



THIRD SENIOR EXECUTIVE TRANSPORTATION AND PUBLIC SAFETY SUMMIT

Final Report

May 2020



U.S. Department of Transportation
Federal Highway Administration

FOREWORD

Safety is the top priority of the U.S. Department of Transportation (USDOT), and Traffic Incident Management (TIM) programs offer effective mechanisms to improve both the safety of travelers and responder communities. Recognizing the importance of expanding the practice of TIM, the Federal Highway Administration (FHWA), in coordination with the National Highway Traffic Safety Administration (NHTSA) and the TIM Executive Leadership Group, held the Third Senior Executive Transportation and Public Safety Summit in November 2019. This summit brought together 120 executives that represent transportation, law enforcement, fire, rescue, emergency medical services (EMS), towing, public works, and transportation disciplines as well as federal, State, and local elected officials.

The summit highlighted the rapid change in technologies, novel sources of data, and new training delivery methods for National TIM Responder Training—all of which offer new opportunities for our Nation to better plan and coordinate the detection, response, and clearance of incidents on roadways.

As the daughter of a retired highway patrol officer, I appreciate how critical the work of TIM professionals is to the safe operation of our Nation's roadways. Through leading the National TIM Program, FHWA is proud of its role in advancing local, regional, Tribal and State programs that safeguard responders and motorists and open roads quickly. We look forward to working with existing and new TIM partners to bring the practice of TIM to every community.

Nicole R. Nason
Administrator

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16. Abstract This report captures the activities of the third Senior Executive Transportation and Public Safety Summit held in Washington DC on November 14 and 15, 2019. At this summit, 120 national leaders among transportation, law enforcement, towing and recovery, fire, emergency medical service (EMS), public works, and traffic incident management (TIM)-related disciplines convened to discuss the state of the practice and recent developments within this community.			
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EXECUTIVE SUMMARY

On November 14 and 15, 2019, 120 national leaders among transportation, law enforcement, towing and recovery, fire, emergency medical service (EMS), public works, and traffic incident management (TIM)-related disciplines convened in Washington, DC for the third Senior Executive Transportation and Public Safety Summit. The TIM Executive Leadership Group (ELG), formed in 2012 as an outcome of the first summit, collectively convened this third summit with support by the Federal Highway Administration (FHWA) Office of Operations and National Highway Safety Transportation Administration (NHTSA). The TIM ELG outlined three goals for this summit:

1. Accelerate the use of proven TIM practices by inviting new partners to the summit and bringing considerably more attention to strategic, tactical and support efforts that foster TIM among local agencies.
2. Introduce new opportunities (policy, outreach, technology, training) to the broad range of stakeholders to improve TIM.
3. Renew focus on TIM at the highest levels of State and local responder agency leadership to expand the use of good TIM practices.

In keeping with the theme of this summit, *Expanding Partnerships: Saving Lives, Time, and Money through TIM Innovations*, participants representing 20+ national associations or organizations and three U.S. Department of Transportation (USDOT) modal agencies, as well as local, State, and Federal elected officials shared insights related to TIM. Participants represented 34 States and the District of Columbia. Mark Kehrl, FHWA Office of Operations' Office of Transportation Operations Director, served as summit facilitator.

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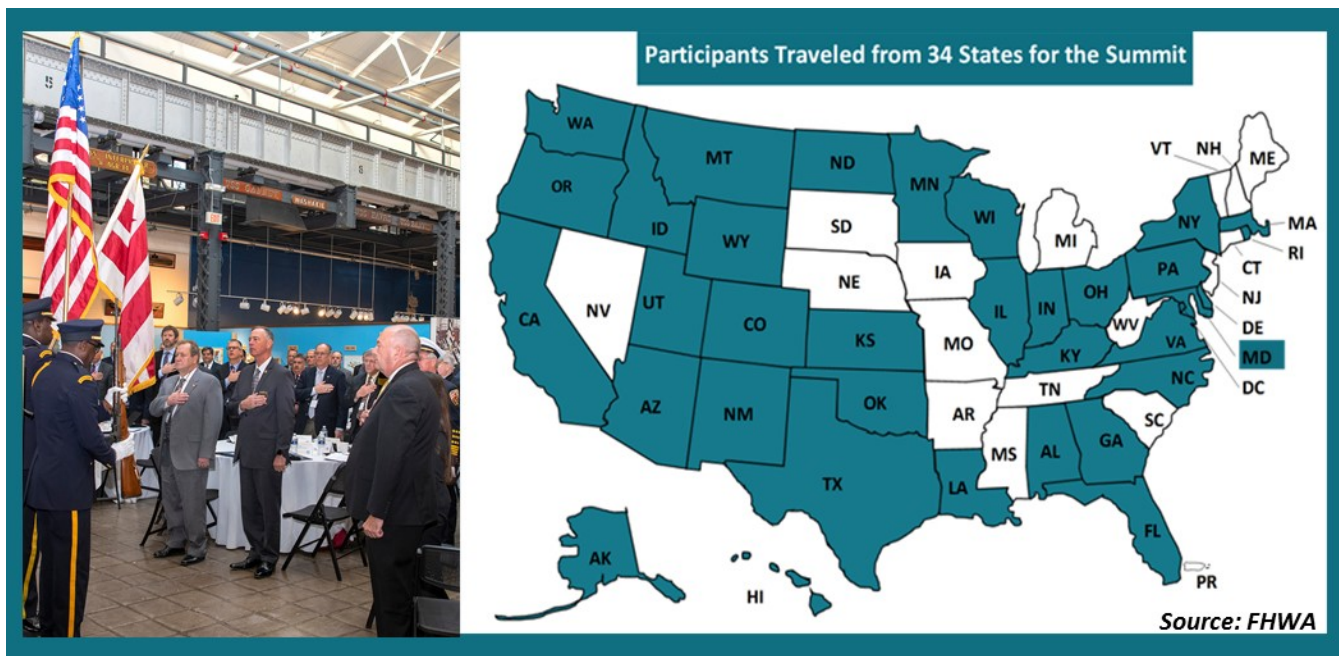


Figure 1. Photo. Summit commenced with posting of colors and included participants from 34 States.

U.S. Transportation Secretary Elaine L. Chao served as the keynote speaker and highlighted opportunities through the USDOT Safety Data Initiative, which strives to evolve DOT practices from retrospective to predictive through data integration, analysis, and visualization. She emphasized the importance of collecting TIM data, and especially secondary crash data, as specified in the Model Minimum Uniform Crash Criteria (MMUCC), the minimum dataset for describing motor vehicle crashes. She shared that safety is USDOT's first priority, and her role in the summit as one to help "amplify your voice and your message."



Figure 2. Photo. Summit participants at the National Museum of the U.S. Navy.

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The FHWA Administrator and the Acting and Deputy Administrators, respectively, of NHTSA and the Federal Motor Carrier Safety Administration (FMCSA) collectively welcomed participants and offered brief opening remarks:

- FHWA Administrator Nicole R. Nason cited the dramatic rise in responder deaths from 2018 to 2019, noting “we can, and we must do better.” Administrator Nason called on the TIM community to do their part to share best practices, and to “improve safe, quick clearance on our roads.”
- NHTSA Acting Administrator James C. Owens spoke to their agency’s efforts encouraging responder communities, travelers, and auto manufacturers to save lives, prevent injuries, and reduce economic costs due to road traffic crashes. He highlighted several initiatives, such as the Move Over law familiarity and adherence awareness campaign.
- FMCSA Deputy Administrator Jim Mullen shared FMCSA’s mission to prevent crashes involving large trucks and buses and their regulating of 4.7 million holders of active commercial driver’s licenses.

The summit guest speaker, U.S. Representative John H. Rutherford (FL-4) District and former Sheriff for Duval County, Florida, shared traffic safety transformation through education, enforcement, and engineering that he championed to focus on high-frequency crash locations. Representative Rutherford noted that cultural change is never easy, and he applauded the push to collect secondary crashes and responder struck-by information so that we may better understand the conditions and factors that are contributing to our law enforcement, tow operators, and rescue personnel being injured or killed while responding to incidents.

Eight topical sessions throughout the two days fostered dialogue and defined actions to advance TIM and the FHWA Office of Operations TIM Program goal to improve continuously responder and road user safety, travel reliability, and incident and emergency response efficiency. These sessions are summarized herein.

- *TIM ELG Member Context Setting*—Themes centered on improved collaboration for incident response, enhancing safe incident response practices among members, sharing of good practices and trends, and continuing to advance safe, quick clearing through local outreach, technology, and policies.
- *Advancing TIM through Vision Zero, Road to Zero, and Towards Zero Deaths*—This session, moderated by the FHWA Associate Administrator for Safety Cheryl Walker, brought to the forefront national and international initiatives with a vision for zero fatalities by advancing safety through engineering, enforcement, education, and emergency services. Participants and presenters discussed how to make TIM a more visible part of these and other safety initiatives.
- *Strategies to Accelerate Responder Training*—Participants and presenters discussed how everyone at the summit could and should help reach the goal of one million responders trained

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by encouraging constituents, members, academies, and TIM committees to institutionalize this training.

- *Using Data to Improve TIM*—Presenters highlighted national TIM programs that focus on performance measurement and data integration improvements, such as the Real-Time TIM Performance Measure Dashboard, the Capability Maturity Self-Assessment, the Every Day Counts Round Four Innovation, and the Computer-Aided Dispatch and Advanced Traffic Management System (CAD-ATMS) Integration.
- *Advancing Local TIM through Partnerships*—Panelists highlighted that local governments employ most personnel killed while responding to incidents, that the “Mind the Queue” TIM strategy can significantly reduce the frequency and severity of secondary crashes, and how State TIM laws have helped keep responders and travelers safe. Collaboratively, the panelists emphasized the importance of TIM for urban and rural communities and the importance of connecting with officials at every level to communicate TIM community purpose, benefits, and needs.
- *State and Local TIM Laws*—This session offered good practices to other State and local government entities for enacting TIM-focused laws, executive orders, and regulations to improve responder and traveler safety.
- *Building Public Education and Outreach Momentum for TIM*—Panelists shared their respective association or agency’s role in advancing TIM; examples include interfacing between State authorities and the public, promoting uniformity in standards and practices, training drivers, generating publications on crash avoidance, or other efforts.
- *Improving TIM Through Technology*—This session presented participants with success stories in advancing TIM through unmanned aerial systems (UAS) usage for expedited accident reconstruction and improved situational awareness, crowdsourced data usage for quicker incident detection across broader geographies, and the integration of CAD-ATMS to seamlessly share data.

FHWA Associate Administrator for Operations Martin C. Knopp began the National Traffic Incident Response Awareness Week (NTIRAW) commemoration event by thanking the responder communities present and throughout the Nation that work tirelessly and risk their lives to keep travelers safe. Participants gathered outdoors amidst the backdrop of response vehicles and equipment to hear from retired Pennsylvania Police Sergeant Bemis, a responder struck during incident response, and to sign the NTIRAW proclamation.

Sergeant Bemis shared his journey from spinal injuries, loss of eyesight, days of hospitalization, months of therapy, and years of adjustment resulting from being struck to advocating for and delivering responder training. He stressed that his story of loss plays out across the Nation every day and emphasized his belief that TIM training principles, such as proper scene set-up and quick clearance, should be given equal importance to other training for incident responders.

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Figure 3. Photos. Scenes from National Traffic Incident Response Awareness Week Commemoration and Proclamation signing.

Associate Administrator Knopp thanked summit participants and planners for making TIM a priority. He invited every individual present to sign the NTIRAW proclamation, which resolves that all signees will continue efforts to improve the safety of America's road system and the responders who put themselves in harm's way to respond to emergency conditions.

The summit included time for all participants to share thoughts and offer suggestions to emphasize TIM at every level of operations within the United States. These inputs coalesced to identify eight "big recommendations" as follows:

1. Recommit to the goal of one million responders trained.
2. Engage elected officials on the importance of TIM.
3. Make local agencies aware of and understand the value of TIM.
4. Nurture relationships that will help change driver behavior towards TIM.
5. Refresh and refine the strategies and objects associated with the TIM National Unified Goal (NUG) of responder safety; safe, quick clearance; and prompt, reliable, interoperable communications. (The NUG is a unified national policy developed by major national organizations representing traffic incident responders.)
6. Make routine the collection of consistent data and sharing TIM performance measures.

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7. Share best practices related to new technologies, tools, and techniques.
8. Fund TIM research and demonstration.

These eight recommendations will serve as priorities for the broader TIM communities, including the FHWA Office of Operations TIM Program, the TIM Executive Leadership Group, the 20+ associations and organizations participating in the summit, and the many other Federal and State agencies that can affect change and advance safe, quick roadway incidents clearance.

I. INTRODUCTION

The Federal Highway Administration (FHWA) is committed to a safe and efficient highway system. To that end, the FHWA Office of Operations Traffic Incident Management (TIM) Program targets efforts to improve responder and motorist safety, while advancing incident mitigation tools, techniques, and processes. To move the National TIM Program forward, FHWA sponsored the first Senior Executive Transportation and Public Safety Summit in June 2012. During this first summit, approximately 60 executives and senior managers from all responder disciplines came together to discuss ways to advance responder and motorist safety while mitigating incident duration and impact.

The TIM Executive Leadership Group (ELG) was convened as a recommendation from the 2012 summit and currently includes the following 11 member organizations:

1. American Association of State Highway and Transportation Officials (AASHTO).
2. American Public Works Association (APWA).
3. FHWA.
4. International Association of Chiefs of Police (IACP).
5. International Association of Fire Chiefs (IAFC).
6. National Association of State emergency medical service (EMS) officials (NASEMSO).
7. National EMS Management Association (NEMSMA).
8. National Highway Traffic Safety Administration (NHTSA).
9. National Sheriffs' Association (NSA).
10. National Volunteer Fire Council (NVFC).
11. Towing and Recovery Association of America (TRAA).

By exercising the TIM ELG spheres of influence, member agencies have championed recommendations from the 2012 and 2015 summits, making significant advances through:

- Responder Training—The FHWA Every Day Counts Round 2 (EDC-2) National Traffic Incident Management Responder Training (SHRP2) Program has trained over 440,000 responders and the public safety, transportation, and towing and recovery responder communities have supported the program. Over 115 public safety academies or colleges have adopted the training.
- Performance Measures to Improve TIM—The FHWA Every Day Counts 4 Program improved on the collection, analysis, and use of data to improve safety and mitigate incident impacts within more than 30 States. Statewide crash reports are now including data fields related to secondary crash and responders struck characteristics. Over 90 TIM programs throughout the Nation now routinely conduct TIM program self-assessments.

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- **TIM Program Institutionalization**—Over 100 multidisciplinary regional and State TIM organizations now meet quarterly (or more) to implement best practices and focus on policy, technology, training, and outreach to improve TIM.
- **Broader Public Awareness**—The Annual National Traffic Incident Response Awareness Week (NTIRAW) is increasing public awareness about the dangers emergency responders face when reacting to traffic incidents. In 2019, over 40 States led multidisciplinary, State-specific NTIRAW events.

The TIM ELG member organizations, through strong consensus, proposed this third Senior Executive Transportation and Public Safety Summit held on November 14-15, 2019, in concert with NTIRAW. The one-and-a-half-day event, sponsored by the FHWA and the NHTSA, was held at three venues—the National Museum of the U.S. Navy; the U.S. Department of Transportation (USDOT) Headquarters; and the USDOT 3rd Street Plaza, Washington, DC. The USDOT Secretary of Transportation, three modal administrators, four elected officials, 20+ national associations and organizations, and 120 participants interacted across eight topical sessions and a group discussion session. The summit offered participants the opportunity to reflect on progress made in the deployment of TIM since the 2015 gathering, to assess the current state of the practice, and to look ahead to a future vision of traffic incident management.

Guest speakers included USDOT Secretary Elaine L. Chao; U.S. Representative John H. Rutherford (FL-4), FHWA Administrator Nicole R. Nason, NHTSA Acting Administrator James Owen, and the Federal Motor Carrier Safety Administration (FMCSA) Deputy Administrator Jim Mullen. The FHWA Office of Operations' Office of Transportation Operations Director Mark Kehrl served as facilitator for the summit. Section 2 of this report highlights the messages delivered by these speakers. Section 11 of this report summarizes the information offered by FHWA Office of Operations Associate Administrator Martin C. Knopp as he presided over the NTIRAW event, and the message shared by the NTIRAW featured speaker, retired Pennsylvania State police sergeant and retired Marine, Robert Bemis.

Eight topical sessions throughout the two days fostered dialogue and defined actions to advance TIM and the FHWA Office of Operations TIM Program goal to improve continuously the responders and road users' safety, travel reliability, and incident and emergency response efficiency. The report organizes these sessions as follows:

- TIM ELG Member Context Setting.
- Advancing TIM through Vision Zero, Road to Zero, and Towards Zero Deaths.
- Strategies to Accelerate Responder Training.
- Using Data to Improve TIM.
- Advancing Local TIM through Partnerships.
- State and Local Legislation for TIM.

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- Building Public Education and Outreach Momentum for TIM.
- Improving TIM Through Technology.

Section 12 highlights the group discussion session and lists recommendations voiced at the summit and further refined by the TIM ELG. Section 13 includes the summit agenda, presenter biographies, and the summit participant list.



Figure 4. Photos. Summit group photo at the National Museum of the U.S. Navy and the United States Department of Transportation.

2. OPENING REMARKS AND GUEST SPEAKERS



Figure 5. Photos. Posting of the colors and the National Anthem open the summit.

The summit opened at the National Museum of the U.S. Navy with the Posting of the Colors by the Washington, DC Fire Honor Guard and the National Anthem sung by Federal Motor Carrier Safety Administration (FMCSA) staffer Adina Felton. Federal Highway Administration (FHWA) Office of Operations Office of Transportation Operations Director Mark Kehrli welcomed participants to the summit. He also acknowledged the critical importance of traffic incident management (TIM) and the unique composition of the individuals present at the summit, ranging across the varied traffic incident management responder communities, leaders across 20+ national associations and organizations, and elected officials at the Federal, State, county, and city levels. Kehrli also welcomed U.S. Department of Transportation (USDOT) modal administrators—FHWA Administrator Nicole R. Nason, National Highway Traffic Safety Administration (NHTSA) Acting Administrator James Owen, and FMCSA Deputy Administrator Jim Mullen—to address summit attendees.

