



Pennsylvania Traffic Incident Management Enhancement (PennTIME)

Wednesday April 12, 2023

1:00pm – 3:00pm

Meeting Notes

Attendees (🗳 indicates online participant)

<i>William Ahlgren, Cranberry Township PD</i> 🗳	<i>Chris King, DVRPC</i> 🗳	<i>Rosanne Placey, PA Turnpike Commission</i> 🗳
<i>William Baird, PennDOT</i> 🗳	<i>Edwin Kline, Delaware County EMA</i> 🗳	<i>Eric Rickenbach, RescueTechs</i> 🗳
<i>Kayla Bancone, DVRPC</i> 🗳	<i>Deb Laudenslager, Safety Advocate</i>	<i>Nick Rotondo,</i> 🗳
<i>Christopher Bendl, American Trauma Society - PA Div.</i> 🗳	<i>Jennifer Layman, PA Turnpike Commission</i>	<i>Paul Sabol, City of Pittsburgh Fire Dept</i> 🗳
<i>Gabby Benson, Drive Engineering</i>	<i>Todd Leiss, PA Turnpike Commission</i>	<i>Tim Scanlon, PA Turnpike Commission</i>
<i>Andrew Boni, Pennsylvania Turnpike Commission</i> 🗳	<i>Chris Lengle, Highway Safety Network</i> 🗳	<i>Evan Schoss, Southwestern PA Commission</i> 🗳
<i>Nathan Bordner, PA Turnpike Commission</i>	<i>Anthony Lenzi,</i> 🗳	<i>Vaishali Shah, AEM Corp.</i> 🗳
<i>Jeff Bowman, Highway Safety Network</i> 🗳	<i>Katie Lizza, PSATS</i> 🗳	<i>Lori Shenk, Northwest EMS</i>
<i>Bob Bressler,</i>	<i>Michael Macari, NJDOT</i> 🗳	<i>Don Shutt,</i> 🗳
<i>Mark Compton, PA Turnpike Commission</i>	<i>Craig Mackowiak, Maryland DOT</i> 🗳	<i>Todd Smith, PA Turnpike Commission</i> 🗳
<i>Christopher Daly, West Chester PD</i> 🗳	<i>Adam Marshall, PennDOT</i> 🗳	<i>Michael Souder, Harrisburg FD</i> 🗳
<i>Daniel Datesman, Pennsylvania Turnpike Commission</i> 🗳	<i>Rober Meinert, PEMA</i> 🗳	<i>William Spaeth, Bucks County Community College</i> 🗳
<i>Matthew Elliott, PennDOT District 6 RTMC</i> 🗳	<i>Ron Miller, Chester County TIM Task Force</i> 🗳	<i>Eric Sponsler, Jacobs</i> 🗳
<i>Brian Feist,</i> 🗳	<i>Sherry Morgan, MorganTowing/PA Towing Assoc.</i> 🗳	<i>Kevin Tobias, PennDOT</i> 🗳
<i>Jon Fitzkee, Lebanon County Planning Dept.</i>	<i>Justin Neff, DVRPC</i> 🗳	<i>Brian Toseki, PA Turnpike Commission</i> 🗳
<i>John Fugelo,</i> 🗳	<i>John Niles, PA State Police</i>	<i>Andrew Ventura, Pennsylvania Turnpike Commission</i> 🗳
<i>Diane Garber, East Hempfield Township</i> 🗳	<i>Kimberly Nunemaker, American Trauma Society - PA Div.</i> 🗳	<i>Dan Walston, FHWA</i> 🗳
<i>Drew Good, J-Tech</i> 🗳	<i>Michael Pack, PA Turnpike Commission</i> 🗳	<i>Brandy Warner, PennDOT</i> 🗳
<i>Rachel Grant, PA State Police</i>	<i>Randy Padfield, PEMA</i> 🗳	<i>Mark Weiner,</i> 🗳
<i>Christopher Henry, FMCSA</i> 🗳	<i>Christopher Parker, PA Turnpike Commission</i> 🗳	<i>Dan Whetzel, PennDOT</i>
<i>Mike Hippensteel, AASP-PA</i>	<i>Joshua Pfeiffer,</i> 🗳	<i>Chuck Yorks, Gannett-Fleming</i> 🗳
<i>Kevin Kalman,</i> 🗳	<i>Ryan Pietzsch, NSC</i> 🗳	<i>Karl Ziemer, AECOM</i> 🗳

Dave Wolfe opened the meeting with a viewing of the “Faces of the Fallen” video showing responders who have lost their lives in traffic-related incidents since the last quarterly meeting. Todd Leiss noted that 11 responders died in just over a month after there were no fatalities in the first two months of the year.

