

MEETING SUMMARY
REGIONAL SAFETY ADVISORY COMMITTEE
Friday, January 24, 2020

The Regional Safety Advisory Committee met at 10 am on January 24, 2020 at NCTCOG offices.

Members in Attendance

Alonzo Liñán, Chair, City of Keller; Asma Tuly, Co-Chair, City of Allen; Joe Atwood, Hood County; Rick Cortez, City of Mesquite; Rama Dhanikonda (for Daniel Herrig) City of Richardson; Buz Elsom, Rockwall County; Mike Galizio, Tarrant County; Ron Hartline, City of The Colony; Amelia Hayes, FHWA; Matt Hotelling, Town of Flower Mound; Paul Iwuchukwu, City of Arlington; Brian Jahn, City of Denton; Rich Larkins, City of Grapevine; Minh Le, Texas Transportation Institute; Joseph Marchione (For G. Khankarli) City of Dallas; Brian Moen, City of Frisco; Cody Owen, City of Irving; Anthony Smith, Dallas County; Kevin St. Jacques, Hunt County; Jerod Stanley, TxDOT Dallas District; Matthew Tilke, City of Plano; Caroline Waggoner, City of North Richland Hills.

Guests in Attendance

Harold Gibbs, Chariot Solutions; Kirk Houser, Alliance Transportation Group.

NCTCOG Staff in Attendance

Natalie Bettger, Camille Fountain, Clint Hail, Clifton Hall, Kevin Kroll, Sonya Landrum, Barbara Walsh

Meeting Summary Outline

1. Approval of October 25, 2019 Meeting Summary
2. Regional 911 Safety Data Integration Grant
3. Congestion Management Process Update
4. UAS Safety and Integration Task Force
5. Solutions for Traffic/Vehicle Pedestrian, Traffic Assessment
6. Preliminary 2018 Roadway Safety Performance Measures: Targets vs Performance
7. Update Items
8. Safety-Related Reference Items, Topics or Training Courses
9. Upcoming Safety-Related Events and Training Announcements
10. Other Business
11. Next Special RSAC Meeting: March 27, 2020, 10 am
12. Next RSAC Meeting: April 24, 2020, 10 am

1. Approval of October 25, 2019 Meeting Summary – Alonzo Liñán, Chair, City of Keller

The October meeting summary was accepted as written.

2. Regional 911 Safety Data Integration Grant – Clint Hail, NCTCOG

Clint Hail informed the committee of a US Department of Transportation (USDOT) Notice of Funding Opportunity released in late 2019 that came out of USDOT's Safety Data Initiative (SDI) program. NCTCOG had assistance preparing the grant proposal from Texas Transportation Institute, along with input from cities that had worked on similar grant proposals. The SDI program is trying to move transportation planning and transportation management towards the predictive analytics push. The grant programs they release are focused on the development of scalable tools that are not highly proprietary and bespoke to one city or region.

In 2019, SDI beta tools grant funding program where grant funding was used to get a range of partners from private sector, universities, cities, DOTs etc., out of which came six tools: Solving for Safety, Waze, Pedestrian Facilities, FARS Visualization, Rural Speed, and 2-STEP Tool. Access to some of the developed software is available on the USDOT SDI website.

There were two categories for Solving for Safety: Visualization Challenge, the latest grant proposal. Category A approach was to use one of the safety tools already available and build off that. Category B approach was to develop a new tool for which there is a need and is easily scalable to be used around the country.

NCT911 Department identified a need for a tool that is both scalable and needed everywhere on how to improve handoffs of both static incidences and dynamic incidences on roadways (ex. high speed chases on corridors) that cross jurisdictions. The common approach has been to hold conference calls with involved parties to get everyone on the same page and by using 10-digit numbers. There are cases where this has proven highly inefficient and ineffective, so NCT911 wanted to find new ways to transfer jurisdiction. How do we get a better picture of what's happening along our roadways and how do we create systems that allow 911 centers to quickly transfer that information to each other? When an incident happens, how do all regional 911s that are part of NCT911 see what's going on in other jurisdictions, how is it tracked, and how do they transfer authority and management as an incident crosses boundaries. Modeling off the success of other cities in the region and gathering input from several different partners, the Transportation Department partnered with NCT911 to submit a proposal to the SDI grant program. The proposal was an opportunity to bridge the gap between transportation and emergency management, sharing incoming online data into TMC and 911 centers.

Awards will be announced April through May. The committee will be kept updated on the award status.

