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00:00:07.540 --> 00:00:13.789

Gamunu "Gam" Wijetunge: Welcome everyone to the latest installment of Ems. Focus a collaborative Federal Webinar series.

2

00:00:13.950 --> 00:00:24.539

Gamunu "Gam" Wijetunge: I'm Gam, Wijetunge, director of Nitsa's office of Ams. Together with our Federal partners. Nita's office of Ems is focused on advancing a national vision for Ems.

3

00:00:25.210 --> 00:00:31.729

Gamunu "Gam" Wijetunge: The projects we undertake and the resulting resources for the Ems community help with system improvements

4

00:00:31.760 --> 00:00:47.970

Gamunu "Gam" Wijetunge: measuring the health of Ems systems nationwide and delivering the data that Ems leaders need to advance their individual systems. Another role of the office is to educate the Ems community on new innovations, processes and technologies that it can help

5

00:00:48.000 --> 00:00:51.190

Gamunu "Gam" Wijetunge: provide improved and more efficient patient care.

6

00:00:51.690 --> 00:01:02.070

Gamunu "Gam" Wijetunge: This Free Webinar Series, hosted by the Nitsa Office of Ems is a unique opportunity for Federal Ems agencies and industry experts to share information with the Ms. Community

7

00:01:02.730 --> 00:01:14.329

Gamunu "Gam" Wijetunge: Ems focused conducts webinars several times each year on issues that are reporting to the Ems community and provides you with timely information on what Federal agencies are doing to address issues.

8

00:01:14.790 --> 00:01:28.289

Gamunu "Gam" Wijetunge: Today's webinar is being recorded and will be archived on Ems Gov for future viewing. There'll be time at the end of the day's webinar for questions. But please submit your questions. Using the Q. A. Tab throughout the webinar

9

00:01:31.620 --> 00:01:32.590

Gamunu "Gam" Wijetunge: next slide

10

00:01:35.340 --> 00:01:42.330

Gamunu "Gam" Wijetunge: for today's agenda, we'll be highlighting Dot's commitment to traffic incident management, or Tim.

11

00:01:43.020 --> 00:01:50.639

Gamunu "Gam" Wijetunge: one of our panelists, will account a personal story involving traffic incident management, and how changes were made at a local level.

12

00:01:51.310 --> 00:01:54.970

Gamunu "Gam" Wijetunge: We'll also review the benefits of Tim training for Ems.

13

00:01:55.100 --> 00:02:02.940

Gamunu "Gam" Wijetunge: and how the Federal Highway administration knits, and others are educating clinicians to reduce death and disability.

14

00:02:03.330 --> 00:02:06.490

Gamunu "Gam" Wijetunge: and then we'll have some time at the end for questions and answers

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00:02:07.690 --> 00:02:16.029

Gamunu "Gam" Wijetunge: joining me today. Kicking off the webinar is Mark Kehrl, the director of the Federal Highway Administration's office of transportation operations.

16

00:02:16.570 --> 00:02:31.950

Gamunu "Gam" Wijetunge: I'm going to share a little bit about the office of the Ms. And our current efforts to promote the national roadway safety strategy addressing responder traffic incident management and then hand it over to Mark and his team. Talk more about statistics, resources and training.

17

00:02:35.190 --> 00:02:53.080

Gamunu "Gam" Wijetunge: The Nitsa office of emergency medical services which also houses the National 901 program supports the improvement of patient care and the out of hospital setting on a national level. We do so in 3 ways, bringing together available data and industry experts to identify the most critical issues facing the profession.

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00:02:53.210 --> 00:03:00.340

Gamunu "Gam" Wijetunge: tackling those issues through collaboration with partners, including other Federal agencies and national ems, organizations

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00:03:00.550 --> 00:03:06.139

Gamunu "Gam" Wijetunge: and providing awareness and education about best practices and evidence-based guidelines.

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00:03:09.010 --> 00:03:20.459

Gamunu "Gam" Wijetunge: The national roadway safety strategy was unveiled by Secretary Pete Budaj and early 2,022, and it provides a framework for dot actions to reduce death and disability on our roadways.

21

00:03:20.810 --> 00:03:32.329

Gamunu "Gam" Wijetunge: The safe system approach means that our responsibility does not end when a crash occurs. Caring for people injured in a crash to prevent their injuries from becoming fatal is just as critical.

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00:03:32.560 --> 00:03:43.700

Gamunu "Gam" Wijetunge: The timing of the rival of ambulances and emergency responders is a major factor, and whether an injured person survives a crash and crash location is a major determinant of response time

23

00:03:44.740 --> 00:03:54.760

Gamunu "Gam" Wijetunge: priority areas include shortening response time to enhance survivability of crashes to expedient access to rooms and medical care and improving the quality of Ems data.

24

00:03:54.980 --> 00:04:04.239

Gamunu "Gam" Wijetunge: It will also promote a safer working environment for first responders by preventing secondary crashes through robust traffic incident management practices, or Tim

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00:04:06.860 --> 00:04:08.109

Gamunu "Gam" Wijetunge: next slide, please

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00:04:11.080 --> 00:04:23.950

Gamunu "Gam" Wijetunge: between 2,011 and 2,020, over 370,000 people died in transportation incidents in the United States, and more than 94% of those fatalities occurred on our roadways.

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00:04:24.490 --> 00:04:33.179

Gamunu "Gam" Wijetunge: The national roadway safety strategy uses the safe system. Approach to guide specific activities and post-crash care is a key element of this approach.

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00:04:33.790 --> 00:04:37.690

Gamunu "Gam" Wijetunge: as you see on the slide, that the Ssa principles include

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00:04:37.820 --> 00:04:45.979

Gamunu "Gam" Wijetunge: that death and serious injuries are unacceptable. Humans makes mistakes. Humans are vulnerable responsibility shared.

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00:04:46.090 --> 00:04:49.930

Gamunu "Gam" Wijetunge: Safety is proactive, and redundancy is crucial.

31

00:04:52.430 --> 00:04:58.529

Gamunu "Gam" Wijetunge: Our objectives under the safe system approach include safer people, safer roads.

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00:04:58.550 --> 00:05:01.660

Gamunu "Gam" Wijetunge: safer vehicles, safer speeds

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00:05:01.720 --> 00:05:03.450

Gamunu "Gam" Wijetunge: and post-crash care.

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00:05:03.920 --> 00:05:14.340

Gamunu "Gam" Wijetunge: as I mentioned, that focuses on enhancing survivability of crashes to speeding access to Ramsey, medical care as well as creating a safe working environment for first responders.

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00:05:15.980 --> 00:05:17.369

Gamunu "Gam" Wijetunge: Next slide, please.

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00:05:19.330 --> 00:05:33.960

Gamunu "Gam" Wijetunge: There are 3 key post-crash care activities that is undertaking relating to post crash, care, improve the delivery vms, improve national ems, data quality and improve on scene safety through outreach and training.

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00:05:34.100 --> 00:05:39.789

Gamunu "Gam" Wijetunge: Again, our responsibility is not in when it crash occurs. Carrier for people. Engineer crash

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00:05:40.010 --> 00:05:43.849

Gamunu "Gam" Wijetunge: is just as critical. Next slide, please.

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00:05:47.190 --> 00:05:53.749

Gamunu "Gam" Wijetunge: the.is created a public website to help track activities toward the implementation of the Nrss.

