

**North Central Texas Council of Governments**

TO: Regional Transportation Council  
(Primary and Alternate Members)  
Surface Transportation Technical Committee  
County Administrators, City Managers  
County Sheriffs, Police Chiefs, Fire Chiefs  
Medical Examiners and Transportation Providers

DATE: September 13, 2021

FROM: Natalie Bettger  
Senior Program Manager

SUBJECT: 2021 Incident Management Call for Projects: Funding Available to Purchase Freeway  
Blocking Equipment to be Used to Provide Protection to Incident Responders  
Responding to Traffic Crashes

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) was the first agency in the nation to formalize incident management training for all responders in the region by offering the regional Traffic Incident Management Training courses. To reemphasize this commitment, in 2008 the Regional Transportation Council (RTC) adopted Resolution R08-10: Resolution Supporting a Comprehensive, Coordinated, Interagency Approach to Freeway Incident Management. A copy of the adopted RTC resolution R08-10 is enclosed along with a copy of a model resolution that jurisdictions can use to develop a similar incident management resolution.

In support of the incident management training recommendation to use Best Practice equipment and technology, NCTCOG will conduct the 2021 Incident Management Freeway Blocking Equipment Call for Projects (CFP). The goal of this CFP is to provide scene management blocking equipment used to provide protection to first responders responding to traffic crashes. In addition to eliminating the need for a fire apparatus at a traffic incident solely for the purpose of blocking, this CFP initiative also aids in minimizing the extra on-scene lighting which has proven to be distracting to motorists. Though some level of lighting is essential for on-scene safety, the use of too much lighting at an incident scene can be distracting and create confusion for approaching motorists. Hence by attaching the blocking equipment to vehicles other than fire truck engines, extra on-scene lighting can be greatly minimized, which in turn increases safety to the traveling public as well as incident responders.

The 2021 Incident Management Freeway Blocking Equipment CFP will award a total of \$1 million dollars to eligible entities to purchase scene management blocking equipment to provide protection to incident responders responding to traffic crashes in the 12-County North Central Texas Metropolitan Planning Area. Types of equipment may include but are not limited to crash attenuators, crash barriers, crash cushions, etc.

**616 Six Flags Drive, Centerpoint Two**  
**P.O. Box 5888, Arlington, Texas 76005-5888**  
**(817) 640-3300 FAX: 817-608-7806**  
**[www.nctcog.org](http://www.nctcog.org)**

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The CFP covers multiple jurisdictions throughout the Dallas-Fort Worth 12-County Metropolitan Planning Area, including Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties and will be funded with Regional Toll Revenue funds. Interested applicants can learn more about this 2021 Incident Management Freeway Blocking Equipment CFP and eligible categories by visiting [www.nctcog.org/FIMCFP](http://www.nctcog.org/FIMCFP). The CFP opens on September 3, 2021, and application materials are available on the website. An Incident Management Equipment CFP Forum is scheduled for September 13, 2021, to provide partner agencies with additional information about the CFP, the schedule, and a time for questions and answers.

To be considered under the 2021 Incident Management Freeway Blocking Equipment CFP, three hard copies of the application and supporting materials and one electronic copy of all materials on a USB drive **must be received by 5:00 pm, Central Time (CT), on Monday, November 1, 2021**. NCTCOG must have the submitted application "in hand" at the NCTCOG offices by the **November 1, 2021**, application deadline. A postmark by the established deadline does not constitute an on-time application deadline. In addition, supplemental information, other than administrative clarifications, will not be accepted after the application deadline. Incomplete applications or those not submitted by the deadline will not be accepted.

Hard copies of the completed applications may be mailed or hand delivered to:

Mail:

North Central Texas Council of Governments  
Transportation Department  
Attn: Camille Fountain  
P.O. Box 5888  
Arlington, Texas 76005-5888

Physical location:

North Central Texas Council of Governments  
Transportation Department  
Attn: Camille Fountain  
616 Six Flags Drive  
Arlington, Texas 76011

NCTCOG staff is available upon request to answer questions related to the application process or potential applications for the 2021 Incident Management Freeway Blocking Equipment CFP. Feel free to contact Camille Fountain, Transportation Planner at (817) 704-2521 or [cfountain@nctcog.org](mailto:cfountain@nctcog.org) with any questions regarding this effort.

