

IN THIS ISSUE

- Texas Leads the Way..... 1
- Is Tragedy Driving Your Training.....2
- Quarantined Loads Traveling Through Texas.....3
- Statewide Webinar and Faces of the Fallen..... 4

TIM News

Responder Struck-By Incidents

A 2023 study released by the US Department of Transportation analyzed 170 struck-by incidents reported by first responders. They found that most struck-by incidents involving first responders occurred on crash scenes or on disabled vehicle assists.

The study also found that 56% of these incidents took place on an interstate, freeway, or parkway. Thirteen percent occurred on a divided highway, 11% happened on a surface street. The remaining 20% took place at intersections, ramps, parking lots, rural areas, and shoulders.

To read the full report [CLICK HERE](#)

For newsletter comments, contact: TIM@txdot.gov.



TEXAS LEADS THE WAY...

By Sean Mannix, Statewide TIM Coordinator, TxDOT



We've all heard, "Everything is bigger in Texas." That certainly holds true as it relates to our capacity to train our first responder community in Traffic Incident Management (TIM). According to numbers published by the Federal Highway Administration on 06/03/24, Texas ranks #1 in the nation for the number of responders trained in Traffic Incident Management.

One could surmise that this makes perfect sense given we are the second most populous state behind California. But, taking a deeper dive, let's look at how we stack up against California and Florida, the first and third most populous states. As of the publishing of the most recent numbers, Texas has trained 73,593 responders with California and Florida trailing far behind with 31,357 and 16,743 responders trained respectively.

I believe there is a reason that Texas has trained more than twice as many responders than the most populous state in the union. That reason being, Texans take care of other Texans. The Texas first responder community cares deeply about the safety and well-being of our fellow responders and community members.

FHWA National First Responder Training Numbers

State	Total Trained as of:		Progress Since Last Report
	06/03/24	05/20/24	
Texas	73,593	73,292	301
Georgia	41,802	41,652	150
Iowa	12,730	12,603	127
North Carolina	41,912	41,786	126
Connecticut	6,862	6,750	112
Florida	16,743	16,657	86
Arkansas	13,146	13,068	78
California	31,357	31,282	75
Nebraska	13,511	13,439	72
Pennsylvania	39,425	39,365	60

While we have about 72% of our responder community TIM trained, we still have a long way to go, with the remaining 28% representing over 26,000 responders. Me, Christopher Gray, and the rest of the Statewide TIM Team are committed to seeing the trend continue as we work to get all our responders trained.

If your organization has any responders in need of TIM training, contact me or Chris and we'll get you taken care of. Through the efforts of over 1,000 certified trainers, we certainly have the capacity to remain the best trained responder community in the nation as we work to ensure *Everybody Goes Home*.

IS TRAGEDY DRIVING YOUR TRAINING?

By Christopher Gray, Statewide TIM Coordinator, TxDOT

As is often the case, we, as a societal norm, are often lulled into a place of complacency. Most of us are reactive by nature. It is not the norm for most of us to take a proactive approach. Think about this in the sense of your own life. How many of us wait to gain a few pounds before we take the approach of “I need to eat a little healthier” or “workout a little more often?” When was the last time you went to the doctor and, on the way there, thought I should make some healthier life choices?

We see this phenomenon a lot in the first responder community. Something happens outside the norm, such as some undeniable “tragedy,” and we think, “Why weren’t we prepared for this?” The answer is almost always the same: we need more “training.” In the TIM community, this generally relates to a 6-hour road closure due to some circumstances in which we were less than prepared. Maybe it’s a hazardous materials spill, an electrical vehicle fire, a traffic fatality, or perhaps it’s as simple as the wrong equipment being sent by the tow and recovery company based on information they received from responders on the scene. Sometimes, it’s just an instance of the responder community not talking with one another or knowing each other’s capabilities. The working of such an incident is the wrong time to experiment with untested strategies.



How can we remain proactive? This can be where your Statewide TIM Coordinators and Statewide TIM Team come into play. When Sean and I started, we both made it a priority that we would do our absolute best to support the districts, all the districts, not just the big ones in the metropolitan areas, but the smaller ones in the rural communities of Texas as well. Since starting as the Statewide TIM Coordinators, we have visited over half of the districts within Texas. That makes thirteen of them. We have flown or driven to far west Texas, El Paso, and almost to Louisiana in the small town of Carthage, Texas.