FHWA Administrator Nason cited the dramatic rise in responder deaths from 17 in the year 2018 to over 40 in the year 2019. She recognized the far greater unknown number of responders injured in ways that are life-changing and career-ending, noting “we can, and we must do better.” Administrator Nason expressed FHWA’s commitment to working with the safety community to alter this trend by supporting enhanced training and preparedness for first responders.

Administrator Nason explained that FHWA promotes the most safe and efficient removal of incidents and the National TIM Responder training because the longer responders remain on the scene, the higher the risk they face, and the greater the risk to the traveling public for a secondary crash. She shared how her father, a highway patrol officer, put his life on the line every day, responding to incidents. She also shared how a driver struck him as he was responding to an event,



Figure 6. Photo. Federal Highway Administration Administrator Nicole R. Nason with Traffic Incident Management Executive Leadership Group members addressing the summit.

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and that it was a near career-ending injury with a months-long recovery. Administrator Nason called for each of us to do our part to share TIM best practices, and to improve safe, quick road clearance.

NHTSA Acting Administrator James C. Owens spoke to their agency's efforts targeting responder communities, travelers, and auto manufacturers to save lives, prevent injuries, and reduce economic costs due to road traffic crashes. He noted that Move Over is the law in all 50 States and the District of Columbia, but that not enough drivers are aware of their existence, which is why NHTSA developed materials to educate drivers. Mr. Owens encouraged all communities to use these resources to help save lives.

Acting Administrator Owens also emphasized that an "appropriate and well-organized traffic incident management is a crucial practice for first responders, whether a traffic stop, a fender bender, or working a major crash scene." The NHTSA National Law Enforcement Liaison program and regional offices support National TIM First Responder Training. He offered to the summit participants, "If there is anything my agency, NHTSA, or I can do to help you, please don't hesitate to ask."

FMCSA Deputy Administrator Jim Mullen shared FMCSA's mission to prevent crashes involving large trucks and buses, and that it regulates 4.7 million holders of active commercial driver's licenses. He noted the collective efforts through regulation and education to improve safety and highlighted the "Our Road, Our Safety" campaign designed to raise awareness about sharing the road safely with large trucks and buses.

USDOT Secretary Elaine L. Chao thanked every participant for their commitment and contributions to improving safety for responders; and the TIM ELG for their wisdom, leadership, ideas, and ability to exert their influence to advance TIM. She shared that FHWA, NHTSA, and FMCSA are "committed to working together with our law enforcement, fire, EMS, towing, transportation, and public works partners, as well as State highway safety offices, to increase awareness of the Move Over laws," until moving over for responders becomes second nature and a habit for all travelers.

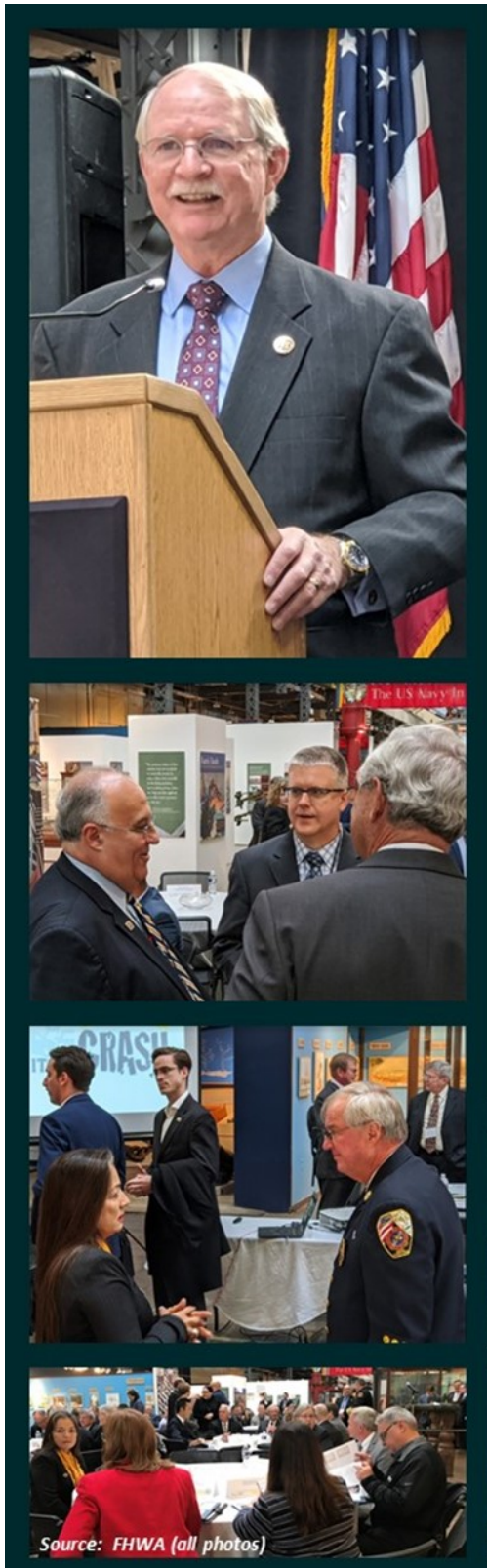
Secretary Chao highlighted opportunities through FHWA Safety Data Initiative, which strives to evolve DOT practices from retrospective to predictive through data integration, analysis,



Figure 7. Photos. United States Department of Transportation leadership sets the context for the summit.

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and visualization. She emphasized the importance of collecting TIM data, and especially secondary crash data, as specified in the Model Minimum Uniform Crash Criteria (MMUCC), the minimum dataset for describing motor vehicle crashes. She shared that safety is the first priority for USDOT and her role in the summit is to help amplify participants' voice and message.

The summit guest speaker, U.S. Representative John H. Rutherford (FL-4), former Sheriff for Duval County, shared the highway patrol transformation he championed to focus on high-frequency crash locations through education, enforcement, and engineering. He recounted the change in focus and practices, which began with communications among his office's Lieutenants and Sergeants. They shifted to bimonthly prioritized policing of the top 10 crash locations, starting with citations the first month and enforcement the second month. They also connected with transportation counterparts to improve signalization at high-frequency crash intersections.

Representative Rutherford noted that cultural change is never easy. And he applauded the push to diligently collect secondary crashes and responder struck-by information to better understand the conditions and factors that contribute to our law enforcement, tow operators, and rescue personnel being injured or killed while responding to incidents.



Figure 8. Photos. U.S. Representative Rutherford (top), summit participants (center), Federal Highway Administration's Mark Kehrli (right).

3. TRAFFIC INCIDENT MANAGEMENT EXECUTIVE LEADERSHIP GROUP CONTEXT SETTING



Figure 9. Photo. Chief John Letteney shares history of traffic incident management and the work ahead for summit participants.

This session offered a historical perspective on TIM practices—from the 2007 National Unified Goals (NUG), a unified TIM policy developed by major national organizations representing traffic incident responders—through the first two summits (in 2012 and 2017), to the present by Apex, North Carolina Police Department Chief John Letteney, third Vice Chair of the International Association of the Chiefs of Police. He reflected, “To best understand where we are going, we must know where we have been, and why we are on this path. In doing so, we will be more effective and able to keep focused, not only on the original goal, but the related goals and objectives that carry us into the future.”

Chief Letteney was invited to join the Traffic Incident Management (TIM) Executive Leadership Group (ELG) and celebrated an early milestone of 100,000 responders trained; he shared why TIM matters to him and why it should matter to every individual present at the summit. He cited that the fatality rate for tow operators is more than 15 times the rate for all U.S. private industries and that in the first 10 months of 2018, the

Illinois State Police had 26 troopers struck, and three fatally. He asked participants to remember that each one represents a responder, a family, and a community; that is why TIM matters.

The value in the National TIM Responder Training—now approaching 50 percent of the goal of one million trained—is not only from its in-person multi-disciplinary training, independent online training, and the instructor-led online training. There is also the accompanying cultural shift to safe and efficient incident management through the coordination among all responders, including police, fire, emergency medical services (EMS), emergency management, public works, towing, Federal, State, and local departments of transportation (DOT), and beyond. Chief Letteney thanked and recognized International Association of Chiefs of Police (IACP) Highway Safety Committee Chairman Chief Daniel Sharp, IACP President Chief Steven Casstevens, and IACP Past President John Whetsel for their passion in making traffic safety a priority; not just here in the U.S., but globally.

Chief Letteney emphasized “what we are doing in our fields is critically important to traffic incident management.” He charged the participants to answer during the summit what they can do over the next

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year and the next five years to improve safety and how they will exercise their role in being a TIM champion and make a positive impact in their sphere of influence.

Each TIM ELG representative briefly shared why their association participates in the ELG, how their association's members benefit from ELG participation, and what their association hopes to achieve through continued engagement. Themes centered on improving collaboration for incident response, improving safe incident response practices among members, sharing good practices and trends, and continuing to advance safe, quick clearing through local outreach, technology, and policies. The following highlights elements of each TIM ELG representative's message:

- American Association of State Highway and Transportation Officials (AASHTO) Executive Director Jim Tymon shared that each of its 50 State Transportation member agencies focuses on TIM to improve transportation safety, create economic prosperity, and enhance the quality of life in their respective communities and States. A few, such as Tennessee DOT, have built upon the National TIM Responder Training to create TIM facilities that allow for real-world live exercises in a fully immersive training environment.
- Past American Public Works Association (APWA) Board Member and current TIM ELG member Harry L. Weed noted how APWA had offered multiple TIM Responder Training sessions during national conferences, such as the APWA Public Works Expo, to train public works professionals in a cross-discipline environment. The training helps enhance relationships between public works and first responder peers at the community level. APWA supports 30,000 public works professionals through advocacy, education, and member engagement.
- Chief Daniel G. Sharp, Chair, Highway Safety Committee (HSC), IACP shared that their association represents over 31,000 law enforcement leaders and that their 32-member HSC is committed to identifying and improving highway safety through traffic initiatives and solutions that save lives. He shared that as a local police chief, he understood why his peers often saw TIM as a major highway or freeway issue, but emphasized that “applying these [TIM] principles in a municipal setting will result in enhanced roadway safety and reduce crashes. Ultimately improving the quality of life in our communities.”
- Chief Norris W. Croom, III, a Board Member Representing the Emergency Medical Services (EMS) Section of the International Association of Fire Chiefs (IAFC), noted that, on average, five firefighters are struck and killed every year during traffic incident response, and an untold number suffer life-altering injuries. He emphasized that these are preventable, and that is why IAFC supports TIM training that includes fundamentals and technology, notification and scene size-up, arrival and vehicle positioning, and command responsibilities. He highlighted the now-common practice among fire departments to use their fire engines to block traffic and protect the lives of all responders. He shared that “the IAFC resolves to work with local, regional, and State fire organizations to provide more TIM training resources to assure the safety of all first responders and the motoring public.”

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Figure 10. Photo. Chief Letteney and Traffic Incident Management Executive Leadership Group representatives set the summit context.

- Keith Wages, Immediate Past President of the National Association of State EMS Officials (NASEMSO), expressed that the dangers present for ambulance and other EMS personnel when responding to a roadside incident and while caring for injured victims is unconscionable. He noted that at the local level, a wide variety of entities—cities, hospitals, volunteer associations, and the private sector—operate ambulance services. Mr. Wages appealed to every summit participant to reach out to their State EMS Office, and to include every local EMS in TIM training and exercise plans. He shared, “this work is of utmost importance, it must continue, and must include every profession on those roadway incident scenes. They are there to save lives, not lose their own.”
- Chief Michael Touchstone, the Past President of the National Emergency Medical Services Management Association (NEMSMA), explained that their organization represents 681 member organizations representing fire-based, hospital-based, and third service EMS as well as member organizations from volunteer and career services. NEMSMA has and continues to reach over 9,000 individuals through email and social media to promote TIM and previously participated in advocacy for the “Move Over” laws. Chief Touchstone “envisions TIM training and education becoming a part of primary EMT and Paramedic certification programs, as well as a component of continuing education.”
- National Sheriffs’ Association (NSA) Chief Executive Officer and Executive Director Jonathan Thompson, reminded participants that “TIM saves lives—not only of our motoring public, but also of our first responders.” NSA represents over 4,000 sheriffs and has dramatically expanded involvement in traffic safety initiatives. TIM tools, techniques, and strategies, along with TIM Responder training, are provided to NSA members through articles in the Sheriff & Deputy magazine and their monthly Traffic Safety newsletter.

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- Chief Kevin Quinn, the 1st Vice Chair and Chair of Health, Safety for the National Volunteer Fire Council (NVFC) noted that, as the leading association representing more than 680,000 volunteer firefighters, EMS providers, and rescue workers, the NVFC role is to ensure that members have the tools and training to fulfill their calling to help others and to go home safely. Chief Quinn emphasized that “with our unified voice, we must educate the public on how important it is to drive with awareness, drive sober, slow down, and move over when passing emergency scenes.” He shared NVFC’s commitment to emphasize training, best practices, and proven techniques to reduce injuries and eliminate preventable line-of-duty deaths.
- Towing and Recovery Association of America, Inc.® (TRAA) President Joanne Blyton voiced the message for their 35,000 towing members, 350,000 drivers, and over 50 State towing associations to advance education and leadership. TRAA has been advocating TIM for nearly two decades, having developed the 2003 Traffic Incident Management Tow Operators Workplan (TIMTOW) Guide to promote TIM principles to the towing industry. She shared that the towing industry suffers the loss of one tow operator every six days. Mrs. Blyton provided a variation on the “I have a dream” speech by Martin Luther King Jr., noting TRAA’s dream of no more names inscribed on their Walls of the Fallen. She and TRAA “applaud the widespread movement to mandate TIM training for tow operators and continues to encourage members and State towing associations to participate in TIM training.”



Figure 11. Screenshot. Traffic Incident Management Executive Leadership Group Members' introduction presentations.

(Source: 3rd Senior Executive Transportation and Public Safety Summit, November 2019)

4. "ZERO" SAFETY INITIATIVES AND TRAFFIC INCIDENT MANAGEMENT

Federal Highway Administration (FHWA) Associate Administrator for Safety Cheryl Walker moderated the "Zero" Safety Initiatives and Traffic Incident Management (TIM) session and brought to the forefront how national and international initiatives with a vision for zero fatalities benefit from and integrate with TIM. Three efforts—Vision Zero, Towards Zero Deaths, and Road to Safety—target advances in safety through engineering, enforcement, education, and emergency services to keep responders, drivers, and pedestrians safe across freeway, arterial, and multimodal travel.

Jeff Lindley, the Institute of Transportation Engineers (ITE) Associate Executive Director and former FHWA Associate Administrator, spoke about the launch of the ITE Vision Zero Task Force in 2016 to complement the work of the international Vision Zero Network, and how it focused more directly on large and medium-sized cities. He also shared subsequent efforts of the Road to Zero Coalition related to the Safe Systems approach, which anticipates and plans for human error while accommodating human injury tolerances in design and operations.



Figure 12. Photos. Federal Highway Administration's Cheryl Walker discussed program with Director Mike Tooley, Montana Department of Transportation (left) and the "Zero" Safety Initiative Panel (right).

Deputy Director of the District Department of Transportation (DDOT) Everett Lott offered practical applications for Vision Zero within the Washington, DC region. The District is a multimodal city with fewer than 15 miles of freeway, with 38 percent transit and 12 percent walking trips, and with two-thirds of auto trips from out of State during peak periods. Mr. Lott noted four thematic priorities for the District within the Vision Zero—creating safe streets, protecting vulnerable users, preventing dangerous driving, and being transparent and responsive. He highlighted seven TIM efforts that reflect these thematic priorities, including efforts such as improving consistency of TIM laws and policies,

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coordinating a regional annual TIM self-assessment, and launching outreach initiatives that better engage the public and officials on TIM. While DDOT was the last after the 50 States to enact a Move Over law; their law includes regulatory elements that introduce broad speed limit changes, implement moving violations, and address commercial vehicle travel.

In the U.S., the Vision Zero Network member cities, including DC, are taking steps such as reducing speed limits, making travelers aware of slow down/move over laws, and changing infrastructure design to protect vulnerable users. Cities also are committing to gather, analyze, use, and share reliable data to understand traffic safety.

Mike Tooley, Director of Montana Department of Transportation and Chair of the American Association of State Highway Officials (AASHTO) Committee on Safety, shared facets of AASHTO's Towards Zero Deaths National Strategy on Highway Safety. The National Strategy focuses on proven countermeasures and improving traffic safety culture. Strategies go beyond public information campaigns, recognizing that every transportation decision should consider safety. The Towards Zero Deaths strategy includes infrastructure, drivers and passengers, vulnerable road users, vehicles, and safety management decisions. TIM elements focus on incident detection, quick clearance, and secondary crash avoidance. Mr. Tooley shared a Towards Zero Deaths two-minute video accessible on the TowardsZeroDeaths.org site (<https://www.towardzerodeaths.org/marketing/marketing-collateral/>), which addresses maintaining active incident management as a critical element to reaching the zero deaths goal.

National Safety Council (NSC) Senior Director for Government Affairs Jane Terry shared their mission to eliminate preventable deaths at work, in the home, and on our roads. She spoke about NSC's Road to Zero Coalition initiatives to emphasize what works, accelerate technology in vehicles and infrastructure, and prioritize safe systems and a culture of safety. She shared some lesser known statistics, such as the fact that 71 percent of drivers have at some time taken a photo or video as they pass by emergency responders with lights flashing, and that 16 percent of drivers report nearly striking a first responder or emergency vehicle on the side of the road while driving. She cited surveys that indicated that 33 percent of drivers had not heard of "Move Over" laws. She also shared graphics from the Seattle Department of Transportation that noted that 9 out of 10 pedestrians survive



Source: FHWA

Figure 13. Photo. FHWA Administrator Nicole R. Nason discusses traffic incident management and safety with National Safety Council Representative Jane Terry.