DocuSigned by:  
*Natalie Bettger*  
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Natalie Bettger

SL:bw  
Attachments

cc: Camille Fountain, Transportation Planner III, NCTCOG  
Sonya Landrum, Program Manager, NCTCOG

**RESOLUTION SUPPORTING A COMPREHENSIVE, COORDINATED, INTERAGENCY  
APPROACH TO FREEWAY INCIDENT MANAGEMENT  
(R08-10)**

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) has been designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

**WHEREAS**, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments and has been and continues to be the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) assigns the MPO the responsibility for carrying out the metropolitan planning process, in cooperation with the State and public agencies; and,

**WHEREAS**, regionwide, commuters have experienced a 35 percent increase in travel time due to congestion, resulting in unacceptable levels of vehicle emissions and \$4.2 billion in lost productivity due to traffic congestion annually; and,

**WHEREAS**, reducing traffic congestion and its related impacts on air quality, energy, safety, and the quality of life are primary goals of Mobility 2030: The Metropolitan Transportation Plan for the Dallas Fort Worth Area; and,

**WHEREAS**, congestion mitigation is an integral element of The Metropolitan Transportation Plan, with a total program cost of approximately \$3.1 billion, and congestion mitigation strategies are intended to decrease congestion in the Dallas-Fort Worth Metropolitan Area; and,

**WHEREAS**, multi-agency coordination and the implementation of “best practices” Freeway Incident Management techniques reduce congestion on affected roadways and improve the safety of incident responders.

**NOW, THEREFORE, BE IT RESOLVED THAT:**

- Section 1.** The Regional Transportation Council (RTC) supports the quick detection and clearance of traffic incidents using state-of-the-art traffic surveillance, traveler notification, and crash investigation equipment.
- Section 2.** The RTC encourages all personnel involved in freeway incident management to be trained in NCTCOG training classes, opportunities, and exercises that promote the objectives within this resolution—a common, comprehensive approach that maintains the safety of incident responders and travelers, while minimizing clearance time.
- Section 3.** The RTC supports an enhanced geographic information systems (GIS) based incident location system that will aid incident reporters and responders in the timely detection and verification of incidents.

**Section 4.** The RTC supports a uniform policy whereby law enforcement agency personnel may remove personal property from a roadway or right-of-way, without the consent of the owner or carrier of the property, if the agency determines that the property blocks the roadway or endangers public safety.

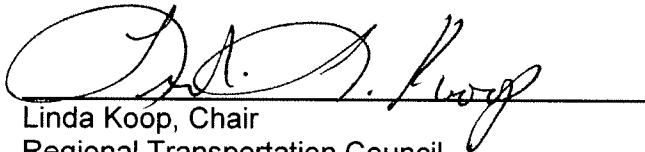
**Section 5.** The RTC encourages local governments to adopt a towing ordinance that mandates the arrival of appropriate equipment within a specified time limit and instructs staff to inventory towing ordinance policies impacting freeway and toll road facilities.

**Section 6.** The RTC supports consistent, coordinated operational strategies for all major freeway and toll road projects that include quick incident clearance practices, and that these strategies be consistently adopted prior to major freeway and toll road improvement expenditures in order to ensure that the expected mobility benefits are realized.

**Section 7.** The RTC may consider compliance with this resolution when considering future Regional Transportation Council funding actions.

**Section 8.** This resolution shall be transmitted to the Texas Transportation Commission, Texas Department of Transportation Dallas and Fort Worth Districts, the North Texas Tollway Authority, Dallas/Fort Worth International Airport, counties within the Metropolitan Planning Organization planning boundary, and cities having freeways and toll roads within their jurisdiction.

