version
Virginia	Yorktown	07/30/13	17	6	4			7		Scott Edelman, James Stanek, Mark Miller, Ken Muhleman	4-Hour Version
Virginia	York County	08/02/13	24	3	7	2	4	6	2	Scott Edelman, Kenneth Muhleman, James Stanek and Richard Stephens	4-Hour Version
Virginia	Yorktown	08/05/13	20	4	10	0	0	6	0	Mark Miller, James Stanek, Kenneth Muhleman	4-Hour Version
Virginia	York County	08/06/13	32	9	14	5		4		Scott Edelman, James Stanek	4-Hour Version
Virginia	Culpeper	08/08/13	21	9	9	0	0	0	3	J. Smith, R. Rabe, J. Fugman	4-Hour Version
Virginia	Yorktown	08/09/13	33	6	18	3	0	6	0	Scott Edelman; James Stanek	4-Hour Version
Virginia	Yorktown	08/12/13	34	5	12	2	0	11	4	Richard Stephens; James Stanek	4-Hour Version
Virginia	Yorktown	08/15/13	30	5	12	3		6	4	Scott Edelman; James Stanek	4-Hour Version
Virginia	Stafford	08/19/13	35	20	5	0		8	2	J. Smith, J. Forman, L. Peters, S. Weissman	4-Hour Version
Virginia	Stafford	08/19/13	15	12	1	0	0	1	1	J. Smith, J. Forman, L. Peters, S. Weissman	4-Hour Version
Virginia	Stafford	08/20/13	24	15	6	0	1	1	1	J. Smith, J. Forman, L. Peters, S. Weissman	4-Hour Version
Virginia	Yorktown	08/20/13	23	6	10	1		5	1	Scott Edelman; James Rhodes	4-Hour Version
Virginia	Woodstock	08/21/13	26	16	6	0	2	1	1	J. Smith, R. Rabe	4-Hour Version
Virginia	Stafford	08/21/13	20	17	3					J. Fugman, S. Weissman, L. Peters, J. Forman	4-Hour Version
Virginia	Stafford	08/22/13	15	9	3	0	0	2	1	J. Forman, L. Peters, S. Weissman	4-Hour Version
Virginia	Chesapeake	08/29/13	42	4	17	4		8	9	James Stanek, Mark Miller, Ken Muhleman	4-Hour Version
Virginia	Quantico MCB	09/05/13	15	0	8	0	7	0	0	J. Smith	4-Hour Version
Virginia	Quantico MCB	09/05/13	14	0	7	0	6	0	1	J. Smith	4-Hour Version
Virginia	Wise	09/07/13	43	15	22	5	1			First Sergeant Michael Musser - Va State Police, Chief Tim Estes - Va Dept of Fire Programs	4-Hour Version
Virginia	Hampton	09/24/13	47	8	10	1		18	10	James Stanek, Ken Muhleman, Joseph Kovaleski, Scott Edelman	4-Hour Version
Virginia	Quantico	09/24/13	15	0	7	0	8	0	0	J. Smith, R. Rabe, J. Fugman	4-Hour Version
Virginia	Quantico	09/24/13	12	0	6	0	6	0	0	J. Smith, R. Rabe, J. Fugman	4-Hour Version

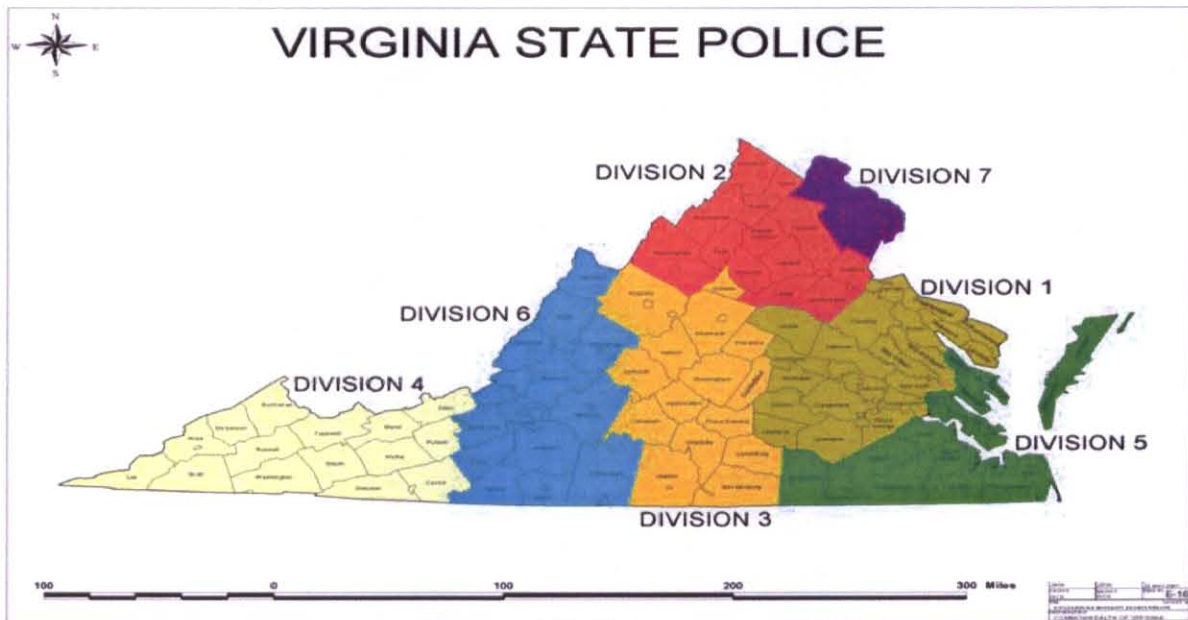
Workshop State	Workshop City	Date of Workshop	Total	Law Enforcement	Fire/Rescue	Towing and Recovery	EMS	DOT/Transportation	Other Disciplines	Instructor Name(s)	Modules
Virginia	Stafford	10/04/13	5	5	0	0	0	0	0	Steve Weissman, John Fugman, Jason Forman	4-Hour Version
Virginia	Accomack/ Northampton County	10/05/13	35	3	27	0	5	0	0	James Stanek, Ken Muhleman	4-Hour Version
Virginia	Accomack/ Northampton County	10/15/13	35	12	13	3	3	3	1	James Stanek, Ken Muhleman	4-Hour Version
Virginia	Accomack/ Northampton County	10/16/13	35	10	16	2	4	2	1	James Stanek, Ken Muhleman	4-Hour Version
Virginia	Accomack/ Northampton County	10/17/13	25	5	14	2	1	2	1	James Stanek, Scott Edelman	4-Hour Version
Virginia	Accomack/ Northampton County	10/18/13	20	8	2	2	4	4		James Stanek, Ken Muhleman	4-Hour Version
Virginia	Virginia Beach	10/21/13	13	5	2	0	0	5	1	James Stanek	4-Hour Version
Virginia	York County	10/22/13	15	7	2	2	0	1	3	James Stanek; Ken Muhleman	4-Hour Version
Virginia	Luray	10/22/13	64	8	32	5	15	4	0	J. Smith, R. Rabe	4-Hour Version
Virginia	Spotsylvania	10/24/13	10	2	6	0	0	2	0	J. Smith, R. Rabe, D. McClelland	4-Hour Version
Virginia	Virginia Beach	10/24/13	20	7	3			8	2	James Stanek, Mark Miller	4-Hour Version
Virginia	Stafford	10/28/13	5	5	0	0	0	0	0	S. Weissman, J. Fugman, J. Forman, W. Crane	4-Hour Version
Virginia	Sussex County	10/29/13	13	3		2	2	3	3	James Stanek, Ken Muhleman	4-Hour Version
Virginia	Verona	10/29/13	32	2	20	6	3	1	0	J. Smith, R. Rabe	4-Hour Version
Virginia	Verona	10/29/13	48	9	26	0	4	9	0	J. Smith, R. Rabe	4-Hour Version
Virginia	Southampton County- Franklin	10/30/13	30	6	18	6	0	0	0	James Stanek, Ken Muhleman, Greg Jackson	4-Hour Version
Virginia	Spotsylvania	10/30/13	24	8	12	0	2	0	2	R. Rabe, J. Fugman, W. Crane, W. Green	4-Hour Version
Totals:			59 Sessions	1584	405	614	112	98	287	68	
				26%	39%	7%	6%	18%	4%		



# Appendix E

Local Traffic Incident Management Groups

# Local Traffic Incident Management Groups and Committees 2013



# Division I - Richmond

- **Area 1 TIMs Committee**

**Date of last Meetings:** July 12, 2013

**Location:** Hanover County and the Town of Ashland

**Committee Chair:** Captain Vermeer Hanover Sheriff's Dept.

**Participating agencies/Stake Holders:**

Ashland Police Department  
Ashland Public Works  
Hanover County Public Works  
Hanover County Traffic Engineering Department  
Hanover Fire and Rescue Department  
Hanover Sheriff's Office  
Venture Electric – Traffic Engineering Department  
Virginia Department of Transportation – Hanover VDOT