Dave reviewed the latest data from respondersafety.com showing responders lost in 2023 by discipline as follows¹:

¹ Respondersafety.com data through 3/21/2023



Towing: 1

Safety Patrol: 0

Mobile Mechanics: 0

Fire/Rescue: 0

Law Enforcement: 1

Construction/Maintenance: 6²

EMS: 0

Dave showed a video of a work zone crash that killed 6 construction workers on I-695 in Anne Arundel County. The workers were struck by a vehicle which went out of control and entered a gap in the concrete barrier. Speed, driver behavior, and the design of the work zone are the focal points of the ongoing investigation. Dave noted that this is another example in which you can have a work zone with all of the appropriate warning, channeling devices, and other precautions yet responders can still be struck. Outcomes of this incident may be a future focus topic for PennTIME, and we will work to get Maryland representatives to speak at a future meeting. This incident emphasizes that you are never safe, even if you are behind a concrete barrier.

PennTIME Leadership Meeting: Update and Group Discussion

Dave opened a discussion on a recent PennTIME leadership meeting which occurred on March 22, 2023.

The goal of this meeting was to:

- Reinvigorate participation of agencies who are named as “leaders” of PennTIME
- Create a sustainable base of trainers and overall training program
- Institutionalize TIM to any extent possible at every agency
- Leverage executive influence to drive change
- Foster/support regional TIM teams throughout Pennsylvania
- Investigate sustainable funding models to support PennTIME activities

Outcomes of the meeting included:

Training

- Do we need a full audit of TIM trainers in Pennsylvania? There are very few people actually conducting the training and it is very imbalanced. Todd Leiss noted that there are over 300

² I-695 Work Zone Crash Anne Arundel County, MD 3/22/2023



registered trainers in PA, but only about 5 or 10 have actually taught a class in the last several years.

- Where is the list of train-the trainer participants? How do we get it and use it?
- Leading agencies of PennTIME need to have a unified approach in developing a reliable pool of trainers
- This has to be baked into the core curriculum of agency training

Program Institutionalization

- Institutionalization is key. TIM has always been champion-based, but we won't make any headway until TIM becomes a budgeted item for every agency. Champions are necessary, but they can't sustain any program the way paid personnel would.
- Pennsylvania's commitment to FHWA Every Day Counts program.

Executive Influence

- How (and who) do we reach out to the executive level to reach the influencers who can drive change?
- Public education is huge. What can be done to influence change in the realm of driver training?
- Supporting the ATSSA teen driver education training program. This program allows for potential insurance discounts for teens who take the program.
- Executives influence budgets, which ties back heavily to increasing the number of trainers

Fostering/Supporting TIM Teams

- MPOs across the commonwealth have done a great job over the last two decades creating and sustaining TIM Teams.
- As the statewide organization, PennTIME has to support these teams. They need constant nurturing with active participation.
- Are there grant programs that provide critical TIM equipment? There are...but they need to be publicized. SPC offers this feature as part of their TIM newsletter.
- PennTIME meetings need to move around Pennsylvania to foster even more participation.
- People need to care! Some folks show up to basically check a box that they attended and allows them to wear the badge of "TIM Champion." But they don't participate or contribute in any meaningful way.

Sustainable funding models

- See what we can do with the insurance industry
- Leverage the dollars from major construction projects to allow for TIM training.
- There is a lot of money available in the electric vehicle space, but how do we get it?
- Fire Relief Associations – what can we do to leverage this resource as a potential funding stream to pay trainers or fund other initiatives?



- Does PennTIME become a non-profit foundation to receive funding? There are often instances after a responder struck-by incident where people want to provide financial assistance but they don't have a place to send the money.

The overarching theme is that the agencies need to work as one, and make good on the “One Vision, One Voice, All Together” motto of the organization. PTC leadership (Craig Shuey and Mark Compton) have been unwavering in their support of PennTIME, and Craig is committed to moving the executive leadership recommitment forward.

DVRPC Event Recap: “EV Considerations for First Responders”

Kayla Bancone from the Delaware Valley Regional Planning Commission presented on a recent special event held at their office on electric vehicle considerations for first responders. Kayla’s presentation may be viewed in its entirety using this [LINK](#)

Following the presentation Todd Leiss asked Lt. Niles (PSP) if there was any current documented SOP/SOG for EV incidents. Lt. Niles responded they did not currently have any procedures or guidelines documented. Todd also noted a recent incident involving an Alfa Romeo on the PA Turnpike that was thought to be an EV, but it was not. Instead it was a standard combustion engine vehicle with a magnesium engine causing white sparks when water was applied. Todd also noted the critical element of carefully crafting SOPs/SOGs to allow flexibility in tactics when managing EV incidents.