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00:05:53.950 --> 00:06:04.900

Gamunu "Gam" Wijetunge: You want to learn more about these specific actions within post-crash care. Please use the QR code on this slide to access the dot's dashboard and you can check it out yourself.

41

00:06:06.010 --> 00:06:07.389

Gamunu "Gam" Wijetunge: Next slide. Please.

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00:06:11.540 --> 00:06:18.439

Gamunu "Gam" Wijetunge: Key to implementation of the bipart of the Nrss is the bipartisan infrastructure law, which

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00:06:18.560 --> 00:06:29.020

Gamunu "Gam" Wijetunge: included a 50% increase in original funding availability for these efforts. That's 5 to 6 billion dollars over the next 5 years.

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00:06:29.190 --> 00:06:42.480

Gamunu "Gam" Wijetunge: So we encourage participants in this webinar to talk to your state, regional and local highway safety officials about providing technical knowledge about Ems to help implement plans for improving roadway safety.

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00:06:45.600 --> 00:06:56.940

Gamunu "Gam" Wijetunge: Again, when you have this conversation with your local highway safety officials, you are the post crash care specialists. So you can provide critical information to help improve outcomes. Next slide, please.

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00:07:00.770 --> 00:07:05.900

Gamunu "Gam" Wijetunge: In Fy. 22. The new safe streets and roads for all program

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00:07:05.920 --> 00:07:17.699

Gamunu "Gam" Wijetunge: announced over 800 million dollars in grants to 510 communities across the United States, including 473 action planned grants which can include post-crash care.

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00:07:18.000 --> 00:07:30.880

Gamunu "Gam" Wijetunge: The action plan grants assist communities that do not currently have a roadway safety plan in place. So we recommend that state and local Ems and 911 offices. Look up local action plan recipients

49

00:07:31.600 --> 00:07:44.449

Gamunu "Gam" Wijetunge: to inquire how you might play a role in developing these critical action plans. Go to transportation, go backslash grants backslash. Ss. For a to learn more

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00:07:44.960 --> 00:07:46.370

Gamunu "Gam" Wijetunge: next slide, please.

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00:07:51.290 --> 00:07:58.429

Gamunu "Gam" Wijetunge: Nitz's office of the Ems commitment to responder safety goes beyond our collaboration with the Federal Highway Administration.

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00:07:58.540 --> 00:08:10.160

Gamunu "Gam" Wijetunge: We are also planning to collaborate with other agencies like the U.S. Fire Administration, to increase awareness and knowledge about this critical topic and how we can prove responders. Safety on our roadways

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00:08:11.640 --> 00:08:13.050

Gamunu "Gam" Wijetunge: next slide, please.

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00:08:17.850 --> 00:08:34.910

Gamunu "Gam" Wijetunge: So just some upcoming deadlines and why collaboration with highway safety is so important. It's not too late to reach out and talk about mutually beneficial projects and activities, including post crash care and Tim training with your local and State highway safety officials

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00:08:36.659 --> 00:08:37.970

Gamunu "Gam" Wijetunge: next slide, please

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00:08:40.590 --> 00:08:55.519

Gamunu "Gam" Wijetunge: on that note. I now like to turn it over to Mark Kehrl, director of the F. Hwa. Office of Transportation operations to choose what he and his team are doing to promote traffic, incident, management and to highlight some of their key Tim strategies, mark.

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00:08:56.570 --> 00:08:58.850

Mark Kehrl: Thank you. Gam and

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00:08:58.870 --> 00:09:06.259

Mark Kehrl: before I give up very brief overview of traffic instead of management, I want to thank you and your office for

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00:09:07.040 --> 00:09:16.420

Mark Kehrl: to great support and help and friendship over the years and advancing traffic incident management to all the different disciplines. In particular, the Ems discipline.

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00:09:16.540 --> 00:09:31.529

Mark Kehrl: I've got a couple of slides. We had very high level to talk about what traffic incident management is, and then a couple of my colleagues going to be talking more about some of the specific items that we have going on in particular.

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00:09:31.820 --> 00:09:34.979

Mark Kehrl: them training program in the Tim Outreach program.

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00:09:35.070 --> 00:09:40.380

Mark Kehrl: So let me just give an overview of What is Tim?

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00:09:41.180 --> 00:09:49.079

Mark Kehrl: There have been nearly 40. There were nearly 43,000 people killed in motor vehicle crashes on us roadways

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00:09:49.100 --> 00:09:51.269

Mark Kehrl: during 2,021.

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00:09:51.430 --> 00:09:57.269

Mark Kehrl: That's a 10% increase from the 39,000 fatalities in 2,020.

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00:09:57.350 --> 00:10:17.309

Mark Kehrl: The estimated number of people injured on our railways increase in 2,021 to 2.5 million people rising from 2.2 8 million in 2,020, which is a little bit over 9% increase. The estimated number of police reported traffic crashes increase 5.2

67

00:10:17.390 --> 00:10:35.160

Mark Kehrl: increase from 5.2 5 million in 2,020 to 6.1 million in 2,021, a 16% increase. Each of these crashes is a hazardous situation, and every 6 s the responders, but in his or her life.

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00:10:35.350 --> 00:10:38.219

Mark Kehrl: They at risk helping motorists on roadways.

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00:10:38.270 --> 00:10:52.120

Mark Kehrl: traffic, and some management is the science in practice of safely and quickly detecting, managing, and clearing all types of railway incidents, from crashes to stall vehicles to railway debris.

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00:10:52.460 --> 00:10:56.659

Mark Kehrl: Tim focuses on collaboration and coordination through trainee

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00:10:56.670 --> 00:11:02.229

Mark Kehrl: after action reviews sharing the data use of technologies and tools.

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00:11:02.850 --> 00:11:04.509

Mark Kehrl: Yeah, the reason for

73

00:11:04.600 --> 00:11:18.019

Mark Kehrl: our presentations today is to ask your help in making sure that the Ems community uses these good practices, and takes advantage of all of the training and other opportunities that are available.

74

00:11:19.700 --> 00:11:20.690

Mark Kehrl: Next slide.

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00:11:27.940 --> 00:11:33.780

Mark Kehrl: For the nearly 40 years that traffic is, the management practice has been around. We know it works.

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00:11:34.100 --> 00:11:41.319

Mark Kehrl: We know that multidisciplinary 10 committees are effective at collaborating to managing incidents.

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00:11:41.690 --> 00:11:47.310

Mark Kehrl: We know that traffic responder training reduces secondary crashes involving responders.

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00:11:48.040 --> 00:11:59.739

Mark Kehrl: Some of the early data that we received the Arizona Department of Public Safety was an early adopter of traffic incident management and the Tim training program. When the Us. Dot went to Arizona

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00:12:00.000 --> 00:12:04.530

Mark Kehrl: to look at crash data to see if the training had any impact on safety.

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00:12:04.580 --> 00:12:17.019

Mark Kehrl: they found that between 2,012. When the training was first rolled out in 2,015, there was a 30% decrease in secondary crashes, involving incident responders as compared to the

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00:12:17.500 --> 00:12:21.090

Mark Kehrl: is compared to before the tem practices were in place

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00:12:21.480 --> 00:12:30.889

Mark Kehrl: in Maryland, Virginia, and Oregon. They all conducted studies and found 30 to 35% reduction in a time to clear railway incidents

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00:12:30.970 --> 00:12:32.790

Mark Kehrl: through 10 practices.