- **Area 2 TIMs Committee**

**Date of last Meetings:** March 27, 2013

**Location:** Northern Neck/Essex

**Committee Chair:** First Sergeant Michael L. Sweet

**Participating Agencies/Stake Holders:**

Essex County Fire and Rescue  
Essex County Sheriff's Department  
Essex Emergency Services Coordinator  
Lancaster County Emergency Services Coordinator  
Lancaster County Fire and Rescue  
Lancaster County Sheriff's Office  
Northumberland County Emergency Services Coordinator  
Northumberland County Fire and Rescue  
Northumberland County Sheriff's Department  
Richmond County Emergency Services Coordinator  
Richmond County Fire and Rescue  
Richmond County Sheriff's Office  
Westmoreland County Emergency Services Coordinator

Westmoreland County Fire and Rescue  
Westmoreland County Sheriff's Department  
Virginia Department of Transportation  
Northern Neck Residency:  
    Richmond County  
    Lancaster County  
    Northumberland County  
    Westmoreland County  
    King George County  
Saluda Residency:  
    Essex County

- **Area 3 TIMs Committee**

**Date of last Meetings:** May 23, 2013

**Location:** Charles City, King and Queen, King William and New Kent Counties

**Committee Chair:** First Sergeant William R. Tinsley

**Participating Agencies/Stake Holders:**

Charles City County Emergency Services – Zach Trogdon  
Charles City County Sheriff's Department – Sheriff J. Smith  
King and Queen County Emergency Services – Greg Hunter  
King and Queen County Sheriff's Department – Sheriff J. R. Charboneau  
King William County Emergency Services – Travis Lindsey  
King William County Sheriff's Department – Sheriff J. Walton  
West Point Police Department – Chief Bobby Maeyer  
New Kent County Fire Chief – Chief Rick Opett  
New Kent County Sheriff's Department – Sheriff S. W. Howard  
New Kent Transportation Safety Commission  
Virginia Department of Transportation  
    Charles City Residency – William White  
    King and Queen Residency – Edward Hudgins  
    King William Residency – Kevin Reaves  
    New Kent Residence - Michelle Ricks

- **Area 4 TIMs Committee**

**Date of last Meeting:** June 14, 2013

**Location:** Goochland and Louisa Counties

**Committee Chair:** Robert Rabe, VDOT Incident Management Coordinator

## Participating Agencies/Stake Holders:

Virginia Department of Transportation:

Route 288 in Goochland, and I64 east of Route 288

Richmond Incident Management Coordinator Mr. Mark Irving (I64 and Rt 288)

804-363-7518

[Mark.Irving@VDOT.Virginia.gov](mailto:Mark.Irving@VDOT.Virginia.gov)

Frank Wiles – Contract Administrator for Rt 288

804-640-5416

[Frank.Wiles@VDOT.Virginia.gov](mailto:Frank.Wiles@VDOT.Virginia.gov)

James Courtney – Routine Maintenance/on-call services for Rt 288

(804) 318-2298

[James.Courtney@VDOT.Virginia.gov](mailto:James.Courtney@VDOT.Virginia.gov)

VDOT Monitors for TAMS contractor ICA which covers Area 4's portion of Rt 288 and I64 east of Rt. 288: (on-call rotation)

James Courtney: 804-318-2298

Email: [James.Courtney@VDOT.Virginia.gov](mailto:James.Courtney@VDOT.Virginia.gov)

LeRoy Hicks: 804-640-1814

Email: [LeRoy.Hicks@VDOT.Virginia.gov](mailto:LeRoy.Hicks@VDOT.Virginia.gov)

Chip Garland: 804-840-3560

Email: [Chester.Garland@VDOT.Virginia](mailto:Chester.Garland@VDOT.Virginia)

Sammy Yates: 804-640-2681

Email: [Sammuel.Yates@VDOT.Virginia.gov](mailto:Sammuel.Yates@VDOT.Virginia.gov)

Interstate 64 – Goochland and Louisa

Richmond Incident Management Coordinator Mr. Mark Irving (I64 Goochland)

804-363-7518

[Mark.Irving@VDOT.Virginia.gov](mailto:Mark.Irving@VDOT.Virginia.gov)

Culpeper Regional Incident Management Coordinator Robert Rabe (I64 Louisa)

540-430-0792

[Robert.Rabe@VDOT.Virginia.gov](mailto:Robert.Rabe@VDOT.Virginia.gov)

Eddie Buckle (I64 Louisa)

540-317-6208

[Eddie.Buckle@VDOT.Virginia.gov](mailto:Eddie.Buckle@VDOT.Virginia.gov)

VDOT Monitor for TME TAMS Contractor (Interstate 64)

VDOT Monitor: Susan Thompson: 434-531-2883

Email: [Susan.Thompson@VDOT.Virginia.gov](mailto:Susan.Thompson@VDOT.Virginia.gov)

Glenn Ratcliffe (I64 Louisa): 434- 422-9780

[Glenn.Ratcliffe@VDOT.Virginia.gov](mailto:Glenn.Ratcliffe@VDOT.Virginia.gov)

For all Non-Interstate Roadways in Area 4

VDOT Goochland (all routes but Interstate):

Mike Carneal – Sandy Hook Area Superintendent

Phone: 804-640-3040 cell  
Email: [Mike.Carneal@vdot.virginia.gov](mailto:Mike.Carneal@vdot.virginia.gov)  
Hillory "Bennie" Mallory – Oilville Area Superintendant  
Phone: 804-640-3157 cell  
Email: [Hillory.Mallory@vdot.virginia.gov](mailto:Hillory.Mallory@vdot.virginia.gov)

VDOT Louisa County (all routes but Interstate)

Dale Brown - covers Louisa roadways east of Route 208  
540-223-5241  
[Dale.Brown@VDOT.Virginia.gov](mailto:Dale.Brown@VDOT.Virginia.gov)  
Ricky Loving – covers Louisa roadways west of Route 208  
540-223-5243  
[RW.Loving@VDOT.Virginia.gov](mailto:RW.Loving@VDOT.Virginia.gov)

**TAMS Contractors that cover Area 4 Interstates**

ICA (TAMS contractor for Rt 288 and I64 East of Rt 288:  
Randolph Cook – Operations Manager of ICA  
Phone: Richmond TOC: 804-796-4520

TME Enterprises, Inc.(TAMS contractor for all of I64 in Area 4):  
TME Charles Mumpower – 540-392-3023

**Goochland County Stakeholders:**

Goochland County Fire and Rescue Deputy Chief Eddie Ferguson  
Goochland Fire and Rescue Deputy Chief Anthony Gordon  
Goochland County Sheriff's Office, Sheriff James Agnew

**Louisa County Stakeholders:**

Louisa County Sheriff Ashland Fortune  
Louisa County Fire/EMS Chief Keith Green  
Louisa County Fire/EMS Holly Grove Chief Martin Hart, Sr.

- **Area 6 TIMs Committee**

**Date of last Meeting:** June 18, 2013

**Location:** Chesterfield, Powhatan and Amelia Counties

**Committee Chair:** First Sergeant D. Wayne Holland

**Participating Agencies/Stake Holders:**

VDOT

Mark Irving - [mark.irving@vdot.virginia.gov](mailto:mark.irving@vdot.virginia.gov)

Chesterfield County

Captain G. L. Netherland, Chesterfield PD [netherlandg@chesterfield.gov](mailto:netherlandg@chesterfield.gov)  
Captain Eric S. Mead, Chesterfield FD [meade@chesterfield.gov](mailto:meade@chesterfield.gov)

Colonial Heights

Lieutenant William Anspach, CH PD [anspachw@colonial-heights.com](mailto:anspachw@colonial-heights.com)  
Battalion Chief T. W. Hoover, CH FD [hooverw@colonial-heights.com](mailto:hooverw@colonial-heights.com)

Powhatan County

UnderSheriff Chris DeHart, PSO [cddehart@powhatansheriff.net](mailto:cddehart@powhatansheriff.net)  
Phil Warner, Powhatan FD [pwarner@powhatanva.gov](mailto:pwarner@powhatanva.gov)

Amelia County

Sheriff R. L. Walker, Amelia Sheriff [rlwalker@ameliasheriff.org](mailto:rlwalker@ameliasheriff.org)  
Kent Emerson, Amelia FD [kent.emerson@ameliacova.com](mailto:kent.emerson@ameliacova.com)

