



Burton Planning Services

TRANSPORTATION SYSTEMS

MANAGEMENT & OPERATIONS PLAN UPDATE

OHIO DEPARTMENT OF TRANSPORTATION

Transportation Systems Management & Operations

Program Brief

Towing & Recovery Incentive Payment (TRIP)

ODOT's TRIP Program pays pre-qualified heavy-duty towing and recovery companies incentives for the quick clearance of large commercial vehicle incidents on selected, high-importance Ohio roadways. The TRIP program covers approximately 1,000 miles of interstate, state, and federal routes across every region of Ohio.

The incident must involve a DOT Class 5, 6, 7, or 8 vehicle that blocks one or more travel lanes. Qualifying events include jack-knife, roll-over, load shift, major impact, and truck fire. Hazardous materials incidents are not covered by TRIP. Incentive payments are made when the agency arrives on scene within 45 minutes (peak) or 60 minutes (non-peak) and incident clearance activities are completed within 90 minutes.

Benefits, Impacts, Outcomes

The TRIP program has one primary goal which is the safe and efficient clearance of incidents involving large commercial vehicles. These incidents tend to have extended durations which results in congestion extending beyond the roadway where the incident is located. Long-duration incidents increase the likelihood of secondary crashes resulting in injuries/fatalities to responders and other motorists, and negatively impact commerce when goods are unable to move. The TRIP program positively impacts several objectives outlined in the ODOT's TSMO Plan Summary including:



- Reduction of secondary crashes
- Reduction of roadside "struck by" incidents
- Maximize free flow travel time on Ohio's freeway system
- Reduce incident clearance duration
- Reduce roadway clearance duration
- Consistent incident response & management across the state

ODOT TSMO estimated that the TRIP program saved \$3,630,000 in 2018 by way of reduced traveler delay, reduced fuel consumption due to idling in queued traffic, and crash savings/reductions, demonstrating the outstanding benefit of the program.

Next Steps

- Continue to evaluate and improve the program.
- Refine field reporting processes to increase accuracy of TRIP data.
- Utilize performance measures/dashboards to assess program effectiveness.
- Assess/mitigate program threats (e.g., law enforcement tow lists overriding TRIP providers).

Transportation Systems Management & Operations

Initial Internal ODOT Stakeholder Engagement

Staff Needs

The following needs of ODOT staff were most frequently raised regarding specific priorities for considering the advancement of the TSMO program across districts and departments. A wide range of perspectives were provided depending on participants role, location, and understanding of the TSMO program and its related tools and resources.

Awareness

Staff would like to see continued discussion and education of the program to increase familiarity so that it is more fully adopted within and across districts.

Definition & Branding

There is a need to clarify the TSMO Program functions and various efforts across the program (TIM, trip, smart lane, etc.), so people know how it all ties together.

Value

Correct identification of TSMO efforts/solutions as "TSMO" is useful, as noted above, but the understanding of the acronym should likely not be prioritized over understanding the value and impacts of the complete TSMO Program. There may be diminishing returns for pushing greater understanding of the acronym over the core TSMO principles.

TSMO Metrics & Measures

Performance measures are needed to verify TSMO efforts and projects as being the most economical/beneficial.

Application

Staff need to understand the extent of TSMO's application to real-world issues through the sharing of concrete examples of how various districts are applying TSMO.

Funding

Streamlined and dedicated funding is needed. Funding should cover both small short-term projects and larger or longer-term projects.

TSMO Coordinator

It is helpful to have a designated point of contact in each district. Some TSMO coordinators need more time to focus on TSMO.

Guidance & Leadership

Staff needs guidance on how to use and apply TSMO solutions. With the anticipated increase in Outreach and efforts during the development of the Regional Operations Plans (ROPS), districts will need more help and support.

Staff Turnover

Ensure proper succession planning to avoid loss of information, knowledge, and pre-established relationships.

We know the value of TSMO, but need to tweak or come up with better branding.

To some degree, we're already doing TSMO activities. Educate the districts and staff on what work is TSMO-related.

We are looking for more guidance from Central Office on roles. There are differences between urban and rural districts with how we can apply TSMO.

LOCATION

Ohio Statewide

TASKS

Public & Stakeholder Engagement Plan Development

Template Design

Public Involvement Support

Transportation Planning Support

HIGHLIGHTS

Assessed and evaluated the status of TSMO practices within ODOT

Updated goals of previous plan

Created a regional plan template

PROJECT DESCRIPTION

ODOT has historically focused its efforts and resources on construction of capital improvement projects. The goal of this project was to evaluate, strategize, and implement the integration of systems management and operations across ODOT in order to use traffic operations to more effectively meet future system needs.

BPS served as subconsultant on this project to update the Transportation Systems Management and Operations (TSMO) Plan. Tasks included stakeholder and public engagement, document design and editing, and transportation planning assistance. BPS facilitated outreach and engagement with relevant stakeholders and developed the branding/templates for the plan and other materials.

The BPS team assisted with creating an inventory and status assessment of the previous plan, including, but not limited to, writing and designing 1-page policy briefs to document the findings. Other activities included facilitating a SWOT analysis, developing surveys, and conducting interviews to engage ODOT districts, and analyzing and summarizing the results. Information coming out of these engagement activities are directly related to updating of the Capability Maturity Model (CMM).