



Pennsylvania Traffic Incident Management Enhancement (PennTIME)
Wednesday October 19, 2022
1:00pm – 3:00pm
Meeting Notes

Attendees (🗎 indicates virtual attendee)

Rod Ammon, Responder Safety/ERSI 🗎	Joel Landis, Somerset Co. Dept of Emergency Services 🗎	Tim Scanlon, PA Turnpike Commission
Kayla Bancone, DVRPC 🗎	Todd Leiss, PA Turnpike Commission 🗎	Evan Schoss, SPC 🗎
Clint Beck, FHWA 🗎	Anthony Lenzi, Perryville Maryland PD 🗎	Gerald Schwartz, Chester Co. CISM 🗎
Walter A Bair, PennDOT 🗎	Katie Lizza, PSATS	Geoff Shank, Pittsburgh Life Flight 🗎
Gabby Benson, Drive Engineering	Adam Marshall, PennDOT 🗎	Todd Smith, PA Turnpike Commission 🗎
Nate Bordner, PA Turnpike Commission	Katie Lizza, PSATS	Don Sorel, ESP1/MassDOT 🗎
David Boucher 🗎	Ron Miller, Chester Co. IMTF 🗎	Bill Spaeth, 🗎
David Clippinger, Chocolate Town Auto	Dan Miller, Royersford OEM 🗎	Josh Spano, SPC 🗎
Matthew Clouser, PennDOT 🗎	Bob Murphy, AECOM 🗎	Dan Spies 🗎
Michael DalPezzo, Roadway Safety Cons.	Justin Neff, DVRPC 🗎	Jeff Thomas, PEMA
Matt Elliott, PennDOT 🗎	John Niles, Pennsylvania State Police	Jessica Tobin, PSP 🗎
John Englert, PA DOH BEMS 🗎	Mike Pack, PA Turnpike Commission	Brian Toseki, PA Turnpike Commission 🗎
Brian Feist, McCutcheon Enterprises 🗎	Ryan Pietzsch 🗎	Dave Wolfe, Drive Engineering
Erik Hickle, PA Turnpike Commission 🗎	Jon Plessinger, Clinton Co. Dept of Emergency Services 🗎	Kyle Wylezik, PA DEP 🗎
Michael Hippensteel, AASP - PA 🗎	Cory Poff, PennDOT 🗎	Charles Yorks, Gannett Fleming 🗎
Bill Howard, PA Turnpike Commission 🗎	Eric J. Rickenbach, RescueTechs 🗎	Tracie Young-Brungard, 🗎
Nate Keel, PA Turnpike Commission 🗎	Stacia Ritter, PA Turnpike Commission 🗎	Karl Ziemer, AECOM 🗎
Mark Kopko, PennDOT 🗎	Paul Sabol, City of Pittsburgh Bureau of EMS 🗎	

Dave Wolfe welcomed all present and virtual attendees to the 4th quarterly meeting of 2022. Dave showed the “Faces of the Fallen” video to display the responders killed in struck-by incidents nationwide since the last PennTIME meeting. Todd Leiss noted there have been 5 PA responders killed on PA roadways in last 14 months, 7 within the last 30 months. As of October 18, 2022, 39 emergency responders have been killed in highway incidents nationwide:

- Law Enforcement: 14
- Fire/Rescue: 7
- Tow Operators: 12
- Road Service Technician: 4
- Safety Service Patrol: 1
- DOT/Construction/Maintenance: 0
- EMS: 1

Presentation: First Responders & Mental Health (Chaplain Jerry Schwartz – Chester County Critical Incident Stress Management Team)

Chaplain Jerry Schwartz discussed first responders and mental health:



Suicide: High amongst first responders and those who deal with emergency situations on the roadway. Recently, last 2 weeks there have been 3 suicides and 1 attempted suicide within the area. Suicide claims almost 50,000 people in the United States annually.

One piece of equipment is needed more than anything else is your mind. The strongest muscle and worst enemy you have is your mind. There is stress in everyday life, add to that incidents and scenes frequently viewed – when these images stay in your mind the term PTSD comes into play. You have to train your mind well; you can heal even after being traumatically affected. The more you think about something, the stronger it grows in your brain. Science has shown when thoughts are negative and harmful, they become a physical injury in the brain. Your thought life is everything and is elementary in being healthy. According to research, a vast majority (75-98%) of illnesses that plague us today are a direct result of our “thought life.” Fear alone triggers over 1,400 chemical responses in our bodies. In today’s culture we are in an epidemic of toxic thoughts, toxicity is everywhere. Train your brain not to feed on negativity and toxic thoughts.