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when hit by a vehicle traveling 20 miles per hour, but only one out of 10 pedestrians survive when hit by a vehicle traveling 40 miles per hour.¹

Participants and presenters also briefly discussed how to make TIM a more visible part of safety initiatives and how to advance the “zero” efforts through the practice of TIM.

¹ Sam Zimbabwe. Seattle Department of Transportation, July 2018. <http://www.seattle.gov/transportation/projects-and-programs/safety-first/vision-zero/speedlimits>.

5. ACCELERATING TRAFFIC INCIDENT MANAGEMENT RESPONDER TRAINING

This session moderated by Federal Highway Administration (FHWA) Office of Operations Traffic Incident Management (TIM) Program Manager James Austrich, highlighted the successful training of nearly 450,000 responders through the in-person and online National TIM Responder Training program. Training delivery spans train-the-trainer sessions, in-person responder training, and web-based delivered through the FHWA National Highway Institute, the Emergency Responder Safety Institute, and other platforms, as illustrated in Figure 14.

This training has been adopted by and delivered among 117 Academies, mandated for fire, police, and emergency medical service (EMS) personnel in a few States, accredited by Commission on Accreditation for Pre-Hospital Continuing Education (CAPCE) and provided by regional and State TIM committees.

Participants and presenters discussed how everyone at the summit could and should help reach the goal of one million responders trained by encouraging constituents, members, academies, and TIM committees to institutionalize this training.

CAPCE Executive Director Jay Scott, shared a little of the history of the EMS continuing education accrediting body. Founded nearly three decades ago and rebranded in 2016, CAPCE offers course accreditation, but does not deliver the curriculum. Instead, it provides a list of CAPCE accredited educational providers. Over one million individuals have completed CAPCE accredited courses from January 2019 to November 2019, an increase



Figure 14. Graphic. National Traffic Incident Management Responder Training program implementation progress by training delivery and percent trained by State as of November 10, 2019.

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of nine percent from the previous year. Mr. Scott shared that the successful adjudication by CAPCE for the National TIM Responder Training curriculum paves the way for greater numbers of EMS responders to receive TIM training.

David Covington, Fire Chief Emeritus from Schertz Fire Rescue in San Antonio, Texas, shared how their State mandated TIM training through Texas Administration Code, Rule 435.29, in the year 2015. The Texas Commission on Fire Protection, a Board appointed by the Governor with jurisdiction of 737 regulated departments, championed this mandate. The code requires all regulated fire protection personnel to complete the National TIM Responder Training course, or an equivalent commission-approved course, before December 1, 2020. Chief Covington also shared how the Texas State Firemen's and Fire Marshal's Association (SFFMA), which represents volunteer firefighters, also made the National TIM Responder training a part of their curriculum with the same adherence goal.

Chief Joe Kroboth, III, is the 1st Vice President of the Cumberland Valley Volunteer Firemen's Association (CVVFA) and a Charter Member of the Responder Safety Institute. He discussed strategies for expanding TIM training within Fire Emergency Services in their region and the advocacy and training value generated through ResponderSafety.com. Created as a committee of the CVVFA, the Institute publicizes news stories related to broader TIM topics, line of duty deaths, struck by incidents. Additionally, the Institute develops educational materials that support responder safety training and makes available informational resources related to TIM.

International Association of Directors of Law Enforcement Standards and Training (IADLEST) Executive Director Michael Becar discussed the association's role in promoting TIM responder training. Mr. Becar, shown in Figure 15, shared that IADLEST endorses the National TIM Responder Training. IADLEST includes Peace Officer Standards and Training (POST) Directors of every State; and that this group delivers training notifications to every law enforcement academy, officer, and agency in a State. IADLEST also offers the National Law Enforcement Academy Resource Network (NLEARN), a web-enabled platform with over 6,800 members as a useful mechanism to promote TIM responder training.

The panel spoke to opportunities to reenergize and reengage responder communities to commit to the goal of one million responders being trained.



Figure 15. Photo. “Accelerating Traffic Incident Management Responder Training” panel (left to right: Michael Becar, Jim Austrich, Jay Scott, Chief Joseph Kroboth III, and Chief David Covington).

6. USING DATA TO IMPROVE TRAFFIC INCIDENT MANAGEMENT

Federal Highway Administration (FHWA) Office of Operations Traffic Incident Management (TIM) Program Manager Paul Jodoin moderated this session, highlighted the importance of collecting, analyzing, and using performance measures to communicate the importance of TIM programs. Jodoin also asserted that focused TIM strategies—such as the unmanned aerial system (UAS) for accident reconstruction, safety service patrol, Move Over law enforcement, and incentivized towing—can enhance TIM programs. Mr. Jodoin suggested that “what gets measured...gets managed, funded, improved, and completed.” He called for each responder community to engage in using data to understand where they are and where they need to improve. He cited as an example a Houston case where the region suffered over \$2 million in estimated delay cost associated with lane closures spanning across a morning and evening peak period to recover cargo worth only \$150,000.²

Mr. Jodoin shared the state of TIM through four FHWA efforts—the Annual TIM Capability Maturity Self-Assessment, the Every Day Counts Round Four (EDC-4) “Using Data to Improve TIM” innovation, the National TIM Performance Measurement database, and the Computer-Aided Dispatch and Advanced Traffic Management System (CAD-ATMS) Integration Guidance. He concluded by noting that new technologies (unmanned aerial systems, crowdsourced data, and Internet of things devices); evolving traffic environments (automated vehicles, mobility on demand, drop-in auto ownership); and new data-supported practices (cloud computing, Big data, machine learning) are changing the practice of TIM. Collecting and applying consistent and correct data will help each responder agency evolve, remain efficient, and reap the benefits from innovation.

Arizona Department of Public Safety (AZDPS) Metro West District Commander Captain John Paul Cartier shared Arizona’s success in reducing roadway clearance time and traffic delay



Figure 16. Photo. “Using Data to Improve TIM” panel. (left to right: Paul Jodoin, Captain John Paul Cartier, Galen McGill, and Vaishali Shah).

² Wilson, J. (2018, July 28). TIM: From School House to Institutionalization. *Presentation at the 2018 TIM Symposium*. Emmitsburg, MD: Houston Fire Department.

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through co-location with the Arizona Department of Transportation and by implementing TIM concepts. His agency focuses on collecting the right data consistently and accurately and making reporting simple and easy among their officers through Traffic and Criminal Software (TraCS). Figure 17 illustrates the AZDPS Crash Report elements that are then used to estimate TIM performance measures.

The image shows a screenshot of the Arizona Crash Report form on the left and a photograph of a crash scene on the right. The form includes a callout box asking "Were any first responders hit?" with a red arrow pointing to a dropdown menu. The form fields include: ARIZONA CRASH REPORT, REPORT ID (YEAR: 19, MONTH: 02, DAY: 26, HOUR: 11, MIN: 29, INSC NO: 0799, OFFICER ID: 06199), AGENCY REPORT NUMBER, Total Units, Total Injuries, Total Fatalities, Estimated Total Damage Compared To \$1,000 Limit (OVER/UNDER), Private Property Crash, Person Transported for Medical Care, Time Away At Least One Vehicle?, District or Grid No., City, County, City, State, Officer Station, Distance, Measure Approach, Miles Feet, Collision, Latitude, Longitude, Roadway Clearance Date/Time (02/26/2019), Incident Clearance Date/Time (02/26/2019), Secondary Collision? (Yes/No), and Were any first responders hit? (Yes/No). The photo shows a multi-car pileup on a road with emergency vehicles.

Figure 17. Screenshot and photo. The Arizona Department of Public Safety crash form asks, “Were any first responders hit?” adjacent to Arizona Department of Public Safety crash involving responders.
(Source: AZDPS Summit Presentation)

AZDPS reports performance measures, such as secondary collision, responder struck by, and incident clearance time. They use this data to demonstrate the TIM business case. AZDPS quantified \$112 million in delay-related savings in the year 2015, but had not included other benefits, such as secondary crash reduction savings in their analysis.³ Captain Cartier also highlighted that their performance measures help the agency evaluate TIM policies, procedures, resource deployment, training, and other TIM response elements. Captain Cartier also spoke of their State’s collaborative approach to focus on developing the four “Es”—engineering, education, enforcement, and emergency medical service (EMS). He spoke about institutionalizing TIM strategies, training, and practices to reduce the number of responders injured and killed on Arizona roads.

Oregon Department of Transportation (DOT) Systems Operations and Intelligent Transportation Systems (ITS) Manager Galen McGill discussed their TIM Performance Measurement plan, which currently collects data to measure roadway clearance, roadway closure, and incident clearance duration, along with the number of TIM-trained responders. They will soon begin collecting data on roadside exposure time for emergency responders, and whether the incident is a secondary crash.

Mr. McGill shared data on the growing use of the “push, pull, drag” (PPD) strategy after responder training. These and other data collected through crowdsourcing, CAD, service patrol apps, crash reporting, and TMC software help measure TIM program effectiveness, measure specific strategy effectiveness, and optimize resources. Oregon DOT also makes their incident, ITS, road weather, and

³ Maricopa Association of Governments. “Evaluation of DPS Co-location at the ADOT Traffic Operations Center.” https://azmag.gov/Portals/0/Documents/MagContent/TPC_2018-06-20_Item-07_DPS_Co-Location.pdf?ver=2018-06-20-083108-243. June 2018.

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other data available for download for use by researchers and others that may wish to use the available data. Oregon DOT makes available processed information through visually impactful content and performance dashboards. Oregon DOT purposefully communicates information through visually impactful infographics that are then shared across TIM teams in the State, through the State's annual TIM conference, and through social media.

Senior Program Director at AEM Corporation Vaishali Shah highlighted the many mechanisms by which TIM Data is collected among the varied responder communities and how each source offers greater visibility into an agency's successes and opportunities. Some of the more common data collection mechanisms include the State crash report, TMC software, safety service patrol, and crowdsourced data from public agency mobile applications or private sector navigation applications. She noted that over 70 percent and 40 percent of recorded incidents are attributed to the State Police CAD systems in Minnesota and Florida, respectively.^{4,5}

Mrs. Shah highlighted that the Houston Fire Department experienced a 40-percent reduction in motor vehicle incidents on-scene time after TIM training for all of their personnel; and that the Maryland DOT is developing a tool that predicts an incident duration, based on location, incident type, time of day, and

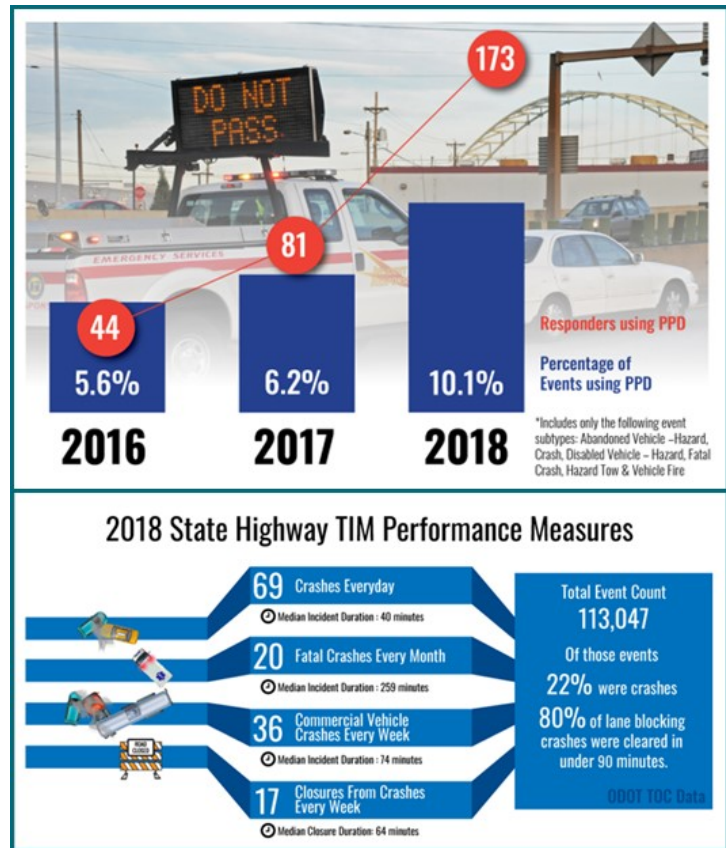


Figure 18. Infographic. Oregon Department of Transportation "push, pull, drag" usage and traffic incident management performance.

(Source: Oregon DOT Summit Presentation)

⁴ McClellan, J. (2017, October 12). Computer Aided Dispatch: Ways to Integrate into TMC Systems Webinar. Retrieved March 12, 2019, from I-95 Corridor Coalition: <https://i95coalition.org/events-calendar-event/computer-aided-dispatch-ways-to-integrate-into-tmc-systems-webinar/>.

⁵ Vollmer, D. (2018, July). Presentation at the EDC-4 TIM Data Peer Exchange. Lexington, KY: Florida Department of Transportation.

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other factors.⁶ This tool will help operators better plan the traveler information delivery and other demand management strategies.

Mrs. Shah presented the web-accessible TIM data and analytics platform developed through EDC-4 innovation, Using Data to Improve TIM. She offered examples of how the tool can help agencies easily dig deep to understand the nature of the data being collected; to identify data collection shortcomings; and to analyze data that can inform decisionmaking, such as where TIM training may be warranted. She illustrated that the tool could identify anomalies in reporting or trends in reporting fidelity. For example, while the percent of incidents for which data are recorded to measure roadway and incident clearance time (RCT/ICT) increased among Tennessee Highway Patrol (THP) from years 2015 to 2018. The frequency with which Non-THP entities record incidents with data to measure RCT/ICT over this same period is declining, as illustrated in Figure 19.

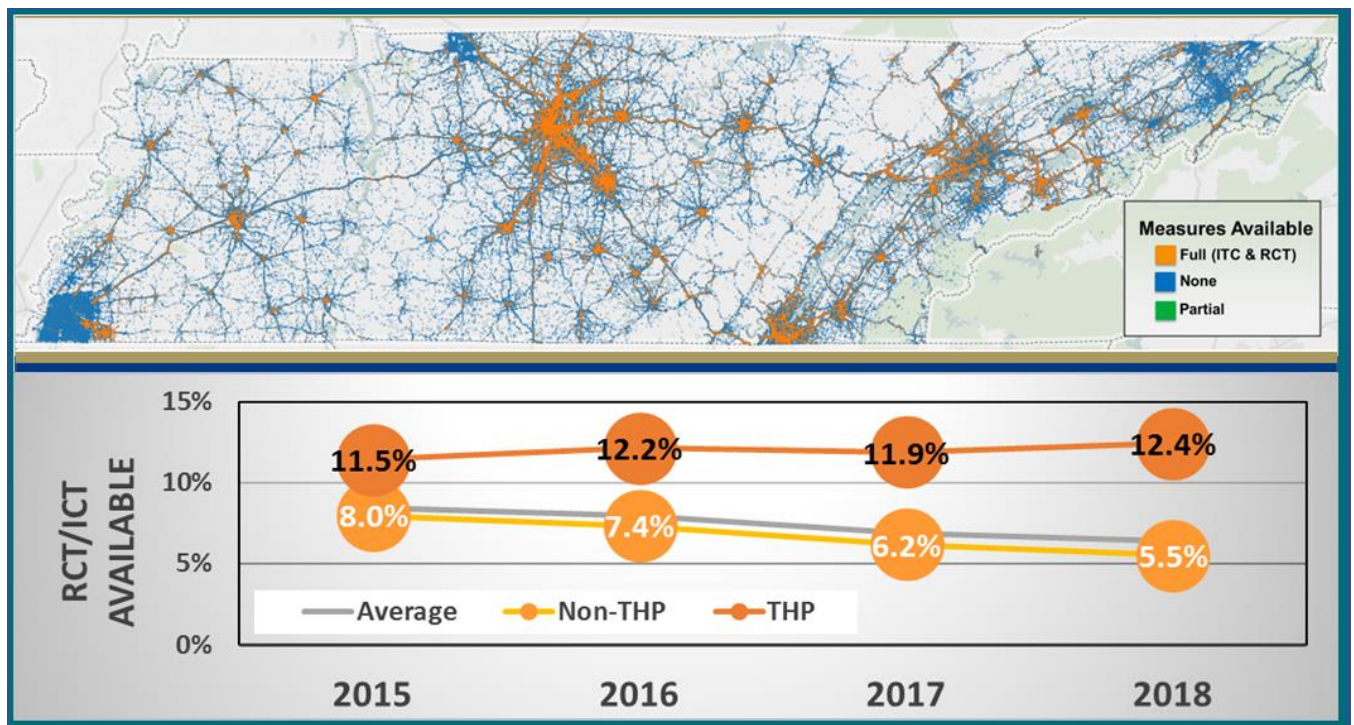


Figure 19. Graphic. Web-accessible traffic incident management data and analytics platform (Tennessee example shows decline in traffic incident management data from non-Tennessee Highway Patrol Sources).

⁶ Wilson, J. (2018, July 28). TIM: From School House to Institutionalization. Presentation at the 2018 TIM Symposium. Emmitsburg, MD: Houston Fire Department.

7. PARTNERSHIPS TO ADVANCE LOCAL TRAFFIC INCIDENT MANAGEMENT

This session was moderated by American Public Works Association (APWA) Director of Government and Public Affairs Andrea Eales who brought to light the importance of local focus on Traffic Incident Management (TIM) through an insightful panel of three elected officials (City Councilmember, County Commissioner, and State Senator) and a Governor’s Policy Director. Panelists represented the National League of Cities (NLC), the National Association of Counties (NACo), the National Governors Association (NGA), and the National Conference of State Legislatures (NCSL). Collaboratively, the panelists emphasized the importance of TIM for urban, county, and rural communities; and the importance of connecting with officials at every level to communicate the purpose, benefits, and needs of the TIM community.



Figure 20. Photo. “Partnerships to Advance Local Traffic Incident Management” panel members (left to right: Sean Polster, Andrea Eales, Honorable Randy Maluchnik, Peter Voderberg, and State Senator David Marsden).

