
Transportation Safety Advancement Group (TSAG) National Traffic Incident Management Coalition (NTIMC)

US DOT Executives Briefing

December 16, 2009

1:00 p.m. - 3:00 p.m. EST

U.S. DOT Headquarters, Room E86-124
1200 New Jersey Ave, SE
Washington, DC 20590

Attendees

- Mark Bush, AASHTO
- John Corbin, NTIMC Chairman
- Drew Dawson, NHTSA
- Linda Dodge, RITA, ITS-JPO
- Dan Dytchkowskyj, TSAG Vice Chairman
- Dia Gainor, TSAG Chairman
- Brett Graves, SAIC
- Mike Griffith, FHWA
- Paul Jodoin, FHWA
- Jeff Lindley, FHWA
- Rod MacKenzie, ITSA
- Tom Martin, NTIMC Steering Committee
- Brian McLaughlin, NHTSA
- T.J. Nedrow, NTIMC Vice Chairman
- Paul Pisano, FHWA
- Manny Puentes, TSAG Coordinator/ITSA
- Laurel Radow, FHWA
- Heather Rigdon, SAIC
- Shelley Row, RITA
- Kim Vasconez, FHWA

Briefing Summary

Briefing Background & Purpose of the TSAG and NTIMC

The **TSAG** provides input to the U.S. DOT Research and Innovative Technology Administration (RITA) and RITA ITS Joint Program Office by identifying technology applications that address surface transportation safety challenges. The TSAG promotes transportation safety and efficiency through optimized connectivity between and among travelers, vehicles, infrastructure, and public safety providers. There are three operating principles:

1. Public safety through technology
2. Strategic partnerships
3. Public Safety through knowledge transfer

The **NTIMC** was formed in 2004 to promote the safe and efficient management of traffic incidents. It is a multidisciplinary coalition of national organizations representing transportation, law enforcement, fire, emergency medical services (EMS), public safety communications, and towing and recovery communities. NTIMC members work together to promote responder safety, traffic incident management (TIM) programs, standards, best practices and performance measures, and appropriate research.

Review of the June 2009 Briefing to U.S. DOT Executives

U.S. DOT Executives confirmed that all areas highlighted from the June briefing are still valid but emphasized the importance of performance management of TIM and professional and organizational capacity development. In addition, there are many areas for coordination with NHTSA, especially EMS.

Overview of Discussion

RITA work areas will focus around wireless connectivity.

- Vehicle to vehicle (V2V)
- Vehicle to infrastructure (V2I)
- Real time data collection and testing
- Dynamic mobility applications
- Vehicle based applications around weather and environment

There will be a modal focus on using wireless technology, and this is a good opportunity to consider public safety applications that can be incorporated. A conference in March focusing on what's next with NG911 can serve to highlight opportunities for vehicle-to-vehicle technology applications and public safety.

Driver distraction is a hot topic for the U.S. DOT. Vehicle-to-vehicle and vehicle-to-infrastructure applications have a lot of potential, but the Department must be sensitive to driver distraction. RITA has organized a follow-on group to the Distracted Driving Summit with NHTSA, FMCSA, FTA and FRA. A distracted driver research plan is being developed and there will be two demonstration sites to evaluate the effectiveness of high-visibility enforcement (HVE) campaigns to determine how public opinion is affected before and after the campaigns. NTIMC has initiated a research agenda for emergency responder visibility that could fit into the Department's distracted driver research topic.

A Transportation Research Board Ambulance Transport Safety Summit was held October 29, 2009 to address issues regarding emergency vehicle safety. Emergency response vehicles do not fall into any of the U.S. DOT mode categories. RITA expects to conduct field tests and demonstrations to collect data that NHTSA needs to develop regulations. There are vehicle-to-vehicle and vehicle-to-infrastructure technology applications that might help. TSAG and NTIMC should watch for opportunities and advise FHWA when public safety topics can dovetail with other research agendas.

TIM emergency responder injury and fatality data is very limited. Different organizations have some tracking of fatalities through memorial and line of duty death pages on their websites. Almost all incident reporting is driven by police incident reports. NHTSA suggests a bottom-up approach: obtain practitioner agreement on protocols for collecting data in each jurisdiction and then start collecting data. Practitioners are the best place to start with developing data collection protocols.