A couple things to keep in mind about dealing with stress and mental health:

- Try to get enough sleep.
- Try to eat right
- Try to exercise on a regular basis
- Avoid alcohol when dealing with a stressful situation

Be resilient and take care of yourself.

PennSTART Update (Mark Kopko, Director - Office of Transformational Technology PennDOT)

Mark Kopko discussed PennSTART updates with the group:

Originally the PennSTART partnership was between PennDOT, PA Turnpike and Penn State University – but the partnership dissolved at the beginning of 2022. PennDOT was approached by Carnegie Mellon University (CMU) and the Westmoreland County Regional Industrial Development Corporation (RIDC), who were interested in seeing a facility still come to light. RIDC did a report with Pittsburgh Chamber of Commerce looking towards AV in the region and automation in general and noted that for Pittsburgh to continue to be a global leader in the field it was recommended to have a nearby testing facility.

A partnership between PennDOT, PA Turnpike, RIDC, and CMU was executed in February 2022, legal agreement is currently being worked on: RIDC signed, waiting on the turnpike signatures and then will go to PennDOT. Execution of development will be in play once the agreement is in play.

Mark displayed a rendering of the potential PennSTART facility. RIDC is very ambitious in this approach. In the span of 8 months, development has surpassed the efforts in the 3 years of the previous partnership. RIDC would like to start clearing trees this winter, shovels in the ground next year and would like to have a majority of the facility completed by 2024. The facility is located in Westmoreland County (the old Sony and VW plant), the Westmoreland Advanced Technology Center off the New Stanton exit from the PA Turnpike. At the current location is an existing unused parking lot that will be turned into a handling pad, which should be ready by next summer. Currently there are buildings on site that may be able to be repurposed for command area, conference rooms, and classroom. Expected to have some level of PennSTART open by next calendar year.

As part of the legal agreement, 50% of weekends are dedicated and guaranteed to first responders free of charge. PennDOT and PA Turnpike will negotiate times throughout the work week for access to staff and will allocate additional



hours to responders outside of the weekends. The Commonwealth's investment allows responders to have access to the facility for the next 20 years (contracted term).

Lower Merion Township After-Action Review Update:

Dave Wolfe reports: The AAR report was completed in the middle of the year; permission has been granted by the township to discuss the report findings.

AAR Findings and recommendations:

The incident occurred July 24, 2021 in Montgomery County and Captain Tom Royds of Belmont Hills Fire Company was struck and killed (LODD 36 in 2021) while working a crash scene on I-76 outside of Philadelphia. The process began October 21, 2021, with a kickoff meeting with (then) Chief Chas McGarvey and Deputy Fire Marshal Jim McCoy. The meeting resulted in the need to identify; objectives, strengths, weaknesses, opportunities, and threats while being transparent and providing impartial assessments of actions and tactics taken. An additional ground rule for the team was to be mindful of the active investigation/legal proceedings occurring during the AAR process.

The review team and meeting facilitators held multiple planning meetings working within ground rules and parameters established in the kickoff. During these meetings the team talked about:

- Approach, format, and presentation materials
- Rules of engagement

The AAR started off with gathering information. The team was able to obtain a lot of information from Montgomery County Emergency Operations Center (CAD data), PSP, and PennDOT. The team then developed questions for a survey which was sent out to a list of vetted recipients. A one-page report was developed outlining the AAR process for those involved. The survey was distributed online just before Thanksgiving 2021 with a 2-week turnaround, the results were then compiled and prepared for the in-person AAR meeting in late December 2021. The AAR meeting was conducted on January 5, 2022, at the Gladwyne Fire Co, and a draft AAR report was developed.

A copy of the complete AAR report can be requested through Dave Wolfe (dave@driveengineering.com) or Todd Leiss (tleiss@paturnpike.com)

In the wake of the incident, Lower Merion has made significant changes to their culture in the form of operational changes and new SOGs for highway incident responses. They have created guidelines and guidance for vehicle positioning, including upstream advanced warning, looking at blocking, guidance, re-mandating the vests, and changing protocols for demobilization so everyone leaves together. What became clear through the process: things that could have been done away from the incident scene could have prevented it from happening. We need to, as a community of TIM practitioners, eliminate the stigma that traffic control somehow isn't as important as rescue or is secondary to that. Create a uniform culture of safety every day and not just after something bad happens.