Statewide Project Updates

Automated Vehicle Incident Response Plan

Gabby Benson (Drive Engineering) provided a brief overview on the status of the Pennsylvania Automated Vehicle Incident Response Plan.

- The group has conducted PSP Coordination meetings to discuss recommendations, but they are still being fine-tuned.
- Additional quality check activities are ongoing with PennDOT for the full document. That includes recent protocols developed and the training component.
- The team is still looking for volunteers to help test the mobile app. Focus is turning towards folks from the fire service.
- Training manual development has completed most of the “basic” AV training sessions. Next steps include:
 - Communications and operations training
 - Comms flow chart and how the communications are received by PennDOT from the mobile app
 - Responder training
 - Hands-on responder training and engagement with the vehicles

Pennsylvania Safety Transportation & Research Track (PennSTART)



Gabby also provided a brief update on the PennSTART project. There have been 15 stakeholder meetings during the period of January through March. There has been a lot of information intake related to requirements gathering and the overall capabilities of the planned facility.

Pennsylvania has signed the agreement for PennSTART, and right now the Concept of Operations document is in the quality control process. The team is hoping to finalize the ConOps this spring with a goal of developing a design Request for Proposal (RFP).

Some of the tree clearing has been delayed over concerns related to an endangered bat population.

Todd Leiss noted that committees are forming in the following areas:

- Training
- Operations
- Technology

RIDC would like to have some in-person training done at their facility this summer, so work on a hands-on training program will be getting underway.

Todd noted that the target opening date for the entire facility is Fall 2025.

Committee Reports:

Towing

Todd Leiss reported that TIM for Towers has launched, and several classes have been conducted. It's a mix of federal and PA-specific content and provides greater context and information on relevant state laws.

TIM Task Force Development:

Chris King (DVRPC) reported:

- Conducted Virtual Regional TIM Task Force Meeting on January 27, 2023. There were about 190 people on the call.
 - Paul Jodoin (FHWA) discussed Every Day Counts (EDC) 7 programs which include:
 - UAS for TIM
 - Debris removal systems
 - Emergency vehicle lighting
 - Advanced warning technology
 - Traffic signal preemption
 - Technology for EMS to support post-crash care
- PECO Response Protocol (electrical emergencies)
 - Responders should go through 911 as PECO also has direct contact with them
- Upcoming Meetings:
 - Chester County TIM Task Force (May 4th)
 - Montgomery County/Delaware County TBD in May – will include a tour of new PennDOT RTMC
 - Bucks County & NJ IMTFs – Dates TBD



Evan Schoss (SPC) reported:

- Pittsburgh City-Tunnels TIM Team
 - Returning to in-person monthly meetings starting 4/18 - Allegheny County EOC.
 - PennDOT involvement remains strong, along with Pittsburgh Fire, EMS, and PSP.
 - McKees Rocks Bridge Project Incident Management Plan Review 4/21/23.
 - Ongoing over last year, and has been difficult for contractor, PennDOT, and emergency responders due to narrowness of roadway causing incident response challenges.
 - PennDOT D11 came up with an incident management plan that will be presented at the next task force meeting.
- I-79/I-76 Cranberry TIM Team
 - Returning to in-person meetings, monthly, at Cranberry Twp. Public Safety Center, 6pm.
 - Great participation from local EMS and Fire. Good cross-jurisdictional collaboration.
 - Upcoming SHRP II Training – 1pm & 6pm Virtual: 4/20 In-person: 5/18, 6/22.
- Westmoreland-Allegheny Route 30 TIM Team
 - Offering in-person SHRP-II training, 5/18/2023 - North Huntingdon Township Building
- The next TIM After Dark meeting is Tuesday April 18th at 6pm. Meetings are the third Tuesday of every month

Chris King reported:

- There was a small subcommittee meeting on 3/6/23 with a focus on strategizing ways to get more people involved.
- Anyone interested in participating should contact Chris King at cking@dvrpc.org
- Todd Leiss noted that efforts are underway to re-establish TIM Teams in Lebanon, Dauphin, Cumberland County areas. The concern is the I-78/I-81 corridor due to frequent commercial vehicle crashes.

