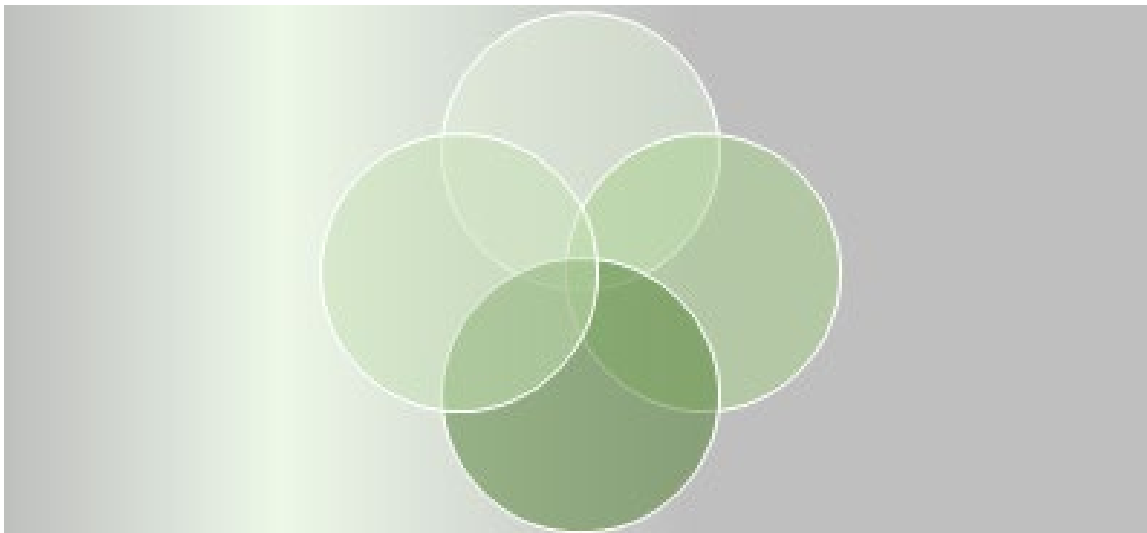


NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

NCTCOG INCIDENT MANAGEMENT FREEWAY BLOCKING EQUIPMENT

2021 Call for Projects

Application Information Packet
Applications Due: November 1, 2021

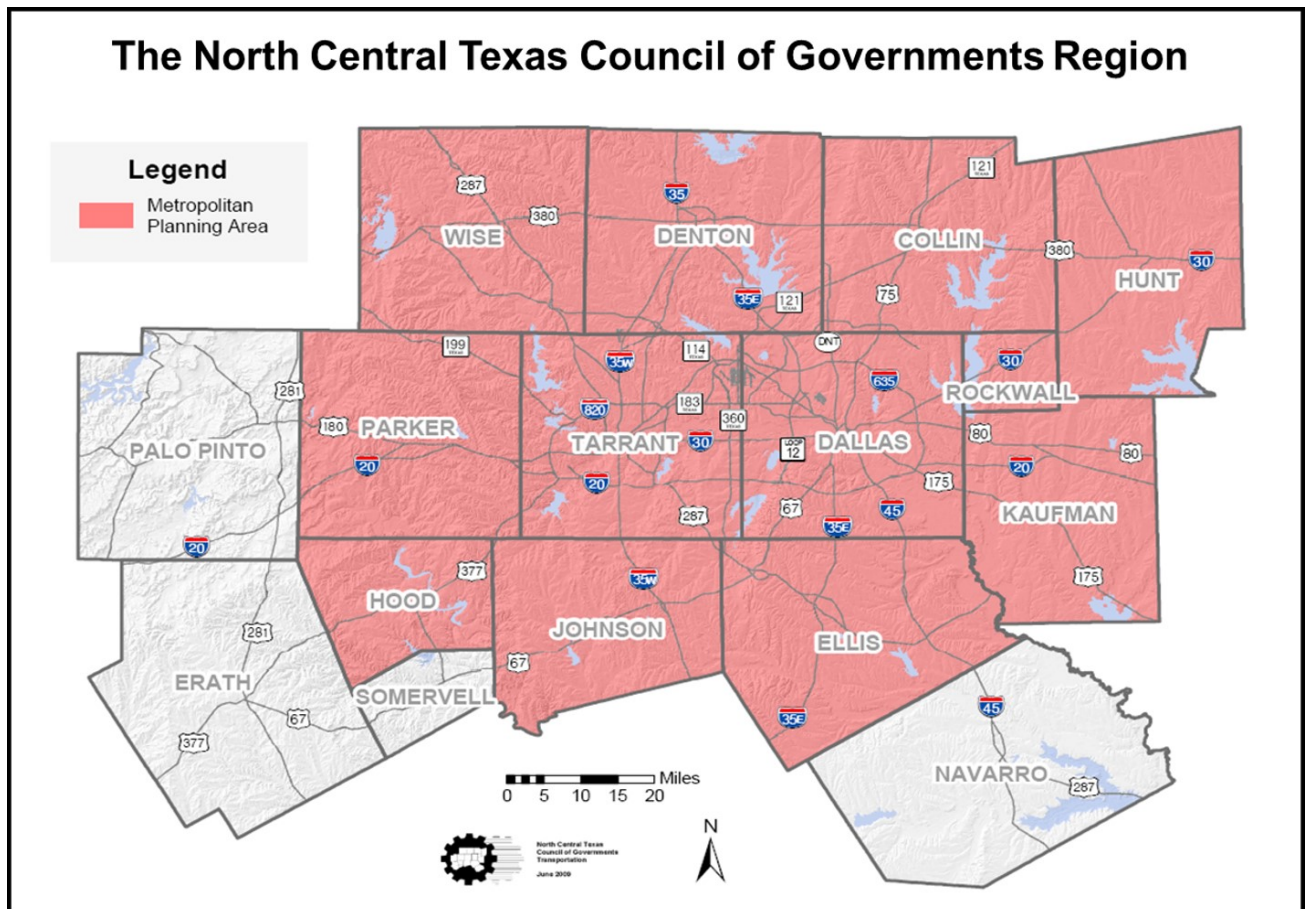


This Call for Projects - Application Information Packet contains information on: the type of Call for Projects, background information, funding information, eligible recipients, eligible activities, evaluation criteria, information on the application process, and the schedule.

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INTRODUCTION

The North Central Texas Council of Governments (NCTCOG) Incident Management Freeway Blocking Equipment 2021 Call for Projects (CFP) includes \$1 million available for the purchase of scene management blocking equipment (i.e., crash attenuators, crash barriers, crash cushions, etc.), used to provide protection to first responders responding to traffic crashes in the North Central Texas (NCT) Metropolitan Planning Area (MPA). Truck mounted attenuators provide protection for incident responders, traveling motorists, as well as reduce collateral damage to other vehicles. When a fire apparatus is struck and damaged it is taken out of commission, hence this effort eliminates the need for an apparatus at a traffic incident, solely for the purpose of blocking. To be considered for funding, the submitting agency must be a regional public-sector partner agency (i.e., police, fire/EMS, courtesy patrol, etc.) actively involved in traffic incident management in the NCT MPA: Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties (*see map below*).



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BACKGROUND

In 2003, NCTCOG became the first agency in the nation to formalize incident management training for all responders in the region. The goal of the NCTCOG Traffic Incident Management (TIM) Training Program is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. 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 (an update to RTC Resolution R03-01).

Non-recurring traffic incidents and crashes are responsible for about 50 percent of all congestion. The secondary crashes caused by these incidents kill or injure hundreds annually in the Dallas-Fort Worth area with an economic loss of more than \$90 billion nationwide each year. Accordingly, incident responders involved daily in responding to traffic incidents are also at high-risk of being struck and killed. Multi-agency coordination and the implementation of best practice traffic incident management techniques reduce congestion on affected roadways and improve the safety of incident responders. Additionally, effective policies, training, equipment, and technology that aid in quick incident clearance can assist with both keeping motorists and incident responders safe on the roadway and assist in improved air quality for the region.