Justin Neff added: There was a recording provided for the MontCo IMTF meeting. An unintended benefit was that the consultant who is helping to design the Integrated Corridor Management project for this stretch of highway got to hear directly from the responders that were affected by the incident and their emotional impacts. It drove home the importance of responder feedback. Responder access shouldn't be an afterthought. The DOT clearing debris to prevent flooding is important for safety during responses. Look beyond responders, invite others to the meetings to hear these things directly rather than just reading a document.

Dave added: The professionalism that was exhibited in the township was unprecedented. They were very transparent and open.

Mike Pack: The routes in IDRUM, are they digitized?



Justin Neff: On the Pennsylvania side they are. They can be shared, doesn't believe PennDOT would have an issue with that.

Dave Wolfe: Unsure if these are in the statewide ATMS for PennDOT. Suspicion is they would still need to use IDRUM

Todd Leiss: We talked about helmets and PPE. There are efforts underway to establish standards for roadway safety helmets for emergency responders. Texas Tech is working on building the helmet after the standard is made.

Dave Wolfe: Boiling this down, blocking and vehicle positioning was by far the most important takeaway. If your agency wants to train on something, train on this takeaway.

Automated Vehicle Incident Response Plan: Gabby Benson presented information on Automation in Pennsylvania.

Current activity for the AVIRP effort includes:

- Protocol Development
- Training Plan Outline
- Stakeholder meeting held 9/2/2022

Protocol development has been established in the following manner:

- Interaction Types
 - Informational
 - Indirect
 - Direct
- Use Cases
 - Data
 - Communication
 - Identifying
 - Emergency Work Zone
 - TIM Functions
- Protocols
 - Specific to Use Case
 - Targeted Applicable Party

Training development has resulted in Training Plan Outline

- Basic AV Test Vehicle Training
- Communications and Operations Training
- Responder Training

Currently storyboarding items to be included in each session element listed under the three Sessions.

Dave Wolfe: The AV Summit is next week in Pittsburgh at Stage AE. More information about PennSTART and AVIRP should be made available after the summit.

Committee Reports

Towing – Dan Spies, PA Towing Association

Dan Spies reported: TIM for Towers pilot program on June 8, 2022. In attendance was towers, police, government officials, township fire/rescue. The program was introduced specifically for towing, what these companies can and can't do on the roadway and how it relates to TIM. Those in attendance were surprised to find out how limited tow companies are, not being covered under hold harmless. There are things they can't do that other responders can. Towing companies cannot block or take lanes, they cannot come out into the right of way due to not having proper insurance and not covered in hold harmless. Demobilization was pointed out, noting towers are often the only



responders on scene. If they are lucky police officers or someone else will help out but generally, they leave before the vehicle is loaded. There is another pilot scheduled for October 24th, with a variety of departments there as well. A survey was sent out to those in attendance, with very good feedback.

Todd Leiss added, he thinks it went well and that it was eye-opening for the attendees. Looking for more feedback from the upcoming session before its released to the public.

Mike Hippensteel asked if emergency lighting will be added?

Todd advised they will include the slide in the next session.

The pilot class on October 24th will be from 8:00 am-12:00 pm in the large CAB conference room.

TIM Task Force Development – Chris King/Justin Neff, DVRPC and Josh Spano/Evan Schoss, SPC

Justin Neff reported: Relatively active in this part of the state:

Montgomery County IMTF (9/22/2022) addressed the AAR for LODD Lower Merion July 24th, 2021, and beyond the AAR it generated conversations and strengthened relationships due to genuine emotion coming from the recording.

SAFR (Camden/Gloucester) IMTF celebrated 20-year anniversary of the initial meeting on 9/30/2022.

Delaware County IMTF (10/4/2022) addressed another great AAR that created quite a bit of conversation with PennDOT and responders.

Upcoming Meetings:

A joint Bucks/Mercer County meeting is upcoming, 11/10/2022, the bridge commissions are involved. Chester County 11/16/2022, Chaplain Schwartz will receive an email shortly regarding an invite to this meeting. Montgomery County (12/15/2022) and Burlington County (12/16/2022)

All meetings have shifted back to in-person, which has been the right call. People have been anxious to get back to face-to-face interactions.

