

I-95 Corridor Coalition – New England HOGs Vermont Towing and Quick Clearance Response State/Regional Information Exchange

Meeting Summary December 4, 2019 Vermont Agency of Transportation



I 95 Corridor Coalition

Organizers

Denise Markow - I-95CC's Director of Transportation Systems Maintenance and Operations (TSM&O) and,
Mary Grace Parker the I 95 CC's Director of Freight.

Presentations

Todd Leiss, Traffic Incident Management Coordinator,
Pennsylvania Turnpike Commission - Safe Quick Clearance
Alvin Marquess, Jacobs -



Attendees

Vermont Agencies

- Vermont State police
- DMV Police
- VT Agency of Transportation
- Towing and Recovery
- Vermont Truck and Bus Assoc.

Neighboring Agencies

- NY State Police
- Connecticut State Police
- NY DOT
- Association du Dépannage du Québec

(Towing Association of Québec, Canada)

Background

- The Vermont Agency of Transportation (VTrans) requested the I 95 Corridor Coalition (I-95CC) conduct an Information Exchange workshop on the subject of Heavy-Duty Towing
- Towing has been an issue that has been brought up over the last three years by states in the Coalition
- The Coalition previously held two other information exchange sessions in Pennsylvania and Maine



Vermont TIM Quick Facts

- Vermont leads the country on percentage of responders trained
 - Vermont State Police oversee the Traffic Incident Management training program
 - Towers are required to take the training
 - Training in Fire and Police Academies
- DMV Police responsible for investigating truck crashes
- Vermont State Police and the DMV Police currently use towing rotation lists
- VTrans partnered with Maine and New Hampshire to deploy an Advanced Transportation Management System (ATMS)
- Typically 3 to 9 fatal truck crashes a year



Agency Perspective

- Michael Kollman - president of the Vermont Towing Association
- Sgt. Owen Ballenger – Vermont State Police
- Lt. Gene Cote – DMV Police
- Bill Smith – Representing the Vermont Truck and Bus Association



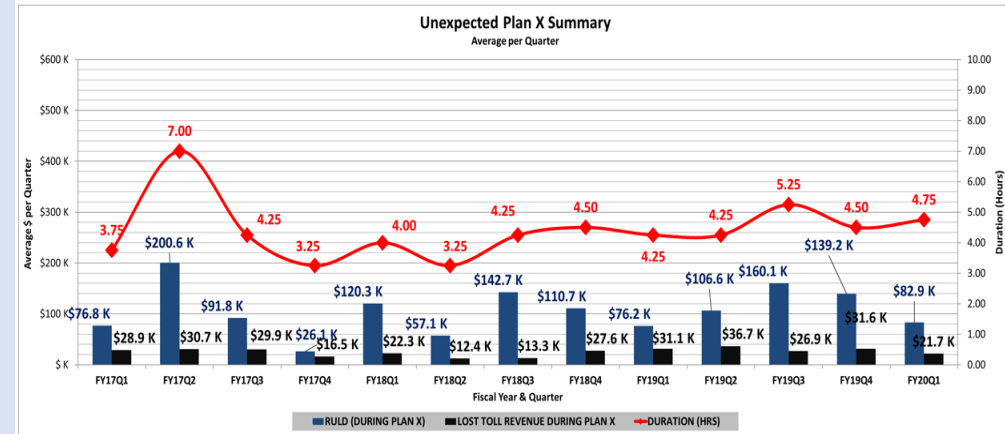
Presentations

Todd Leiss – TIM & Safe Quick Clearance Lessons Learned

Why the Need For TIM?

Effective TIM saves the lives of emergency responders who are often killed or injured at incident scenes by passing vehicles:

- Over 36,500 Americans are killed in highway crashes each year.
- "Struck-Bys" are the 2nd leading cause of accidental law enforcement officer death and account for 20% of on-duty firefighter deaths per year.
- **The likelihood of a secondary crash increases by 2.8% for each minute the primary incident stays active.**
- Every minute of lane closure can cause up to 4 miles of backlog.



- LODD Video:
<https://www.magisto.com/video/N14VMEUKQDBrVhtiCzE?!l=vsm&o=w&c=c>

Alvin Marquess - Best Practices & Lessons Learned in Heavy Towing





Identified Challenges

- Vermont DMV Police investigation division limited manpower
- Canadian commercial vehicles need to be towed back to Canada
- Issues with trucks using navigation tools such as WAZE, Google Maps
- Heavy-duty towing rotation list requirements

Identified Challenges

- Cell service can be spotty to nonexistent in some areas of
- Recent consolidation of dispatch centers
- Receiving an accurate depiction of the incident scene



Potential Action Items

- Improve communications between responding agencies and other agencies at the scene of an incident
- Towing companies would like to improve communications with Vermont State Police and DMV Police
- Technology to pictures or video from the scene
- Dispatchers and responder's familiarity with each other and their roles



Potential Action Items

- Vermont towing association non-association tow companies develop a checklist for Public Safety Dispatchers
- Tow companies provide a better description or justification of charges
- Review the revised crash reporting forms from Vermont Agency of Transportation to better understand incidents and response.
- Annually or semi-annually, convene a meeting of responder agencies to include TMC personnel, Public Safety Dispatchers, VSP and DMV Police



Potential Action Items Cont'd



- Establish a meeting to include the tow companies, truck/bus companies and insurance companies in order to begin a dialog
- Joint classes between DMV CV Investigators and VSP
- Research and collect best practice information from other states
- Bring all public agency stakeholders together to develop and agree to a plan to bring the towing response in Vermont to the next level
- Simplify the plan and present it to the Executive Team as a multi-agency approach for possible legislative action

Follow Up Items

- Continued agency coordination meetings
- Continued training of responders
- Follow up meeting with the Vermont agencies for the agencies to identify action items to advance and a timeline



Thank You

Alvin Marquess

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