The Honorable Randy Maluchnik, the Chair of the NACo Transportation Policy Steering Committee and Commissioner of Carver County, Minnesota, emphasized that counties are an essential part of the Nation’s infrastructure, “owning 45 percent and operating over 50 percent of all public roads in the United States.” He also noted that “while rural roads carry less than one-half of America’s traffic, yet account for over one-half of all traffic fatalities.” Commissioner Maluchnik also highlighted that local governments employed most of the personnel killed while responding to incidents.

Councilmember Maluchnik spoke about TIM in Carver County, including their participating in the Toward Zero Deaths program, a Sheriff’s Officer Traffic Safety Program, and through active traffic management for the seven-county Twin Cities. NACo, an organization that serves nearly 40,000

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county-elected officials and 3.6 million county employees, works to preserve and improve local decisionmaking. NACo advocates for county priorities in Federal policymaking. Councilmember Maluchnik shared how their association can promote the needs of TIM and TIM responder training through monthly Transportation Policy Steering Committee calls, through the association's Legislative Conference, and its annual conference.

Councilmember Sean Polster for the City of Warrenton, Virginia, a firefighter, and a Board Member with the NLC, shared both NLC's and his perspective on TIM. He indicated the phrase "Everyone Goes Home," comes from a campaign by the National Fallen Firefighters Foundation, and that this is the phrase that begins every day at his firehouse. And he reinforced the reality that everyone does not go home, and that every responder community has lost someone.

Councilmember Polster expressed that NLC is dedicated to reaching zero fatalities and is part of the Road to Zero effort. He asked the audience that when the next crash occurs, will the infrastructure support responders and travelers and will first responders be able to reach the crash? To meet that goal, how might better enforcement and awareness of Move Over laws be achieved. Councilmember Polster shared that NLC supports a robust Federal-local partnership for safe communities. As the largest and oldest association of cities, towns, and villages, NLC can continue to work with States to provide adequate TIM Training budgets, can help locally deploy first responder training through NLC national and State networks, and can help promote broader TIM practices and strategies.

Peter Voderberg, the Assistant Policy Director for Ohio Governor Mike DeWine, noted that the NGA provides both governors and their staff advocacy, operations consulting, and best practices information on a range of challenges, including transportation within the Energy, Infrastructure, and Environment division. The NGA, through funding from the U.S. Center for Disease Control (CDC), has explored data linkages across Federal, State, and local agencies to combat impaired driving, including components on improving safety for emergency responders and TIM.

Mr. Voderberg highlighted how the State of Ohio uses partnerships and emerging technologies to improve TIM. The State expanded from 400 responders trained during the year 2018 to over 1,200 responders trained during the year 2019. They have partnered with the Ohio Fire Academy and created an online training portal. Ohio also implemented variable speed limits (VSL) in November 2018 and has since observed a 21-percent reduction in total crashes and a 40-percent reduction in snow-related crashes along the road segments with VSL. The State also employs a broader suite of TIM strategies, such as freeway safety patrol, towing recovery incentives, and a "mind the queue" strategy, to further reduce the frequency and severity of secondary crashes. The focus in 2020 will be on regional TIM, and the State is working with a marketing consultant to capture current regional TIM practices and identify opportunities for improvement.

State Senator David Marsden of the Virginia Assembly and a member of NCSL shared that while the association does not have a direct position on TIM, they do promote the Move Over laws and provide legislatures with nonpartisan research and analysis about policy issues at the State and Federal levels. He also shared how incidents contribute to over 50 percent of the congestion in some Virginia corridors

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such as I-81, and yet as little as approximately 15 percent of overall delay in other corridors with significantly higher recurring congestion.⁷ Through TIM data, the State of Virginia can customize investment to best address corridor-specific needs. Senator Marsden also shared his Fender Bender bill (Virginia Senate Bill (SB) 1073) that allows for drivers in minor crashes to proceed to a designated pull-off area to exchange information when shoulder space is temporarily unavailable due to work zone construction.

⁷ McCann, K., Semple-Harris, O., and P. Szatkowski. Virginia State of TIM Data Use. EDC-4 Using Data to Improve TIM North East Regional Peer Exchange. December 2018.

8. STATE AND LOCAL TRAFFIC INCIDENT MANAGEMENT LAWS

This session moderated by Keith Williams, Division Chief within the National Highway Traffic Safety Administration (NHTSA) Office of Safety Programs, offered firsthand experiences in enacting traffic incident management (TIM)-focused legislation, executive orders, and regulations to improve the safety of responders and travelers. TIM legislation/regulation focuses on three areas:

- Slow down and move over laws that include all responder types.
- Driver and authority removal laws that clarify whether a driver or a TIM authority (e.g., safety service patrol) can move the vehicle out of mainline traffic.
- A suite of mandates that may require TIM training, which may include the running of a TIM Committee, or other specific TIM strategies.

Towing and repair operator Linda Unruh shared her personal story of how loss channeled her effort to enact Bobby's Law, which now requires drivers to slow down and move over for tow truck operators in New Mexico. Linda's son, Bobby Unruh, was responding to an incident when he observed a commercial vehicle headed in their direction. He stepped out of the safety zone to move another responder to safety, but was unable to return to safety himself. After the loss of his life, Linda Unruh was shocked to hear that New Mexico's Move Over law did not include tow and recovery operators. She worked with the towing industry, the State legislature, and the Governor's office to pass Bobby's Law within 19 days.

Louisiana Department of Transportation and Development (DOTD) ITS Administrator Stephen Glascock at spoke to Louisiana's resolution (RS23:152) for Police Officer Standards and Training (POST)-certified traffic incident management course requirements. He also spoke regarding improving freight crash incident management through an instant tow dispatch program, authority removal law, and freight TIM training.



Figure 21. Photo. Linda Unruh shares her effort to Enact Bobby's Law.

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Colonel Gary Settle, Virginia State Police Superintendent, highlighted how Virginia State Executive Orders 58 and 15 formally established a Statewide TIM Committee and continued support for the committee by the State Government. He also shared elements of the Virginia House Bill 2022 (in year 2017), which clarified other details, including giving authority to remove vehicles and cargoes of vehicles involved in crashes. Virginia's Executive Orders also established a formal statewide TIM committee to support TIM Responder training.

9. BUILDING PUBLIC EDUCATION AND OUTREACH MOMENTUM FOR TRAFFIC INCIDENT MANAGEMENT

Federal Highway Administration (FHWA) Associate Administrator for Public Affairs Mike Reynard moderated this session, which included panelists from the American Association of Motor Vehicle Administrators (AAMVA), American Automobile Association (AAA), Insurance Institute for Highway Safety and the Highway Loss Data Institute (IIHS-HLDI), and the United States Fire Administration (USFA). Recognizing that the safety of the traveling public and incident responders is a joint responsibility, this session focused more on building public education and outreach for the traveling public.



Figure 22. Photos. Panel for : “Building Public Education and Outreach Momentum”—(left) David Harkey; (center) Richard Patrick, Andrew Guevara, Allan Stanley, and David Harkey; (right) Mike Reynard and Panel Members.

As noted by previous presenters, few road users are aware of Move Over and Driver Removal laws, which vary by State. Move Over laws require drivers approaching a stationary response vehicle to slow down and/or vacate the lane closest to the response vehicle, if safe to do so. Driver Removal laws aim to expedite the removal of damaged or disabled vehicles from the travel lanes. Education and outreach will advance public awareness of and adherence to these laws, thereby, improving the overall level of safety on roadways. In this session, panelists discussed their respective organization’s role in advancing safe driver and responder practices.

AAMVA Government Affairs Manager Andrew Guevara noted that they are a member of the Road to Zero Coalition, an initiative to focus on addressing preventable deaths with the goal of ending fatalities on the nation’s roads within the next 30 years. AAMVA members enforce motor vehicle laws, issue driver’s licenses, and provide information to motorists. AAMVA currently supports TIM and plans to go further by:

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- Disseminating information through regional directors and law enforcement services programs.
- Promoting uniformity through standards and best practices among the association's standing committees on Law Enforcement, the Driver, and the Vehicle.
- Monitoring and assessing legislative and regulatory actions through governmental affairs efforts.
- Providing a forum for TIM at annual international and regional conferences.

Mr. Guevara highlighted five “lessons” for their association’s members that can be delivered through collaboration with the TIM program, such as new and existing driver education at Motor Vehicle Administrations (MVA) that include TIM practices for travelers. He also highlighted immediate opportunities for collaboration to host joint sessions to promote TIM, to publish TIM articles in AAMVA’s “MOVE” magazine, and to share a TIM best practices and procedures one-pager with the Standing Committee on the Driver.

AAA Senior Technical Training and Research Manager Allan Stanley, shared three focus areas overlapping with TIM, including: 1) research related to new vehicle technology and safe roadside procedures for their towers, 2) training for both tow practices and roadside safety, and 3) partnerships to support public awareness of Slow Down/Move Over laws, and Driver Removal laws. He noted that AAA is a not-for-profit organization with 60 million members. With AAA tow operators responding to nearly 30 million calls for help each year, AAA provides this responder group with training related to in-truck technology, driving skills, tow practices, and roadside safety. AAA also tests response technologies to innovate and deliver safer solutions for their tow fleet. The AAA Foundation plan to advance TIM by promoting web-based TIM training and through broader research and education.



Figure 23. Photo. American Automobile Association Slow Down, Move Over promotion.

(Source: AAA Summit Presentation)

IIHS-HLDI President Dr. David Harkey shared information about the institute, which is a member group of 100+ companies and organizations that support research and evaluation to reduce deaths, injuries, and property damage from motor vehicle crashes. They also educate consumers and policymakers by publishing articles related to vehicle technologies and changing behaviors.

USFA Director of National Fire Programs Richard Patrick at highlighted their efforts towards roadway safety, including emergency vehicles and roadway safety technology. USFA also provides a comprehensive education and training program for firefighters. Mr. Patrick noted that USFA offers an enhanced web-based program detailing best practices for emergency vehicle and roadway operations safety in the emergency services and a guide to model policies and procedures for fire leadership. He also highlighted studies by the USFA on emergency warning lighting, emergency vehicle visibility, and conspicuity.

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The panel and participants, during question and response, shared ideas and strategies for local outreach by responder communities and media outreach to better reach the public. They discussed State motor vehicle administrations' role in delivering consistent education for new and existing drivers, and the insurance industry's potential role in incentivizing TIM training for responder communities, as well as including Move Over laws in driver reeducation curriculum.

10. IMPROVING TRAFFIC INCIDENT MANAGEMENT THROUGH TECHNOLOGY

Technology has and will continue to increase operations efficiency, introduce new opportunities, and improve safety throughout society. Vehicle and infrastructure technologies are making cars and roadways smarter, particularly in the ways that they communicate with each other. A wealth of data is moving across systems, platforms, and agencies to the benefit of traffic incident management detection, response, and clearance. And the ways that traffic professionals do their jobs and collect data are rapidly evolving to contribute to the new data and technology paradigm.

Understanding the potential of technology as it relates to traffic incident management can help traffic professionals envision a future where they detect, respond to, and clear traffic incidents more safely and quickly. Additionally, traffic professionals may prevent secondary crashes from taking place by reducing the duration and distractions of primary incidents. This session discussed underutilized and emerging technologies to improve traffic incident management (TIM).

Federal Highway Administration (FHWA) Office of Operations Automated Vehicle Program Manager John Corbin moderated this session and put forth a preamble on multidisciplinary TIM and the need to collaborate to amplify trust, training, plans, practice, and performance. He suggested that now may be the time to refresh the TIM National Unified Goal (NUG) for responder safety; safe, quick clearance; and prompt, reliable, interoperable communications. He also spoke to the research underway on automated vehicles and responder use cases.



Figure 24. Photos. Participants learn about computer-aided dispatch Integration (left) and unmanned aerial systems (right).

Panelists for this session included Captain Robert Hainje from the Tippecanoe County, Indiana Sheriff's Office, Dr. Grady Carrick from Enforcement Engineering consulting group, and Jason Siwula, Assistant State Highway Engineer at the Kentucky Transportation Cabinet (KYTC). At the conclusion of the

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presentations in this session the panelists and participants discussed the growing role of technology in advancing TIM.

Captain Robert Hainje shared their efficiency and safety gains using unmanned aerial system (UAS) scene mapping technology. Their agency has reduced on-scene time to collect crash positioning and image data from hours to minutes by using UAS technology. A shorter crash reconstruction time in turn reduces duration of roadway closures and lane restriction, reduces queues and secondary crashes, and reduces law enforcement exposure to traffic.

Captain Hainje showed how the UAS captures scene elements ranging from the first evidence of braking, all involved vehicles, as well as post-impact locations (Figure 25). He noted that their agency worked with Purdue University and the Indiana Criminal Justice Institute to establish an image processing center that standardizes mosaic image reconstruction, eliminates the need for software purchases, and expedites the image processing time with completion typically within two to three days rather than weeks. Panelists later discussed the use of tethered UAS for better real-time incident situational awareness with transportation response such as Safety Service Patrol.

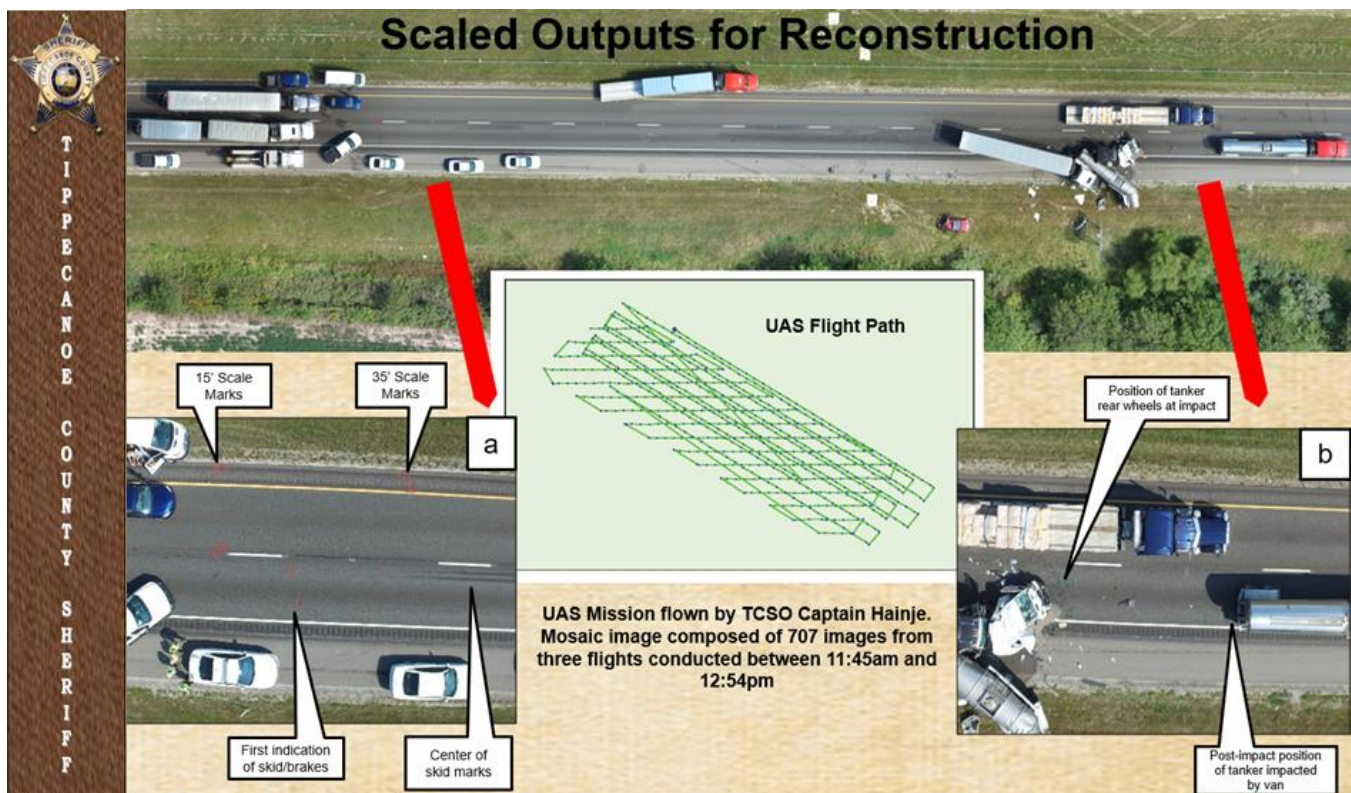


Figure 25. Screenshot. Unmanned aerial systems scaled outputs for reconstruction.
(Source: Captain Hainje Summit Presentation)

Dr. Grady Carrick from Enforcement Engineering, a Florida-based consulting group, explained that because incidents are typically first reported through 911, public safety agencies are an essential source for real-time incident data for traffic management centers (TMC). Computer-aided dispatch

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(CAD) incident data helps TMCs more quickly and effectively mobilize response resources. CAD integration also increases officer safety during incident response and reduces coordination time for dispatch/communications centers. CAD information also can be shared with travelers to make them aware of incidents, prompting them to take actions on whether to slow down and move over, or to shift to a different route. The FHWA TIM program has clarified four levels of CAD-TMC integration, as illustrated in Figure 26, and estimates that one-half of all States has some level of access to law enforcement CAD.

Dr. Carrick shared case studies that support integrating public safety CAD with advanced traffic management systems (ATMS):

- The incident clearance time along a 67-mile Interstate in Maryland declined by 34 percent after Maryland Department of Transportation (DOT) received real-time access to Highway Patrol CAD data for that stretch of roadway.⁸
- Oregon DOT reported a 30-percent reduction in incident response time and 38-percent reduction in incident duration from real-time data sharing between the DOT and Highway Patrol. Oregon DOT also found that calls to the TMC were reduced by 60 percent after implementing CAD-TMC data integration.
- Minnesota DOT used CAD data to justify ongoing funding for safety service patrols to complement law enforcement.