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00:12:33.460 --> 00:12:45.410

Mark Kehrl: We also know policies and legislation such as move over authority, removal help clear incidents quickly. Enforcement. To move over laws, keeps our responders safe.

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00:12:46.050 --> 00:12:47.250

Mark Kehrl: And finally.

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00:12:47.260 --> 00:12:52.860

Mark Kehrl: keeping key data helps agencies, understand what is working well and what can be improved.

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00:12:53.200 --> 00:12:59.559

Mark Kehrl: So with that again, our ask is that if you're not involved in the Tim train program.

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00:13:01.290 --> 00:13:17.210

Mark Kehrl: you consider it and here, what our folks had to say about the training it's been done so far, and how you could be engaged in that and other forms of Tim Outreach Gam. Thank you very much for inviting us today's session and your friendship throughout the years.

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00:13:18.150 --> 00:13:20.299

Gamunu "Gam" Wijetunge: Thank you, Mark. Glad to have you here.

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00:13:21.230 --> 00:13:37.130

Gamunu "Gam" Wijetunge: Our the 3 panelists for today's webinars, our webinar, are. Meghan Quinn, of the Glen Echo, fire department in Montgomery County, Maryland, and 2 of Mark's team, Joe Tebo and Jim Austrich from the Federal Highways office of transportation operations.

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00:13:37.410 --> 00:13:47.170

Gamunu "Gam" Wijetunge: I'll now turn it over to Meghan, a 16 year veteran, volunteer firefighter and A. And T. To share her personal experience with a roadway incident on a busy highway.

92

00:13:47.480 --> 00:13:49.400

Gamunu "Gam" Wijetunge: Thank you for joining us today, Megan.

93

00:13:52.870 --> 00:13:57.069

Meghan Quinn: Good afternoon, Gam, and thank you for having me here. I'm

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00:13:57.510 --> 00:14:07.729

Meghan Quinn: excited to be able to share this story of the experience that my crew had, in the hopes that it prevents the same incident happening happening to someone else.

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00:14:07.870 --> 00:14:21.250

Meghan Quinn: in 2,015. My ambulance crew responded to what sounded like a fender Bender on the shoulder of a busy multi-lane interstate highway in the Washington DC. Area.

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00:14:21.710 --> 00:14:27.310

Meghan Quinn: When we got on scene there was just a single car that had been damaged that was sitting on the side of the road.

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00:14:27.630 --> 00:14:40.100

Meghan Quinn: It was a busy evening. There was a lot of bad weather in the area, so we were sent as a single ambulance responding to this incident. There wasn't an engine company, or any other piece of heavy apparatus that was sent with us.

98

00:14:40.290 --> 00:14:43.519

About 8 min after we got on scene.

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00:14:43.970 --> 00:14:59.530

Meghan Quinn: a drunk driver, who was piloting a very large pick up truck going about 80 miles an hour and a 55 mile an hour. Zone lost control of his vehicle, spun out across all the lanes of traffic and struck the card that our patients were in.

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00:14:59.730 --> 00:15:08.869

Meghan Quinn: In the process of this the impact ended up throwing to the Emts who are on my ambulance a significant distance.

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00:15:09.390 --> 00:15:27.420

Meghan Quinn: Fortunately we are able to activate additional resources, and very quickly had additional responders on scene to help care for both of my injured emts, as well as the occupants of the vehicle that had originally been involved in just a minor fender bender

102

00:15:27.560 --> 00:15:31.250

and ultimately some of the individuals who are also in the striking vehicle.

103

00:15:33.080 --> 00:15:44.649

Meghan Quinn: As a result of this incident my jurisdiction looked at and ultimately changed some of the policies in the ways that we teach about thriving and responding to emergency

104

00:15:44.730 --> 00:15:52.000

Meghan Quinn: incidents that are on large highways, as well as some of the policy behind, how we dispatch units for those incidents.

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00:15:52.230 --> 00:16:02.550

Meghan Quinn: Originally we were taught that ems units should be positioned for rapid egress. So you weren't going to position your ambulance as a blocking unit in front of a scene.

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00:16:02.660 --> 00:16:06.059

Meghan Quinn: That's exactly how the ambulance was positioned this night

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00:16:07.060 --> 00:16:19.850

Meghan Quinn: because we were an ambulance, but we were also the only unit, and there was no thought of using an ambulance as a blocking unit until a larger piece of apparatus could get on scene to help protect the scene more.

108

00:16:20.000 --> 00:16:30.989

Meghan Quinn: That's something that's now changed. If the Ems unit is the first unit on the scene, we are taught that the ambulance should assume a blocking position until there's a piece of heavy apparatus on board

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00:16:31.020 --> 00:16:35.949

Meghan Quinn: to provide more scene security. And then the Ems unit can always reposition.

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00:16:36.820 --> 00:16:38.300

Meghan Quinn: Additionally.

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00:16:39.030 --> 00:16:46.299

Meghan Quinn: at that time, when there were significant call, volumes And we were stretched thin for apparatus

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00:16:46.570 --> 00:16:59.489

Meghan Quinn: responses to what sounded like minor motor vehicle collisions on large roadways was reduced to just being a single ambulance response rather than coming with a piece of heavy apparatus to provide that blocking unit.

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00:16:59.830 --> 00:17:04.550

Meghan Quinn: As a result of our nearly catastrophic injury.

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00:17:05.240 --> 00:17:08.420

Meghan Quinn: the county ended up changing that policy.

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00:17:08.470 --> 00:17:25.350

Meghan Quinn: no matter how busy we are, no matter how taxed we are for resources. Every single dispatch on a major roadway does come with both an Ems unit and a fire that is dedicated just for blocking and protecting the crew that's working on there.

116

00:17:26.130 --> 00:17:40.529

Meghan Quinn: Of the 4 people who were on my ambulance crew that night 2 of us have remained active, volunteering in Ems, One, the youngest, who was a college student at the time.

117

00:17:40.900 --> 00:17:57.209

Meghan Quinn: was never physically able to come back to doing this and has some lifelong medical complications. and the third was able to return briefly, and then ultimately decided that he didn't want to remain involved in a system that almost killed him while he was working for free.

118

00:17:57.870 --> 00:18:22.069

Meghan Quinn: It's an incident that is very much still with me every single time I'm in the firehouse and responding to calls. And the one thing that the 4 of us agreed on very quickly after this crash happened was that it would be worth it if we were able to use our experience to ensure that it didn't happen to someone else in the future. And hopefully, me talking here today does does just that.

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00:18:29.450 --> 00:18:42.549

Gamunu "Gam" Wijetunge: Thank you so much for sharing your story, Meghan and we're all grateful to have you join us today and and help get the message out to our colleagues in the field about improving safety. Really appreciate it.

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00:18:43.120 --> 00:18:56.300

Gamunu "Gam" Wijetunge: I now like to turn it over to Joe Tebo from the Federal Highway Administration, who is also a 44 year veteran, volunteer, firefighter and command officer, and Als. Clinician in Maryland, Joe

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00:18:57.240 --> 00:18:58.460

Joseph Tebo: next camp.

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00:18:58.600 --> 00:19:12.479

Joseph Tebo: thanks, Mark, and thanks, Meghan, for your for for sharing your story, and all too familiar story across the nation. As I said, I I'm I'm Joe Tebo, Federal Highway Administration now. Traffic incident management team.