3. Congestion Management Process Update – Clifton Hall, NCTCOG

Clifton updated the committee on the Congestion Management Process (CMP). This was an opportunity to get more exposure on the process and get more information out to transportation professionals in the region.

The CMP is one of five federally mandated planning documents for an urbanized area with a population of over 200,000 and is part of the Metropolitan Transportation Planning process. The CMP is a process that seeks to manage congestion since reducing or eliminating congestion is not always feasible or possible. NCTCOG has received funding for a planning tool which will allow eventual integration of data sources and will provide up-to-date information for decision making. The update will focus on multi-modal transportation, incorporating the highway network and transit network; ways to assess congestion management strategies used as part of the process in order to determine which ones are most effective for the region. The CMP is not a stand-alone process, it is being integrated into other planning documents and processes. The regional goals and objectives from the MTP are the same as for the CMP – Mobility, Quality of Life, System Sustainability, and Implementation.

The paradigm for the 2019 CMP update is to look first at corridors in the most need. Critical corridor performance criteria were developed. In addition to recurring congestion and safety, which were measures used in the 2013 CMP Update, the 2019 update will add non-recurring congestion and pavement and bridge conditions as criteria.

Clifton provided a map of corridors included in the 2013 CMP Update, which consisted mostly of limited access facilities in the four core counties. The 2019 Update will look at expanding the network to where congestion is projected to happen in 2045, based on MTP model results. The draft criteria include what assets exist in the corridor, what operational programs exist in the corridor, and what else can be done to improve safety.

The CMP team has held peer reviews with other program areas in the department to develop strategies, which must be consistent with the MTP for addition into the Transportation Improvement Program. All strategies must be actionable, consistent with safety program and policies in the MTP. Strategies will eventually be evaluated for effectiveness, giving priority to more impactful or cost-effective strategies. Project performance evaluations must also be developed. Staff will use existing before/after studies for relevant measures, focus on initial criteria performance measures (Level-of-Service, Reliability, etc.), and use the process to track federal performance measures as necessary.

Clifton presented the current draft schedule for developing the CMP, with a projected presentation of the final CMP to the Regional Transportation Council for approval in mid- to late-2020.

The presentation is available on the [RSAC website](#).

4. Unmanned Aircraft Systems (UAS) Safety and Integration Initiative – Ernest Huffman, NCTCOG

Ernest Huffman shared an initiative that is very important to the safety of the region. The UAS Safety and Integration Task Force will work to integrate drone technology into our metropolitan environment. Key issues are safety, industry collaboration in the region, public engagement and perception, education and training, workforce development, regulations, and technology. Drones flying in our airspace, around airports, around homes tend to pose a significant safety issue. The drone industry has been very individualist and fragmented; there is a need to bring those component parts together. Public engagement and perception of drone usage may be negative. Drones can be effective and advantageous to cities in the use of public safety such as search and rescues and infrastructure surveys.

There is not much standardization amongst training in the industry. Currently there is not a workplace pipeline for drone-related careers in the metroplex. To attract industry to a metroplex, they are going to look for the workforce. Regulations are not up to pace with the technology. The UAS Task Force is trying to work with the FAA, local and State legislators to get drone industry regulations up to par so the drone industry can flourish. The main business opportunity with drones comes from automated drone technology – automated package deliveries, automated air taxis. The overall objective of the UAS task force is to promote safety and standardization, mitigate reckless UAS operations, promote integration of UAS into the DFW regional airspace, and collaborate with regional partners for a coordinated comprehensive approach.

Currently the task force has 222 members, and 130+ organizations represented, including airports, cities, counties, FAA military, UAS Industry Reps, and NCTCOG staff. Four working groups within the task force have been created – Education and Public Awareness; Legislative; Training; and Integration. The Education and Public Awareness group arranges Know Before you Fly Your Drone workshops, public outreach events and strategy. The Legislative group will be looking to create a collaborative document with cities for those interested in drone technology, so the industry is aware the region is open for business. The Training group is working heavily with companies like Bell Helicopter and Lockheed to learn what skillsets they need for people to join that workforce, what kind of careers will be developing down the line. The group will help educational institutions to develop programs to get the workforce educated in necessary technology – software engineers, developers, pilots for the air taxis. The Integration group will work on Urban Air Mobility Integration (air taxis); designate viable test sites, work with airports on UAM infrastructure needs, and more.