Assistant State Highway Engineer at the Kentucky Transportation Cabinet (KYTC) Jason Siwula presented their agency's innovative development of a real-time Big Data environment that uses crowdsourced and many other data sources to improve TIM and many other transportation systems management and operations functions. KYTC strives to reduce the number of fatalities and injuries on the road and approaches this goal in part through data.

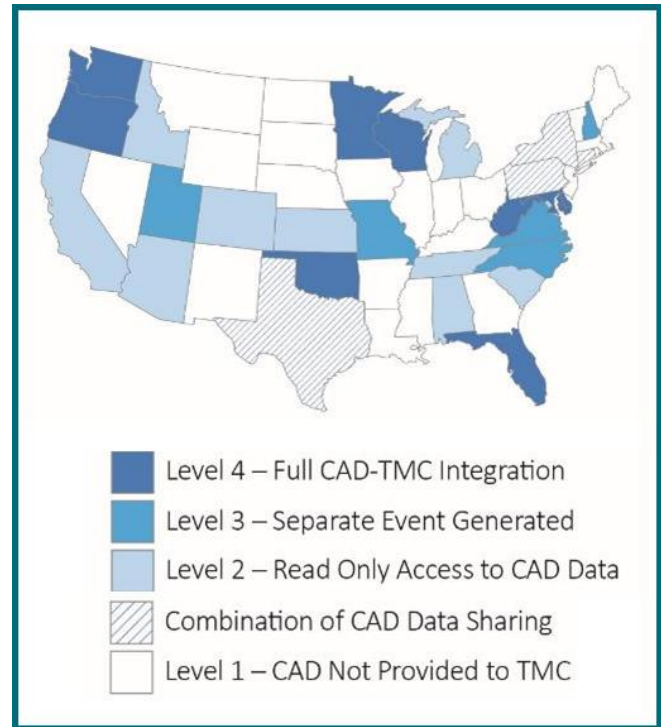


Figure 26. Map. Levels of computer-aided dispatch integration.
(Source: Grady Carrick Summit Presentation)

⁸ I-95 Corridor Coalition. CAD and TMS Integration Workshop Summary Report (April 2018). "What Agencies Need to Do to Integrate Data from Computer-Aided Dispatch into Traffic Information Management Systems."

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Mr. Siwula shared how the agency integrates HERE, Waze, automated vehicle location (AVL), and many other real-time data to detect incidents more quickly and understand the nature of the incident to formulate a more effective response. Their system alerts TMC operators by email when data indicates the presence of an incident. Mr. Siwula also spoke to how this data also supports TIM training and after-action reviews. He closed with a broader touchpoint on the need for greater flexibility in safety funding so that States can better direct funds to safety initiatives that best shift the safety need for their constituents.

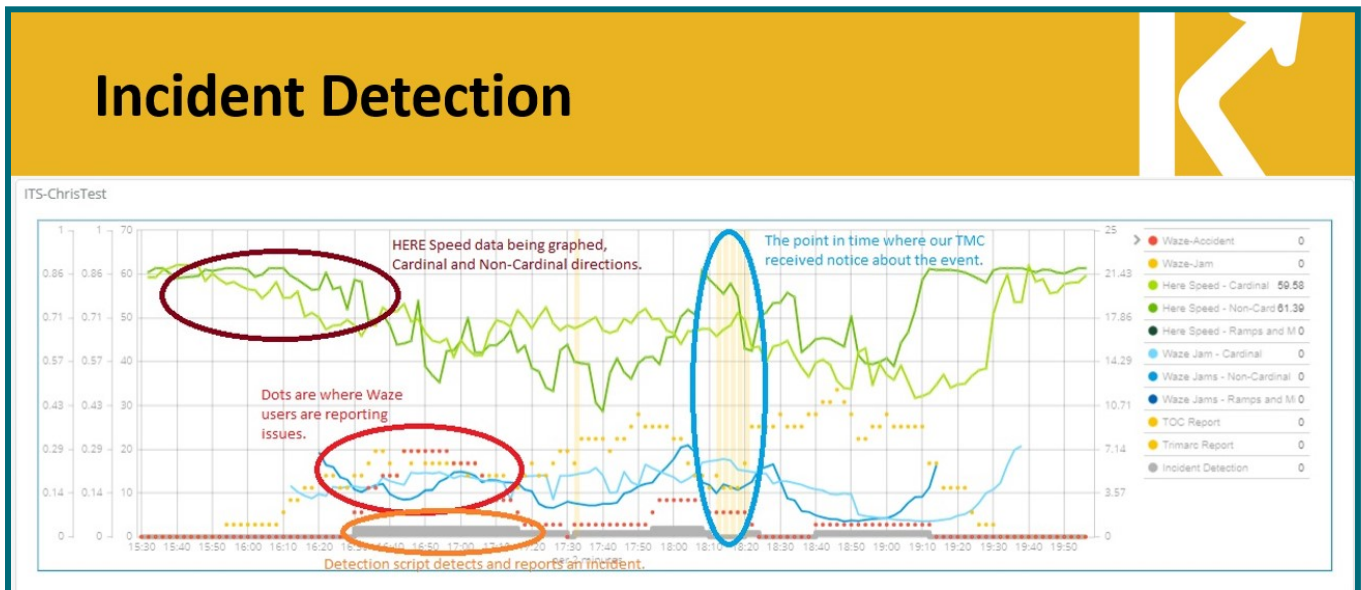


Figure 27. Chart. Integration of HERE, Waze Jams, and Waze alert data.
(Source: Jason Siwula Summit Presentation)

II. NATIONAL TRAFFIC INCIDENT RESPONSE AWARENESS WEEK COMMEMORATION

To commemorate National Traffic Incident Response Awareness Week (NTIRAW) and conclude the summit, participants gathered outdoors amidst the backdrop of response vehicles and equipment. Present were representatives and equipment from the District of Columbia's Transportation, Fire, and Metropolitan Police Departments; the Maryland Department of Transportation (DOT) Coordinated Highways Action Response Team (CHART) Patrol; Maryland State Police; Virginia DOT; Virginia State Police; and Henry's Wrecker Service.

Martin C. Knopp, Federal Highway Administration (FHWA) Associate Administrator for Operations, commenced the NTIRAW event thanking the responder communities present and the responder communities throughout the Nation that work tirelessly and risk their lives, to keep traveler safe. Associate Administrator Knopp reiterated U.S. Transportation Secretary Elaine L. Chao's emphasis on safety and Federal Highway Administrator Nicole R. Nason's connection with responder communities and her focus on responder safety. Mr. Knopp introduced Robert Bemis, Retired State Police Sergeant with the Pennsylvania State Police and retired Marine, and invited him to share his responder struck-by story.

Sergeant Bemis expressed honor "sharing this day among the titans of responder safety, whether in the field or the conference room." He spoke about spinal injuries, loss of eyesight, days of hospitalization, months of therapy, and years of adjustment from being struck while responding to an incident, to now advocating for and delivering responder training. He emphasized that his story of loss is played out across our Nation every day and reiterated that TIM training principles, such as proper scene set up and quick clearance, should be given equal importance to other training for incident responders.



Figure 28. Photos. Martin Knopp and Robert Bemis at National Traffic Incident Response Awareness Week Commemoration.

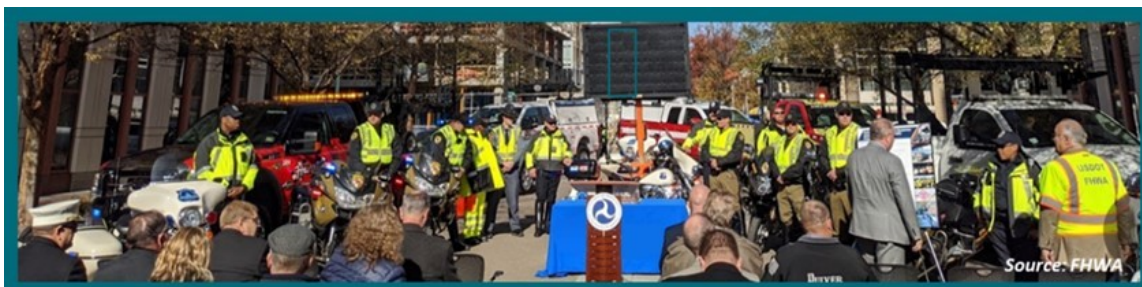


Figure 29. Photo. National Traffic Incident Response Awareness Week Commemoration closes the summit.

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In closing, Associate Administrator Knopp thanked individuals that helped plan the summit and every participant for making time to make TIM a priority. He invited every individual present to sign the NTIRAW proclamation, which affirms that all signees are committed to:

- Promoting public education and outreach on Move Over Laws.
- Responder and motorist safety.
- Reducing responder struck-by fatalities and injuries.
- Clearing traffic incidents as quickly as possible.
- Promoting the collection of crash data.
- Reducing secondary crashes.
- Improving communications interoperability.
- Training over 1 million traffic incident responders.
- Reducing the time freight and travelers spend in incident backups.

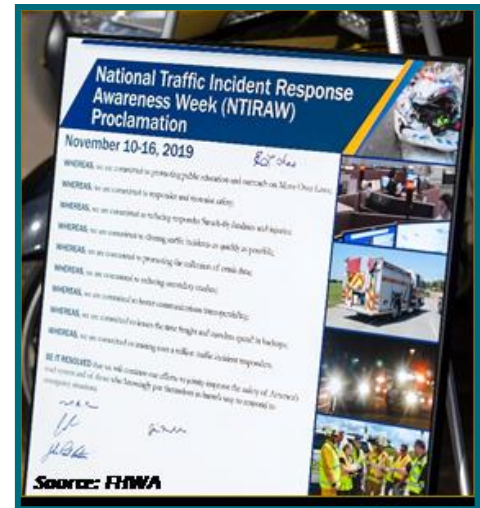


Figure 30. Photo. National Traffic Incident Response Awareness Week Proclamation.

The Proclamation resolves that all signees will continue efforts to jointly improve the safety of America's road system, and of those who knowingly put themselves in harm's way to respond to emergency conditions.



Figure 31. Photos. National Traffic Incident Response Awareness Week Commemoration and Proclamation signing.

12. PARTICIPANTS' RECOMMENDATIONS FROM THE SUMMIT

The summit included time for all participants to share thoughts and offer suggestions to make the practice of traffic incident management (TIM) routine at every level of operations within the United States. These inputs coalesced to identify eight recommendations to advance the practice of TIM:

1. Recommit to the goal of one million responders trained. Agencies should focus on strategies that introduce accreditation of the National TIM Responder Training course among training bodies; that require training within responder communities; that increase adoption of training within public safety academies; that organically expand training from where it is already to a routine practice; and that promote the course through associations that represent State and local communities, such as Institute of Transportation Engineers (ITE), National League of Cities (NLC), National Association of Counties (NACo), and National Conference of State Legislatures (NCSL).
2. Inform elected officials on the importance of TIM. Work with government official associations, including the National Governors Association (NGA), NACo, NLC, NCSL, and others to share a clear and impactful TIM business case to meet local needs.
3. Make sure local agencies are aware of and understand the value of TIM. Many local public works, law enforcement, and other responder communities are not familiar with the term "TIM"; or the benefit in adopting the suite of TIM strategies, tools, and techniques. Leverage partners' publication print, web presence, and social media to inform local agencies about TIM strategies, training, and tools.
4. Nurture relationships that will help change driver behavior towards TIM. The FHWA, working in collaboration with the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA); and through partnerships with associations, such as American Association of Motor Vehicle Administrators (AAMVA), American Automobile Association (AAA), and American Association of Retired Persons (AARP), can reach travelers with the "Slow Down and Move Over" message. Technology such as mobile apps for commercial motor vehicles and personal vehicles also may offer a direct channel to help change driver behavior.
5. Refresh and refine the TIM National Unified Goal (NUG). The NUG, created in 2007, defined three goals: responder safety; safe, quick clearance; and prompt, reliable, interoperable communications. The NUG also identified 18 strategies to support the three goals. Now over a decade later, these strategies and goals should be refreshed and refined as before, by major national organizations representing traffic incident responders, to advance TIM for the next decade.
6. Make routine and consistent, the collection of and sharing of TIM performance measures. While the FHWA Every Day Counts Round Four helped advance the collection, sharing, analysis, and

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use of TIM data to improve programs, much work remains. Re-engage regions to benchmark, compare, and progress through more granular responder training statistics, roadway and incident clearance times, responder struck-by events, and near misses, as well as more comprehensive and detailed data that directly supports TIM program improvements.

7. Share Best Practices related to new technologies, tools, techniques to help responder communities accelerate computer-aided dispatch (CAD) integration, unmanned aerial system (UAS), Crowdsourcing, and other technologies that improve TIM.
8. Fund research and demonstration related to TIM. Through Transportation Research Board (TRB), the American Association of State Highway Officials (AASHTO), and other entities, support research to help practitioners. Some examples include good practices and methodological guidance for TIM performance measurement, large truck involvement in responder struck-by and secondary crashes, what elements of TIM are most effective in rural and arterial environments, or how towing and recovery contracting practices can improve responder safety and incident clearance times.

These eight recommendations will serve as priorities for the broader TIM communities, including the FHWA TIM Program, the TIM Executive Leadership Group, the 20+ associations and organizations participating in the summit, and the many other Federal and State agencies that can affect change and advance safe, quick clearance of roadway incidents.



Figure 32. Photos. Mark Kehrlí leads group discussions during the summit.

13. APPENDIX

Summit Agenda—Thursday, November 14, 2019

7:30 a.m. Check in and Networking

8:20 a.m. Posting of Colors and National Anthem

Mark Kehrlj, Summit Moderator, FHWA Director, Office of Operations Office of Transportation Operations

District of Columbia Fire Department Color Guard

Adina Felton, National Anthem Singer, Federal Motor Carrier Safety Administration

8:30 a.m. Opening Remarks

Nicole R. Nason, Administrator, Federal Highway Administration

James C. Owens, Acting Administrator, National Highway Traffic Safety Administration

Jim Mullen, Deputy Administrator, Federal Motor Carrier Safety Administration

8:45 a.m. Partnerships Accelerating Safety and Innovation

Setting the Context: Why TIM Matters

Chief John Letteney, 3th Vice President, International Association of Chiefs of Police

Rapid Fire Introduction to the TIM Executive Leadership Group

Jim Tymon, Executive Director, AASHTO

Harry Weed, Past Board Member, APWA

Chief Daniel G. Sharp, Chair, Highway Safety Committee, IACP

Chief Norris W. Croom III, Board Member, IAFC

Keith Wages, Immediate Past President, NASEMSO

Mike Touchstone, Immediate Past President, NEMSMA

Jonathan Thompson, Executive Director and CEO, NSA

Chief Kevin Quinn, 1st Vice Chair & Chair of Health, Safety, NVFC

Joanne Blyton, President, TRAA

9:30 a.m. Opportunities to Advance “Zero” and TIM—Panel Discussion

Cheryl Walker, Moderator, FHWA Associate Administrator for Safety

Institute of Transportation Engineers Vision Zero

Jeff Lindley, Associate Executive Director, Institute of Transportation Engineers

AASHTO Toward Zero Deaths

Mike Tooley, Director, Montana Department of Transportation

Road to Zero Initiative

Jane Terry, Vice President for Government Affairs, National Safety Council

Vision Zero Network and District Department of Transportation

Everett Lott, Deputy Director, District Department of Transportation

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10:15 a.m. 10-Minute Break

10:30 a.m. USDOT Welcome: Secretary Elaine L. Chao

Presentation of the TIM Proclamation
Formal Summit Group Photo

11:00 a.m. Reaching 1 Million Responders: Strategies to Accelerate Training

Setting the Context: The National State of TIM Training

Jim Austrich, Moderator, Federal Highway Administration, Office of Operations

Commission on Accreditation for Pre-Hospital Continuing Education & TIM

Jay Scott, Executive Director, Commission on Accreditation for Pre-Hospital Continuing Education

Texas Commission on Fire Protection & TIM

David Covington, Fire Chief Emeritus, Schertz Fire Rescue

Expanding TIM Training within Fire Services

Chief Joe Kroboth III, First Vice President, Cumberland Valley Volunteer Firemen's Association and Charter Member Responder Safety Institute

Expanding TIM Training within Law Enforcement

Michael Becar, International Association of Directors of Law Enforcement Standards and Training

12:00 p.m. Lunch featuring Keynote Speaker: U.S. Representative John H. Rutherford

1:00 p.m. Using Data to Improve TIM Performance

Setting the Context: Targeting Improvements in TIM through Data

Paul Jodoin, Moderator, Federal Highway Administration, Office of Operations

Using Data to Target Training and Save Staff Time

Captain John Paul Cartier, Arizona Department of Public Safety

Communicating the Value of TIM in Oregon through Data

Galen McGill, System Operations & ITS Manager, Oregon Department of Transportation

Advances & Innovations in TIM Performance

Vaishali Shah, Program Director, AEM Corporation

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2:00 p.m. **Partnership Opportunities Closer to Home—Panel Discussion**

*Andrea Eales, Moderator, Director of Government and Public Affairs
American Public Works Association*

National Association of Counties and TIM

*Commissioner Randy Maluchnik, Carver County, Minnesota
and National Association of Counties Transportation Committee Chair*

National League of Cities and TIM

*Councilmember Sean Polster, Town of Warrenton, Virginia
and National League of Cities Board Member*

National Governors Association and TIM

*Peter Voderberg, Assistant Policy Director,
Office of the Governor Mike DeWine, Ohio*

National Conference of State Legislatures and TIM

*Senator David Marsden, Virginia Senate and
Senate House Transportation Committee*

3:00 p.m. **15-Minute Break**

3:15 p.m. **State and Local Legislation for Traffic Incident Management**

*Keith Williams, Moderator, Division Chief, Office of Safety, National Highway Traffic Safety
Administration*

New Mexico Move Over Legislation—Bobby’s Law

Linda Unruh, President, All Rite Towing & Repair

Louisiana TIM Training Legislation

Stephen Glascock, ITS Administrator, Louisiana Department of Transportation

Virginia State Police TIM Legislation

Colonel Gary T. Settle, Superintendent, Virginia State Police

4:00 p.m. **Group Conversation—Part 1**

Mark Kehrli, Director, Office of Transportation Operations, Office of Operations, FHWA