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00:19:13.220 --> 00:19:17.659

I want to talk to you a little bit more about what Gam had mentioned earlier

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00:19:17.770 --> 00:19:27.979

Joseph Tebo: in in the last 2 years. It's the bipartisan infrastructure law that I'm sure you've all heard of, and the Nrss. Is as renewed or focus on Tim and safety.

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00:19:28.190 --> 00:19:54.609

Joseph Tebo: most notably the the National Road. We safety strategy focused on post crash, care for Ems. It's a central component of the nrs as Nrss. traffic incident management, right is is an element of all 5 of nrs tests, objectives. Right? We're we're in there somewhere, everywhere you look. but most significant within post crash, care objective.

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00:19:54.790 --> 00:19:58.240

Joseph Tebo: And the Tim program has 2 action items

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00:19:58.360 --> 00:20:10.360

Joseph Tebo: from the Nrss first one being to develop and implement an outreach plan for Ems and directly related to unseen safety.

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00:20:10.690 --> 00:20:26.209

Joseph Tebo: and the other is to advance 10 training and technologies targeted at the responder training with Ems included and and motor safety is included in that. But I'm going to focus on on that first pull up that I mentioned.

129

00:20:26.300 --> 00:20:42.989

Joseph Tebo: the the second one is actually a part of our Federal highways. Every day counts innovation next generation. Tim. this innovation focuses on technologies for saving lives. very interesting. Go to our website, check it out if if you get the opportunity.

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00:20:43.050 --> 00:20:48.209

Joseph Tebo: if you need to know more about the bill, as we call it, the bipartisan infrastructure. All

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00:20:48.240 --> 00:21:01.800

Joseph Tebo: you can. You can find it, you know one line, and it's there in and basically starts at the 24105. I think it is. Section yeah, 24105.

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00:21:01.870 --> 00:21:05.869

Joseph Tebo: And you can now read that tonight as you're preparing for bed

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00:21:07.170 --> 00:21:08.510

Joseph Tebo: next slide, please.

134

00:21:13.290 --> 00:21:15.410

Joseph Tebo: Yeah. So

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00:21:17.840 --> 00:21:33.729

Joseph Tebo: And I, I mentioned that the the the outreach plan right and and we have it in the draft form. Right? We're we're moving quickly away. But we we came out of there with with some objectives and some

objectives that were assigned to us, if you would.

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00:21:33.750 --> 00:21:47.160

Joseph Tebo: but we but we customize them, and and first objective is to increase the number of stadiums offices to engage directly with their counterpart statewide. Tim committees. Every State has 10 committee.

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00:21:47.550 --> 00:21:59.230

Joseph Tebo: So what we're going to do there is deliver joint customized emails from from the Federal Highway Tim team and the Simsa right to each State Ems official

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00:21:59.810 --> 00:22:17.349

Joseph Tebo: and and and given the overview of of Tim and our focus on the Ms we're also going to deliver a presentation with him and responder safety training at the 5 in the sense of regional meetings. occurring this year in 2,023

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00:22:17.490 --> 00:22:28.149

Joseph Tebo: and then then then deliver the briefing in in like a week and a half, or we'll deliver a briefing it's in the same. So as annual meeting

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00:22:28.360 --> 00:22:45.229

Joseph Tebo: which is June eleventh to fifteenth, and Rena so we'll be able to get in front of all those folks, and and and and beat the traffic incident management drum, and and let everyone know how you know how our, what our approach is and to get their import input for sure.

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00:22:45.410 --> 00:23:09.710

Joseph Tebo: So the the second objective. But it's all about Tim training right for for every life on the line I want to responding to. So the outreach plans going to target Ems publications you all pretty familiar with who the popular publications are. We're going to target the electronic and print publications. and and talk about Tim and National Tim respond to trained.

142

00:23:09.990 --> 00:23:24.579

Joseph Tebo: We want to draft brief articles. for Ems related newsletters and other publications on traffic incident management and national Tim respond to training. We want to include social media templates and national associations can brand them and share.

143

00:23:24.890 --> 00:23:30.770

Joseph Tebo: we're going to customize and submit articles and support. the publication process

144

00:23:30.770 --> 00:23:55.629

Joseph Tebo: and and that. That's, you know, a a, a key point, too, that you folks out there, that whatever challenges you, you have, whatever lessons you've learned to be sharing with this. we we we we we'd love to to hear your story, and maybe even give us permission to to share them with the the the the the rest of the Ems community. we're gonna target Matt, a major national private Ems agencies for training.

145

00:23:55.640 --> 00:24:10.559

Joseph Tebo: And you know, some people myself. But we we know that across the nation there's a a. A trend of third party Ems agencies coming in to either do primary care or maybe just transport services.

146

00:24:10.560 --> 00:24:26.039

Joseph Tebo: What either way find themselves suddenly at the scene of a crash? and and they need to have the training they need to know where they fall in line. You know what the roles and responsibilities are. So we're going to give some focus to the to the top. 5

147

00:24:26.040 --> 00:24:49.160

Joseph Tebo: private slash for profit ems agencies, and and then we want to email and contact them, reach out to them get a virtual meeting with them. And and then their education and training teams and encourage them to take advantage of the traffic incident, management training. we can even help them, you know, make that happen.

148

00:24:49.170 --> 00:24:57.609

Joseph Tebo: We want to do the follow up email with all these agencies to see whether their policies include 10 response related training.

149

00:24:57.660 --> 00:25:10.279

Joseph Tebo: so, you know, just reach out and and and bring it to the forefront. So the focus is on grassroots. Outreach. we need to find those local organizations and their points of contact.

150

00:25:10.300 --> 00:25:23.950

Joseph Tebo: because we know how diversified the Ems discipline profession is across the nation. There's not not all ambulances roll out of fire houses. You know, we understand that we recognize that

151

00:25:24.320 --> 00:25:53.930

Joseph Tebo: our our third objective is to to increase the Ems training, and it is offering 10 training. So what we call that is institutionalization of the tin training program. And there's we we we've heard in the many different ways that that that that's already been done. State of Georgia, for instance. has. It requires Tim training and their Emt program and others are using the the 10

152

00:25:53.930 --> 00:26:19.339

Joseph Tebo: 4 h certificate as a prerequisite in order to just apply to become in the empty. So there, there's different strategies out there for But when we talk about offering the Tim training and in the institutionalization. I'm going to take this. And I'm gonna pass this over to my colleague, Jim Austrich, who who keeps his thumb on the pulse of 10 training for Federal highway and across the nation.

153

00:26:19.340 --> 00:26:34.200

Joseph Tebo: So with that, you know, as Gam mentioned, you know. Please use the the Q. A. pod there to to fire off any questions you may have reach out to us. We're here to help you all the way. And with that I'll say, Jim, Austrich.

154

00:26:34.590 --> 00:26:36.190

Joseph Tebo: it's all yours. Buddy.

155

00:26:37.400 --> 00:26:39.859

Jim Austrich: Thanks, Joe. Can you hear me?

156

00:26:40.070 --> 00:26:41.220

Joseph Tebo: I hear you?

157

00:26:42.170 --> 00:26:44.080

Jim Austrich: Okay, brother, thank you.

158

00:26:47.930 --> 00:26:49.680

Jim Austrich: Turned on my video.

