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California TIM Program

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California TIM Program Overview

- I. TIM Status
 1. Training Data
 2. Revisiting EDC-4
- II. TIM Future Direction
 1. Alignment with Caltrans' Five Priorities
 2. Regional TIM Programs
 3. Utilizing EDC-5
- III. Final Thoughts



TIM Status - Training Data as of June 30, 2020

As of: 06/30/20	Train-the-Trainer		Responder Training			Web-Based Training	Total Trained		Training Progress		
State	Number of Sessions	Total Trained	Number of Sessions	Total Trained	Last Training Date		Number	Rank	Responders To Be Trained	Percent Trained	Rank
California	21	532	1,150	17,742	03/06/20	7,741	26,015	3	71,223	36.5%	29

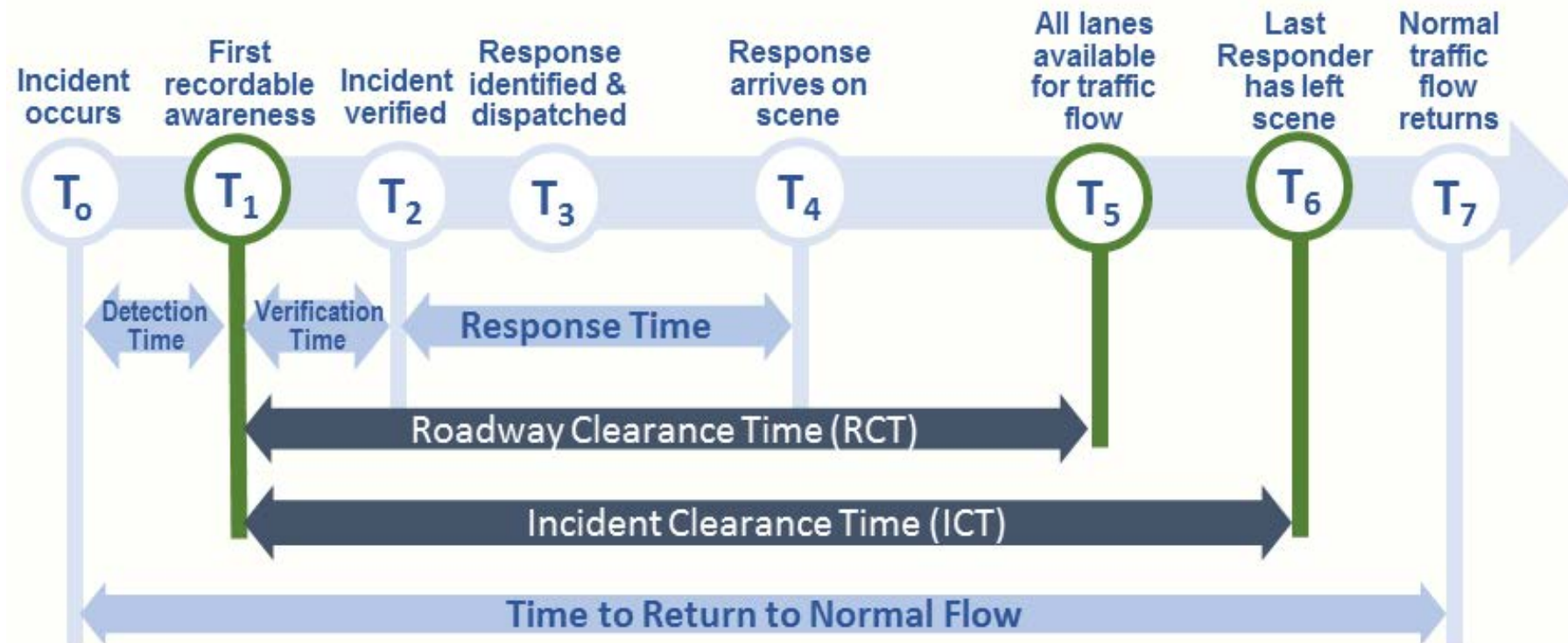
State	Law Enforcement			Fire/Rescue			Towing and Recovery			EMS			Transportation/PW		
	Total To Be	Trained	% Trained	Total To Be	Trained	% Trained	Total To Be	Trained	% Trained	Total To Be	Trained	% Trained	Total To Be	Trained	% Trained
California	36,775	7,370	20.0%	17,380	1,930	11.1%	2,500	9,956	398.2%	9,005	838	9.3%	4,090	2,487	60.8%

Training institutionalized at CHP and Caltrans

May be underreported

TIM Status - Revisiting EDC 4 Using Data to Improve TIM

- 2018 Proof of Concept for getting T1 and T6 (ICT) from California Highway Patrol Computer Aided Dispatching, CHP CAD.



MOVING FORWARD FOR TRANSPORTATION

5 Caltrans Priorities



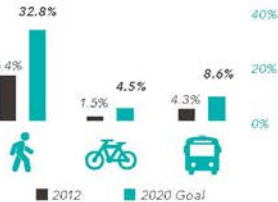
TIM Future Direction – Alignment with Caltrans’ 5 Priorities

SAFETY



Every day 10 people die on California's transportation system. At least two are pedestrians and bicyclists. We cannot normalize this and must move Toward Zero Deaths.