- **Area 7 TIMs Committee**

**Date of last Meetings:** February 12, 2013

**Location:** Prince George and Dinwiddie Counties, Hopewell and Petersburg Cities

**Committee Chair:** First Sergeant Ray A. Newby

**Participating Agencies/Stake Holders:**

Dinwiddie County EOC  
Dinwiddie County Sheriff Department  
Hopewell Police Department  
Petersburg Police Department  
Prince George County EOC  
Prince George County Police Department  
Prince George Fire Department  
TIMs

Virginia Department of Transportation:

Prince George Residency  
Dinwiddie Residency  
Hopewell and Petersburg Cities Residencies  
Contact - Ray Varney, Residency Administrator

- **Area 8 TIMs Committee**

**Date of last Meeting:** Scheduled to meet July 30, 2013

**Location:** Richmond City and Henrico County

**Committee Chair:** First Sergeant John A. Rehme, III

**Participating Agencies/Stake Holders:**

Henrico County Emergency Services  
Henrico County Fire & Rescue  
Henrico County Police Department  
Henrico County Traffic Management  
Richmond Emergency Services  
Richmond Fire & Rescue  
Richmond Police Department  
Richmond Traffic Management  
Transfield Service Transportation Infrastructure  
Virginia Department of Transportation – Richmond Residency

- **Area 44 TIMs Committee**

**Date of last Meeting:** April 30, 2013

**Location:** Caroline and King George Counties

**Committee Chair:** No Chair Person

**Participating Agencies/Stake Holders:**

Caroline County Fire/Rescue  
Caroline County Sheriff's Office  
King George County Fire/Rescue  
King George County Sheriff's Office  
Naval Surface Warfare Center – Dahlgren Division  
Virginia Department of Transportation:  
    Caroline Residency  
    King George Residency



# Division II - Culpeper

- **Areas 13, 14 16 TIMs Committee  
(Shenandoah Valley Local/Regional Stakeholders Meetings)**

**Date of last Meeting:** April 17, 2013

**Location:** Frederick, Shenandoah, and Rockingham Counties

**Committee Chair:** Robert Rabe (VDOT)

**Participating Agencies/Stake Holders:**

All private interstate contractors – ICA; DBI  
Woodstock Police Department  
New Market Police Department  
Strasburg Police Department  
Mt. Jackson Police Department  
Stephens City Police Department  
Front Royal Police Department  
Harrisonburg Police Department  
Woodstock Fire/Rescue  
Strasburg Fire/Rescue  
Mt. Jackson Fire/Rescue  
New Market Fire/Rescue  
Harrisonburg Fire Department  
Rockingham County Fire Department  
Frederick County Sheriffs' Office  
Public school systems  
Rockingham County Sheriffs' Office  
Shenandoah County Sheriffs' Office  
American Red Cross  
Bridgewater College  
Eastern Mennonite University  
Harrisonburg Community Health Center  
Harrisonburg City Schools  
James Madison University Administration Office  
Rockingham County Schools  
Rockingham County Administrator's Office  
Rockingham Memorial Hospital  
U.S. Cold Storage  
Virginia Department of Health  
Virginia Department of Social Services  
Walmart Distribution Center

Virginia Department of Transportation – VDOT (all jurisdictions)  
Edinburg Residency

- **Area 5 TIMs Committee**  
**(I-95 Stafford, Spotsylvania and Fredericksburg City TIM Meetings)**

**Date of last Meeting:** May 30, 2013

**Location:** Spotsylvania and Stafford Counties/City of Fredericksburg

**Committee Chair:** Mike Wood (VDOT) Steve Weissman (Stafford Fire/Rescue)

**Participating Agencies/Stake Holders:**

All private interstate contractors: None attended  
City/Town Police  
Caroline County Fire/Rescue  
City of Fredericksburg Fire/Rescue  
King George County Fire/Rescue  
Stafford County Fire/Rescue  
Virginia Department of Emergency Management  
Public school systems  
Spotsylvania County Sheriffs' Office  
Stafford County Sheriffs' Office  
Virginia Department of Transportation – VDOT (all jurisdictions)  
Richmond District

- **Areas 12 and 13 TIMs Committee**  
**(I-66 Fauquier, Warren Corridor TIM Meetings)**

**Date of last Meeting:** May 2, 2013

**Location:** Fauquier, Warren and Clarke Counties

**Committee Chair:** Robert Rabe (VDOT)

**Participating Agencies/Stake Holders:**

All private interstate contractors  
ICA  
DBI  
Stephens City Police Department  
Front Royal Police Department  
Middleburg Police Department  
Berryville Police Department  
Warrenton Police Department

Clarke County Sheriff's Office  
Fauquier County Sheriffs' Office  
Fire/Rescue from all jurisdictions  
Public School Systems  
Virginia Department of Transportation – VDOT (all jurisdictions)  
    Edinburg Residency  
    Warrenton Residency  
    Bealeton Area Headquarters  
    Warrenton Area Headquarters  
    Rappahannock Area Headquarters  
    Marshall Area Headquarters  
Warren County Sheriffs' Office

- **Area 15 TIMs Committee  
(Culpeper, Orange, Madison TIM Meetings)**

**Date of last Meeting:** May 2, 2013

**Location:** Culpeper, Orange and Madison Counties

**Committee Chair:** Robert Rabe (VDOT)

**Participating Agencies/Stake Holders:**

All private interstate contractors: Unknown who will attend  
Gordonsville Police Department  
Orange Police Department  
Culpeper Police Department  
Culpeper County Sheriffs' Office  
Fire/Rescue from all jurisdictions  
Orange County Fire & EMS  
Madison County Fire & EMS  
Madison County Sheriff's Office  
Orange County Sheriff's Office  
Public School Systems  
Virginia Department of Transportation – VDOT (all jurisdictions)  
    Gordonsville Area Headquarters  
    Madison Area Headquarters

# Division III – Appomattox

- **Areas 17 TIMs Committee  
(Central Shenandoah Incident Management)**

**Location:** Augusta, Rockingham and Highland Counties/Staunton and Waynesboro Cities

**Date of last Meeting:** April 18, 2013 - Next Meeting June 20, 2013

**Committee Chair:** Robert Rabe – VDOT

**Participating Agencies/Stake Holders:**

Augusta County Sheriff's Office  
Augusta County Emergency Operations Center  
Fire and Rescue from all jurisdictions – Augusta County Fire and Rescue  
Fire and Rescue from all jurisdictions – Harrisonburg Fire Department  
Fire and Rescue from all jurisdictions – Rockingham County Fire and Rescue  
Fire and Rescue from all jurisdictions – Staunton-Augusta Rescue Squad  
Fire and Rescue from all jurisdictions – Waynesboro Fire Department  
Fire and Rescue from all jurisdictions – Waynesboro First Aid Crew  
Harrisonburg Police Department  
Highland County Sheriff's Office  
Rockingham County Emergency Operations Center  
Rockingham County Sheriff's Office  
Staunton Police Department  
Towing Companies on VSP wrecker list – Drumheller's Towing  
Towing Companies on VSP wrecker list – Staunton Truck and Auto  
Towing Companies on VSP wrecker list – Teter's Exxon  
Virginia Department of Environmental Quality  
Virginia Department of Transportation – VDOT Staunton District Headquarters  
Virginia Department of Transportation – VDOT Harrisonburg Residency  
Waynesboro Police Department

- **Area 17/18 TIMs Committee  
(Afton Mountain Workgroup)**

**Location:** Augusta, Albemarle and Nelson Counties/Waynesboro City

**Date of last Meeting:** December 20, 2012 – Next Meeting June 20, 2013

**Committee Chair:** Robert Rabe – VDOT

**Participating agencies:**

Albemarle County Police Department  
Albemarle Red Cross  
Augusta County Sheriff's Office  
Augusta County Emergency Operations Center  
Augusta Health (Hospital)  
Charlottesville/Albemarle/UVA Emergency Operations Center  
Charlottesville Albemarle Health Department  
Fire and Rescue from all jurisdictions – Albemarle County Fire and Rescue  
Fire and Rescue from all jurisdictions – Augusta County Fire and Rescue  
Fire and Rescue from all jurisdictions – Charlottesville Albemarle Rescue Squad  
Fire and Rescue from all jurisdictions – Charlottesville Fire Department  
Fire and Rescue from all jurisdictions – Nelson County Fire and Rescue  
Fire and Rescue from all jurisdictions – Rockingham County Fire Department  
Fire and Rescue from all jurisdictions – Staunton Augusta Rescue Squad  
Fire and Rescue from all jurisdictions – Waynesboro Fire Department  
Fire and Rescue from all jurisdictions – Waynesboro First Aid Crew  
Martha Jefferson Hospital  
Nelson County Sheriff's Office  
TME Enterprises Incorporated  
Towing Companies on VSP wrecker list – Drumheller's Towing  
UVA Hospital  
Virginia Department of Emergency Management  
Virginia Department of Environmental Quality  
Virginia Department of Transportation – VDOT Staunton District Headquarters  
Virginia Department of Transportation – VDOT Harrisonburg Residency  
Virginia Department of Transportation – VDOT Lynchburg District Headquarters  
Virginia Department of Transportation – VDOT Charlottesville Residency  
Waynesboro Police Department  
Waynesboro Department of Emergency Management