159

00:27:00.050 --> 00:27:01.230

Jim Austrich: Okay.

160

00:27:02.510 --> 00:27:07.640

Jim Austrich: don't know what's wrong with my video. But that's okay.

161

00:27:08.310 --> 00:27:26.560

Jim Austrich: it's an honor. My name is Jim Austrich. one of 3 program managers out of the office of Transportation operations at Federal Highway the the National Tim Program Office Our colleague Paul Jones with us today, although he's not presenting.

162

00:27:26.660 --> 00:27:30.270

Jim Austrich: and we

163

00:27:30.490 --> 00:27:35.789

Jim Austrich: we've been looking forward to greatly increase our

164

00:27:35.830 --> 00:27:47.379

Jim Austrich: our work, together with the office of Ems Nita's office of Ems Mark mentioned mentioned that we have been working for a number of years.

165

00:27:47.390 --> 00:27:51.830

Jim Austrich: and it's just an honor now to take it to another level.

166

00:27:51.870 --> 00:28:01.250

Jim Austrich: So we we definitely thank all of you, and certainly thank Gam and Dave Bryson and the

167

00:28:01.430 --> 00:28:04.189

Jim Austrich: the the team here.

168

00:28:05.040 --> 00:28:06.440

Jim Austrich: So what

169

00:28:06.490 --> 00:28:16.720

Jim Austrich: you you heard, Joe mentioned institutionalization, a national 10 responder training. So what is it, Tim? Tim is basically a safety program

170

00:28:16.900 --> 00:28:18.859

Jim Austrich: And and so

171

00:28:19.060 --> 00:28:30.760

Jim Austrich: Tim occurs on all roadways for for a long time. There we are focused on traffic incident management, collisions, crashes, Rex and other traffic incidents on interstates.

172

00:28:30.800 --> 00:28:40.980

Jim Austrich: freeways highway high-speed facilities. But the fact of the matter is, crashes happen everywhere, right? We all know that rural, remote, urban

173

00:28:41.030 --> 00:28:45.240

Jim Austrich: day and night. They they never stop. So

174

00:28:45.270 --> 00:28:59.539

Jim Austrich: we're we're engaged to save lives with this training program. So it was developed, as you see here by responders for responders back just prior to 2,012

175

00:28:59.730 --> 00:29:05.509

Jim Austrich: a series of professionals, both from the responder community and engineering

176

00:29:05.520 --> 00:29:13.749

Jim Austrich: formed a a group that developed this training that we finally launched in the summer of 2,012

177

00:29:13.930 --> 00:29:19.690

Jim Austrich: and It took off it. It really did. It took off it actually.

178

00:29:19.820 --> 00:29:31.990

Jim Austrich: you know, exploded and and and exceeded our expectations. So our our team has been running with it ever since, and I will tell you that as of the 20 s of this month we

179

00:29:32.040 --> 00:29:34.330

Jim Austrich: we have

180

00:29:34.720 --> 00:29:51.669

Jim Austrich: over 649,000 responders that's combined police fire rescue Ems totally recovered transportation and public works and other personnel. But today we're here focusing on our brothers and sisters in the Ems community.

181

00:29:51.790 --> 00:30:00.439

Jim Austrich: it's so important. And and you all know, and as Megan said, you know, shared with her incident.

182

00:30:00.540 --> 00:30:12.420

Jim Austrich: You know the dangers that exist out there. The risk but I will say we are definitely out to train well over a million responders. And, as Joe said again, institutionalize the training

183

00:30:12.510 --> 00:30:18.990

Jim Austrich: and I'll share a little bit more on how you you can access the training

184

00:30:19.190 --> 00:30:23.289

Jim Austrich: as well. Joe also mentioned Georgia

185

00:30:23.350 --> 00:30:28.509

Jim Austrich: and all at Kentucky, both of those States not too long ago.

186

00:30:28.600 --> 00:30:34.880

Jim Austrich: through their Department of Health, and and and this is one of our. As to you.

187

00:30:35.040 --> 00:30:43.100

Jim Austrich: please please try to do the same thing to require that in training, as far as part of your

188

00:30:43.210 --> 00:30:59.480

Jim Austrich: continuing education requirements ces for licensing, re licensing. That's that's a big ask of our our office. And as you heard, Joe said, you're gonna see him traveling the country country and Paul.

189

00:30:59.800 --> 00:31:05.590

Jim Austrich: Joe and I through other, you know, through venues like this, to continue to spread the word

190

00:31:05.990 --> 00:31:09.250

Jim Austrich: and save lives next next slide.

191

00:31:11.610 --> 00:31:33.270

Jim Austrich: So I I said, You know, how. How can you reach this training? So for the majority of you or most folks, those that cannot reach an in person class that first bullet. Ideally, it's the best way to get this training, just like it's the best way to get receive any training to to be honest.

192

00:31:33.360 --> 00:31:53.909

Jim Austrich: but in every State all 50 States, the District of Columbia and Puerto Rico. We have contacts, point of contacts which is that URL there feel free to click on it and search for your state and reach out to those individuals to find out what in class sessions.

193

00:31:53.950 --> 00:31:55.520

Jim Austrich: they have plan.

194

00:31:55.600 --> 00:32:01.599

Jim Austrich: I failed to mention that the class the training first was launched as a 4 h course.

195

00:32:01.760 --> 00:32:22.279

Jim Austrich: and Shortly there, after we launched an e-learning or web based version of the same exact course, which is the second and and third bullets or I should say, Urls, that you see here so easy to access, free of cost to you.

196

00:32:22.320 --> 00:32:29.989

Jim Austrich: And once you go through past the the knowledge check in the exam. You can print your certificate

197

00:32:30.020 --> 00:32:51.419

Jim Austrich: and you'll be on your way. The emergency responder Safety Institute, the the the second bullet

there that you see that was a collaboration again. with ursi and responder safety.com where we compare 10 of their modules which are approximately an hour. Most of them are less

198

00:32:51.660 --> 00:33:08.590

Jim Austrich: and compared it to the national curriculum. And we blessed. And ever we've been in collaboration with our C ever since that. so that course is free as well. And you see here there's a refresher curriculum that we're in the midst of

199

00:33:08.710 --> 00:33:16.360

Jim Austrich: of developing as we speak should be launched at the end of the year. And there's also technology and rural Tim lessons

200

00:33:16.370 --> 00:33:21.919

Jim Austrich: that will be available through the National Highway Institute

201

00:33:22.180 --> 00:33:33.410

Jim Austrich: as I mentioned above, the National Highway Institute being the training Mar for F. Hwa. if if you didn't know next slide.

202

00:33:37.010 --> 00:33:39.180

Jim Austrich: So I mentioned

203

00:33:39.520 --> 00:33:48.660

Jim Austrich: certificate. Well, and and I believe you may have already heard of this, and and maybe even taking the course

204

00:33:48.780 --> 00:34:09.569

Jim Austrich: through through the National Highway Institute and printed this this certificate super important, this, this, this is this collaboration with the Commission on Accreditation for pre hospital to education. Capsi, our friends at Capsi, again, that a collaboration that we felt was important

205

00:34:09.570 --> 00:34:28.620

Jim Austrich: to help you, paramedics and Emts and others in the Ems world. to to take this course and submit for for Ceos. So take advantage of this right now. The the accreditation.