Training

- Dave Wolfe noted an upcoming Train-the-Trainer course being offered by FHWA on April 20th. It is a full-day course from 10am to 6:30pm.
- Dave also reported on the TIM E-Learning training as follows (data was through March 2023):
 - TRAIN PA: 12, 186 students trained
 - PAVTN: 408 students trained
- Dave also noted that he will be working with TRAIN PA alongside Todd Leiss to revise the technical support processes and improve efficiency. Common technical support issues are students not receiving their certificate or not being able to re-take the class for the EMSVO certification. These are issues that only TRAIN PA/Department of Health staff can address so we are looking to eliminate the “middle man” and get students in touch directly with TRAIN PA support staff and fix these issues.
- Classroom training statistics are as follows through 2/27/23:
 - PA Responders are at 67% trained
 - Pennsylvania stands at #4 in the country, preceded by Georgia, North Carolina, and Texas
 - Accuracy of the training data is being looked at. 54,500 responders has been the PA number in FHWA’s calculations for many years, but information from the PA General



Assembly “First Responders Day” legislation shows language that indicates the numbers are very likely much higher. So do we make the number more accurate and risk dropping Pennsylvania’s standing in the rankings, or do we continue to use potentially inaccurate data to improve the perception of training progress?

- Dave also noted training statistics from a number of states where they have reportedly trained over 100% of their responders (e.g. Louisiana at 161.2%). This kind of data is a likely indicator that the baseline numbers are incorrect.
- Todd Leiss noted that the National Policing Institute is offering free training on a Roadway Safety for Patrol Officers course on April 26th. It’s a full day course and runs from 8am to 5:30pm and includes lunch. On April 27th they will also conduct a Train-the-Trainer workshop. Interested parties can reach out to Todd for more information.

Technology

John Parker reported on the following technology initiatives underway at the PA Turnpike Commission (PTC).

- **Best Pass:** Best Pass helps many tolling agencies and is looking at the PA Turnpike Commissions API to add additional elements to their commercial vehicle software. This will occur sometime in the third quarter of 2023. PTC will be providing work zone crash data.
- **Amazon Fleet:** PTC will be having a conversation with Amazon Fleet and the Eastern Transportation Coalition to get work zone crash data into the Amazon fleet.
- **Ryder** and **Wegman’s** have also reached out to express interest in getting the work zone crash data API.
- PTC also finally has a good contact at **FedEx** to get these feeds into their vehicles and outreach will begin shortly.
- **R&L Carriers** is a large PTC customer and outreach is planned for them as well to get this data.
- **Dangerous Slowdowns:** PTC contracts with INRIX and DriveWyze to get commercial alerts for dangerous slowdown or downstream crashes. Since September of 2022 there have been about 8900 alerts of this type sent out. An effectiveness analysis will be conducted in the future.
- “Shark Tank” idea with PTC Innovation Council: Motorists will be able to text 7676 to get updates when stuck in a backlog. This service will be for the PA Turnpike only and has not extended to PennDOT.
- John Parker is trying to get HAAS Alert and iCone on COSTARS to make them more available for purchase on state contract.

Public Education & Outreach:

- Todd Leiss discussed the upcoming Move Over/Distracted Driving Conference scheduled for May 8-10 in Linthicum Heights, MD. About 140 people have registered to attend in person so far. All meals are paid for while you attend the conference. The agenda is packed and is structured as follows:
 - Day 1: Focus on survivor stories, and there is also an address planned by the National Fire Academy Superintendent Erik Gabiliks.



- Day 2: Focus on Move Over/Distracted Driving and how to engage lawmakers. There will also be a discussion of prosecution challenges and other legal perspectives.
- Day 3: Focus on messaging and how to market it to the public and get their attention.

- There will also be a YouTube live stream of the event.

- Lori Shenk discussed the “Light Up the Night” initiative at Hershey Children’s Hospital. Multiple responder disciplines showed up to do a slow drive-by and vehicle lighting display for the children at the hospital, who would in turn shine lights back from their hospital room windows. It was the second annual event and they are learning each time to continue improving it.

Legislative Affairs

- No report was provided.

Dave Wolfe reminded participants to visit the PennTIME website for updates (www.penntime.com) and resource information.

Don Shutt commented on the state of 911. There will be another webinar on May 9th at 12:00pm. There is an ongoing discussion about the I-95 corridor and trying to get county communication systems linked together for incidents on I-95. You can go to 911.gov for more information.

The meeting concluded at 3:00 pm