In support of the incident management training recommendation to use Best Practices equipment and technology, NCTCOG is conducting the Incident Management Freeway Blocking Equipment 2021 Call for Projects. The goal of the CFP is to assist partner agencies in purchasing 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 Call for Projects 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. Per the Manual on Uniform Traffic Control Devices, emergency-vehicle lighting provides warning only and is not effective in traffic control. The fire-truck lighting pattern can cause travelers, including DUI drivers, to be attracted to the scene. The use of emergency-vehicle lighting can be reduced if good scene management has been established at a traffic incident scene. So, by attaching the equipment to vehicles other than fire apparatus, the blinding strobe-lighting effects can be greatly minimized, which in turn increases safety to the traveling public as well as incident responders. The Call for Projects emphasizes NCTCOG's commitment to regional traffic incident management efforts by our regional partners and emphasizes the importance of implementing incident management strategies and training.

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GENERAL GUIDELINES

The following list is not all inclusive; it identifies the most basic guidelines of the NCTCOG Incident Management Freeway Blocking Equipment 2021 Call for Projects process. Please contact NCTCOG early in the process for questions related to submitting a project application.

- 1. There is no limitation on the number of blocking project purchases that may be included in the application submitted by an eligible agency.** However, agencies submitting more than one project purchase must rank the project purchases by priority. The submitting agency must also specify the fiscal year in which the purchases will occur.
- 2. The Regional Transportation Council will approve all final projects and funding levels.** Itemized budgets submitted through the 2021 Call for Projects will be reviewed by NCTCOG to ensure that project purchases are eligible and itemized costs are reasonable. Based on available funds, project application requests for funds may not be fully funded.
- 3. Agencies selected to receive funding will be required to take the following actions: (a) enter into an Advanced Funding Agreement with the Texas Department of Transportation (TxDOT) to access the funds; and (b) add the project to the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP).**
- 4. ANY project-related purchases or procurement activities completed BEFORE an agreement between the awarded agency and TxDOT has been executed and/or a Notice to Proceed has been issued will be ineligible for payment under this Call for Projects effort.**
- 5. Project activities must be completed within the timeframe specified in the executed agreement with TxDOT or risk the loss of funding.**
- 6. The agency receiving the award is responsible for any and all cost overruns.**

FUNDING AVAILABILITY

The NCTCOG Incident Management Freeway Blocking Equipment 2021 Call for Projects is funded with Regional Toll Revenue (RTR) funds and covers multiple jurisdictions throughout the NCT metropolitan planning area. The East/West equity split for the allocation of RTR funds is 66 percent east and 34 percent west. The total approved project budget is \$1 million. Agencies selected to receive funding will be required to enter into a funding agreement with TxDOT to access the awarded funds.

Eastern Subregion Dallas District Share (66%)	Western Subregion Fort Worth District Share (34%)	Total NCTCOG Incident Management Blocking Equipment 2021 Call for Projects Funding Available
\$660,000	\$340,000	\$1,000,000

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ELIGIBLE RECIPIENTS

Agencies eligible to be awarded funding through the NCTCOG Incident Management Freeway Blocking Equipment 2021 Call for Projects must be public-sector partner agencies actively involved in traffic incident management in the NCT metropolitan planning area (i.e., police, fire/EMS, courtesy patrol, etc.). The public sector agencies must be located in one of the following counties: Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, or Wise Counties.