- **Area 18 TIMs Committee  
(Piedmont Traffic Incident)**

**Location:** Albemarle and Nelson Counties/Charlottesville City

**Date of last Meeting:** April 9, 2013 - Next meeting: June 11, 2013

**Committee Chair:** Robert Rabe – VDOT

**Participating agencies:**

Albemarle County Police Department  
Charlottesville Police Department  
Fire and Rescue from all jurisdictions – Charlottesville City Fire Department

Fire and Rescue from all jurisdictions – Charlottesville/Albemarle Rescue  
(Charlottesville Station)  
Fire and Rescue from all jurisdictions – Albemarle County Volunteer Fire Department  
(Crozet Station)  
Nelson County Sheriff's Office  
Towing Companies on VSP wrecker list – No one attended  
University of Virginia Police Department  
Virginia Department of Transportation – VDOT – Charlottesville Residency

- **Area 19 TIMs Committee**  
**(Local Emergency Planning Committee)**

**Location:** Fluvanna County

**Date of last Meeting:** April 3, 2013 - Next Meeting: August 20, 2013

**Committee Chair:** Sheriff Ryant Washington – FCSO

**Participating agencies:**

Fire and Rescue from all jurisdictions – Fluvanna County Fire Department  
Fire and Rescue from all jurisdictions – Cumberland County Fire Department  
Fluvanna County Administrator  
Fluvanna County Sheriff's Office  
Virginia Department of Motor Vehicles  
Virginia Department of Transportation – VDOT (Fluvanna)

- **Area 19 TIMs Committee**  
**(Cumberland Emergency Services Committee)**

**Location:** Cumberland County

**Date of last Meeting:** May 1, 2013 - Next Meeting: July 10, 2013

**Committee Chair:** Gary Thompsom – Cumberland Co. Emer. Mgmt. Coordinator

**Participating agencies:**

Cumberland County Administrator  
Cumberland County Sheriff's Office  
Fire and Rescue from all jurisdictions – Cumberland County Fire Department  
Fire and Rescue from all jurisdictions – Randolph Fire Department  
Fire and Rescue from all jurisdictions – Cartersville Fire Department  
Fire and Rescue from all jurisdictions – Cumberland County Rescue  
Fire and Rescue from all jurisdictions – Cartersville Rescue  
Virginia Department of Motor Vehicles

Virginia Department of Transportation VDOT (Cumberland)

- **Area 19 TIMs Committee**  
**(Buckingham Local Emergency Planning Committee)**

**Location:** Buckingham County

**Date of last Meeting:** May 6, 2013 - Next Meeting: Not scheduled

**Committee Chair:** Kevin Flippen – Buckingham Co. Emer. Mgmt. Coordinator  
Captain Roger Jamersn – BCSO

**Participating agencies:**

Buckingham County Sheriff's Office  
Fire and Rescue Units – Buckingham County 911 Director  
Fire and Rescue Units – Buckingham County Fire Department  
Fire and Rescue Units – Toga Fire Department  
Fire and Rescue Units – Glenmore Fire Department  
Fire and Rescue Units – Buckingham Rescue  
Fire and Rescue Units – Glenmore Rescue

- **Areas 20 TIMs Committee**  
**(Highway Incident Responders Board)**

**Location:** Amherst & Campbell Counties

**Date of last Meeting:** April 17, 2013

**Committee Chair:** Marvin Tweedy – VDOT

**Participating agencies:**

Amherst County Sheriff's Office  
Amherst County Department of Public Safety  
Campbell County Sheriff's Office  
Campbell County Department of Public Safety  
Local Towing Companies  
Virginia Department of Transportation – VDOT Lynchburg

- **Area 21 TIMs Committee**  
**(Appomattox/Prince Edward Traffic Safety Committee)**

**Location:** Appomattox and Prince Edward Counties

**Date of last Meeting:** March 13, 2013 - Next Meeting: June 19, 2013

**Committee Chair:** Sergeant Randy R. Campbell – VSP Area 21

**Participating agencies:**

Appomattox 911 Coordinator  
Appomattox County Police Department  
Prince Edward 911 Coordinator  
Prince Edward County Sheriff's Office  
Virginia Department of Transportation VDOT (Appomattox)  
Virginia Department of Transportation VDOT (Prince Edward)

- **Area 22 TIMs Committee  
(Mecklenburg County Highway Safety Commission)**

**Location:** Mecklenburg County

**Date of last Meeting:** May 15, 2013 - Next Meeting: Not scheduled

**Committee Chair:** Carlton Gurley – Chase City Citizen

**Participating agencies:**

Boydton Police Department  
Fire and Rescue – Clarksville Fire and Rescue  
Fire and Rescue – Boydton Fire and Rescue  
Fire and Rescue – Chase City Fire and Rescue  
Fire and Rescue – South Hill Fire Department  
Fire and Rescue – Lake Gaston Fire Department  
Fire and Rescue – Buckhorn Fire Department  
Fire and Rescue – Southside Rescue Squad  
Mecklenburg County Sheriff's Department  
South Hill Police Department  
Virginia Department of Emergency Management  
Virginia Department of Motor Vehicles  
Virginia Department of Transportation VDOT (Mecklenburg)  
Virginia Division of Alcohol Beverage Control

- **Area 22 TIMs Committee  
(Lunenburg County Regional Traffic Incident Management)**

**Location:** Lunenburg County/Towns of Kenbridge and Victoria

**Date of last Meeting:** November 28, 2012 - Next Meeting: June 19, 2013

**Committee Chair:** Sergeant Robert Campbell – VSP Area 22



**Participating agencies:**

Fire and Rescue from all jurisdictions – Meherrin Fire Department  
Fire and Rescue from all jurisdictions – Victoria Fire Department  
Fire and Rescue from all jurisdictions – Kenbridge Fire Department  
Kenbridge Police Department  
Lunenburg County Sheriff's Department  
Victoria Police Department  
Virginia Department of Emergency Management  
Virginia Department of Transportation VDOT Kenbridge and Victoria residencies

- **Area 23 TIMs Committee  
(Charlotte County Transportation Safety Committee)**

**Location:** Charlotte County

**Date of last Meeting:** August 29, 2012 - Next Meeting: Not scheduled

**Committee Chair:** Ralph Moore – Board of Supervisors

**Participating agencies:**

Charlotte County Board of Supervisors  
Charlotte County Planning and Zoning  
Charlotte County Sheriff's Department  
Virginia Department of Emergency Management  
Virginia Department of Transportation VDOT (Charlotte)

- **Area 23 TIMs Committee  
(Halifax County Transportation Safety Commission)**

**Location:** Halifax County

**Date of last Meeting:** May 14, 2013

**Committee Chair:** N. Ray Owen – Board of Supervisors

**Participating agencies:**

Fire and Rescue from all jurisdictions  
Halifax County Board of Supervisors  
Halifax County Planning and Zoning  
Halifax County Sheriff's Department  
South Boston Fire Department  
South Boston Police Department

Town of Halifax Police Department  
Virginia Department of Transportation VDOT (Halifax)

# **Division IV - Wytheville**

Division Four conducted two TIMs meetings that were a combined effort with Virginia Department of Emergency Management (VDEM), VDOT, and local police, fire and rescue personnel. The meetings were divided into two regions. The first meeting was conducted on April 24, 2013, in Big Stone Gap, Virginia. The second meeting was conducted on April 25, 2013, in Wythe County.

## **Region 4 VSP-VDEM-VDOT Combined Meeting Minutes**

**April 24, 2013**

**Big Stone Gap Fire Department – Big Stone Gap, VA.**

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### **Agenda:**

- Welcome and Introductions
- Combined Meetings
- Goals
- Directory Change Forms
- Local Coordinator Assistance
- Dates to Remember
- EM Academy-Training
- Regional Exercise Update
- Around the Table Comments and Questions

### **Welcome and Introductions:**

Mr. Richardson introduced himself and roundtable introductions followed. A complete list of meeting participants is included further in these minutes.