Ernest encouraged participation in the UAS Task Force from the smaller cities so they are aware of technology pilot opportunities, to be a part of the solution for safer skies, to promote economic development, and grant opportunities. Interested parties should contact Ernest Huffman at ehuffman@nctcog.org, or attend a future UAS Task Force meeting.

The presentation is available on the [RSAC website](#).

5. Solutions for Traffic Incident Management – Harold Gibbs, Chariot Solutions

Harold Gibbs is the Internet of Things (IoT) officer for Texas UAS Works. When you talk about solutions for traffic incident management, from a wireless viewpoint, these are Internet of Things solutions. The IoT are tools simply connected to the internet which become tools to better do what we do best. Harold first meets to talk about different solutions and different ways to solve problems and then he brings solutions to the table.

Harold presented a few company's solutions with IoT for traffic incident management, and first response. He introduced the SmartCone™ Safety Solution. The SmartCone™ provides intelligent perimeter monitoring, hazardous levels detection, and intrusion detection to improve physical safety in work zones. It uses sensors and LiDAR and deploys IoT technology to create a “smart” safety zone that helps avert public and workplace injuries and fatalities. The SmartCone™ solution provides connectivity, on-site sensor fusion, and alarms. Worker Zone Safety is one of primary uses of this tool. The SmartCone uses Edge analytics, can be solar or battery-powered, and use radio-frequency identification (RFID). It can be used for bike lane safety, crosswalk safety, air traffic management, autonomous vehicle solutions, and street level air quality monitoring. IoT can be used for asset tracking,

lane closure tracking, license plate recognition, data collection and reports. These are tools that can be used to accomplish a variety of issues.

The presentation is available on the [RSAC website](#).

6. Preliminary 2018 Roadway Safety Performance Measures: Targets vs Performance – Kevin Kroll, NCTCOG

Kevin Kroll presented on the preliminary roadway performance measures. At the October RSAC, Sonya presented on performance measures and how FHWA was going to assess states on whether they met or made significant progress towards meeting their performance measure targets. Since October, NCTCOG has received the 2018 FARS ARF data, which is FARS' preliminary data. Staff reviewed 2018 targets originally set in December 2017, and then compared actual performance to those targets.

There are five road safety performance targets that States and MPOs are required to track: Number of fatalities; Fatality Rate per 100 million vehicle miles traveled (VMT); Number of Serious Injuries; Serious Injury Rate per 100 million VMT; and the Number of Non-motorized Fatalities and Serious Injuries, which are bike and pedestrian incidents. TxDOT determined that a two percent reduction for each of the categories was achievable by 2022. Kevin presented a slide reflecting observed data on each target from 2012 to 2018, compared to projected estimates. In order to have met or made significant progress, the actual performance needs to be lower than 2018 targets, or below the baseline performance for at least four out of the five performance measures.

Targets were met for: Number of Fatalities; Fatality Rate per 100M VMT; Number of Serious Injuries; and Serious Injury Rate per 100M VMT. For the Number of non-motorized fatalities plus serious injuries, while technically meeting the target, the number of bike and pedestrian fatalities increased, so there is room for improvement. To summarize, targets were met in four out of five categories, and we are better in the baseline in two out of the five.

The process FHWA is using to determine whether states met their targets started in December 2019, and those reports will be going out to the states no later than March 31, 2020. States deemed not to have met or made significant progress towards their targets must submit a FY2021 HSIP implementation plan by June 30, 2020 and must use FY2017 HSIP apportionment in their FY2021 implementation plan only, for HSIP projects. Kevin noted these are preliminary numbers, and final numbers will be brought to the committee in April.

The question was asked why numbers dropped in 2016, and if this was due to programs NCTCOG implemented. Kevin replied that NCTCOG is still in the process of compiling that information. An inventory is being made of all programs NCTCOG has currently or is trying to implement in the future. This will not only be programs managed by the safety program area, but also by other program areas in NCTCOG, including bicycle/pedestrian, aviation, freight, etc. Also, because of the federal performance measures, the RTC allocated additional funding to NCTCOG to create a regional roadway safety plan that will be an overarching plan to include all safety plans and projects in the region. Sonya added that with more emphasis being placed from the federal and state levels, at regional as well as city levels, and on safety and improving safety, the reason for the fatality, etc. numbers decreasing could not be owed to any one facet.

Natalie added that staff could further analyze data and understand if there might be significant changes in certain areas around the region, or on certain types of facilities, and compare from previous years' data. It was also suggested to look at VMT and growth rate over the years, to see if that has been adjusted compared to year-to-year. This might affect the crash rate itself. Findings will be brought to a future RSAC meeting.

