

TRAFFIC INCIDENT MANAGEMENT FOR THE BALTIMORE REGION (TIMBR)

June 1, 2016

SHA State Highway Administration SOC Training Room

10 A.M. to 12 P.M.

MINUTES

The meeting was called to order at 10:00 A.M. by Mr. Chris Letnaunchyn. There were several new representatives from local agencies, and it was noted that TIMBR is where local and state traffic incident responders can meet each other, discuss issues, and identify solutions.

[Handout: Agenda and Meeting Presentation]

1. REVIEW OF MINUTES

The March 2, 2016 minutes were reviewed and approved.

2. UPDATE ON HAZMAT RESPONSE ACTIVITIES FROM MARYLAND DEPARTMENT OF THE ENVIRONMENT

Mr. Alan Williams provided an update on activities at the Maryland Department of the Environment. MDE recently had a truck inspection event. There were over 400 trucks stopped and inspected and approximately 25% of the trucks were taken out of service because of the tires. A similar inspection event for commercial buses occurred in DC, where approximately 30% were taken out of service.

3. TIM MEMORANDUM OF UNDERSTANDING

Ms. Eileen Singleton noted that SHA developed a TIM MOU which has been signed by SHA and MSP. Other incident response agencies are being encouraged to sign the MOU.

The MOU is a conceptual MOU that does not require resources or statistical follow up. The MOU identifies the roles of the different agencies involved with responding to traffic incidents and also provides guidelines on coordinating all the agencies so that all agencies are working safely and efficiently.

The Maryland Chiefs of Police and Fire Chief Associations support the MOU, and Mr. Scott Yinger and Mr. Mike Tagliaferri are working with them to gain support of their members. As part of the process,

they have been asked to participate in the Chiefs of Police Traffic Safety Committee. In addition, CHART and MSP will present information on Traffic Incident Management and the MOU at the Maryland Chiefs of Police and Maryland Sheriff's Association 2016 Professional Development Seminar in Ocean City.

The MOU was also sent to the Baltimore Washington Parkway Commission which is led by the National Park Service. The MOU opened a dialog about looking at strategies to improve safety and coordination with incident response agencies on the Baltimore Washington Parkway.

It was suggested that a 30 second to 1-minute video be created to get more incident responders and other people behind the TIM movement.

4. AGENCY UPDATES

TIM Training Update

Thirteen percent of the incident responders in Maryland have taken the SHRP 2 training Class. SHA is offering several training opportunities for all incident responders, contact Mr. Pat Rooney, SHA Training and Certification Manager (prooney@sha.state.md.us) for more information. Also, upcoming In-Classroom TIM training can be found on line at: <https://sites.google.com/a/baltometro.org/maryland-tim-training-courses/> Information on the training is also sent to MEMA for distribution. If you are a Trainer and can help set up a TIM class, please contact Pat Rooney.

Towing

The Towing and Recovery Professionals of Maryland (TRPM) recently to prepare informational bullet points on the newly proposed COMAR towing regulations. The proposed regulations are similar to the previous policy, which formalizes the towing request.

The State Extreme Weather Towing Contract is up for renewal and towing and recovery companies are being asked for input, especially what prerequisites should be included in the contract and what type, if any, incentive program should be included to remove vehicles from the roadway more quickly. The contract is for the state and will apply to state roads (targeting interstates and major roadways) or state vehicles. The contract is not for moving wrecked vehicles.

5. FOLLOW UP ON BALTIMORE REGION TIM CONFERENCE

Ms. Singleton noted that the TIM Conference was held on April 20, 2016, at the Maritime Institute. There were approximately 160 attendees, of which 52 people indicated that they have taken the TIM Train-the-Trainer course and 42 people were interested in taking the TIM Train-the-Trainer course.

The conference focused on: 1) responder safety; 2) TIM Training; and 3) encouraging more TIM trainers to schedule training sessions. After the conference there was a lot of interest generated in having SHRP2 Training.

Overall, the conference was well received, evaluations were given out and participants were asked to score on a 5.0 scale, the results are shown in table 1. In addition to the scores, suggestions for other

conference topics were offered (e.g., best practices from a big metro area, how can drones help with TIM, more in depth discussion of a discipline, etc.).

It was noted that drones are being used by DOTs but there are limitations as to what they can do.

Funds remain and will be used to engage TIM trainers to teach the course and enhance the SHRP 2 training.

Table 1 – TIM Conference Evaluation Summary

	Average	# Responses
Welcome	4.5	55
Implementing TIM Training in TN	4.6	58
Building Blocks for a Strong TIM Program in MD	4.4	54
Identifying Practices that Enhance Communication, Coordination, & Cooperation	4.6	56
Connecting the Dots: How do the Pieces Fit Together to Support You?	4.6	55
What Can You Do? Overview of TIM Training	4.6	52
Location	4.9	60
Meeting Room	4.9	60
Time of conference	4.8	60
Refreshments / lunch	4.9	58

6. DISCUSSION OF RECENT EVENTS

There were many events that took place since the last meeting:

Eastern Shore Operations

The Eastern Shore Operations started up for the summer season and things have started off without any major issues.

Baltimore County

There was an overturned school bus, and the event was well managed. CHART TOC 4 was called and a CHART vehicle was sent to assist in setting up a detour.

The President’s visit to a mosque in Baltimore County required a multi-agency, multi-jurisdictional coordinated effort for a police escort for the President because the weather conditions resulted in a change in travel mode for President; it was decided that he would travel to Baltimore by car rather than helicopter. The last minute change in plans caused minimal disruption to the traffic while the President arrived safely and on time to his destination.

7. TIMBR TASK FORCE UPDATE

The Funeral Procession contact list continues to be distributed quarterly.

The Escorted Motor Rides Task Force is on hold now. However, there are several Motor Rides planned for the summer. Some police agencies are providing assistance; however, the rides note that the rules of the road apply.

The Performance Measures task force is focusing on fatal incidents.

8. OTHER BUSINESS

The next meeting will be held on September 7, 2016, at the SOC in Hanover Maryland. The meetings will be held quarterly, but will remain the first Wednesday of the Month. Below is the 2016 Meeting Schedule:

- September 7, 2016
- December 7, 2016

The meeting adjourned at 12 P.M.

Members

Michael Cortes, III – Baltimore County Police
Mark Crump – Baltimore County Police
Eric Fogle – State Highway Administration – CHART
Mark Harris – Maryland Department of Transportation
Bill Johnson – State Highway Administration – OOM
Tanya King – Daniel Consultants, Inc.
Michael Lane – Harford County Sheriff, Traffic Unit
Brian Lawrence – Maryland Authority Police
Chris Letnaunchyn – Carroll County DPW, Bureau of Eng.
Patty Murawski – State Highway Administration – CHART
Raj Sharma – Baltimore City Department of Transportation
Michael Tagliaferri – Maryland State Police
Todd Walker – Baltimore County Police
Alan Williams – Maryland Department of the Environment
Scott Yinger – State Highway Administration – CHART

Staff

Eileen Singleton – Baltimore Metropolitan Council