### **Combined Meetings and Goals:**

Mr. Richardson briefly reviewed the purpose of holding combined meetings between the Virginia State Police (VSP), the Virginia Department of Transportation (VDOT), the Virginia Department of Emergency Management (VDEM), the Region 4 locality emergency managers and first responders. As stated in two previous meetings, the goals of the combined effort are saving lives, preventing injuries, protecting property and the environment, and returning to normalcy.

### **VDOT:**

Mr. Bobby Grinstead spoke to the group regarding the required and proper use of safety vests on the scene of highway incidents. Safety is considered the top priority during their response. When incidents occur, getting the highway open is also a top priority

after life safety. Mr. Grinstead included in his presentation visual demonstrations of what a driver sees as approaching scenes where safety vests are in use and the difference between use of vests and no use of vests.

Mr. Grinstead reminded the group about safety at accident scenes. Responder safety, vehicle positioning, adverse weather conditions and awareness of surroundings were discussed.

#### **DMME:**

Mr. Chris Whitt of DMME provided the group with a briefing on the recent Birchfield Dam situation. He reviewed the known information and pictures of the dam demonstrating the conditions at the time of response. Occupants of one mobile home were evacuated during response to this situation.

#### **VDEM HazMat:**

Mr. Jack Tolbert provided the group with a briefing on the March 23<sup>rd</sup> Haysi derailments involving a CSX train. He reviewed the response to the incident and the current status of the cleanup effort. He provided an update on the regional hazmat team activities.

#### **Emergency Operations Plans:**

Mr. Richardson reminded everyone of the importance of being familiar with your jurisdiction's plan, knowing your part in the plan, sharing the plan, exercising the plan and incorporating the plan in training sessions.

#### **Directory Change Forms:**

Directory Change Forms can be found on the VDEM website. [www.vaemergency.gov](http://www.vaemergency.gov). When staffing changes occur, local emergency managers/coordinators should complete the Directory Change Form and send it to Mr. Richardson in order for updates to be completed.

#### **Dates to Remember:**

Local Coordinator's Roundtable – May 1  
LCAR Reports – Before July 1<sup>st</sup>  
NIMSCAST Report - September 30<sup>th</sup>

#### **Training:**

Available training and upcoming training events were reviewed with the group.

Terrorism Response Operations

Traffic Incident Management System-Federal Highway Administration

The VDEM Training Calendar may be accessed at [www.vaemergency.gov](http://www.vaemergency.gov)

**Communications Support:**

Mr. Richardson provided a status report and a review of the capabilities/resources of the Technical Support Unit (TSU), and the Mobile Command Post.

**Exercises:**

The VDEM Region 4 2013 exercise will be a tabletop exercise. The exercise is planned for late September 2013. The scenario involves a commercial airline crash. Planning will begin with a Concepts and Objectives Meeting being held at Southwest Virginia Community College on June 5, 2013, beginning at 1:00 pm.

**SAR:**

Mr. Billy Chrimes provided an overview of the VDEM SAR capabilities and coordination of a SAR response at the request of local jurisdictions. The SAR program provides specialized search and rescue training to police, fire-rescue, EMS, emergency managers, volunteer SAR responders, and others who might have a duty to respond to a SAR emergency.

**Next Meeting Date and Location:**

The dates are July 24 and 25, 2013; the host agencies will be confirmed and Mr. Richardson will send a meeting reminder to the participants in advance of the meetings.

**Meeting Participants:**

Chandler, Billy	BSGFD/VFCA
Sharrett, Adam	Keokee Fire/Rescue
Baird, Joe	Norton PD
Bruce, Chris	VDEM
Chrimes, Billy	VDEM
Willis, Michael	VSP

Bowen, Leonard	Jasper Fire
Russell, Matt	BSGFD
Clark, Jody	Keokee Fire/Rescue
Bush, Jr., Carlos R.	Valley VFD
Bailey, Alan	Lee County
Carter, Hughie E.	Lee County
Swinney, Jessica	Wise County
Alexander, Keith	ODP (LGE-KU)
Grinstead, Bob	VDOT
Joynes, Steve	PMLR/TWVFD
Long, J R	TWRS/Lee County
Sturgill, Donald C.	BSGRS Inc.
Mullins, D C	NFD
Lagow, Todd	Norton
Tolbert, Justin	Wise County
Whitt, Chris	DMME
Baldrige, J.	VSP
Benfield, J.	VSP
Carter, Tracy	VSP
Summerfield, Betsy	SWCC

Peters, Robert	VDH (Lenowisco)
Powers, Jess	Russell County
Gamble, Katie	Olson Group
Richardson, Willie	VDEM

**Region 4 VSP-VDEM-VDOT Combined Meeting Minutes**

**April 25, 2013**

**Wythe County Sheriff's Office – Wytheville, Virginia**

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**Agenda:**

- Welcome and Introductions
- Combined Meetings
- Goals
- Directory Change Forms
- Local Coordinator Assistance
- Dates to Remember
- EM Academy-Training
- Regional Exercise Update
- Around the Table Comments and Questions

**Welcome and Introductions:**

Mr. Richardson introduced himself and roundtable introductions followed. A complete list of meeting participants is included further in these minutes.

**Combined Meetings and Goals:**

Mr. Richardson briefly reviewed the purpose of holding combined meetings between the Virginia State Police (VSP), the Virginia Department of Transportation (VDOT), the Virginia Department of Emergency Management (VDEM), the Region 4 locality emergency managers and first responders. As stated in two previous meetings, the goals of the combined effort are saving lives, preventing injuries, protecting property and the environment, and returning to normalcy.

**VDOT:**

Mr. Bobby Grinstead spoke to the group regarding the required and proper use of safety vests on the scene of highway incidents. Safety is considered the top priority during their response. When incidents occur, getting the highway open is also a top priority

after life safety. Mr. Grinstead included in his presentation visual demonstrations of what a driver sees when approaching scenes where safety vests are in use and the difference between use of vests and no use of vests.

Mr. Grinstead reminded the group about safety at accident scenes. Responder safety, vehicle positioning, adverse weather conditions and awareness of surroundings were discussed.

### **VSP:**

First Sergeant Mike Musser with the VSP presented the participants with an overview of the I-77 Fancy Gap multi-vehicle crash that occurred on Easter Sunday 2013. Pictures were shared and points were made regarding access to the scene and the process by which the accident was worked.

### **Birchfield Dam Incident:**

Mr. Richardson provided the group with a briefing on the recent Birchfield Dam situation. He reviewed the known information and pictures of the dam demonstrating the conditions at the time of response. Occupants of one mobile home were evacuated during response to this situation.

### **Haysi Train Derailment:**

Mr. Willie Richardson provided the group with a briefing on the March 23<sup>rd</sup> Haysi derailment involving a CSX train. He reviewed the response to the incident and the current status of the cleanup effort.

### **Emergency Operations Plans:**

Mr. Richardson reminded everyone of the importance of being familiar with your jurisdiction's plan, knowing your part in the plan, sharing the plan, exercising the plan and incorporating the plan in training sessions. Chris Bruce of VDEM advised the group to think about what your plan addresses. What needs to be done during emergencies outside of normal operating conditions? He is available to meet with local emergency managers to review and lend assistance toward updating EOPs.

### **Directory Change Forms:**

Directory Change Forms can be found on the VDEM website. [www.vaemergency.gov](http://www.vaemergency.gov) When staffing changes occur, local emergency managers/coordinators should complete the Directory Change Form and send it to Mr. Richardson in order for updates to be completed.



**Dates to Remember:**

Local Coordinator's Roundtable – May 1  
LCAR Reports – Before July 1<sup>st</sup>  
NIMSCAST Report - September 30<sup>th</sup>

**Training:**

Available training and upcoming training events were reviewed with the group.

Terrorism Response Operations

Traffic Incident Management System-Federal Highway Administration

The VDEM Training Calendar may be accessed at [www.vaemergency.gov](http://www.vaemergency.gov)

**Communications Support:**

Mr. Richardson provided a status report and a review of the capabilities/resources of the Technical Support Unit (TSU), and the Mobile Command Post.

**Exercises:**

The VDEM Region 4 2013 exercise will be a tabletop exercise. The exercise is planned for late September 2013. The scenario involves a commercial airline crash. Planning will begin with a Concepts and Objectives Meeting being held at Southwest Virginia Community College on June 5, 2013, beginning at 1:00 pm.

**Next Meeting Date and Location:**

The meeting dates are July 24 and 25, 2013. The host agencies will be confirmed and Mr. Richardson will send a meeting reminder to the participants in advance of the meetings.

