

## **TRAFFIC INCIDENT MANAGEMENT FOR THE BALTIMORE REGION (TIMBR) COMMITTEE**

Wednesday, June 7, 2023  
10:00 A.M.

### **MINUTES**

#### **1. WELCOME AND SELF-INTRODUCTIONS**

Mr. J.J. Lynott, Chair, welcomed attendees and attendees introduced themselves.

#### **2. REVIEW OF MINUTES FROM MARCH 1, 2023**

There were no comments on the minutes.

#### **3. UPDATE FROM FHWA ON TIM**

Mr. Joe Tebo provided an overview of TIM activities at USDOT. There is an Executive Leadership Group that helps guide the overall national TIM program; Mr. Dave Lewis is a member of that group.

The 4-hour national TIM responder training was developed for responders by responders. The USDOT goal is to train one million responders; so far, at least 600,000 have been trained. Kentucky and Georgia require TIM responder training as part of paramedic/EMC licensing.

USDOT Everyday Counts Round 6 (EDC6), which ended in 2022, included a TIM innovation that had four components:

- Expanding TIM programs to all roadways, including local roads
- Responder Training – highlighting safety as a top priority
- Using TIM Data – for better safety and operational decisions
- Technology – proven but underutilized

The USDOT Everyday Counts [Round 7](#) (EDC7) program also includes TIM, with the goal of “working with state and local stakeholders to improve safety on all roadways by integrating underutilized, yet proven, TIM technology strategies.” The EDC7 Next-Generation TIM technologies include:

- EMS post-crash care

- Unmanned aerial systems (UAS) for TIM
- Lighting
- Emergency vehicle signal preemption
- Debris removal
- Advance vehicle/incident warning

Post-crash care comes out of the National Roadway Safety Strategy, which adopts safe system approach principles. NHTSA and FHWA were identified as the best organizations to publicize this strategy. This is specifically aimed to enhance the safety of EMS responders. FHWA is working on developing a TIM-EMS Outreach Plan.

UAS includes tethered and free flying units. There have been issues in other states with non-responder drones being flown above incident scenes leading to drone crashes. There is a need to make sure responder drones are not negatively impacted by other drones.

Emergency vehicle lighting technologies can synchronize lights already on scene when a vehicle pulls up, which makes the scene easier to navigate through and makes vehicles more clearly visible.

Emergency vehicle preemption is quicker and not as labor intensive as previous preemption technologies.

Maryland DOT will be participating in EDC7, unsure which technologies will be pursued.

TIM training information:

- FHWA training webpage: <https://ops.fhwa.dot.gov/tim/training/index.htm>
- E-learning version of national TIM responder training:
  - Four-hour national TIM training through FHWA National Highway Institute: [bit.ly/TIMWebTraining](https://bit.ly/TIMWebTraining)
  - Emergency Responder Safety Institute equivalent 10-module training: <https://learning.respondersafety.com/>
- Refreshed curriculum and technology and rural TIM lessons are coming soon

Mr. Tebo mentioned a new project on electric vehicle fires and impacts on TIM; Mr. Lynott is on the panel for this project.

FHWA TIM staff has a lot of resources for TIM stakeholders from EDC as well as other resources:

- Webinars
- Peer exchanges
- Workshops
- On-site technical assistance
- Training materials/training
- Case studies
- Fact sheets
- Marketing materials

There is a free Talking TIM Webinar offered each month, with previous webinars available for viewing: <https://transportationops.org/tim/talkingtim>.

FHWA TIM staff also assists with [Crash Responder Safety Week](#) which is held annually in the fall; this year it will be November 13 – 17.

In response to a question about whether a license is needed to use a tethered drone, Mr. Tebo said that technically a tethered drone is considered a kite, and tethered drones fly below the 300 foot limit for license requirement. There is an app called B4UFLY ([https://www.faa.gov/uas/getting\\_started/b4ufly](https://www.faa.gov/uas/getting_started/b4ufly)) that shows restricted airspace locations.

If there are additional questions for Mr. Tebo he can be reached at [Joseph.Tebo@dot.gov](mailto:Joseph.Tebo@dot.gov).