Crash Responder Safety Week is coming up, DVRPC is preparing a Social Media Tool Kit that will be emailed out to their task force member agencies.

There has been a lot of feedback from responders regarding electric vehicles. They are starting to come across them more and more, so EV training was provided. Two 3-hour courses were held in MontCo and NJ and were provided by DVRPC and RoadwayRescue. Range of knowledge concerning EVs varies widely amongst responders, it is important to understand that education needs provided. Has so far scene 3 different types of EV training, with 10% of each training varying from the others. Looking at next steps for a potential EV working group, compiling a “cheat sheet” of sorts for responders, and figuring out National Electric Vehicle Infrastructure (NEVI) funding. Trying to figure out if NEVI funding allots for training money.

Josh Spano reported: SPC has 3 TIM teams in the region. Pittsburgh City-Tunnels TIM Team held monthly meeting October 18th. SPC is engaging Pittsburgh EMS more directly in anticipation of full training in coming months. Recent meeting included establishment of positive relationship with PSP.

I-79 Cranberry Team meeting will be held tonight (October 19, 2022) will be in-person at the Cranberry Township Public Safety Center. Upcoming SHRP2 training on Thursday October 20, 2022, with two times available.

Westmoreland-Allegheny Route 30 Team is still being developed and kicked off. Preliminary discussions with townships for major reconstruction of US-30 that crosses two PennDOT districts. Plans are in the works for training the first responders soon.



TIM After Dark is still being held monthly, on the 3rd Tuesday of each month. Open season to discuss anything TIM-related. Chuck Yorks helps share expertise related to TIM.

Evan Schoss will be the TIM program liaison moving forward for SPC.

For Crash Responder Safety Week SPC is putting together a series of PSAs for social media.

Todd Leiss added: End Distracted Driving Day is on October 20th. A few roadway safety groups combined for this effort. Social media information will be shared.

Training – Justin Eberly, VFIS

No report given.

TIM Training – E-Learning – Dave Wolfe

Dave Wolfe reported: E-Learning training numbers are as follows:

- TRAINPA total trained as of end of September: 10,968
- PA VTN: 387

E-Learning numbers are seeing overall number downturns, which is expected as we go back to more in-person interactions.

Pennsylvania is currently at 61.2% trained, ranking in the top 10 list for total trained Pennsylvania is #4. Fire/EMS leads the charge by with completed trained by discipline.

Technology – John Parker, PA Turnpike Commission

Mike Pack reported on behalf of John Parker. HAAS Alerts – over 160 unites and 250kDriver Alerts per month. HAAS alerting in Waze and Apple maps. Very interested in working with Google as well.

INRIX Dangerous Slow Down (DSD) alerts to Drivewyze for slowdowns of 35 mph or greater. Substantial slowdowns will be submitted to Drivewyze to alert truckers throughout their travels. Alert graphs were shown on the screen to attendees. 3rd Party Data Partners were also shown, these partners receive alerts for incidents entered into ATMS platform.

Fotokite Update: A demo should be arranged for the team to show Fotokite. You do not need to be Part 107 certified, as these are considered a kit. Deployed for 21 events since March go-live (3 units). The PTC is looking to procure 3 more units. Images were shown to meeting attendees.

UAS for PSP Reconstruction: Federal funding was used to procure 8 DJI Mavic 2 UAS for reconstruction. Reduced the average for reconstruction time from 2 hours to 25 minutes. PTC issued in troops A, D, G, H, J, K, M, and N, not just for the turnpike (Troop T).

Information presented to the executives over the last year or so for incident data. Pulling incident data from the CAD system, average incident duration was reviewed from FY18 looking at cost savings per year associated to incident duration reductions. Slight increase to FY22 with an average of 43 minutes per incident. Looked at costs, showing impacts for fundings for devices such as HAAS Alerts.



Public Education & Outreach – Paul Kennedy / Lori Shenk, Northwest EMS

Dave reported on behalf of Paul and Lori. Crash Responder Safety Week is coming up November 14-18th. A number of task forces mention working on items specific for CRSW, which is where it has to be in order to really be effective. FHWA site has lag with updated information.

Legislative Affairs – Charles Duncan III, PA Turnpike Commission

No report given.

The meeting concluded at 3:00 pm