**Meeting Participants:**

Bailey, Rick	Buchanan County
Boling, J.C.	Bristol Virginia Fire
Bruce, Chris	VDEM
Chrimes, Billy	VDEM

Cline, Chris	Buchanan County
Copeland, James	Wythe County 911
Davis, Steve	VDH/Giles County EM
Estep, Gary	Bristol Virginia Fire
Fox, Timothy	VDOT
Gamble, Katie	Olson Group
Grinstead, Bob	VDOT
Hamblin, Brandon	Pulaski County EM
Harrington, Charles	Smyth County EM
Honaker, Mike	VSP
Jessee, Dan	VDOT
King, Doug	Wythe County Sheriff's Office
Lowe, Steve	VSP
McCall, Kevin	VSP
Moss, Jimmy	Grayson County
Musser, Mike	VSP
Newberry, Albert	Town of Wytheville
Richardson, Willie	VDEM
Smith, Mitch	Grayson County
Tolbert, Josh	Pulaski County

White, Jeff	Tazewell PD
Wright, Brad	Pulaski County EM

# **Division V - Chesapeake**

- **AREA 32, 37, 46 and 47 TIMs Committee**  
**(Hampton Roads Regional Concept of Transportation Operations)**

**Location:** Hampton Roads/Chesapeake/Hampton/Newport News/Norfolk /Portsmouth  
Suffolk/James City County/York County

**Date of last Meeting:** May 23, 2013

**Committee Chair:** James Stanek

## **Participating Agencies:**

Chesapeake City Police and Fire Departments  
Chesapeake City Public Works  
Chief Medical Examiner Office, Virginia  
Hampton City Police and Fire Departments  
Hampton City Public Works  
James City County Police and Fire Departments  
James City County Public Works  
Newport News City Police and Fire Departments  
Newport News City Public Works  
Norfolk City Police and Fire Departments  
Norfolk City Public Works  
Portsmouth City Police and Fire Departments  
Portsmouth City Public Works  
Suffolk City Police and Fire Departments  
Suffolk City Public Works  
Traffic Management Enterprise  
Virginia Emergency Services  
Virginia Towing and Recovery  
Virginia Department of Transportation Chesapeake Residency  
York County Police and Fire Departments  
York County Public Works

- **AREA 32, 37, 46 and 47 TIMs Committee**  
**(Hampton Roads Emergency Management Committee)**

**Location:** Chesapeake/Hampton/Newport News/Norfolk /Portsmouth Suffolk/James  
City County/York County

**Date of last Meeting:** June 11, 2013

**Committee Chair:** Paul Long

**Participating Agencies:**

Chesapeake City Police and Fire Departments  
Chesapeake City Public Works  
Chief Medical Examiner Office, Virginia  
Hampton City Police and Fire Departments  
Hampton City Public Works  
James City County Police and Fire Departments  
James City County Public Works  
Newport News City Police and Fire Departments  
Newport News City Public Works  
Norfolk City Police and Fire Departments  
Norfolk City Public Works  
Portsmouth City Police and Fire Departments  
Portsmouth City Public Works  
Suffolk City Police and Fire Departments  
Suffolk City Public Works  
Traffic Management Enterprises  
Virginia Emergency Services  
Virginia Towing and Recovery  
Virginia Department of Transportation Chesapeake Residency  
York County Police and Fire Departments  
York County Sheriff's Office  
York County Public Works

- **AREA 32, 37, 46 and 47 TIMs Committee  
(Hampton Roads Planning District Commission)**

**Location:** Chesapeake/Hampton/Newport News/Norfolk /Portsmouth Suffolk/James City County/York County

**Date of last Meeting:** December 11, 2012

**Committee Chair:** Dwight Farmer

**Participating Agencies:**

Chesapeake City Public Works  
Hampton City Public Works  
James City County Public Works  
Newport News City Public Works  
Norfolk City Public Works  
Portsmouth City Public Works  
Suffolk City Public Works

Traffic Management Enterprises  
Virginia Emergency Services  
Virginia Towing and Recovery  
Virginia Department of Transportation Chesapeake Residency  
York County Police and Fire Departments  
York County Public Works

- **AREA 32, 37, 46 and 47 TIMs Committee  
(Hampton Roads Drive Committee)**

**Location:** Chesapeake/Hampton/Newport News/Norfolk /Portsmouth Suffolk/James  
City County/York County

**Date of last Meeting:** June 4, 2013

**Committee Chair:** Dean Godwin

**Participating Agencies:**

Chesapeake City Police and Fire Departments  
Chesapeake City Public Works  
Chief Medical Examiner Office, Virginia  
Hampton City Police and Fire Departments  
Hampton City Public Works  
James City County Police and Fire Departments  
James City County Public Works  
Newport News City Police and Fire Departments  
Newport News City Public Works  
Norfolk City Police and Fire Departments  
Norfolk City Public Works  
Portsmouth City Police and Fire Departments  
Portsmouth City Public Works  
Suffolk City Police and Fire Departments  
Suffolk City Public Works  
Traffic Management Enterprises  
Virginia Emergency Services  
Virginia Towing and Recovery  
Virginia Department of Transportation Chesapeake Residency  
York County Police and Fire Departments  
York County Sheriff's Office  
York County Public Works

- **AREA 32, 37, 46 and 47 TIMs Committee**  
**(Hampton Roads Transportation And Planning Organization)**

**Location:** Chesapeake/Hampton/Newport News/Norfolk /Portsmouth Suffolk/James City County/York County

**Date of last Meeting:** June 11, 2013

**Committee Chair:** Frank Hickman

**Participating Agencies:**

Chesapeake City Police and Fire Departments  
Chesapeake City Public Works  
Chief Medical Examiner Office, Virginia  
Hampton City Police and Fire Departments  
Hampton City Public Works  
James City County Police and Fire Departments  
James City County Public Works  
Newport News City Police and Fire Departments  
Newport News City Public Works  
Norfolk City Police and Fire Departments  
Norfolk City Public Works  
Portsmouth City Police and Fire Departments  
Portsmouth City Public Works  
Suffolk City Police and Fire Departments  
Suffolk City Public Works  
Traffic Management Enterprises  
Virginia Emergency Services  
Virginia Towing and Recovery  
Virginia Department of Transportation Chesapeake Residency  
York County Police and Fire Departments  
York County Sheriff's Office  
York County Public Works

- **AREA 32, 37, 46 and 47**  
**(Hampton Roads Highway Incident Management)**

**Location:** Chesapeake/Hampton/Newport News/Norfolk /Portsmouth Suffolk/James City County

**Date of last Meeting:** December 11, 2012

**Committee Chair:** Eric Riddick

**Participating Agencies:**

Chesapeake City Police and Fire Departments  
Chesapeake City Public Works  
Chief Medical Examiner Office, Virginia  
Hampton City Police and Fire Departments  
Hampton City Public Works  
Newport News City Police and Fire Departments  
Newport News City Public Works  
Norfolk City Police and Fire Departments  
Norfolk City Public Works  
Portsmouth City Police and Fire Departments  
Portsmouth City Public Works  
Suffolk City Police and Fire Departments  
Suffolk City Public Works  
Traffic Management Enterprises  
Virginia Emergency Services  
Virginia Towing and Recovery  
Virginia Department of Transportation Chesapeake Residency  
York County Fire and Rescue

- **AREA 32, 37, 46, and 47  
(Hampton Roads Police Chiefs Association)**

**Location:** Chesapeake/Hampton/Newport News/Norfolk/Portsmouth/Suffolk

**Date of last Meeting:** June 12, 2013

**Committee Chair:** Host of meeting – Rotating locations

**Participating Agencies:**

Chesapeake City Police Fire Department  
Gloucester County Sheriff's Office  
Hampton City Police Department  
James City County Police Department  
Isle of Wight Sheriff's Office  
Newport News City Police Department  
Norfolk City Police Department  
Norfolk International Airport Police Department  
Portsmouth City Police Department  
Suffolk City Police Department  
Virginia Beach Police Department  
Williamsburg City Police Department  
York County Sheriff's Office  
Most Hampton Roads Sheriff's Departments



Most Hampton Roads University Campus Police Departments

- **AREA 31**  
**(Eastern Shore of VA 9-1-1 Commission)**

**Date of last Meeting:** May 30, 2013

**Committee Chair:** Donald Kellam

**Participating Agencies:**

Northampton County Sheriff's Office  
Northampton County Public Safety officials  
Accomack County Public Safety officials  
Accomack County Sheriff's Office  
9-1-1 Eastern Shore Commission officials  
Fire and Rescue - all localities  
Virginia Department of Transportation

- **Area 32**  
**(Airport Committee For Emergency Preparedness-ACEP)**

**Location:** Norfolk International Airport

**Date of last Meeting:** April 9, 2013

**Committee Chair:** Chief Hanna – Norfolk Airport Police

**Participating Agencies:**

Chesapeake City Fire Department  
Chief Medical Examiner Office, Virginia  
Norfolk Airport Authority  
Norfolk City Police and Fire Departments  
Norfolk International Airport Police and Fire Department  
Portsmouth City Police and Fire Departments  
Virginia Beach City Police and Fire Departments  
Virginia Department of Health  
Virginia Emergency Services