206

00:34:28.989 --> 00:34:37.500

Jim Austrich: organizational accreditation, I should say, is being re-established with capsi because it it expired. However.

207

00:34:37.520 --> 00:34:45.800

Jim Austrich: don't let that deter you. Go online. At Nhi. You can search that course number 133,

208

00:34:45.900 --> 00:34:53.860

Jim Austrich: 1, 2, 6, a, and just register. Again, it's free of charge, and you can take the 4 h course online.

209

00:34:54.380 --> 00:35:02.340

Jim Austrich: print your certificate and submit it to your health department or licensing agency in your State jurisdiction

210

00:35:02.850 --> 00:35:04.010

Jim Austrich: next slide.

211

00:35:06.320 --> 00:35:13.650

Jim Austrich: So the again referencing. the institutionalization. It's actually up to over 180

212

00:35:13.720 --> 00:35:30.719

Jim Austrich: law enforcement fire ems public safety academies across our country that have adopted the Tim training for new recruits, new new cadets. And this is a big deal. We have a long way to go. Obviously every State's different is in terms of how many

213

00:35:31.130 --> 00:35:34.139

Jim Austrich: academies are are teaching the

214

00:35:34.170 --> 00:35:39.840

Jim Austrich: the 4 h. 10 curriculum some. In some cases it's tech colleges.

215

00:35:40.270 --> 00:35:52.070

Jim Austrich: But when you talk to any anyone from that point of contacts list that I've mentioned earlier. That URL. you can. You can ask them.

216

00:35:52.080 --> 00:35:56.509

Jim Austrich: actually, you can ask them any question you want. But certainly

217

00:35:56.670 --> 00:36:05.489

Jim Austrich: be in the know, and and we are asked to you, as as Joe said, and in the mark I believe we're trying to help

218

00:36:05.720 --> 00:36:21.380

Jim Austrich: spread the word of traffic instead of management training to the responder community. Too many of us are being struck and killed by what we call the D drivers, the drowsy that distracted the drugged, or just plain, dangerous.

219

00:36:21.450 --> 00:36:24.979

Jim Austrich: And so you have to keep your head on a level

220

00:36:25.060 --> 00:36:30.380

Jim Austrich: and and watch each other's backs next slide.

221

00:36:34.010 --> 00:36:41.639

Jim Austrich: Here, you see the proof. I you know we're short on the Ems community. You can see this this bar chart.

222

00:36:41.720 --> 00:36:51.230

Jim Austrich: This is a report that comes out every couple of weeks. If anybody is interested in in receiving the National Tim training status report and maps

223

00:36:51.470 --> 00:37:02.649

Jim Austrich: please send Paul, Joe or myself an email, and we'll get your your name on the distribution list. But again, the Ems community is who we're focusing on here.

224

00:37:02.920 --> 00:37:07.960

Jim Austrich: and it's so important. We want to help you

225

00:37:08.080 --> 00:37:14.020

Jim Austrich: and certainly ensure that you get to go home every night as well

226

00:37:15.770 --> 00:37:17.490

Jim Austrich: next slide, please.

227

00:37:20.880 --> 00:37:24.310

Jim Austrich: So I've already said this,

228

00:37:24.590 --> 00:37:33.450

Jim Austrich: please, we're asking you to help us help our community nationally. You heard Mark Kehrl, our boss, mentioned the statistics

229

00:37:33.510 --> 00:37:39.030

Jim Austrich: of of fatalities crashes, and in gam as well.

230

00:37:39.060 --> 00:37:42.210

Jim Austrich: things are not better.

231

00:37:42.460 --> 00:37:45.040

Jim Austrich: We can never give up, that's for sure.

232

00:37:45.220 --> 00:37:53.260

Jim Austrich: And this one example here from Houston fire, Captain Bear Wilson from Houston Fire Department.

233

00:37:53.360 --> 00:38:00.129

Jim Austrich: who's been a champion as well, shared this statistic here? not too too long ago.

234

00:38:00.230 --> 00:38:17.549

Jim Austrich: and they're doing great things, and actually actually bear is a dual double duty. He's actually a constable as well in the State of Texas. So he he's both a firefighter Emt as well as law enforcement

235

00:38:19.020 --> 00:38:20.290

Jim Austrich: next slide.

236

00:38:23.220 --> 00:38:33.590

Jim Austrich: So just quick mention. If you're not aware of Crsw, what's that? Well, it's the week, the second

week of November where we commemorate and honor our responder community.

237

00:38:33.640 --> 00:39:02.860

Jim Austrich: and so we, we do a lot of activities marketing and communication activities. We know Nitsa does as well, and our other sister administration Federal mortar carrier, for example, and proclamations have been signed by 20 governors, and we're seeking to get all 50 States, DC. And Puerto Rico. So you see there you are out the bottom. If you're interested.

238

00:39:02.940 --> 00:39:16.260

Jim Austrich: go on and see all the other resources and information regarding crash, responder safety week. And with that. here's our contact information, I believe, or is

239

00:39:16.350 --> 00:39:18.059

Jim Austrich: my going back to you? Gam.

240

00:39:20.930 --> 00:39:24.150

Gamunu "Gam" Wijetunge: Yeah, I believe so.

241

00:39:24.710 --> 00:39:37.819

Jim Austrich: I thought we had a cont oh, okay. Q, a, Q. A. Yeah. we'll have. We'll actually have contact information. on the the last slide at the at the end of the webinar for for all of us.

242

00:39:37.850 --> 00:39:51.399

Gamunu "Gam" Wijetunge: so what we do have time for some some Q. A. Now If anyone has any questions for our panelists please submit them through the webinars. Q. A. Tab that should be at the bottom of your screen.

243

00:39:51.400 --> 00:40:08.790

Gamunu "Gam" Wijetunge: and again we'll we'll also put up the contact of information for all our panelists on the final slide after we're done with Q. A. our lead in the office for for safety it. Dave Bryson, is going to be assisting with

244

00:40:08.790 --> 00:40:15.900

Gamunu "Gam" Wijetunge: moderating the the questions today. So why don't I hand things over to Dave?

245

00:40:17.110 --> 00:40:40.710

Dave Bryson: Thank you very much for him, and good job to all the panelists. there's a general comment from a couple of folks that have popped up about. Some of the Tim Urls are not quite working correctly. and there's a little bit of a debate going on as to whether they're working or not. this will be, as was mentioned before, posted on Ems, Gov.

246

00:40:40.710 --> 00:41:00.190

Dave Bryson: And we will go back through with the contractor and a partners of the Federal highway to make sure that all the links are working. So since I was just a general comment, we hear folks, and we promise to look at that and do something about it. This first question is for you. Cam

247

00:41:00.320 --> 00:41:14.940

Dave Bryson: It comes from David Hartman. Does the office of Ems anticipate in the near future a similar bill content that will include an established Ems funding category

248

00:41:14.980 --> 00:41:19.720

Dave Bryson: or section with a set percentage of allocated funding

249

00:41:19.840 --> 00:41:29.140

Dave Bryson: to cover Ems and trauma registries, management training, equipment and other programmatic activities.

250

00:41:30.200 --> 00:41:38.190

Gamunu "Gam" Wijetunge: But thank you, Dave, for your for your question. And so let me let me start a broad first. you know.

251

00:41:38.240 --> 00:41:58.539

Gamunu "Gam" Wijetunge: So in 2,021 alone 42,939 people died in traffic crashes in the United States. and we know that 40% of those victims were alive when an responders first arrived on the scene, but ultimately died from their injuries.