Perhaps you’re unsure about how to organize a TIM training course in your area. The process is much simpler than you might imagine. We are just a phone call or an email away! Through that correspondence, we can arrange the time and date, complete the registration forms, and make training announcements. We will work closely with your agency to ensure class attendance and sign-ups. Even if you don’t have a dedicated facility, we can adapt to almost any location. For instance, in Huntsville, Texas, we transformed the Walker County Storm Shelter, a large empty building designed to withstand strong storms, into a fully functional TIM classroom in just 30 minutes!



Don’t wait for a tragedy to spur your training efforts. Take the initiative and reach out to us by phone or email. We are here to guide you every step of the way, ensuring that you and the agencies in your area can access this invaluable training. When implemented, this training will not only save time and money but also, most importantly, save lives, ensuring that *'Everybody Goes Home.'*

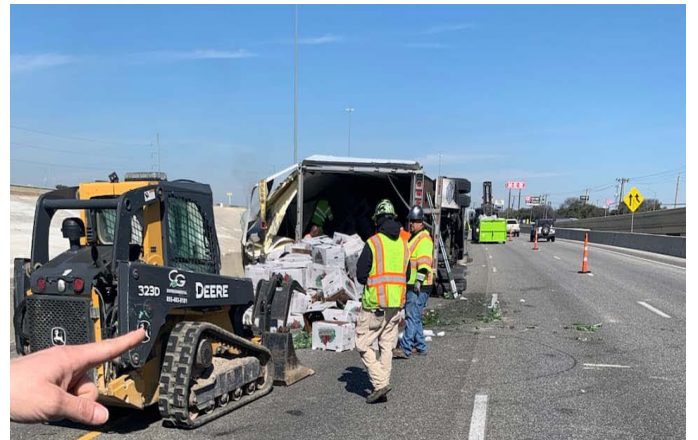
To access the TxDOT TIM website, [CLICK HERE](#)

QUARANTINED LOADS TRAVELING THROUGH TEXAS: WHAT YOU NEED TO KNOW

By Cecil Arient, San Antonio TIM Coordinator, AECOM

Do you know what to do when a truck crashes in your area and you find out the trailer has been sealed by Customs and Border Protection (CBP) agents or the USDA as a quarantined load? On a weekly basis, trucks leave Mexico through the Laredo port of entry with a quarantined load of fresh/frozen produce with trailer doors secured in the back with a seal providing a warning from the CBP against opening, destroying, or removing the seal. With a valid transit permit, the driver of these trucks or permittee is responsible for notifying the CBP Agriculture Specialist immediately of any deviation of the permit provisions at the port of arrival and providing export and import documentation.

What happens when this quarantined truck is involved in a crash in Texas on I-35 northbound and can't proceed as planned? Carriers of transit material are responsible for maintaining the seal on the container, refrigeration if required, routing as dictated in the permit, and reporting to CBP immediately if there is a carrying issue (for example, broken refrigeration.) The brokers handling transit material ensure that cargo handlers, agents, and drivers involved in handling transit shipments know and can comply with the permit provisions.



So, what do first responders need to know?

1. Find the paperwork with a heading by the CBP as the **Transportation Entry and Manifest of Goods** subject to CBP inspection and permit. On this document, you may be asked for the port of exit, broker name, customs contact information, customs entry number, trailer number, and container seal number. Call the USDA Animal and Plant Health Inspection Service/Plant Protection and Quarantine number (APHIS PPQ) Health Director -O: (512) 916-5241, M: (512) 450-8663, M-F 24/7.
2. Documentation - **Take plenty of pictures documenting the incident**, including specific pictures of the commodity, packaging, and condition.
3. Location – **Include specifics. For example, main lanes of I-35, partial blockage, total blockage, or on a frontage road.** Is the quarantine load by any nearby farms, milepost, cross streets, and GPS coordinates are the most beneficial?
4. If a situation occurs after work hours and the USDA mobile phone isn't answered, please immediately contact the bonded carrier and/or broker, and the broker will contact the Customs and Border Protection port of entry. **The bonded carrier/broker contact can be found on the transiting paperwork.** The CBP port will inform USDA APHIS PPQ TX management directly.
5. **The Texas Agricultural and Quarantine Inspection (AQI) State Operations Coordinator**(Erin Foley) is another good resource and phone number you should have, call (808) 583-4817 for assistance.
6. **If a quarantined load's trailer is compromised or a transfer is necessary.** Safeguarding could include using shrink wrap for a whole pallet to include the exposed top, using 3-mil or thicker trash bags, and covered/sealed containers or hard-top roll offs. The goal is to make it pest-proof.
7. Remember, not every situation is the same, and the USDA APHIS PPQ Texas State Plant Health Director or a CBP port of entry officer will give you guidance.
8. Lastly, **there is never permission to dispose of quarantined cargo without guidance from the Texas USDA State Plant and Health Director.**