- **AREA 33**  
**(Middle Peninsula Transportation And Planning Organization)**

**Location:** Gloucester, Middlesex and Mathews Counties

**Date of last Meeting:** June 29, 2011

**Committee Chair:** First Sergeant Caren M. Sterling

**Participating Agencies:**

Gloucester County Sheriff's Office  
Mathews County Sheriff's Office  
Middlesex County Sheriff's Office  
Gloucester County Volunteer Fire and Rescue  
Mathews County Volunteer Fire and Rescue  
Middlesex County Volunteer Fire and Rescue  
Virginia Department of Transportation – Fredericksburg District -Saluda Residency –  
Gloucester, Mathews, Middlesex  
George P. Coleman Memorial Bridge – Terry Cooke Administrator – Hampton Roads  
District  
Virginia Department of Emergency Management – Wallace B. Twigg

- **AREA 34 TIMs Committee  
(Franklin/Southampton County VDOT Residency Meeting)**

**Location:** Isle of Wight and Southampton Counties

**Date of last Meeting:** December 11, 2013

**Committee Chair:** First Sergeant Gregory Jackson

**Participating Agencies:**

All VDOT Resident Engineers for Isle of Wight and Southampton Counties

- **AREA 34  
(Franklin/Isle of Wight/Southampton Fire Department Meeting)**

**Location:** Isle of Wight County

**Date of last Meeting:** December 12, 2013

**Committee Chair:** First Sergeant Gregory Jackson

**Participating Agencies:**

Isle of Wight County Emergency Coordinator  
All Isle of Wight County Volunteer Fire Department Chiefs  
Virginia Department of Transportation

- **AREA 34**  
**(Franklin/Isle of Wight/Southampton Law Enforcement Meeting)**

**Location:** Isle of Wight/Southampton/Windsor/Smithfield/City of Franklin

**Date of last Meeting:** December 11, 2012

**Committee Chair:** First Sergeant Gregory Jackson

**Participating Agencies:**

Isle of Wight County Sheriff's Office  
Smithfield Police Department  
Windsor Police Department  
Southampton County Sheriff's Office  
City of Franklin Police Department

- **AREA 35**  
**(Traffic Incident Planning Meetings)**

**Date of last Meeting:** March 5, 2013

**Committee Chair:** First Sergeant Michael W. Berry

**Participating Agencies:**

Greensville County Sheriff's Office  
Greensville County Public Safety officials  
Emporia Police Department  
Lawrenceville Police Department  
Fire and Rescue - all localities  
Virginia Department of Transportation  
Transfield Services (Contract Road Maintenance Services)

- **AREA 36**  
**(Traffic Planning/Incidents Meetings)**

**Date of last Meeting:** September 19, 2012

**Committee Chair:** Eddie Vick

**Participating Agencies:**

Sussex Sheriff's Office  
Surry Sheriff's Office  
Waverly Police Department

Fire and Rescue/Surry & Sussex  
Virginia Department of Transportation  
Transfield Services (Contract Road Maintenance Services)  
Area 36 Towing Services

- **AREA 47**  
**(City of Chesapeake Transportation Safety Meeting)**

**Location:** Chesapeake City

**Date of last Meeting:** May 21, 2013

**Committee Chair:** Marc White

**Participating Agencies:**

Chesapeake City Fire and Rescue  
Chesapeake City Police Department  
Chesapeake City Public Works  
Virginia Department of Transportation

# Division VI - Salem

- **Areas 38 and 39 TIMs Committee**  
**(Southern Area Traffic Incident Management Group)**

**Location:** Rockbridge and Alleghany Counties – Alternating Site Locations

**Date of Last Meeting:** May 22, 2013

**Committee Chair:** Robert Rabe/VDOT

**Participating Agencies:**

Alleghany EMS  
Lexington Fire Department  
Rockbridge EMS  
Virginia Department of Transportation – VDOT (all jurisdictions)  
    VDOT – Lexington Residency  
        Covington Area Headquarters  
        Fairfield Area Headquarters  
        Kerrs Creek Area Headquarters  
        Fancy Hill Area Headquarters  
Alleghany County Sheriff's Office  
Alleghany County EMS  
Lexington Fire Department  
Lexington Life Saving Crew  
Rockbridge County Emergency Services  
Rockbridge County Sheriff's Office  
South River District Volunteer Fire Department  
Botetourt County Emergency Services  
Enviro-Clean Haz-Mat Clean-up (Rick Mast)  
Buena Vista Rescue Squad  
Buchanan Volunteer Fire Department  
Robert Young's Towing  
Hugh's Body Shop Towing Service  
Virginia State Police Area 38 – First Sergeant J. M. King  
Virginia State Police Area 39 – First Sergeant J. A. Noel

- **Area 39**  
**(Roanoke/Botetourt TIMs Committee)**

**Location:** Roanoke Regional Fire Training Center  
1220 Kessler Mill Road  
Salem, VA 24153

**Date of Last Meeting:** May 15, 2013

**Committee Chair:** Dan Jessee, VDOT Regional Incident Management Coordinator

**Participating Agencies:**

Roanoke County Fire & Rescue  
Roanoke City Fire & EMS Department  
Roanoke City Emergency Management  
VA Department of Emergency Management  
Botetourt County Emergency Services  
W.E.L. Environmental Contractors  
Robert Young's Towing  
Towing & Truck Repair, Inc.  
Hugh's Body Shop Towing Service  
Brown & Sons Towing  
Wood's Service Center Towing Service  
VDOT  
Roanoke City Police Department  
Roanoke County Police Department  
Virginia State Police Area 39 – First Sergeant J. A. Noel

- **Area 40 TIMs Committee  
(Traffic Incident Management Group)**

**Location:** Craig, Montgomery, Roanoke and Floyd Counties

**Date of Last Meeting:** April 2, 2013

**Committee Chair:** Sheriff T. J. "Tommy" Whitt

**Participating Agencies:**

Blacksburg Police Department  
Browns, Towing  
Christiansburg Fire Department  
Elliston Fire Department  
Harmon's Towing  
LAS Trucking  
Montgomery County Emergency Services Coordinator  
Montgomery County ESC  
Montgomery County Sheriff's Office  
Town of Christiansburg  
Virginia Department of Transportation – VDOT (all jurisdictions)  
VDOT Supervision, Roanoke Office, Mr. Raymond Lowe  
VDOT Supervision, Montgomery County, Mr. Darrel Sowers

Virginia State Police – First Sergeant Jerry W. Smith  
Virginia Tech Health  
Virginia Tech Police Department  
Young's Towing

- **Area 41 TIMs Committee  
(Traffic Incident Management Workgroups)**

**Bedford County Traffic Incident Management Group**

**Location:** Bedford County

**Date of Last Meeting:** May 15, 2013

**Committee Chair:** Captain Tim Hayden, BCSO

**Participating Agencies:**

Bedford County Sheriff's Office  
Bedford City Police Department  
Bedford County Emergency Services  
Bedford County Board of Supervisors District Representatives  
Local Planning Commission Representatives  
Bedford Fire and EMS  
Bedford County School Transportation  
VDOT  
VDEM

**Central Virginia Traffic Incident Management Group**

**Location:** Campbell County

**Date of Last Meeting:** April 24, 2013

**Committee Chair:** Sgt. Ronnie Sitler, LPD

**Participating Agencies:**

Bedford County Sheriff's Office  
Campbell County Sheriff's Office  
Amhurst County Sheriff's Office  
Lynchburg Police Department  
Bedford Police Department  
Campbell County Emergency Services  
Campbell County Board of Supervisors District Representatives  
Local Planning Commission Representatives

Campbell Fire and EMS  
Campbell County School Transportation  
VDOT  
VDEM

**Blue Ridge Traffic Incident Management Group**

**Location:** Roanoke County

**Date of Last Meeting:** March 21, 2013

**Committee Chair:** Chief Hall, RCPD

**Participating Agencies:**

Roanoke County Sheriff's Office  
Roanoke County Police Department  
Montgomery County Sheriff's Office  
Roanoke City Police Department  
Bedford County Sheriff's Office  
Lynchburg Police Department  
Bedford Police Department  
Roanoke County Emergency Services  
VDOT  
VDEM

- **Area 42 TIMs Committee  
(Martinsville/Henry County Local Emergency Planning Committee)**