252

00:41:58.730 --> 00:42:13.999

Gamunu "Gam" Wijetunge: So the burden of prov providing good post crash care in the United States is significant and just vitally important. And we're trying to make sure that we get that message out to all our partners as we engage in the safe system, approach.

253

00:42:14.300 --> 00:42:16.330

Gamunu "Gam" Wijetunge: Our goal is a department

254

00:42:16.400 --> 00:42:33.500

Gamunu "Gam" Wijetunge: as the Department of Transportation under the National Railway Safety Strategy is to move towards 0 deaths and 0 injuries on our roadways. So it's going to require everyone across all sectors to collaborate in order to reach that goal

255

00:42:33.680 --> 00:42:54.000

Gamunu "Gam" Wijetunge: you mentioned Bill, which is the bipartisan infrastructure law which resulted in a approximately 50% increase in funding for highway safety across the board. It's a historic levels of funding billions of dollars. And again, our goal is to is to use those funds to move towards eliminating fatalities.

256

00:42:54.450 --> 00:43:21.199

Gamunu "Gam" Wijetunge: Part of the requirements into the bypass infrastructure. Law is, when States are applying for highway safety funds through Nitsa they required their State highway safety officers are now required to submit what are call, try any highway safety plans, or 3 or highway safety plans to nets a as part of their grant application process. This is a new requirement in addition to their annual highway safety grant applications.

257

00:43:21.280 --> 00:43:39.549

Gamunu "Gam" Wijetunge: so what I urge particularly folks at the State level to do stadiums and number one officers to do is to reach out to their State highway safety officer and be closely involved in that highway safety planning process.

258

00:43:39.590 --> 00:43:48.009

Gamunu "Gam" Wijetunge: so just to give you a sense of the the importance of this, your State highway

safety officer might not know

259

00:43:48.010 --> 00:44:10.879

Gamunu "Gam" Wijetunge: that nationally in 2,022 there were nearly 9,000 partial or complete ejections from motor vehicles, and that there were over 167,000 serious crash injuries that Ems treated in 2,022 alone, that that highway safety officer might not, might not know the important role of Ems and 9 one in providing

260

00:44:10.880 --> 00:44:35.560

Gamunu "Gam" Wijetunge: timely on sync care in transporting patients to trauma Center, using the American college or searching guidelines and the the role of Ems data in performance measurement. So there's a big opportunity for a conversation with your State highway safety officer. Is there developing those highway safety plans that help direct the substantial infrastructure law funding towards highway safety.

261

00:44:35.740 --> 00:44:57.679

Gamunu "Gam" Wijetunge: And that's only part of the picture we, you know, also mentioned at the beginning of this presentation the safe streets and roads for all Grant program, which is a brand new Grant program Minister by the Federal Highway Administration, providing over 1 billion dollars a year through 2,026 directly to local, tribal and regional government organizations.

262

00:44:57.680 --> 00:45:20.569

Gamunu "Gam" Wijetunge: And again, post crash care is part of this approach to improving safety. So between now and 26 substantial funding, we invest in this area and post crash care clearly is as we and our partners said in this webinar is a priority. what happens after 2026? We we don't know. Ultimately those decisions are are up to Congress. But

263

00:45:20.570 --> 00:45:38.550

Gamunu "Gam" Wijetunge: there is funding available now, and we encourage our state and local Ems partners to start having these conversations about post crash pair with your state and local highway safety officials. Now now is the time again historic opportunity. Thank you for the question, David.

264

00:45:40.080 --> 00:45:49.000

Dave Bryson: Very good. Thank you. Cam another question that I believe would be directed to Jim or any other partners in the

265

00:45:49.010 --> 00:45:57.720

Dave Bryson: Federal Highway office transportation operations the 4 h. Basic Tim course

266

00:45:57.870 --> 00:46:02.289

Dave Bryson: was once and soon will be Capsi approved.

267

00:46:02.330 --> 00:46:08.249

Dave Bryson: is the Tim train. That trainer, of course, also caps the approved

268

00:46:09.980 --> 00:46:24.350

Jim Austrich: thank you for the question, and the answer is, it will be along with the in person and the web based The train to trainer will be included this time around, as we'll be. Instructor led

269

00:46:24.600 --> 00:46:29.070

Jim Austrich: the llv. T. The instructor, led virtual training

270

00:46:29.090 --> 00:46:33.849

Jim Austrich: which we will be launching as well later this year.

271

00:46:37.690 --> 00:46:59.610

Dave Bryson: I hope I was heard there, Dave, absolutely thank you for that answer. My video is not working. I don't know what's wrong, but thank you. We can see you, and they look great. So thank you. You can see me. Okay. Yes, we can all see you, I believe. Okay, thanks. this next question could be for any of the panelists

272

00:46:59.660 --> 00:47:08.950

Dave Bryson: have any states or localities had success, and having their local news media complete right along.

273

00:47:09.470 --> 00:47:13.219

Dave Bryson: to witness the stroke by hazards

274

00:47:13.610 --> 00:47:25.690

Dave Bryson: or and the 2 first responder calendars followed by any media promoting Tim or the move over laws and how to encourage them. Training and motorist awareness.

275

00:47:25.710 --> 00:47:26.840

Dave Bryson: promotion.

276

00:47:27.080 --> 00:47:36.229

Dave Bryson: Have any States talked about that. I'm add living here a little bit on the Crs W. Meetings or on the Tip conference calls.

277

00:47:44.840 --> 00:47:53.409

Joseph Tebo: I'll jump on momentarily, Dave. I know that. I'm aware of

278

00:47:53.450 --> 00:48:22.179

Joseph Tebo: states, and a and e even, you know, be aside from States county agencies that that that have collaborated with local news media to to show some of the hazards that that folks are exposed to out there and in in in my recollection is it's usually around the crash responder safety week timeframe right to to try to get that message out there.

279

00:48:22.210 --> 00:48:26.389

Joseph Tebo: but it's a message we need to get out there all year long. Right?

280

00:48:26.400 --> 00:48:48.250

Joseph Tebo: so take we. We need to take advantage of that, though usually they're usually very, you know, anxious to do that kind of stuff, you know, but you know each individual department has their own issues to deal with. There can be liability issues and other things. But I I do know some folks have done that, and and it certainly did get the message out.

281

00:48:48.260 --> 00:48:52.450

Joseph Tebo: However, I think the flame kind of flickers to a dull glow.

282

00:48:52.480 --> 00:49:10.089

Joseph Tebo: you know. Once crash, respond, or safety week is over, and until the the next unfortunate incident so there needs to be more of the, and I'm all, for you know the the outreach, whether you know it's it's a live media or the 60'clock news, or whatever the case may be.

283

00:49:10.090 --> 00:49:25.389

Joseph Tebo: as far as success goes. I I I don't! I I don't know if I can actually, you know, see what success you know they had. Besides, you know that the that that timeframe of awareness that they were able to put out there.

284

00:49:25.480 --> 00:49:30.780

Joseph Tebo: so that you know that's best I can do, unless Jim or or someone else knows something more.

285

00:49:30.840 --> 00:49:44.539

Jim Austrich: Yeah, Joe, and I apologize. I'm having technical difficulties. audio as well. So I hope you can hear me now. it's a great question, and and Joe's correct.