THE STATEWIDE TEXAS TIM WEBINAR

TIM MEETINGS

Texas Statewide TIM Webinar

August 21st, 2024, 11:00 AM

October 16th, 2024, 11:00 AM

December 11th, 2024, 11:00 AM

Every third Wednesday, every other month. (Except December to accommodate the holiday).

The cities of Austin, Childress, Dallas, El Paso, Fort Worth, Houston, and San Antonio all have local TIM meetings that discuss local TIM operations.

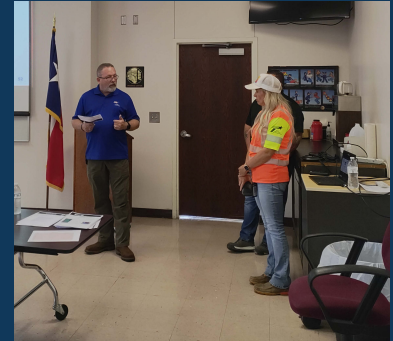
For Meetings and Webinar information, contact:

TIM@txdot.gov.

The June 20th Statewide Texas TIM webinar was another success! The meeting was held at the Law Enforcement Center in Brownwood.

The meeting opened with Statewide TIM Coordinators, Sean Mannix and Christopher Gray, thanking Mr. Casey McGee, the Brownwood TxDOT Director of Operations, and Ms. Kristi Harwell, Brownwood Traffic Safety Specialist, for hosting the meeting.

The first speaker was Mr. Scott Malcolm, a contractor to the Georgia DOT (GDOT) that manages the state's Towing & Recovery Incentive Program (TRIP). The program is designed to monetarily incentivize tow companies that clear roadway incidents in less than ninety (90) minutes. Mr. Malcolm showed a significant decrease in incident and roadway clearance times since the start of the program in 2008.



L-R: Sean Mannix and Kristi Harwell

The next speaker was DPS Sgt. Marc Couch. He is spearheading a traffic safety initiative called "Ensure 2 Secure" that would penalize non-commercial trucks (pickup trucks) and trailers for not having secured loads.

Currently, Texas law is not violated unless the load comes loose from the vehicle.

Perhaps the most dramatic part of the presentation was a recorded testimony of the severe injuries received by Ms. Jami Bunnell as a victim of one of these lost load crashes. Ms. Bunnell was in attendance and told the story of the preventable crash that nearly cost her life and how lost the use of her right hand.

If anyone has a presentation that is pertinent to the Texas TIM program, if you would like to host a Statewide Texas TIM Webinar, or if you have a subject or topic you would like to see covered on the webinar, please contact Mr. Mannix or Mr. Gray at TIM@txdot.gov. This is everyone's TIM program and every voice is important.

The next Statewide Texas TIM Webinar will be on August 21st, at 11:00. We hope to see you there!



L-R: Kristi Harwell, Jill Christie, Sgt. Couch, Jami Bunnell and Casey McGee

FACES OF THE FALLEN – REMEMBERING OUR COMRADES

Our hearts and prayers go out to the family, friends, and colleagues of these fallen responders. Thank you for your selfless service to the people of Texas. May you rest in eternal peace. Stand easy, we have the watch...



Harris County Deputy John H. Coddou, III
End of Watch: 4/23/2024



Tow Operator Mohammad Abu-Rub
End of Watch: 4/16/2024