**Location:** Henry County Department of Public Safety

**Date of Last Meeting:** April 11, 2013

**Committee Chair:** Chris Garrett (VA Dept of Health)

**Participating Agencies:**

American Red Cross  
Henry County Public Safety  
Henry County Public Service Authority  
Henry County Emergency Services Coordinator  
Henry County Fire & EMS  
Henry County Sheriff's Department  
Martinsville Fire and EMS  
Virginia Department of Health  
Virginia Department of Transportation – VDOT (Henry)



- **Area 42 TIMs Committee**  
**(Patrick County Emergency Planning Committee)**

**Location:** Patrick County Community Center

**Date of Last Meeting:** April 15, 2013

**Committee Chair:** Chris Garrett (VA Dept. of Health)

**Participating Agencies:**

American Red Cross  
Patrick County Administration  
Patrick County Sherriff's Office  
Pioneer Hospital  
Town of Stuart Administration  
Virginia Department of Health  
Virginia Department of Transportation (Patrick)  
Virginia State Police

- **Area 43 TIMs Committee**  
**(Traffic Incident Management Workgroup)**

**Location:** Pittsylvania County

**Date of Last Meeting:** May 29, 2013

**Committee Chair:** First Sergeant Sidney C. Leslie/VSP

**Participating Agencies:**

Bachelors Hall VFD, Inc.  
Cascade VFD  
Blairs Fire and Rescue  
Chatham VFD  
Brosville Community VFD  
Climax VFD, Inc.  
Callands Volunteer Fire and Rescue  
Cool Branch Volunteer Fire Company, Inc.  
Dry Fork VFD  
Kentuck VFD, Inc.  
Gretna VFD, Inc.  
Laurel Grove VFD and Rescue Squad  
Hurt VFD, Inc.  
Mount Cross Volunteer Fire and Rescue Department, Inc.

Keeling VFD  
Mount Herman VFD  
Renan VFD  
Director of Public Safety for Pittsylvania County  
Pittsylvania County Local Emergency Planning Committee  
Virginia Department of Transportation – VDOT (Pittsylvania)

# Division VII - Fairfax

- **Areas 9, 10, 11, 45, 48**  
**(NOVA Incident Management Group)**

**Location:** PSTOC

**Date of last Meeting:** May 24, 2013

**Committee Chairs:** Mike Wood, VDOT, & James De Ford, VSP

**Participating agencies:**

Alexandria Police Department  
Alexandria Fire and Rescue  
Arlington Fire and Rescue  
Arlington Police Department  
Fairfax Fire and Rescue  
Fairfax Police Department  
Prince William Fire and Rescue  
Prince William Police Department  
Virginia Department of Emergency Management  
Virginia Department of Transportation – VDOT (NOVA Incident Management Rep)  
Leesburg Police Department

- **Areas 9, 45**  
**(Dulles Metro-Rail Incident Management Group)**

**Location:** Tyson's Corner

**Date of last Meeting:** April 23, 2013

**Committee Chair:** Stacy Crites

**Participating agencies:**

Dulles Metro  
Dulles Transit Partners  
Fairfax Fire and Rescue  
Fairfax Police Department  
Virginia Department of Transportation – VDOT (NOVA Incident Management Rep)  
Virginia Mega-Projects  
Washington Metropolitan Airports Authority  
Washington Metropolitan Area Transit Authority

- **Area 9  
(VSP – Transurban Group)**

**Location:** DIV HQ or Transurban HQ in Alexandria

**Date of last Meeting:** April 25, 2013

**Committee Chair:** Nic Barr/Robert Kearns/Sergeant Allander

**Participating agencies:**  
Transurban Group

- **Area 11  
(VSP – Fluor Lane Group)**

**Location:** DIV HQ or Transurban HQ in Alexandria

**Date of last Meeting:** No longer meets as conclusion of construction is complete. This should become an Area 11 NUG group moving forward.

**Committee Chair:**

**Participating agencies:**  
Fluor Lane

- **Areas 9  
(VSP – Megaprojects Group)**

**Location:** Alexandria, VA

**Date of last Meeting:** December 10, 2012

**Committee Chair:** Marcelino Romero

**Participating agencies:**

Transurban Group  
VDOT  
Fairfax County Police Department  
Fairfax Fire and EMS

- **Areas 9, 10, 11, 45, 48  
(VSP – VDOT NOVA Evacuation Group)**

**Location:** VDOT HQ Fairfax, VA

**Date of last Meeting:** June 20, 2013

**Committee Chair:** Lieutenant James E. De Ford, Sr.

**Participating agencies:**

Fairfax Fire and EMS  
Loudoun Sheriffs  
Fairfax Police Department  
Quantico Police Department  
Arlington Police Department  
Stafford County Fire and EMS  
Stafford County Sheriffs

- **Area 9**  
(Fairfax County Oversight Committee on Impaired and Drunk Driving)

**Location:** Massey Building, Fairfax

**Date of last Meeting:** May 20, 2013

**Committee Chair:** Jeff Levy

**Participating agencies:**

MADD  
Fairfax Courts  
GMU Police Department  
Fairfax County Police Department  
VASAP  
Fairfax Sheriff's Office  
Vienna Police Department

- **Areas 9, 10, 11, 45, 48**  
(VSP-VDOT Snow removal Group)

**Location:** Venue changes

**Date of last Meeting:**

**Committee Chair:**

**Participating agencies:**

VDOT  
VSP

- **Area 10**  
**County of Loudoun Transportation Committee**

**Location:** Leesburg Police Department

**Date of last Meeting:** December 4, 2012

**Committee Chair:** Eloisa Thring

**Participating Agencies:**

Loudoun Sheriff's Dept.  
Loudoun Board of Supervisors  
Leesburg Police  
Virginia State Police  
VDOT

- **Area 10**  
**Chief's Meeting**

**Location:** 803 Sycolin Road, Leesburg, Virginia 20176

**Date of last Meeting:** December 11, 2012

**Committee Chair:** Chief Joe Price

**Participating agencies:**

Town of Leesburg Police  
Town of Purcellville Police  
Virginia State Police  
Loudoun County Dept. Emergency. Services  
Town of Middleburg Police  
Loudoun Sheriff's Dept.

- **Area 11**  
**(Prince William County Tow Committee)**

**Location:** Prince William County Police Administrative Building

**Date of last Meeting:** March 5, 2013

**Committee Chair:** First Sergeant Rob Nobel, PWCPD

**Participating agencies:**

Virginia State Police  
Prince William County Police Department  
All Wrecker Companies on the Tow list in Prince William County

- **Area 11  
(Public Safety Liaison Committee)**

**Location:** Various locations within Prince William County

**Date of last Meeting:** April 16, 2013

**Committee Chair:** Captain Greg Smith, PWCPD

**Participating agencies:**

Virginia State Police  
Virginia Department of Transportation  
Prince William County Police Department  
Prince William County Fire and Rescue Department  
Prince William County Volunteer Fire and Rescue  
Dumfries Police Department  
Quantico Police Department  
Marine Base Quantico Police Department  
Haymarket Police Department  
City of Manassas Police Department  
City of Manassas Fire and Rescue Department  
City of Manassas Park Police Department  
City of Manassas Park Fire and Rescue Department

- **Area 11  
(Local Emergency Planning Committee)**

**Location:** Prince William County Government Building, The McCourt Building at 2  
County Complex Court, Woodbridge, VA 22193

**Date of last Meeting:** March 26, 2013

**Committee Chair:** Matt Adkins

**Participating agencies:**

Virginia State Police  
Virginia Department of Transportation  
The Prince William Department of Emergency Management  
The Prince William County Police Department  
The Prince William County Fire and Rescue Department  
The Prince William County Volunteer Fire and Rescue Department  
The Red Cross  
The Prince William County Ham Radio Operators Association  
The City of Manassas Police Department  
The City of Manassas Fire and Rescue  
The City of Manassas Park Police Department  
The City of Manassas Park Fire and Rescue  
The Town of Dumfries Police Department

- **Area 45**  
**Mark Center Traffic Monitoring Study w/Virginia Mega Projects**

**Location:** Alexandria, Virginia

**Date of Last Meeting:** May 9, 2013

**Committee Chair:** Virginia Mega Projects Representative

**Participating agencies:**

Virginia Department of Transportation  
White House Services, DOD  
Alexandria City DASH Bus Services  
Fairfax County Department of Transportation  
City of Alexandria Department of Transportation  
Virginia State Police

- **Area 48**  
**Interstate 95 Emergency Response Group**

**Location:** Fairfax County / City of Alexandria

**Date of last Meeting:** March 22, 2013

**Committee Chair:** Robert Kearns  
Marcelino Romero



**Participating agencies:**

Virginia Department of Transportation – VDOT (Nova Incident Management Rep)  
Fairfax County Fire and Rescue  
Fairfax County Police Department  
City of Alexandria Police Department