5:00 p.m. **Day 1 Adjourn**

Summit Agenda—Friday, November 15, 2019

7:45 a.m. **Check-in and Networking**

8:15 a.m. **Building Public Education & Outreach Momentum**

*Mike Reynard, Moderator, Associate Administrator for Public Affairs,
Federal Highway Administration*

American Association of Motor Vehicle Administrators

Andrew Guevara, Government Affairs Manager, AAMVA

American Automobile Association

Allan Stanley, Technical Training and Research Senior Manager, AAA

Insurance Institute for Highway Safety

Dr. David Harkey, President, IIHS

U.S. Fire Administration

Richard Patrick, Director of National Fire Programs, USFA

9:15 a.m. **Improving TIM through Technology**

John Corbin, Moderator, Federal Highway Administration, Office of Operations

Using Crowdsourced Data to Improve TIM

Jason Siwula, Assistant State Highway Engineer, Kentucky Transportation Cabinet

Unmanned Aerial Systems to Accelerate Roadway Clearance

Captain Robert Hainje, Tippecanoe County Sheriff's Office

Integrating CAD with Advanced Traffic Management Systems

Grady Carrick, Enforcement Engineering

10:15 a.m. **15-Minute Break**

10:30 a.m. **Group Conversation—Part 2**

Mark Kehrli, Director, Office of Transportation Operations, Office of Operations, FHWA

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11:30 a.m. **Shift to NTIRAW Event—3rd Street Plaza**

11:45 a.m. **National Traffic Incident Response Awareness Week Commemoration**

Master of Ceremonies

Martin C. Knopp, Associate Administrator for Operations, FHWA

Personal Story—Traffic Incident Response Awareness

Robert Bemis, Retired State Police Sergeant, Pennsylvania State Police

Making the Connection: Summit and NTIRAW

Nicole R. Nason, Administrator, Federal Highway Administration

Proclamation Signing

All Summit Participants

12:30 p.m. **Summit Close**

Biographies—Guest and Keynote Speaker

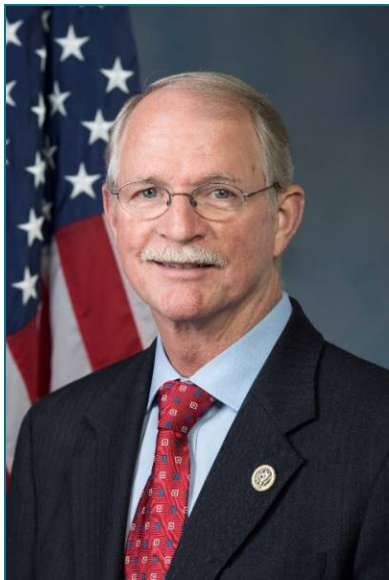


Secretary Elaine L. Chao **United States Secretary of Transportation**

Secretary Elaine L. Chao currently is the U.S. Secretary of Transportation. This is her second cabinet position. Secretary Chao comes to the U.S. Department of Transportation (USDOT) with extensive experience in the transportation sector. Early in her career, she specialized in transportation financing in the private sector. Secretary Chao began her executive career in public service working on transportation and trade issues at the White House. She then served as USDOT Deputy Maritime Administrator, Chairman of the Federal Maritime Commission, and Deputy Secretary of the USDOT. As U.S. Secretary of Transportation, she is a strong advocate for safety and the importance of infrastructure and innovation in our Nation's economic competitiveness and growth.

Secretary Chao served as U.S. Secretary of Labor from 2001 to 2009, and is the first Asian American woman to be appointed to the President's cabinet in American history. Prior to the Department of Labor, Secretary Chao was

President and Chief Executive Officer of United Way of America, where she restored public trust and confidence in one of America's premier institutions. Secretary Chao earned her MBA from the Harvard Business School and an economics degree from Mount Holyoke College. Honored for her extensive record of accomplishments and public service, she is the recipient of 37 honorary doctorate degrees.



U.S. Representative John H. Rutherford **United States House of Representatives**

John Rutherford (FL-04) is serving his second term in the U.S. House of Representatives. He sits on the House Appropriations Committee, where he serves on three subcommittees: Homeland Security, Military Construction and Veterans Affairs, and Transportation and Housing and Urban Development.

Congressman Rutherford has lived in Jacksonville, Florida since 1958, and attended Florida Junior College and Florida State University, where he studied Criminology. He is a graduate of the FBI National Academy, 171st Session, and the National Executive Institute. He began his career in law enforcement in 1974 as a patrolman in the Jacksonville Sheriff's Office, working his way up through the JSO, where he eventually served as Director.

In 2003, 2007, and 2011, Congressman Rutherford was elected Sheriff of Duval County. For three terms and 12 years, he ran a 3,200-employee office; and due to his effective leadership, homicide and overall violent crime in Jacksonville dropped to a 40-year low. Using a model of intelligence-led and community-based policing, he and his team of law enforcement professionals dramatically improved neighborhoods and prevented crime throughout the community.

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Administrator Nicole R. Nason **Federal Highway Administration**

Nicole R. Nason leads a Modal Administration within the USDOT that is responsible for the Nation's \$49 billion Federal-aid Highway program. Previously, Ms. Nason was Assistant Secretary of the U.S. State Department's Bureau of Administration (2017 to 2019). She also served as the Acting Assistant Secretary for Overseas Building Operations and as Senior Advisor to the Secretary of State.

Ms. Nason has served in numerous roles in Washington, DC, notably as Administrator of the National Highway Traffic Safety Administration (2006 to 2008), where she was a two-time gold medal winner, the Department's highest honor. At NHTSA, her many achievements included overseeing new seat belt rules for school buses, rulemaking for electronic stability control systems, and new car seat safety regulations. She served as DOT's Assistant Secretary for Government Affairs (2003 to 2006). She also has served two terms on the national board of Mothers Against Drunk Driving.

Ms. Nason earned a B.A. in political science and Government at American University and a J.D. at Case Western Reserve University School of Law.



Acting Administrator James C. Owens **National Highway Traffic Safety Administration**

James C. Owens serves as the Acting Administrator of the National Highway Traffic Safety Administration (NHTSA), leading a safety organization with a budget of \$966.2 million and 626 full-time employees. Mr. Owens leads the execution of NHTSA's mission of setting safety standards for motor vehicles and vehicle equipment; facilitating the testing and deployment of advanced vehicle technologies; rooting out vehicle defects; and educating Americans to help them drive, ride, and walk safely.

Before coming to NHTSA, Mr. Owens was Deputy General Counsel of the USDOT. He also served as the Department's Acting General Counsel. Before joining NHTSA, Mr. Owens was an attorney for the Federal Energy Regulatory Commission for five years, where he worked to protect consumers and the integrity of the Nation's energy markets. Mr. Owens received a Ph.D. and M.A. in History, as well as a law degree, from the University of Virginia; and he graduated magna cum laude from James Madison University.

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Deputy Administrator Jim Mullen Federal Motor Carrier Safety Administration

Jim Mullen serves as the Deputy Administrator of Federal Motor Carrier Safety Administration. The Agency he leads regulates more than 530,000 trucking companies; 12,000 bus and motor coach operators; and approximately 4 million Interstates commercial driver's license (CDL) holders. Mr. Mullen brings an extensive portfolio of experience and providing senior leadership in the law arena—the vast majority occurring in the trucking sector.

Mr. Mullen served as the Chief Counsel for the FMCSA, responsible for legal policy on all aspects of Agency programs and activities, including the development, issuance, interpretation, enforcement, and defense of the Federal Motor Carrier Safety Regulations (FMCSR) before State and Federal courts. He also served for more than a decade as the executive vice president and general counsel for Werner Enterprises, one of the five largest truckload carriers in the United States. Mr. Mullen obtained his law and undergraduate degrees from the University of Nebraska.



Director Mark Kehrli FHWA Office of Operations Office of Transportation Operations and Summit Facilitator

Mark R. Kehrli serves as Federal Highway Administration Director, Office of Transportation Operations, Office of Operations and is responsible for developing and executing national policies and program initiatives to facilitate the safe and efficient operation of the surface transportation program. Programs he oversees include the Manual of Uniform Traffic Control Devices (MUTCD), Traffic Incidents and Events Management, Work Zones, Road Weather Management, and Emergency Operations.

Prior to this appointment, Mr. Kehrli served as the FHWA Division Administrator in the District of Columbia and a Transportation Management Specialist in San Francisco, California. He holds a master degree in Transportation Engineering from Rensselaer Polytechnic Institute, a master degree in Public Administration from Russell Sage College, a bachelor degree in Civil Engineering from Clarkson University.

Biographies—Partnerships Accelerating Safety and Innovation, Rapid Fire



Chief John Letteney **Apex Police Department, North Carolina** **Session Moderator**

John Letteney is the 3rd Vice President of International Association of Chiefs of Police and is a Past President of the North Carolina Association of Chiefs of Police, having received their Outstanding Service Award in 2015. He previously served as Chief for the Southern Pines Police Department in North Carolina, and as a Captain/Zone Commander for the Monroe County Sheriff's Office in Rochester, New York.

Chief Letteney received the 2013 National Alliance on Mental Illness (NAMI) Outstanding Law Enforcement Executive of the Year award, was honored as the 2017 Chief of the Year by Special Olympics of North Carolina, and recently was named a "Magnus Gladio Leader" by the National Command and Staff College. Chief Letteney has a master degree in Public Administration from Marist College and is a graduate of the 248th Session of the FBI National Academy.



Jim Tymon, Executive Director **American Association of State Highway and Transportation** **Officials (AASHTO)**

Jim Tymon oversees a staff of 120 professionals at AASHTO, a nonprofit, nonpartisan association that supports and represents the interests and missions of State Departments of Transportation. AASHTO supports their members in the development of transportation solutions that create economic prosperity, enhance quality of life, and improve transportation safety in U.S. communities, States, and the Nation. Mr. Tymon previously served as the staff director of the Highways and Transit Subcommittee of the House Transportation and Infrastructure Committee. He graduated from the University of Delaware with a Bachelor of Arts degree in Economics and Political Science, along with a Master of Arts degree in Public Policy.



Harry L. Weed, PWLF, Past Board Member American Public Works Association (APWA)

Harry Weed is former Superintendent of Public Works for the Village of Rockville Centre, NY, from which he retired in September 2015. In this capacity, he supervised the Public Works Department for the Village. He also formerly served as the Superintendent of Public Works of the Villages of Amityville and Brightwaters.

Mr. Weed is a former APWA Board member and has been active at both the NY Chapter level and the National level for over 30 years. In addition to his longtime public works contributions, Mr. Weed is also a member of the Amityville Fire Department, a founder and a director of the Water Rescue Squad and has served as a NY State Emergency Medical Tech for over 24 years.



Chief Daniel G. Sharp, Highway Safety Committee Chair International Association of Chiefs of Police (IACP)

Daniel G. Sharp has served as Chief of Police for the Town of Oro Valley, Arizona since January 2000. Prior to his appointment as Chief, Chief Sharp spent over 21 years with the Tucson Police Department. He is the Chairman for the IACP Highway Safety Committee and FHWA Executive Leadership Group (ELG) member for traffic incident management. In 2014, he was awarded the J. Stannard Baker Award for 'outstanding lifetime contributions to highway safety,' and also was the 2013 Greater Oro Valley Chamber of Commerce Legacy Award recipient. Chief Sharp holds a master degree in Educational Leadership from Northern Arizona University and is a graduate of the 190th Session of the FBI National Academy.



Chief Norris W. Croom III, EMS Board Member International Association of Fire Chiefs (IAFC)

Chief Norris W. Croom III currently serves as the Fire Chief and Emergency Manager for the Town of Castle Rock, CO Fire and Rescue Department, an internationally accredited agency through the Commission on Fire Accreditation International. He also serves as the EMS representative for the Center for Public Safety Excellence Commission on Professional Credentialing, and as a Threat Liaison Officer with the Colorado Information Analysis Center. He served on the State of Colorado Governor's Task Force on First Responder Safety on Roadways; and has worked with ARA in Littleton, Colorado on the development of the Automated Driver and Responder Alert System (ADRAS). His department is actively involved with local agencies on roadway safety, and has installed the HAAS Alerting system in all emergency vehicles.



Immediate Past President Keith Wages National Association of State EMS Officials (NASEMSO)

Keith Wages is Immediate Past President of the National Association of State EMS Officials and the former State EMS Director for Georgia. He has over 42 years' experience in planning, delivering, and managing Emergency Medical Services, Public Health, Emergency Management and Homeland Security programs at the local, regional, State, national, and international levels. Mr. Wages also served on the Board of Directors for Georgia's Traffic Incident Management Program and the Governor's Office of Highway Safety Executive Board. Previously, he served as Executive Director of the Minnesota EMS Regulatory Board and as Medical Coordinator for the 1996 Olympic Games in Atlanta. Mr. Wages is a graduate of the University of Georgia and holds a Bachelor of Science Degree in Economics and a Certificate in Public Management.

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Past President and Chief Michael Touchstone National Emergency Medical Services Management Association (NEMSMA)

Chief Michael Touchstone is a Fire Paramedic Deputy Chief of EMS Operations in the Philadelphia Fire Department (PFD). He has been a Paramedic since 1983 and joined the PFD in 1989 serving in many roles, including Continuous Quality Improvement (CQI) Officer, Director of the Philadelphia Fire Department EMS Training Institute, and Regional Director of the Philadelphia Regional Office of EMS. Chief Touchstone served as President of NEMSMA (2015 to 2017) and is a Fellow of the American College of Paramedic Executives. He also is a frequent conference speaker, and he has authored numerous articles across various trade publications. Chief Touchstone holds a Bachelor of Science in Health Sciences/EMS Management from the George Washington University.



Sheriff John Whetsel, Chair, Traffic Safety Committee National Sheriffs Association (NSA)

Sheriff John Whetsel retired in 2017 after 50 years in law enforcement, including 20 years as Oklahoma County Sheriff and 22 years as a Chief of Police. He is a member of the Mothers Against Drunk Driving (MADD) National Law Enforcement Advisory Board, is a Past President of the International Association of Chiefs of Police, and serves on several national traffic safety working groups. Sheriff Whetsel is the recipient of the Governors Highway Safety Association's highest honor, the James J. Howard Highway Safety Trailblazer Award. He is a national traffic safety advocate and consultant giving traffic safety presentations to law enforcement and traffic safety groups around the country.

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Chief Kevin Quinn, 1st Vice Chair and Chair of Health, Safety National Volunteer Fire Council (NVFC)

Chief Kevin D. Quinn is a retired Deputy Chief of the Union Fire District in South Kingstown, RI, and continues to serve as a firefighter with the Station #3. He is a Past President of the Rhode Island State Firemen's League, holds a Board of Visitor position at the National Fire Academy, and serves on the Home Fire Sprinkler Coalition. He is a State Advocate of the National Fallen Firefighters Foundation's Everyone Goes Home-Courage to Be Safe Program, a member of the Rhode Island Local Assistance State Team, and a member of the Hope Valley Hazardous Materials Response Team. In addition, he has served as a Rhode Island Director of the NVFC for nearly 40 years. Chief Quinn has received the Lifetime Achievement and Firefighter of the Year Award from the Rhode Island State Firefighters League.



President Joanne Blyton Towing and Recovery Association of America, Inc.® (TRAA)

With over 35 years of experience in the towing industry, Ms. Blyton has served as TRAA's 1st and 4th Vice President, Legislative Committee Chair, and Legislative Advocacy Network® Chair. She currently serves as on the California Tow Truck Association's Towing Regulatory Oversight Council and as a member of the Tow Truck Complaint Resolution Committee under the Attorney General's Office in Montana. She has served on the Montana House of Representatives and on the Emergency Route Working Group developed under the FAST Act. Ms. Blyton was awarded the prestigious WTRAA Tow Woman of the Year in 2013. She works diligently for towers through State and local tow truck associations and with various police departments. She and her son, Don Blyton, Jr. own and operate Billings Towing & Recovery in Billings, MT.

Biographies—Opportunities to Advance “Zero” Safety Initiatives and Traffic Incident Management



Associate Administrator Cheryl Walker **FHWA Office of Safety** **Session Moderator**

In August 2019, Cheryl Walker became the Associate Administrator for Safety with the Federal Highway Administration (FHWA). In this capacity, she provides executive leadership and direction in the development and implementation of strategic national initiatives, programs, and policies to reduce fatalities and serious injuries on the Nation's 4 million miles of public roads. Prior to this position, Ms. Walker served as the Director, Office of Safety Programs; Director, Office of Legislative Affairs and Policy Communications; and FHWA Acting Executive Director, functioning as the agency's top-ranking career executive during a period of leadership transition. She has served in positions of increasing responsibility in the Office of the Chief Counsel, Office of Policy, and Office of the Administrator.

Prior to joining FHWA, Ms. Walker served as an attorney with the Federal Motor Carrier Safety Administration and as an attorney for a Washington, DC law firm. She holds a Juris Doctor from The National Law Center at George Washington University in Washington, DC; and a bachelor degree in Electrical Engineering from Kettering University in Flint, Michigan.



Associate Executive Director Jeff Lindley **Institute of Transportation Engineers**

Jeffrey Lindley currently serves as Associate Executive Director and Chief Technical Officer for the Institute of Transportation Engineers, where he leads the development and delivery of technical activities focused on serving the needs of the Institute's nearly 16,000 members. Prior to joining ITE in October 2016, he completed a 31-year career with the Federal Highway Administration, serving in a variety of technical and leadership positions, including California Division Administrator, Associate Administrator for Safety, and Associate Administrator for Operations. Mr. Lindley holds a bachelor degree in Civil Engineering from Virginia Tech and a master degree in Transportation Engineering from the University of Maryland. He is a Registered Engineer in the State of Virginia.