ELIGIBLE ACTIVITIES

Blocking equipment should minimize the need for a fire apparatus on scene solely for the purpose of blocking. Types of blocking equipment eligible for purchase under this Call for Projects may include, but are not limited to, crash attenuators, crash barriers, crash cushions, etc. The blocking equipment must be used as part of the agency's incident management program to provide protection to first responders responding to traffic incidents. The proposed equipment should meet Texas Manual on Uniform Traffic Control Devices ([TMUTCD](#)) guidelines and is recommended to be Department of Transportation [MASH certified](#). The purchase of fire truck or engines, personnel and staffing charges are ineligible.

PROPERTY MANAGEMENT REQUIREMENTS

Agencies must maintain funded equipment in accordance with federal property management requirements. This means that an Agency must maintain the funded equipment in good working order and operate them in a manner consistent with the federal requirements until the fair market value is \$5,000 or less. At the end of the Activity Life, or upon transfer of ownership, an Agency must contact NCTCOG for further instructions regarding disposition. Equipment may not be sold, scrapped, or otherwise disposed of until written approval is received from NCTCOG. Sale, scrap, or other disposal without NCTCOG approval or when fair-market value exceeds \$5,000 could result in a partial return of awarded funding.

MATCHING REQUIREMENTS

Agencies receiving funds through the NCTCOG Incident Management Freeway Blocking Equipment 2021 Call for Projects will be required to provide a 20 percent local match as a part of this Call for Projects.

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EVALUATION CRITERIA

Projects will be awarded through a competitive selection process. Each project application will be screened for completeness and timeliness. Applications that are deemed incomplete or arrive after the deadline will not be reviewed. Applicants will be considered based on the following Scoring Criteria:

Scoring Criteria	Available Points
TIM Training Attendance - NCTCOG or In-house (<i>Since August 2013</i>)	20
Crash Data in Jurisdiction (<i>2016 - 2020</i>)	10
Adoption of Incident Management Resolution	10
Incident Management Goals/Targets in Place	5
Adoption/Implementation of Regional Performance Measure Standard Definitions	5
Explanation of How Equipment will be Used to Provide Protection to First Responders (Specify if the equipment will be mounted to vehicles other than fire apparatus.) - <i>15 Points for Innovativeness (Non-Fire Truck Vehicle Deployment)</i>	50
Total Score	100

1. TIM Training Attendance - NCTCOG or In-house (Since August 2013):

Submitted applications should identify if the agency has participated in the NCTCOG [Traffic Incident Management Training Courses](#). Participation in First Responder and Manager’s Course, the Executive Level Training Course, and regional TIM Self-Assessment activities are eligible. NCTCOG staff will verify if the agency has participated in NCTCOG-sponsored training and self-assessment activities.

In-house or agency-sponsored Traffic Incident Management Training will also satisfy this requirement. The training should include components related to safe and effective incident management techniques. Course material documentation must be submitted to receive credit for in-house or agency-sponsored training.

2. Crash Data in Jurisdiction – Serious Injury and Fatality Crashes (2016 – 2020):

The submitting agency is not required to submit jurisdictional crash data. NCTCOG staff will utilize crash data from the TxDOT Crash Records Information System (CRIS). CRIS data from 2016 – 2020 will be used to satisfy this scoring component.

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3. **Adopted (NCTCOG or Agency) Freeway Incident Management Resolution:**

Submitted applications should identify if the agency has adopted a Freeway Incident Management Resolution. In October 2008, the Regional Transportation Council adopted [Resolution R08-10](#): Resolution Supporting a Comprehensive, Coordinated, Interagency Approach to Freeway Incident Management (an update to RTC Resolution R03-01). A [model resolution](#) has also been drafted to assist agencies in developing a similar jurisdictional resolution. A copy of the adopted jurisdictional resolution must be submitted to receive credit for this scoring component.

4. **Incident Management Goals/Targets in Place:**

Submitted applications should identify if the agency has implemented specific incident management program goals and objectives or time-related targets. A copy of the documented goals or time targets must be submitted to receive credit for this scoring component.