TSAG Activities

- Finalized its 2010 – 2012 Strategic Plan.
 - Working on an approach for packaging significant technology for public safety issues. TSAG will address these in the form of technology related public safety challenges.
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- Continuing case study workshops, noting workshop attendance is growing with the most recent workshop on the Mexican Hat, Utah Motor Coach crash exceeded 200 participants.
 - Reviewing and documenting state level ITS Strategic Plans to identify ITS applications for public safety, and specifically for emergency management and incident response.
 - From the ITS Strategies for Public Safety project, promote best practices and model deployments for ITS and related technologies for public safety.
 - Forging Strategic Partnerships with like interest organizations toward leveraging resources and knowledge transfer efforts.

NTIMC Activities

- Formed an Interoperability Working Group
- Formed the TIM Network
- Tracking activities supporting NUG strategies in a matrix.
- Planning a virtual TIM conference for 2010.

U.S. DOT Executive Comments on High Priorities

Lindley – Performance management is gaining a lot of momentum (performance measurement is an element of performance management). FHWA needs to determine what the few metrics should be out of the many to choose from. Any insight from TSAG/NTIMC would be helpful.

Row – U.S. DOT wants to capitalize on social networks (i.e., FaceBook).

Dawson & McLaughlin – NHTSA is incorporating the results of NG911 into the National 911 office. The agency is also working on advanced automatic crash notification.

Pisano – FHWA will be awarding two (2) grants/contracts to use CLARUS for innovative missions. How to use CLARUS for public safety/emergency response would be a good application.

Vasconez - Center to center (TMC to EOC) interoperability is a good way to collaborate and would be a good topic for developing a research agenda.

Griffith – The FHWA “Toward Zero Deaths” strategy brings together stakeholders. White papers will identify strategies and initiatives over the next several years. TSAG and NTIMC are invited to participate

Initial Actions for TSAG and NTIMC

1. Better liaison with and consistently track National Transportation Operations Coalition initiatives.
 2. Investigate the applicability of NHTSA Distracted Driver related “high visibility enforcement campaigns” to Move-Over enforcement.
 3. Track and integrate the Distracted Driver Research Agenda into relevant efforts, such as the Visibility Research Agenda (ATRI).
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4. Similarly integrate follow-up to the TRB Ambulance Transport Safety Summit into a broader “highway emergency response vehicle requirements” track within the Visibility Research Agenda (ATRI).
NOTE: INVOLVE BRIAN CRONIN IN NCHRP 20-7 (282) WORKSHOP
 5. Accelerate the NTIMC “Performance Measurement (Management) Systems Conceptual Development” initiative (FY 2010 Q2), integrating key elements into NCHRP 20-7(282). Recommend TIM-related measures to be considered in U.S. DOT “critical few” (4-5 total) measures that are likely to be incorporated into reauthorization.
 6. Incorporate into performance measurement/management efforts a follow up on the highway emergency responder incident tracking system, subject to the following considerations:
 - a. Use standardized, bottom-up (state-by-state), responder group based reporting protocol and data standards
 - b. Consider TRACS, SHSP & AASHTO roles, FARS relevance, etc.
 - c. Include a research project concept into NCHRP 20-7(282) Visibility Research Agenda to define functional requirements and data standards for the tracking system
 7. Resonate with RITA wireless connectivity V2V and V2I (IntelliDrive) initiatives through the March workshop and the Interoperability Working Group.
 8. Identify vehicle-to-vehicle and vehicle-to-infrastructure technology with specific benefit to public safety emergency response vehicles that may be suitable for demonstration projects or field tests.
 9. Anticipate the FHWA “Broad Announcement” soliciting applications for CLARUS demo projects, based upon its January 10 workshop at TRB. Consider relevance to the March workshop and interoperability working group.
 10. Discuss TIM training developments with Mac Lister, RITA Professional Capacity Building (PCB) Program Manager.

Adjournment

Corbin and Gainor thanked the U.S. DOT leadership for their time and continued guidance and support of the NTIMC and TSAG. The meeting was adjourned at 3:00 p.m. EST.