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Director Mike Tooley **Montana Department of Transportation**

Michael Tooley, Director of the Montana Department of Transportation, was appointed in December 2012. Mr. Tooley serves as the Governor's Highway Safety Representative for National Highway Traffic Safety Programs. He is a champion of traffic safety and is committed to leading "Vision Zero" forward, a multipronged initiative with the goal of eliminating deaths and serious injuries on Montana highways.

Mr. Tooley is Chairman of the American Association of State Highway and Transportation Officials, Committee on Safety; and serves on the (AASHTO) Board of Directors. He holds a bachelor degree in Public Safety Administration from Grand Canyon University and was a member of Harvard University's Senior Executives in State and Local Government Class of 2006. He is a 2008 graduate of the FBI National Academy, and he retired as Colonel and Chief of the Montana Highway Patrol in 2012.



Jane Terry, Senior Director for Government Affairs **National Safety Council (NSC)**

Jane Terry is the Vice President of Government Affairs at the National Safety Council (NSC). An experienced policy and legislative leader, she has more than 20 years of experience working with local, State, and Federal Government officials on transportation, telecommunications, workplace safety, community development, and healthcare initiatives. At NSC, she leads outreach to policymakers at all levels of Government to eliminate preventable deaths. Her efforts provided the foundation for the Road to Zero coalition and partnerships for implementation of new laws. Prior to joining the NSC, Ms. Terry served as the Director of Government Affairs at the National Transportation Safety Board (NTSB) and led her own Government relations firm in Atlanta, GA; and worked in Washington, DC on the staff of Georgia Senator Max Cleland. Ms. Terry holds a degree in Political Science and Economics from the University of North Carolina at Chapel Hill.

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Everett Lott, Deputy Director District Department of Transportation (DDOT)

Everett Lott is Deputy Director of the District Department of Transportation. He brings more than 25 years of experience in administration, including human resources, budget and finance, grants, labor and employee relations, and facilities management. Prior to joining DDOT, Mr. Lott worked for the FHWA Pipelines and Hazardous Materials Safety Administration (PHMSA) and was a part of the leadership team at the Health Resources and Services Administration (HRSA). His experience with District Government includes Acting Budget Director for the District of Columbia Public Schools, Senior Manager in the Executive Office of the Mayor, and Deputy Director/Chief of Staff in the District's emergency 911 communications center. Mr. Lott earned his bachelor and master degrees from Texas Tech University and is a graduate of the Federal Executive Institute's Leadership for a Democratic Society.

Biographies—Reaching One Million Responders: Strategies to Accelerate Training



Jim Austrich, TIM Program Manager FHWA Office of Operations Session Moderator

Jim Austrich is the Program Manager for the National TIM Responder Training Program and part of the FHWA Office of Transportation Operations. Mr. Austrich is as a national leader in the Transportation Systems, Emergency Management and Operations field. Prior to FHWA, Mr. Austrich worked in the District of Columbia, Department of Transportation (DDOT), the DC Metropolitan Police Department's (MPDC) Homeland Security Bureau, and the FHWA.

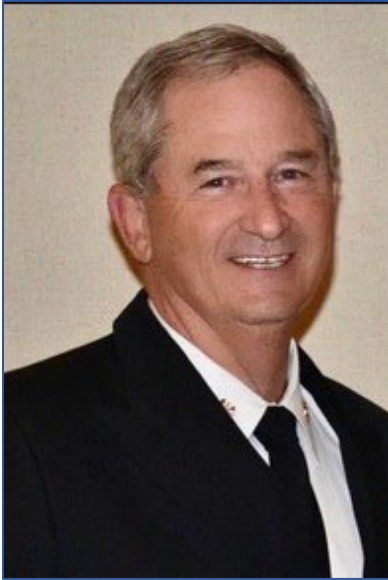
Mr. Austrich is known for his ability to bring people together and work collaboratively, a people and agency bridge builder who believes in the three C's of TIM—Communication, Cooperation, and Coordination. His experiences with planned special events and special operations in the DC area are numerous, including Presidential Inaugurations, dignitary funerals, and practically every type of event on the Washington Mall. Mr. Austrich is a graduate of the 2009 UMD/I-95CC Senior Management Academy. He has

many transportation projects, panels, and committees to his credit.



Jay Scott, Executive Director Commission on Accreditation for Pre-Hospital Continuing Education (CAPCE)

Jay M. Scott is the Executive Director of the Commission on Accreditation for Pre-Hospital Continuing Education. He is the former Chair of Continuing Education Coordinating Board for Emergency Medical Services (CECBEMS) and the American Heart Association (AHA) Regional Emergency Cardiovascular Care Committee. Mr. Scott is regional faculty for the AHA in Advanced Cardiovascular Life Support, Pediatric Advanced Life Support, and Basic Life Support. He is Adjunct Faculty for the Brookhaven Community College EMS Training Program in Dallas, Texas.



David Covington, Fire Chief Emeritus Schertz Fire Rescue

David Covington served 41 years in the Fire Service, with 31 of those years in the San Antonio Fire Department in Texas. He has worked with the FAA on airport firefighter computer-based training and aircraft fire research. As Training Chief in San Antonio, he developed the Department's first roadway safety program that incorporated many of the concepts found in the SHRP2 National Traffic Incident Management Responder Training. He continued in the Fire Service as Fire Chief for Schertz, Texas. He has been an instructor in fire service education for Southern Illinois University—Carbondale, and as an instructor in human resource development with Webster University at Fort Sam Houston. He is a Master Instructor for the FHWA SHRP2 TIM training, and continues to teach classes in roadside safety. Mr. Covington holds a Master of Science degree in Educational Human Resource Development from Texas A&M University.



Chief Joe Kroboth, III, 1st VP Cumberland Valley Volunteer Firemen's Association and Responder Safety Institute Member

Chief Joe Kroboth, III, currently is 1st Vice President of the Cumberland Valley Volunteer Firemen's Association and is a Charter Member of the Responder Safety Institute. Chief Kroboth has served as both a volunteer and career Fire Chief with 40 years in the Fire Service. Since 2013, he has served as Loudoun County, Virginia's Director of Transportation and Capital Infrastructure. Chief Kroboth is a Technical Committee Member for the National Fire Protection Academy's Standard for Bridges, Tunnels, and Limited Access Highways; and a Technical Committee Member of AASHTO's Geometric Design Committee. He holds a bachelor degree in Civil Engineering from the University of Maryland, with an emphasis on Structural Engineering and a master degree from Frostburg State University. He is a registered professional engineer and land surveyor in multiple States.



Michael Becar, Executive Director International Association of Directors of Law Enforcement Standards and Training (IADLEST)

Michael Becar is the IADLEST Executive Director. He started his law enforcement training career with the Caldwell Police Department in Idaho and moved to the Idaho Peace Officer Standards and Training (POST), where he retired as Executive Director. As Executive Director of POST, he was responsible for basic training of all peace officers in the State of Idaho, as well as county detention officers Juvenile Corrections. He holds a Bachelor of Science degree in Education, Trade, and Technology from the University of Idaho; and is a member of Phi Kappa Phi honor society of Boise State University. Mr. Becar was elected Department of Law Enforcement Employee of the Year in 1990 in the professional category. He is a graduate of the FBI National Academy and the FBI Intermountain Command College; and holds a POST Advanced, Management, and Executive Certification.

Biographies—Using Data to Improve Traffic Incident Management Performance



Paul Jodoin, TIM Program Manager
FHWA Office of Operations
Session Moderator

Paul Jodoin has served as the TIM Program Manager for FHWA for the last 10 years, focusing on the institutionalization of TIM through TIM regional and statewide committees; the advancement of TIM practices, such as transportation and law enforcement computer-aided dispatch integration; and improvement of incident detection and response through crowdsourced data. Mr. Jodoin also lead activities across 34 State TIM programs to improve their collection, analysis, and use of TIM data.

Prior to joining the FHWA, Mr. Jodoin worked for 38 years at the Massachusetts DOT. For the final 12 years, he served as the ITS Programs Operations Manager. Responsibilities at Massachusetts DOT included management of the Traffic Operations Center, Traffic Incident Management Program, Service Patrols, and various other ITS- and emergency-related programs. He was instrumental in starting the TIM program at Massachusetts Department of Transportation.



Captain John Paul Cartier
Arizona State Troopers, Metro West District Commander

Captain John Paul Cartier has served with the Arizona State Troopers for 16 years in both rural and metropolitan areas. He transferred to the Highway Patrol Division (HPD) staff working on division-wide safety projects, personnel matters, procurement projects, and policy reviews. Captain Cartier established the Department's Traffic Operations Center Colocation program. His assignments with the HPD included advancing and supporting the Department's statewide impaired driving programs, the Traffic Incident Management program, fatality reduction efforts, wrong-way driving initiatives, police allocation modeling, and the FHWA EDC-4 National TIM Committee. Captain Cartier serves as Chair of the Maricopa County AISTech TIM Coalition. In October 2018, Captain Cartier was assigned to the Metro West District, District Commander position.

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Galen McGill, System Operations and ITS Manager Oregon Department of Transportation (ODOT)

Galen McGill is the System Operations and ITS Manager for the Oregon Department of Transportation (ODOT). He is a registered professional engineer in the State of Oregon. He has a bachelor degree in Electrical Engineering from Oregon State University and a Master of Business Administration degree from Willamette University's Atkinson Graduate School of Management. He represents the United States on the PIARC (World Road Association) Road Network Operations and ITS Technical Committee. Mr. McGill serves on the leadership team for the American Association of State Highway and Transportation Officials (AASHTO) Committee on Transportation System Operations as the Research Coordinator, and he serves on the technical advisory committee for the National Operations Center of Excellence.



Vaishali Shah, Director of Transportation Systems Program AEM Corporation

Vaishali Shah has led NCHRP, SHRP, FHWA, and FAA projects to successfully affect national guidance, investment decisions, and operations of transportation systems. She began her career in highway construction inspection, and later shifted to Intelligent Transportation Systems research, engaging national, State, and local stakeholders to deliver information that supports planning, policy, and operations decisionmaking.

Ms. Shah contributed to systems engineering and business case efforts for over \$1 billion in FAA program, including Terminal Flight Data Manager and Data Communications. She is an expert in the development and use of simulation, modeling, and analytic techniques to evaluate emerging technologies. She currently supports FHWA's Every Day Counts Crowdsourcing for Operations Innovation and the FHWA TIM program. Ms. Shah holds a bachelor degree in Civil Engineering from the University of Maryland, and a master degree in Transportation Engineering from the University of Texas at Austin.

Biographies—Partnership Opportunities Closer to Home



Andrea Eales, Director of Government and Public Affairs

**American Public Works Association (APWA)
Session Moderator**

Andrea Eales is the Director of Government and Public Affairs for the American Public Works Association (APWA) and heads up the Association's Washington, DC office. She is originally from Northeast Ohio and graduated with a bachelor degree in Political Science from the University of Akron with a Certificate in Applied Politics from the Ray C. Bliss Institute of Applied Politics. Ms. Eales also has a master degree in International Affairs from Georgetown University.

Ms. Eales' professional experience includes working on various levels of political campaigns, being a staff member in the U.S. Senate for former Senator, now Governor Mike DeWine of Ohio, the National Association of Counties, Georgetown University, and just prior to joining APWA, handling Congressional Affairs for the Naval Criminal Investigative Service (NCIS). She resides in Northern Virginia with her family.



Commissioner Randy Maluchnik, Carver County, Minnesota

**National Association of Counties (NACo) Transportation
Committee Chair**

Commissioner Randy Maluchnik has a strong track record of leading transportation efforts and initiatives for his county and the region. He represents the third district on the Carver County Board, which includes south of State Highway 5 in the City of Victoria and the western portion of Chaska. He was first elected to the Carver County Board in 2006, and reelected in 2010, 2012, and 2016. Mr. Maluchnik currently is the Chair of the National Association of Counties transportation steering committee. He serves on the Minnesota Transportation Alliance's executive committee and is President of the Southwest Corridor Transportation Coalition. He has championed Carver County's efforts to improve U.S. Highway 212, a \$90 million project that combines county, State, and Federal funding.

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Councilmember Sean Polster, Town of Warrenton, Virginia

National League of Cities (NLC) Board Member

Sean Polster has spent almost 30 years in public service as a firefighter, paramedic, and law enforcement officer. Mr. Polster has served on the Town of Warrenton Council as an at-large member since 2014, and is a member of the Board of Directors for the Virginia Municipal League and National League of Cities. He is past chair of the Public Safety Crime Prevention Committee, and has been a strong voice and advocate for our Nation's emergency responders. He has earned his master degree in organizational leadership, and currently works for the Department of Homeland Security while continuing to volunteer with the New Baltimore Volunteer Fire and Rescue Company. Mr. Polster is happily married to his wife Nicole and proud father of their three children.



Peter Voderberg, Assistant Policy Director Office of the Governor Mike DeWine, Ohio and National Governors Association (NGA)

Peter Voderberg has spent his entire career navigating legal and policy issues. He serves as Ohio Governor Mike DeWine's Assistant Policy Director for State Assets, where he oversees policy areas, such as State contracting, transportation, and taxation. Mr. Voderberg was previously the Managing Director for Regulations and Policy for DriveOhio, a statewide center for smart mobility established by Governor John Kasich. While there, he provided leadership and insight on the impact new transportation technologies will have on State, local, and Federal Government policies. Mr. Voderberg previously served as an Assistant Policy Director and Associate Counsel in the Office of Governor Kasich; as a Clerk for the Third District Court of Appeals; as a Legislative Liaison for the Ohio Department of Taxation; and as a Legislative Aide in the Ohio General Assembly.



Senator David Marsden, Virginia State Senate Member of the National Conference of State Legislatures (NCSL)

Senator Dave Marsden is a 10-year member of the Virginia Senate after serving for 4 years in the Virginia House of Delegates. He has been a member of both the House and Senate Transportation Committees during his 14 years as a legislator. He spent his career in Juvenile Justice as a Probation Officer, Group Home director and Secure Detention Superintendent in Fairfax County, Virginia, before serving as Chief Deputy and Acting Director of Virginia's Department of Juvenile Justice from 2000 to 2002. He serves in one of the most traffic congested regions in the United States, and has passed legislation to clear minor fender benders more quickly when shoulders have been eliminated due to road construction.

Biographies—State and Local Traffic Incident Management Legislation



Keith Williams, Division Chief
NHTSA Office of Safety
Session Moderator

Keith D. Williams is the Chief of the Enforcement and Justice Services Division at the National Highway Traffic Safety Administration. Under his direction, the Division provides national leadership in planning and developing improved driver education, licensing, enforcement, prosecution, judicial, and post-adjudication efforts. NHTSA's Speeding and Speed Management programs and initiatives also are managed by the Division. Prior to coming to NHTSA, Mr. Williams worked on infrastructure-based highway safety initiatives for the FHWA Office of Safety.

Mr. Williams is a graduate of the Operations Academy Senior Management Program, is the Chair of the Transportation Research Board's Standing Committee on Traffic Law Enforcement, is a member of the TRB Standing Committee on Transportation Safety Management and the Standing Committee on Management and Productivity. Prior to Federal Service, Mr. Williams spent 25 years in law enforcement, retiring as a commander from the Anne Arundel County, MD Police Department. He holds a Bachelor of Science degree in Business Administration.



Stephen Glascock, ITS Administrator
Louisiana Department of Transportation and Development (DOTD)

Stephen Glascock serves as Director of the Intelligent Transportation Systems program for the Louisiana DOTD. In this position, he oversees the planning, implementation, and operation of the State's advanced traffic management and traveler information systems. He also administers the State's traffic-incident management program. He is responsible for the planning, development, and operation of the Department's Traffic Management Centers and Tolling Operations.

Mr. Glascock also serves as coordinator of the Department's traffic-incident management responsibilities during activation of statewide emergency operations plan. Mr. Glascock is a licensed civil engineer in the State of Louisiana and a Professional Traffic Operations Engineer through the Institute of Transportation Engineers.

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Linda Unruh, Former President All Rite Towing & Repair

Linda Unruh is a recognized expert in towing and recovery, having been involved in the field for over 30 years. She was the owner of a large family operation in Eastern New Mexico. After retiring from towing in 2018, she opened a towing-related consulting firm, La Linda Consulting. In addition to offering her expertise to towing owners and operators across the Nation, Ms. Unruh is a fierce advocate for the Slow Down Move Over Law (SDMO).

Ms. Unruh was instrumental in New Mexico recognizing the Slow Down Move Over Law as Bobby's Law, named in honor of her son who was killed in the line of duty in 2017. Her mission is to save lives through education, awareness and training, and to establish a National Slow Down Move Over law to unite and highlight the need for public education and safety for first responders in all 50 States. Ms. Unruh joined the ranks of the many influential and inspiring International Towing Hall of Fame inductees in 2003.



Colonel Gary T. Settle Superintendent, Virginia State Police

Appointed by Governor Ralph Northam in 2018, Colonel Gary T. Settle is the Virginia State Police Superintendent and serves as the chief executive officer of the Department. Colonel Settle oversees the Department's mission to provide the Commonwealth with a comprehensive, responsive statewide police department.

Colonel Settle graduated from the Virginia State Police Academy in 1986 as class president of the 78th Basic Session. His first patrol assignment was in Frederick and Clarke Counties in the State Police Culpeper Division. During his tenure with State Police, he has served as a Tactical Team supervisor, served on the State Police Honor Guard, served as a narcotics and general investigation special agent, and served as a firearms instructor. As he progressed through the ranks, his assignments have taken him to the State Police Culpeper, Wytheville, and Richmond Divisions.

Prior to his appointment as Superintendent, Colonel Settle served as the Director of the Bureau of Criminal Investigation (BCI). He is a graduate of the University of Virginia's National Criminal Justice Command College, as well as of the Naval Postgraduate School. He holds a Master of Arts in Security Studies (Homeland Security and Defense).

Biographies—Building Public Education and Outreach Momentum



Mike Reynard, Associate Administrator for Public Affairs

**Federal Highway Administration, U.S. Department of Transportation
Session Moderator**

Mike Reynard advises USDOT leadership, including the Office of the Secretary, the FHWA Administrator, and other Federal transportation principals, on high-profile media issues and crisis response strategies. He oversees the staff responsible for informing the public on variety of topics, such as the requirements of the Federal Highway program, the status of nationally significant transportation projects, and the overall Agency mission.