**Section 9.** This resolution shall be in effect immediately upon its adoption.



Linda Koop, Chair  
Regional Transportation Council  
Councilmember, City of Dallas

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on October 9, 2008.



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Ron Natinsky, Secretary  
Regional Transportation Council  
Councilmember, City of Dallas

## **COMPREHENSIVE, COORDINATED, INTERAGENCY APPROACH TO FREEWAY INCIDENT MANAGEMENT MODEL RESOLUTION**

**WHEREAS**, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy board associated with the North Central Texas Council of Governments (NCTCOG) and the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, the RTC adopted Resolution R08-10 (an update to RTC Resolution R03-01) that supports a comprehensive, coordinated, interagency approach to Freeway Incident Management; and,

**WHEREAS**, the goal of the NCTCOG Freeway Incident Management Training Program is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce secondary traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region; and,

**WHEREAS**, non-recurring traffic incidents are responsible for about 50 percent of all congestion and the secondary crashes caused by these incidents kill or injure hundreds annually in the Dallas-Fort Worth area; and,

**WHEREAS**, multi-agency coordination and the implementation of “best practices” Freeway Incident Management techniques reduce congestion on affected roadways and improve the safety of incident responders; and,

**WHEREAS**, effective policies, training, equipment and technology that aid in quick incident clearance can both assist with keeping motorists and first responders safe on the roadway and assist in improved air quality for the region; and,

**WHEREAS**, in partnership with regional incident response agencies, NCTCOG has established definitions for regional incident management performance measures: incident clearance time, roadway clearance time, secondary crash, and recovery time.

### **NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

- Section 1.** (The Jurisdiction) supports a comprehensive, coordinated, interagency approach to Freeway Incident Management.
- Section 2.** (The Jurisdiction) supports the quick detection and clearance of traffic incidents using state-of-the-art traffic surveillance, traveler notification, and crash investigation equipment.
- Section 3.** (The Jurisdiction) encourages all personnel involved in Freeway Incident Management to participate in available training opportunities and exercises that promote the objectives within this resolution—a common, comprehensive approach that maintains the safety of incident responders and travelers, while minimizing clearance time.

- Section 4.** (The Jurisdiction) supports an enhanced Geographic Information Systems (GIS) based incident location system that will aid incident reporters and responders in the timely detection and verification of incidents.
- Section 5.** (The Jurisdiction) supports a uniform policy whereby law enforcement agency personnel may remove personal property from a roadway or right-of-way, without the consent of the owner or carrier of the property, if the agency determines that the property blocks the roadway or endangers public safety.
- Section 6.** (The Jurisdiction) supports adopting a quick clearance policy or towing ordinance that mandates the arrival of appropriate equipment within a specified time limit.
- Section 7.** (The Jurisdiction) supports the use and tracking of regional incident management performance measures.
- Section 8.** (The Jurisdiction) supports the development of interagency agreements for incident management operations that include safe, quick clearance goals stated as time goals for incident clearance.
- Section 9.** (The Jurisdiction) supports participation in multi-disciplinary post incident reviews after major incidents to share lessons learned.
- Section 10.** (The Jurisdiction) supports consistent, coordinated operational strategies for major freeway and toll road projects that include quick incident clearance practices, and that these strategies will be consistently adopted prior to major freeway and toll road improvement expenditures in order to ensure that the expected mobility benefits are realized.
- Section 11.** (Please include any additional sections, language, elements, or attachments necessary to fulfill local point of view or local requirements. Should include language about any formal partnerships as well if applicable.)
- Section 12.** (The Governing Body of the Jurisdiction) directs staff to develop and bring forth a set of policies and/or ordinance consistent with the principles contained herein for the (Governing Body's) consideration.
- Section 13.** That this resolution shall be in effect immediately upon its adoption.

I hereby certify that this resolution was adopted by *[Jurisdiction]* on *[date]*.

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*[Name], [Title]*  
*[Jurisdiction]*