5. **Adoption/Implementation of Regional Performance Measure Standard Definitions:**

Submitted applications should identify if the agency has adopted and/or is currently implementing the standard definitions for the following regional incident management performance measures: Response Time, Incident Clearance Time, Roadway Clearance Time, Secondary Crash, and Recovery Time. A copy of the documented definitions must be submitted to receive credit for this scoring component.

6. **Explanation of How Equipment will be Used to Provide Protection to first responders:**

Submitted applications should include a detailed description of the proposed equipment or technology to be purchased and an explanation of how it will assist in providing protection to incident responders responding to traffic crashes. Blocking equipment placed on 'non-fire truck' vehicles will be scored higher than blocking equipment placed on fire trucks. Supplemental materials such as photographs, diagrams, exhibits, etc. are required. Associated specifications for the equipment, along with the itemized costs, are also required.

Based on user recommendation from a local agency that recently purchased truck mounted attenuator blocking equipment, the outline dimensions of the crushable attenuator portion in the user mode are recommended to be a maximum of 12' 9" long, 96" wide and 25" high. In addition, the maximum length of the attenuator in the up-travel position is recommended not to exceed 54" from the mounting plates on the truck to the rear of the cartridge, and maximum height not to exceed 11' 6" from the ground to highest point while stowed. The attenuator should provide enough ground clearance when stowed so as not to drag on roadway approaches.

Appendices A – G contain other relevant documentation for the Call for Projects including: the Federal Highway Administration Best Practices List; the NCTCOG TIM Course Brochure; the NCTCOG TIM Course Description; the NCTCOG Incident Management Resolution R08-10; the FIM Model Resolution; the Standard Incident Management Performance Measure Definitions; and Project Submittal Form.

Applications will be evaluated based on the criteria above and projects recommended for funding will be brought to the Surface Transportation Technical Committee (STTC) and the

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Regional Transportation Council for approval. Applicants will be notified of the final awards after RTC approval scheduled for January 2022.

NCTCOG is not obligated to fund an application from a submitting agency that has demonstrated marginal or unsatisfactory performance on previous grants, funding and/or contracts with NCTCOG or other State agencies. NCTCOG is not obligated to fund an application from a submitting agency based on a determination of the risks associated with the agency, including the financial condition of the agency and other risk factors as may be determined by NCTCOG.

NCTCOG may base funding decisions on factors associated with best achieving the goals of the program, and NCTCOG is not obligated to select a project for funding. Additionally, NCTCOG may select parts of an application for funding and may offer to fund less than the dollar amount requested in an application. NCTCOG reserves the right to not fund every project and reprogram remaining funds for a later Call for Projects.

Interested applicants are urged to develop projects that involve multiple jurisdictions or multiple discipline and/or agencies partnering to provide service over a greater area and to serve a higher number of individuals. This in turn can broaden the impacts of a project and enable a greater number of people to be served more cost effectively than several small projects.

APPLICATION PROCESS

The Project Application and supplemental materials related to the NCTCOG Incident Management Freeway Blocking Equipment 2021 Call for Projects may be obtained online at www.nctcog.org/FIMCFP or by contacting Camille Fountain, Transportation Planner at cfountain@nctcog.org or (817) 704-2521.

To be considered under the NCTCOG Incident Management Freeway Blocking Equipment 2021 Call for Projects, three (3) signed hard copies of the application and supporting materials, and one (1) electronic copy of all materials should be provided on a USB drive. All electronic documents should be submitted as portable document format (PDF). Graphics, such as maps or photographs, should also be submitted as portable document format (PDF), jpeg, or bitmap files. The submittal must be received by **5:00 pm, Central Time (CT), on Monday, November 1, 2021**. A postmark by the established deadline does not constitute an on-time application. 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 completed project applications should be mailed or hand delivered to:

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

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

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In accordance with Call for Projects Procedures established by the Regional Transportation Council Bylaws, NCTCOG must have the submitted project applications “in hand” at the NCTCOG offices by the November 1, 2021, submittal deadline. A postmark by the established deadline does not constitute an on-time application. Project sponsors are encouraged to submit their applications far enough in advance of the submission deadline to allow NCTCOG staff to review applications for completeness.