Immediately prior to joining USDOT in 2018, Mr. Reynard worked as Director of Communications for the Travel Technology Association. He is a veteran of Capitol Hill, spending nearly 20 years working as a senior communications advisor in both the U.S. Senate and U.S. House of Representatives. During that time, he developed strong working relationships throughout Congress, with national media outlets and key Federal and State coalitions. Originally from Cape Cod, Massachusetts, Mr. Reynard earned a bachelor degree in Political Science at the Catholic University of America, where he was a member of the men's basketball team.



Andrew Guevara, Governmental Affairs Manager American Association of Motor Vehicle Administrators (AAMVA)

Andrew Guevara serves as the Government Affairs Manager AAMVA, a nonprofit organization dedicated to advancing motor vehicle administration, law enforcement, and highway safety. On behalf of AAMVA, Mr. Guevara advocates for transportation policy improvements to benefit highway and public safety at the Federal level and in each of AAMVA's jurisdictional capitals. In addition to focusing on North American transportation policy, Mr. Guevara has a keen interest in global road safety policy. He has represented AAMVA at international bodies, such as the United Nations and the World Bank, and participated in the Oxford Leadership Program for global transport at the University of Oxford.



Allen Stanley, Senior Technical Training and Research Manager American Automobile Association

Allan Stanley is a Senior Technical Training and Research Manager for the American Automobile Association. He brings over 20 years of experience in vehicle research and training development.

Mr. Stanley specializes in developing safe and effective roadside service procedures, creating training curriculum, and assessing effective means of training delivery for the roadside service providers. He is an advocate for roadside workers' safety and dedicated to elevating the public image of the towing industry.



Dr. David L. Harkey, President Insurance Institute for Highway Safety and the Highway Loss Data Institute (IIHS-HLDI)

Dr. Harkey leads IIHS-HLDI, two traffic safety research organizations since January 2018. Before taking the helm at IIHS-HLDI, Dr. Harkey, an engineer by training, led the University of North Carolina Highway Safety Research Center for 11 years. There he directed numerous projects to develop tools and strategies for enhanced safety analysis, improve safety data for researchers and decisionmakers, and develop training materials for safety practitioners. His own research has focused on improving roadway design and operations for all users, including motorists, pedestrians, and bicyclists. Dr. Harkey received a doctorate in Civil Engineering from North Carolina State University and a master degree and bachelor degree in Civil Engineering from the University of North Carolina at Charlotte.



Chief Richard W. Patrick, Director, National Fire Programs United States Fire Administration (USFA)

Chief Patrick joined the USFA in spring 2018 and leads the Administrations, Data, Research, Prevention, Public Education, and Response Assistance mission under the U.S. Department of Homeland Security (DHS), Federal Emergency Management Agency (FEMA). Over his extensive career, Mr. Patrick has served in many capacities, including firefighter, fire lieutenant, fire captain, emergency medical technician, paramedic, flight medic, administrator, chief executive officer, EMS chief, and chief fire officer. He has a master degree in Public Safety Management from Saint Joseph's University in Philadelphia. He also is a graduate of the National Preparedness Leadership Initiative, Harvard's Kennedy School of Government and the Naval Post Graduate School.

Biographies—Improving Traffic Incident Management Through Technology



John Corbin, Automated Vehicle Program Manager FHWA Office of Operations Session Moderator

John Corbin is the Automated Vehicle Program Manager within the FHWA Office of Operations; and also is an Adjunct Professor in the University of Wisconsin-Madison College of Engineering. He previously served as the Director of Traffic Operations in Wisconsin and Iowa Departments of Transportation. Earlier in his career, Mr. Corbin worked as a Traffic Control Engineer for the City of Milwaukee, and as a Construction Engineer for the Illinois Department of Transportation.

Mr. Corbin obtained a Master of Civil and Environmental Engineering through the University of Illinois-Chicago and UW-Madison, and is a Fellow Member of ITE, and a Fellow Member of the American Society of Civil Engineers. He serves as a Subcommittee co-Chair in the Transportation Research Board Committee on Regional Transportation Systems Management and Operations.



Jason Siwula, Assistant State Highway Engineer Kentucky Transportation Cabinet (KYTC)

Jason Siwula has been with the Kentucky Transportation Cabinet (KYTC) since 2000 through KYTC's Transportation Engineering Scholarship, beginning his career in a District Office in the areas of Maintenance, Construction, and Traffic. Mr. Siwula later supported administering of the Highway Safety Improvement Program (HSIP). He joined the KYTC State Highway Engineer's Office in 2014 as the Cabinet's first Innovation Engineer, leading the Cabinet's performance management, research, and innovation programs. Some of the Cabinet's major innovation initiatives include FHWA's Every Day Counts program, CAV initiative, UAS program, and the e-Construction program. Mr. Siwula currently leads the KY Office of Highway Safety in addition to his duties as KYTC Assistant State Highway Engineer for Innovation.

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Captain Robert Hainje **Tippecanoe County Sheriff's Office**

Captain Robert Hainje is a 24-year law enforcement professional and has been with the Tippecanoe County Sheriff's Office, located in Lafayette, IN, for the past 21 years. He currently serves as the Captain of Patrol and Communications. Captain Hainje is a pilot and coordinator of the Unmanned Aerial Vehicle (Drone) Team, Crash Reconstruction and Fatal Alcohol Crash Response Teams, and Water Rescue and Recovery Team, as well as a volunteer firefighter and emergency medical technician. Since 2016, Captain Hainje has been in partnership with colleagues from the Purdue University's Lyles School of Civil Engineering and Joint Transportation Research Program, and has been assisting with research and development in the use of Unmanned Aerial Vehicle systems in Crash Scene Mapping. Captain Hainje is a graduate of Purdue University, an honor graduate of the Indiana Law Enforcement Academy, an ILEA/IACP Certified Instructor, and serves on the Board of Directors for the Indiana Association of Certified Accident Investigators.



Grady Carrick **Enforcement Engineering, Inc.**

Grady Carrick is a retired Florida Highway Patrol Chief, who distinguished himself as a champion for traffic operations and safety during his 30 years with the agency. Since his retirement in 2012, Mr. Carrick has worked with local, State, and Federal agencies, as well as universities to advance a safe and efficient transportation system. He is passionate about traffic safety and responder safety, and he has a national reputation as an advocate for traffic incident management. Mr. Carrick has worked on a variety of projects related to traffic incident management, including the National TIM Responder Training Program, Computer-Aided Dispatch, TIM Data, Safety Service Patrols, TMC Operations, Crash Investigation Technology, TIM Outreach, and Responder Struck-By Reporting. Mr. Carrick has extensive experience in enforcement, engineering, and education countermeasures because of his varied experiences, which he uses to build bridges between enforcement, engineering, and academic worlds.

Biographies—National Traffic Incident Response Awareness Week



Martin C. Knopp
FHWA Associate Administrator, Office of Operations
NTIRAW Master of Ceremonies

Martin C. Knopp was appointed as the Associate Administrator for Operations in 2017. In this capacity, he provides national leadership for the management and operation of the surface transportation system, and is responsible for FHWA's efforts in the areas of congestion management, Intelligent Transportation Systems (ITS) Deployment, traffic operations, emergency management, and freight management and operations.

Prior to his current assignment, Mr. Knopp served as FHWA's Director of Field Services—North, providing leadership and oversight to the 13 northern FHWA division offices in the delivery of more than \$8 billion in Federal-aid in support of FHWA and USDOT initiatives. He has been instrumental in providing strategic national leadership and direction in developing and implementing risk-based stewardship and oversight framework throughout FHWA.



Robert Bemis
Retired State Police Sergeant, Pennsylvania State Police

Sergeant (Ret.) Robert Bemis retired in 2017 as a Supervisor in the Operational Training Division at the Pennsylvania State Police Academy in Hershey. With over 30 years of law enforcement experience, Sergeant Bemis spent more than a decade as a trainer in many police disciplines, specializing in officer safety, self-defense, and civil disorder tactics. He has worked as both a Patrol Trooper and Patrol Supervisor at several stations in western Pennsylvania. He also was assigned to the Forensic Services Unit, investigating major crime and accident scenes. In March 2015, Sergeant Bemis was severely injured while assisting a disabled motorist along an Interstate highway. He continues to provide training on a variety of law enforcement subjects, and travels to raise awareness to the hazards present to emergency responders along our highways. He is a veteran of the United States Marine Corps.

Agency and Association List

Table 1. Acronym list of agencies or associations.

Agency Acronym	Agency or Association Name
AAA	American Automobile Association
AAMVA	American Association of Motor Vehicle Administrators
AASHTO	American Association of State Highway and Transportation Officials
APWA	American Public Works Association
CAPCE	Commission on Accreditation for Prehospital Continuing Education
ERSI	Emergency Responder Safety Institute
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
IACP	International Association of Chiefs of Police
IADLEST	International Association of Directors of Law Enforcement Standards and Training
IAFC	International Association of Fire Chiefs
IAFF	International Association of Fire Fighters
IIHS	Insurance Institute for Highway Safety
ITE	Institute of Transportation Engineers
MWCOG	Metropolitan Washington Council of Governments
NACo	National Association of Counties
NAEMSO	National Association of State Emergency Management Systems Officials
NEMSMA	National Emergency Medical Services Management Association
NGA	National Governors Association
NHTSA	National Highway Traffic Safety Administration
NLC	National League of Cities
NSA	National Sheriffs' Association
NSC	National Safety Council
NVFC	National Volunteer Fire Council
TRAA	Towing and Recovery Association of America
USDOT	U.S. Department of Transportation
USFA	U.S. Fire Administration

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Participant List

Table 2. List of participants and titles.

Participant	Title and Association
Charles Arena	Public Affairs Manager, APWA
Brian K. Atkins	Chief Safety Officer, Virginia Department of Fire Programs
Steve Austin	Project Manager, Cumberland Valley Volunteer Firemen's Association Past President, ERSI
James Austrich	TIM Program, FHWA Office of Operations
Kyle Barnes	FMCSA
Michael Becar	Executive Director, IADLEST
Rob Beidler	Traffic Safety Committee, NSA Undersheriff, Snohomish County Sheriff's Office
Katie Belmore	Assistant Department Manager, HNTB
Robert Bemis	Retired State Police Sergeant, Pennsylvania State Police
Charles Blankenship	Director at Large, NEMSMA Manager, System EMS Transportation, Mission Health, HCA NC Division
Joanne Blyton	President, TRAA and Owner, Dee Jay Bee, Inc.
Valerie Briggs	Director, Office of Transportation Management, FHWA
Andrew Burke	Transportation Planner, Metropolitan Washington Council of Governments
Melvin Byrne	Subject Matter Expert, IAFC
Grady Carrick	Principal, Enforcement Engineering
Steven Casstevens	President, IACP and Chief of Police, Buffalo Grove Police
Jamie Christian	Florida Division Administrator, FHWA
Lydia Conrad	Marketing and Outreach Coordinator, FHWA Office of Operations
John Corbin	Automated Vehicle Program Manager, FHWA Office of Operations
David Covington	Fire Chief (retired), Schertz Fire Rescue
Norris Croom III	International Director for EMS Section, IAFC
Wesley Dawson	Special Assistant, Office of the Deputy Director at District Department of Transportation
Andrea Eales	Director of Government and Public Affairs, APWA
Garrett Eucalitto	Program Director, National Governors Association
Adina Felton	Contracts Specialist, Office of Acquisition, FMCSA
Christine Frank	Highway Safety Specialist, NHTSA

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Participant	Title and Association
Samantha Gaines	Staff Assistant for Governmental Affairs, IAFF
Dia Gainor	Executive Director, NASEMSO
Cathy Gautreaux	Senior Advisor, Office of the Secretary of Transportation, USDOT
Andy Gienapp	President-Elect, NASEMSO
Stephen Glascock	ITS Director, Louisiana DOTD
Darrin Grondel	Chair, GHSA and Director, Washington Traffic Safety Commission
Andrew Guevara	Government Affairs Manager, AAMVA
Robert Hainje	Captain, Tippecanoe County Sheriff's Office, Indiana
David Harkey	President, Insurance Institute for Highway Safety
Caitlin Hughes	Director, Office of Freight Management and Operations, FHWA Office of Operations
James G. Hicks	Chief of Police, Natick Police Department and Vice Chair, State Associations of Chiefs of Police, IACP
Torrance Hill	Multimedia Producer, AASHTO
Cari Jankowski	Project Manager, IACP
Jessica Jennings	Associate Legislative Director—Transportation, NACo
James Jennings	President, Sunshine State Towing Association
Paul Jodoin	TIM Program, FHWA Office of Operations
Mark Kehrli	Director, Office of Transportation Operations, FHWA Office of Operations
Sean Kilcarr	Senior Communications Manager, AASHTO
Jeff King	Safety Specialist, FHWA Arizona Division
Martin Knopp	Associate Administrator for Operations, FHWA
Brittney Kohler	Program Director, Transportation, NLC
Joe Kroboth	Charter Member, ERSI 1 st Vice President, Cumberland Valley Volunteer Fireman's Association
Sarah Lee	Deputy CEO, National Volunteer Fire Council
John Letteney	Vice President, IACP and Chief of Police, Apex Police Department
Jeff Lindley	Chief Technical Officer, ITE
Everett Lott	Deputy Director, DDOT
Kimberly Lowell	Executive Director, Statewide Towing Association of Massachusetts
Randy Maluchnik	Chair, Transportation Steering Committee, NACo Commissioner, Carver County, Minnesota

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Participant	Title and Association
Daniel Marquith	Osceola County Sheriff's Office, Traffic Safety Committee, NSA
David Marsden	Senator, Virginia State Senate
John Marshall	Director, Office of Safety Programs, NHTSA
Cynthia Martineau	Executive Director, TRAA
Galen McGill	System Operations and ITS Manager, Oregon DOT
Paul Milbrath	Traffic Safety Committee Member, NSA Sheriff, Jefferson County Sheriff's Office
Mathew Morgan	Marketing Director, AEM Corporation
Patrick Morrison	Assistant to the General President for Health and Safety, IAFF
Robert Mosier	Sheriff, Fauquier County Sheriff's Office, Virginia
Jim Mullen	Deputy Administrator, FMCSA
Nicole R. Nason	Administrator, USDOT FHWA
T.J. Nedrow	TIM Representative, WA State Fire Fighters' Association Retired, WA State DOT
Alicia Nolan	Division Administrator, Pennsylvania Division, FHWA
James C. Owens	Acting Administrator, USDOT NHTSA
Bill Panos	Director and CEO, North Dakota DOT
Richard Patrick	Director, National Fire Programs, U.S. Fire Administration
Dale Picha	International Board of Directors, Texas District, ITE Traffic Operations Manager, Texas DOT
Sean Polster	Executive Committee Member, NLC
Kevin Quinn	1 st Vice Chair and Chairman of the Health & Safety Committee, NVFC Retired, Deputy Fire Chief, Union Fire District, South Kingstown, RI
Michael Rapich	Colonel, Utah Highway Patrol
Mike Reynard	Associate Administrator for Public Affairs, FHWA
John Rohlf	Director of Field Services, Mid-America, FHWA
Sean Rushton	Communications Director, NHTSA
John H. Rutherford	U.S. Representative, Florida's 4 th Congressional District
Cliff Rudd	Managing Director, American Automobile Association
Michael Sabol	Staff Liaison, Traffic Safety Committee, NSA
Joseph Sagal	CTSO Leadership Member, AASHTO CTSO and Operations Director, Maryland DOT
Josh Schafer	Education Committee, TRAA

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Amy Schick	Grants Management and Operations, NHTSA
Jay Scott	Executive Director, CAPCE
Gary Settle	Superintendent, Virginia State Police
Nancy Singer	Public Affairs Specialist, FHWA
Vaishali Shah	Senior Program Director, Transportation Systems, AEM Corporation
Daniel Sharp	Highway Safety Committee Chair, IACP Chief of Police, Oro Valley Police Department
Jason Siwula	Assistant State Highway Engineer, Kentucky Transportation Cabinet
Shannon Smith	1 st Vice President, Oklahoma Sheriffs Association Sheriff, Seminole County Oklahoma
Ed Sniffen	Deputy Director of Highways, Hawaii DOT
John Soller	Assistant Fire Chief, DC Fire and Emergency Services Department
Patrick Son	Managing Director, National Operations Center of Excellence
Allan Stanley	Manager, Technical Training and Research, AAA
Jane Terry	Senior Director, Government Affairs, NSC
Jonathan Thompson	Executive Director & CEO, NSA
Michael Tooley	Safety Committee Chair, AASHTO Director, Montana Department of Transportation
Michael Touchstone	Past President, NEMSMA
Jim Tymon	Executive Director, AASHTO
Linda Unruh	Committee Member, TRAA and La Linda Consulting, Owner
Grady Valencis	Deputy Director, Health and Safety Operational Services, IAFF
Jack Van Steenburg	Assistant Administrator and Chief Safety Officer, FMCSA
Jake Varn	Policy Analyst, National Governors Association
Peter Voderberg	Assistant Policy Director, State of Ohio Member, National Governors Association
Keith Wages	Immediate Past President, NASEMSO
Cheryl Walker	Associate Administrator for Safety, FHWA
Harry Weed	Former Region 2 Director, APWA and Retired, Superintendent of Public Works
Keith Williams	Program Manager, NHTSA
Stephen Wilson	Board Member, NASEMSO Director, Alabama Department of Health Office of EMS

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Participant	Title and Association
Chad Yarbrough	Legislative Action Network Southeast Representative, TRAA
Scott Yinger	Member, AASHTO-Committee on Transportation Systems Operations Deputy Director of Operations, Maryland State Highway Administration
Patrick Zelinski	Program Manager, Operations Policy, AASHTO

U.S. Department of Transportation
Federal Highway Administration
Office of Operations
1200 New Jersey Avenue, SE
Washington, DC 20590

<https://ops.fhwa.dot.gov>

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