We must better leverage managed lanes, transit and active transportation, and freight movement must diversify. This is imperative as over the next 30 years our state population will increase by 25% and freight traffic by at least 75%.



MODALITY



INNOVATION



We must counter a "business as usual" mindset by embracing bold and transformative ideas. This must include new solutions to help solve major state issues like climate change, the affordable-housing shortage and homeless crisis.

Effective government is efficient government. SB 1 legislation requires Caltrans to generate at least \$100 million in savings annually to reinvest in additional maintenance and rehabilitation projects. We should match those results in all budget areas.



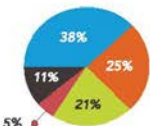
EFFICIENCY



PARTNERSHIPS



2019 Caltrans External Partner Survey



■ Good ■ Fair ■ Excellent ■ Poor ■ Very poor

Caltrans projects are for all Californians. To improve our transportation system, we must build great relationships by initiating broad, inclusive conversations with all stakeholders and leveraging the expertise of our business partners.

- Safety
- Modality
- Innovation
- Efficiency
- Partnership

TIM Future Direction - Regional TIM Program

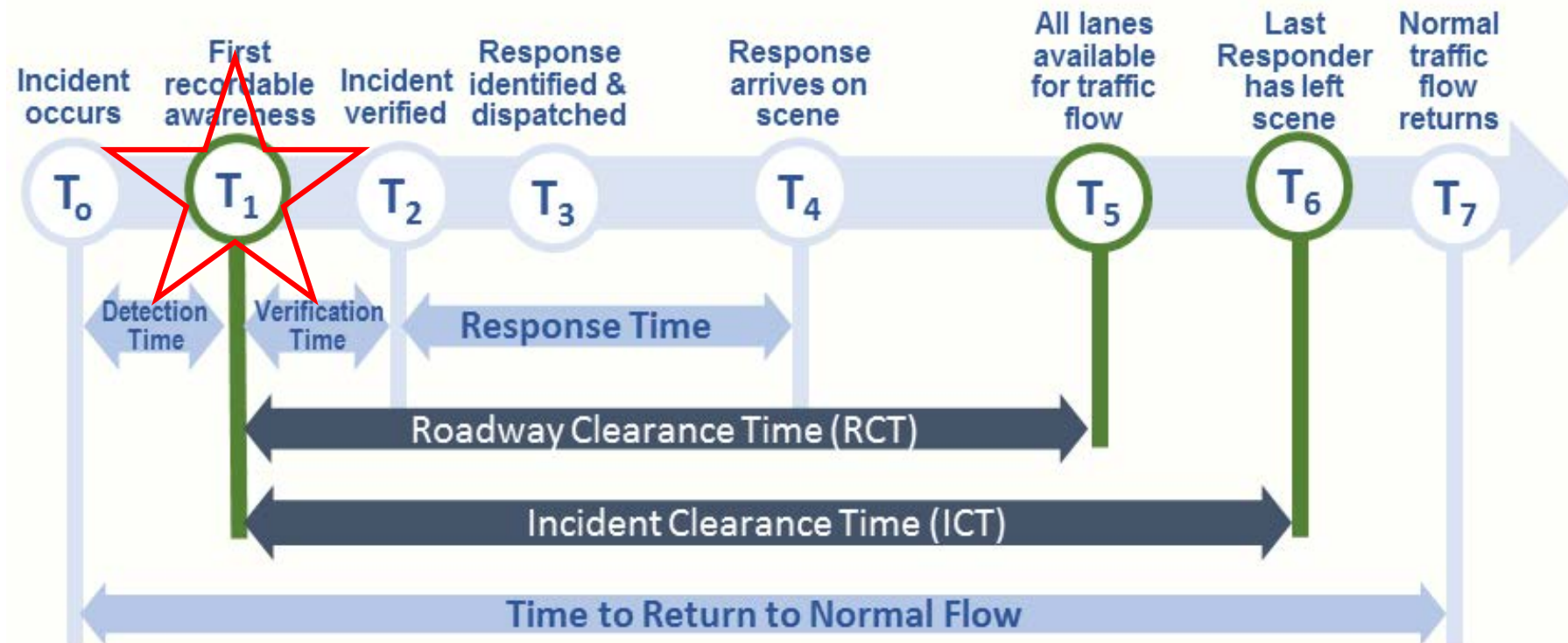
TIM Self Assessments:

Is there a formal TIM program that is supported by a multidiscipline, multi-agency team or task force, which meets regularly to discuss and plan for TIM activities?

- Established: San Francisco area - Bay Area Incident Management Task Force (IMTF) – nine counties led by MTC, FHWA, Caltrans and CHP
- Opportunity:
 1. Los Angeles area – Los Angeles County Metropolitan Transportation Authority (LA Metro)
 2. San Diego area
 3. Orange County area
 4. Inland Empire area
 5. Sacramento area

TIM Future Direction - Utilizing EDC 5

- Explore using crowdsourcing data to improve T1 time.



California TIM Program Final Thoughts

- I. Technology is Shifting
 1. Autonomous Vehicles
 2. Integrated Corridors
- II. Traffic is Evolving
 1. Telework
 2. Distance Learning
 3. Decreased Traffic Volume
- III. Incident Severity is Changing
 1. Increased Speed
 2. Decreased Incident Counts

California TIM Program Final Thoughts

Change is the only Constant

The only Constant is Safety