FUNDING ADMINISTRATION AND DISBURSEMENT OF FUNDS

Successful applicants will be notified in writing of their selection and the amount of funds awarded. Agencies selected to receive funding will be required to enter into an Advanced Funding Agreement (AFA) with TxDOT to access the funds; and add the project to the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP). The TIP is a staged, multiyear program of projects approved for funding by federal, state, and local sources within the Dallas-Fort Worth area. All projects must be included in these documents and receive federal STIP approval before an agreement can be executed and funds can be advanced.

Projects awarded Regional Toll Revenue (RTR) must be submitted to NCTCOG staff to be added to the TIP/STIP in late January 2022 to be included in the May 2022 TIP Modification Cycle. The deadline to submit TIP modification requests for the May 2022 cycle is January 28, 2022. Awardees will be responsible for submitting TIP modifications.

Additional information regarding the TIP, including frequently asked questions, can be found on our website at www.nctcoq.org/trans/tip.

Once May 2022 TIP modifications have been finalized, awardees should begin working with TxDOT on the development of the AFA. This process is independent of NCTCOG and handled through the District Contract Services groups. Additional information on this process will be provided upon receiving an award notification.

ANY project-related purchases or procurement activities completed BEFORE an agreement between the awarded agency and TxDOT has been executed and/or a Notice to Proceed has been issued will be ineligible for payment under this Call for Projects effort.

All activities under the AFA awarded as a result of this Call for Projects must be completed within the scope, time frames, and funding limitations specified by the agreement. Upon signature and execution of the AFA by TxDOT, a copy of the executed agreement will be returned to the applicant.

Funding recipients will be required to submit information as specified in the executed agreement.

Regional Toll Revenue Requirements:

- Local agencies must track advanced RTR funds in a separate interest-bearing account.
- Monthly invoice and status reports must be submitted to NCTCOG via RAPTS website.
- Upon completion, project must be closed-out with NCTCOG first, and then with TxDOT.

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- Implementing agency sends closeout letter to NCTCOG listing expenditures and interest earned.
 - Agencies should not send a check to TxDOT without getting NCTCOG concurrence first.
 - NCTCOG will only provide concurrence once invoices and status reports are up to date, and the close out check list has been completed.
 - Agency must send NCTCOG “after” photos of project as well.
- Cost savings plus the earned interest must be returned to TxDOT.
 - Do not assume the agency can spend interest. It must be returned to pool or requested to be used *in advance* of use.
 - Additional information regarding RTR funds may be found at www.nctcog.org/trans/rtr.

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SCHEDULE

Date	Action
July 23, 2021	Regional Safety Advisory Committee (Information) – Incident Management Blocking Equipment CFP Notice
August 12, 2021	RTC (Action) – Request RTR Funds to Conduct CFP
August 27, 2021	STTC (Action) – Endorsement of RTC Action
September 3, 2021	Open Call for Projects (60 days)
September 13, 2021	IM Blocking Equipment CFP Forum
November 1, 2021	Close Call for Projects
Nov. 2 – Nov. 16, 2021	Evaluate Submitted Proposals
December 3, 2021	STTC (Action) – Approval of Selected Projects
December 13, 2021	Public Comment Period Begins
January 13, 2022	RTC (Action) – Approval of Selected Projects
January 28, 2022	TIP Modifications Due
Late June-Early July 2022	Federal/State STIP Approval
July 2022	TTC Approval
Fall/Winter 2022	Agencies Execute Agreements with TxDOT
30 Days After Executed Agreement and/or 30 Days Prior to FY Noted in Agreement	TxDOT Sends RTR Funding to City/Implementing Agency
Winter 2022	Agencies Purchase Blocking Equipment

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CONTACT INFORMATION

Website: www.nctcog.org/FIMCFP

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