286

00:49:44.640 --> 00:49:59.150

Jim Austrich: But what we have seen over the years is a decline in media hard media, what I what I call you know

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00:49:59.400 --> 00:50:02.190

Jim Austrich: actual, you know, contact

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00:50:02.310 --> 00:50:13.449

Jim Austrich: with responders. And and you know, at crashings doing right alongs things that were more commonplace years ago.

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00:50:13.500 --> 00:50:25.970

Jim Austrich: with the advent of social media, you know, I will say that our team is constantly asking or or suggesting to our State partners

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00:50:26.050 --> 00:50:28.390

Jim Austrich: to to promote

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00:50:28.500 --> 00:50:35.699

Jim Austrich: not only the training and the wider, broader 10 programs, but the issue of struck by and

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00:50:35.820 --> 00:50:41.230

Jim Austrich: you, you know it's just something that that there's not enough of.

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00:50:41.330 --> 00:51:07.599

Jim Austrich: I wish it was it was being, you know, promoted. And and these kinds of activities between media and and and the public and the responder community. More were more or more common. today. As you said, our public affairs offices we have to be, we, we, we collaborate with our public affairs, offices by pios and whatnot. But.

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00:51:07.840 --> 00:51:15.040

Jim Austrich: there's a competing priorities, and so on. But it's a very good question, and one that we should all take

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00:51:15.260 --> 00:51:19.280

Jim Austrich: note about and and do do a better job.

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00:51:19.350 --> 00:51:27.540

Jim Austrich: And, like, Joe said. Not just during crash, respond or safety week. It should be every day of the week. Actually. Thank you.

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00:51:28.980 --> 00:51:31.829

Dave Bryson: Very good. Thank you, gentlemen. I appreciate that

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00:51:32.180 --> 00:51:54.040

Dave Bryson: Another person asked, after saying hello and thanking everybody for their time and presentations. have there been any discussions about making this material a requirement, at least for the initial National Registry of Emt certification. and perhaps Joe Jim, maybe even mark

299

00:51:54.040 --> 00:52:06.209

Dave Bryson: maybe discussion about how you have an executive leadership group that comes together and discusses these very issues particularly with the Ems folks and leadership that are in the room.

300

00:52:07.610 --> 00:52:09.600

Dave Bryson: Any thoughts on that jump.

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00:52:10.850 --> 00:52:14.009

Jim Austrich: D you on it. Take it first.

302

00:52:15.910 --> 00:52:19.839

Joseph Tebo: Well, I I can, I I I don't

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00:52:20.220 --> 00:52:24.379

Joseph Tebo: express my thoughts.

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00:52:24.450 --> 00:52:26.309

Joseph Tebo: You, you know it's

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00:52:26.560 --> 00:52:36.430

Joseph Tebo: It's it's a matter of it. It. It's a local choice, so to speak, right? When we talk institutionalization. There are a State.

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00:52:36.790 --> 00:52:48.300

Joseph Tebo: as you know, there. There are State academies, where everyone goes regardless of what county you're from, and then they individual counties, you know, have some have the luxury of having their own

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00:52:48.540 --> 00:53:08.710

Joseph Tebo: academies, and you know some of the things that I've heard some of the responses. Well, you know what our our time allotted to this course in the Academy is x amount of hours. And you know, that's what our. But that's what we're budgeted for. So anything that we add to that usually requires something to be taken out

308

00:53:08.710 --> 00:53:25.979

Joseph Tebo: and and to make room for it. And we we don't have that luxury. So that's what you know. That's kind of like a common response. And that's why I'm the big fan of come we when when you come to the table, come with your 4 h, Tim. Certificate as a prerequisite.

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00:53:25.990 --> 00:53:45.209

Joseph Tebo: and we we can roll from there that that that's you know that that's my my opinion on that, you know. And I I I know it works because some are doing it. but you, you know, making it a requirement for initial. Yeah, I mean it. It it should be there because you just don't know where you're gonna want to know.

310

00:53:45.510 --> 00:53:49.070

Joseph Tebo: you know, you just don't know. And if you want to be a player

311

00:53:49.410 --> 00:54:01.540

Joseph Tebo: there at the scene, you know, if you're if you're a player. you you should be on board as much, if not more, than the person next to you. So you know I'm a huge fan of that.

312

00:54:02.830 --> 00:54:09.809

Dave Bryson: Yeah, thank you, Joe. I think I would also add, if I have to take the prerogative

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00:54:09.940 --> 00:54:38.420

Dave Bryson: that, I believe we talked about or was mentioned in Jim's presentation. 2 states that are already requiring it. So there, whether the registry or others did. That's already a big plus, and I believe Jim was promoting how great it would be for other stadiums, offices, and agencies to require it. And of course it could always be. As to the registry, Jim, did you have anything to add there in the

314

00:54:38.540 --> 00:54:48.669

Jim Austrich: yeah, Dave? Thank you. The the State of Texas was actually, or one of the first, if not the first. through the Commission on fire protection

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00:54:48.720 --> 00:54:58.849

Jim Austrich: and the State fire marshals that required the Tim training for for the firefighter Ems community in the State.

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00:54:59.100 --> 00:55:11.149

Jim Austrich: and and so shortly thereafter is when Georgia and Kentucky followed suit. But we just it. It's kind of dropped, and and that hasn't happened

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00:55:11.290 --> 00:55:16.230

Jim Austrich: again that we're aware of. So I we welcome

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00:55:16.280 --> 00:55:27.540

Jim Austrich: all of you. If if you're if you have the influence, or, as our boss like to say, your sphere of influence is such that you can make that happen in your state.

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00:55:27.640 --> 00:55:33.310

Jim Austrich: We're we stand ready to support you, and and we can share documents

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00:55:33.440 --> 00:56:00.979

Jim Austrich: and that kind of thing. But certainly in. And there can be a a deadline like the I know the Commission on fire protection in in Texas gave like a year period for the fire community. Yeah, Miss community to take take the Tim training. And, by the way, the the Texas Department of Public Safety required the training as well for for all law enforcement.

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00:56:01.270 --> 00:56:05.019

Jim Austrich: so that's a big deal. Thanks, Dave.

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00:56:05.230 --> 00:56:21.080

Dave Bryson: Absolutely fantastic, I think in the interest of time, with 4 min left. If you want to share the next slide with the contact info and close this out. I believe we can also respond to some of these questions.
Offline

323

00:56:21.110 --> 00:56:28.179

Dave Bryson: and make sure we have responses to those when we do post it on ems.gov. Thank you very much.

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00:56:28.210 --> 00:56:38.439

Gamunu "Gam" Wijetunge: Thanks, Dave, and thank you for moderating the the Q. A. Session. so as promised. Here is a contact information for today's panelists. Should you have any additional questions.

325

00:56:38.800 --> 00:56:46.350

Gamunu "Gam" Wijetunge: we're happy to to receive those, and, you know, really help you all in making our you know our community safer

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00:56:51.300 --> 00:56:52.789

Gamunu "Gam" Wijetunge: next slide, please.

327

00:56:55.130 --> 00:57:15.759

Gamunu "Gam" Wijetunge: So thank you to all of our panelists for joining us today and we'd like to thank all of you for participating this webinar along with all our past D and Us. Focus webinars will be posted on Ems. Gov very soon. please stay safe enjoy the rest of your day. And this concludes today's webinar.