7. Update Items

a) Commercial Vehicle Enforcement RFP Update – Kevin Kroll

The CVE RFP was sent out in November 2019. Three responses were received, with seven different scale models that could be considered. However, it was discovered that none of the responses satisfied NCTCOG's Buy America requirements. The respondents were informed that additional documentation was required. Respondents complied with the request but NCTCOG procurement staff had not reviewed the additional information by the date of RSAC meeting. Pending the requirements being met, NCTCOG will select a vendor and proceed with approval to enter into a contract.

b) NCTCOG Regional Safety Program Inventory – Kevin Kroll

This information was covered in the performance measures presentation.

c) Upcoming Regional Safety Plan – Kevin Kroll

NCTCOG staff is in initial stages of developing a regional safety plan. An NCTCOG safety program/projects inventory and draft safety plan outline will be brought to the RSAC for input and feedback as the process is developed.

d) TIM Equipment Purchase Call for Projects – Camille Fountain

The Call for projects opened on December 19, 2019 and closes February 21, 2020.

NCTCOG staff will evaluate the submittals. A special RSAC will be held on March 27, 2020 for staff to preview the proposed selected projects with RSAC members before presenting to STTC in April.

e) Photogrammetry Contract Completion – Camille Fountain

NCTCOG is no longer under contract with the photogrammetry vendor. The last workshop was hosted in March 2019. Two-hundred thirty systems were funded through the program and are out in the region between 71 different agencies.

f) NCTCOG TIM Training Video Development – Camille Fountain

Staff is currently working with the marketing and communications team to develop a regional traffic incident management video to highlight the importance of incident management and attendance at First Responders' Training. Camille played a clip of the video presented to RTC in November. The full video will be available in the spring.

g) Abandoned/Hazardous Vehicle Working Group Activities – Natalie Bettger

This working group primarily concentrates on the problem of vehicles abandoned on shoulders of high-speed facilities, and how to go about getting them removed in a timelier manner. Meetings have been held with several law enforcement agencies across the region, tollway authorities, and TxDOT. An inventory of importance is being put together, as well as what data is being collected. The next meeting of the group is in March if any members are interested in participating.

h) Wrong Way Driving Request for Information (RFI) – Natalie Bettger
NCTCOG released this RFI in the fall. We are working with TxDOT and tollway authorities to evaluate the responses to see if there is technology advanced enough to use mobile-type devices to detect a wrong way driver on facilities. Based on responses, it is believed the technology is not yet there. TxDOT and the tollway authority are testing different types of technology. It was requested that a peer exchange be held as the technology is tested so parties interested in the technology and its effectiveness could learn best practices, etc.

i) MUTCD Compliance Deadlines Discussion – Alonzo Liñán
Chair Liñán wanted to bring to everyone’s attention that four compliance dates had come due at the end of 2019 calendar year. Referring to the Target Compliance Dates handout provided, he encouraged everyone to look at their roadway signs to ensure their compliance.

8. Safety Related Reference Items, Topics or Training Courses

Safety Resources are available on the [Safety web page](#).

9. Upcoming Safety-Related Events and Training Announcements

- a) [Traffic Incident Management First Responder and Manager Course](#):
 - February 27 – 28, 2020 at NCTCOG
 - May 28 – 29, 2020 at NTTA
 - August 6 – 7, 2020 at NCTCOG
 - September 24 – 25, 2020 at NCTCOG
- b) [Texas Statewide Impaired Driving Forum](#): February 12, 2020, San Marcos, Tx
- c) [Lifesavers National Conference on Highway Safety Priorities](#): March 15 – 17, 2020
Tampa, FL

10. Other Business

There was no other business.

11. Next Special Regional Safety Advisory Committee Meeting

A special RSAC meeting is scheduled for March 27, 2020 in the Transportation Council Room at NCTCOG offices.

12. Next Regular Regional Safety Advisory Committee Meeting

Chair Liñán thanked everyone for being a part of this group. He pointed out that it was important to remember we are all part of a larger operation, that we are public servants and there is a purpose in what we do. He commended everyone on being dedicated to their profession, being part of RSAC, and making a difference. “We are helping change people’s lives.”

The next regular RSAC is scheduled for April 24, 2020 in the Transportation Council Room at NCTCOG offices.

Chair Liñán concluded the meeting.