#### **4. HIGHLIGHTS FROM THE EASTERN TRANSPORTATION COALITION MOVE OVER/DISTRACTED DRIVING CONFERENCE**

Ms. Eileen Singleton provided some highlights from The Eastern Transportation Coalition Move Over/Distracted Driving Conference:

- Maryland is the 8<sup>th</sup> state to expand Move Over to all vehicles.
- Use data and science to make workplaces safer: accurate data collection is critical.
- Need to be aware of distracted driving of emergency responders.
- The importance of helmets/head protection is becoming more of a focus.
- Consider asking owners of privately owned signs to display Move Over message.
- When engaging lawmakers:
  - speak with a unified voice
  - partner with other groups
  - Make an ask
  - Have data that is local
  - follow up if asked
  - Offer a visit, or video
- Responder mental health: “It’s ok to say you’re not ok”
  - The suicide rate of emergency responders is high, and often not considered line of duty death since it often happens during non-work time.
  - Some response agencies, particularly private sector, do not have mental supports for their employees.
- Links of interest:
  - [FlagmanSafety.com](#): Move Over education for k - 12
  - [ResponderSafety.com](#): online courses and other resources for responders
    - Mr. Dave Lewis added that there are 2,300 users each week on the site. Since October, five new modules have been added to the site. There are currently 45 modules.
  - [ReportStruckBy.com](#): tracks responders hit

- [RealScene](#): virtual reality responder training tool developed by Jacobs (costs money)

Mr. Lewis noted that he shared an article from Chief Marc Bashoor on his take-aways from the conference:

<https://www.firerescue1.com/community-risk-reduction/articles/why-reinvent-the-wheel-when-it-comes-to-struck-by-incidents-XM0EZsKL3fwA44vR/>

Ms. Singleton presented several ideas for the committee to consider:

- Work on a course from ResponderSafety and discuss at a TIMBR Committee meeting
  - Mr. Lewis can assist with ResponderSafety if needed.
- Investigate what happens to Move Over citations in MD
  - It is difficult to determine when to issue a citation because the Maryland law is not specific about what to do.
  - The Delta system which is owned by MSP might be able to be used to get the citation number.
- Assess interest in RealScene
- Hold TIM conference (if in person, need to identify funds)
  - There is a TIM event being planned in the National Capital Region in the fall; planning is being led by Metropolitan Area Transportation Operations Coordination (MATOC).
  - Is there an opportunity to coordinate more closely with the Maryland Highway Safety Office? Mr. Lynott will look into this.

***[Handout: Traffic Incident Management for the Baltimore Region Committee, June 7, 2023]***

## 5. STATE AND LOCAL TIM UPDATES

- Using the RITIS After Action Report Template
  - RITIS stands for Regional Integrated Transportation Information System and any public sector responder can request an account ([www.ritis.org](http://www.ritis.org)).
  - There is an after action report template in RITIS that we can use to review an incident. Ms. Singleton can work with committee members to fill out the template for the incident.
  - We could consider having a RITIS presentation at a future meeting to show committee members its capabilities.
- TIM Training updates:
  - Number trained in Maryland as of May 23, 2023, is increasing slowly, up to 41.1% equating to 9,531 responders.
  - Baltimore City Fire Department is starting department-wide TIM training.
- State TIM Update:
  - The MSP TIM unit consists of 90% motor units.
- Local TIM Updates
  - Baltimore County Police includes TIM training in its recruit training.
- Upcoming events:
  - National Crash Responder Safety Week is November 13 – 17, 2023.

- Maryland Cycling Classic is Labor Day weekend.

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## **6. OTHER BUSINESS**

Mr. Tebo mentioned that opposing direction strikes from wrong way drivers are increasing. To better protect responders, it is important for responders to wear proper protective gear, including helmets, and to install advance warning technologies.

The next meeting is September 6<sup>th</sup>.

***[Handout: Traffic Incident Management for the Baltimore Region Committee, June 7, 2023]***

## **ATTENDEES**

### ***Members:***

Major Ronce Alford, Maryland Transportation Authority Police  
Golnaz Askari, MDOT State Highway Administration OTMO  
Clea Baumhofer, Baltimore City Dept. of Transportation  
Andrew Burke, Metropolitan Washington Council of Governments  
Sgt. Jerry Eaton, Harford County Sheriff's Office  
Breck Jeffers, Federal Highway Administration Maryland Division  
Tanya King, Daniel Consultants  
DC Carl Knight, Baltimore City Fire Department  
F/Sgt. John Langenfelder, Maryland State Police  
David Larsen, MDOT  
David Lewis, Maryland Fire Chief's Association  
JJ Lynott, MDOT Maryland Transit Administration  
Alvin Marquess, Jacobs  
Andrew Orr, MDOT State Highway Administration OTMO  
Lt. Chris Valentine, Howard Co Police  
Patrick Smith, Howard Co Office of Transportation  
Raj Sharma, MDOT State Highway Administration OTMO  
Cpl. Ariane Warren, MDTA Police

### ***Staff and Guests***

Eileen Singleton, Baltimore Metropolitan Council  
Joe Tebo, Federal Highway Administration