



NCTCOG PRESENTATION

Fort Worth Heritage Park Regional Pedestrian Connection

Regional Transportation Council | 3.12.2026



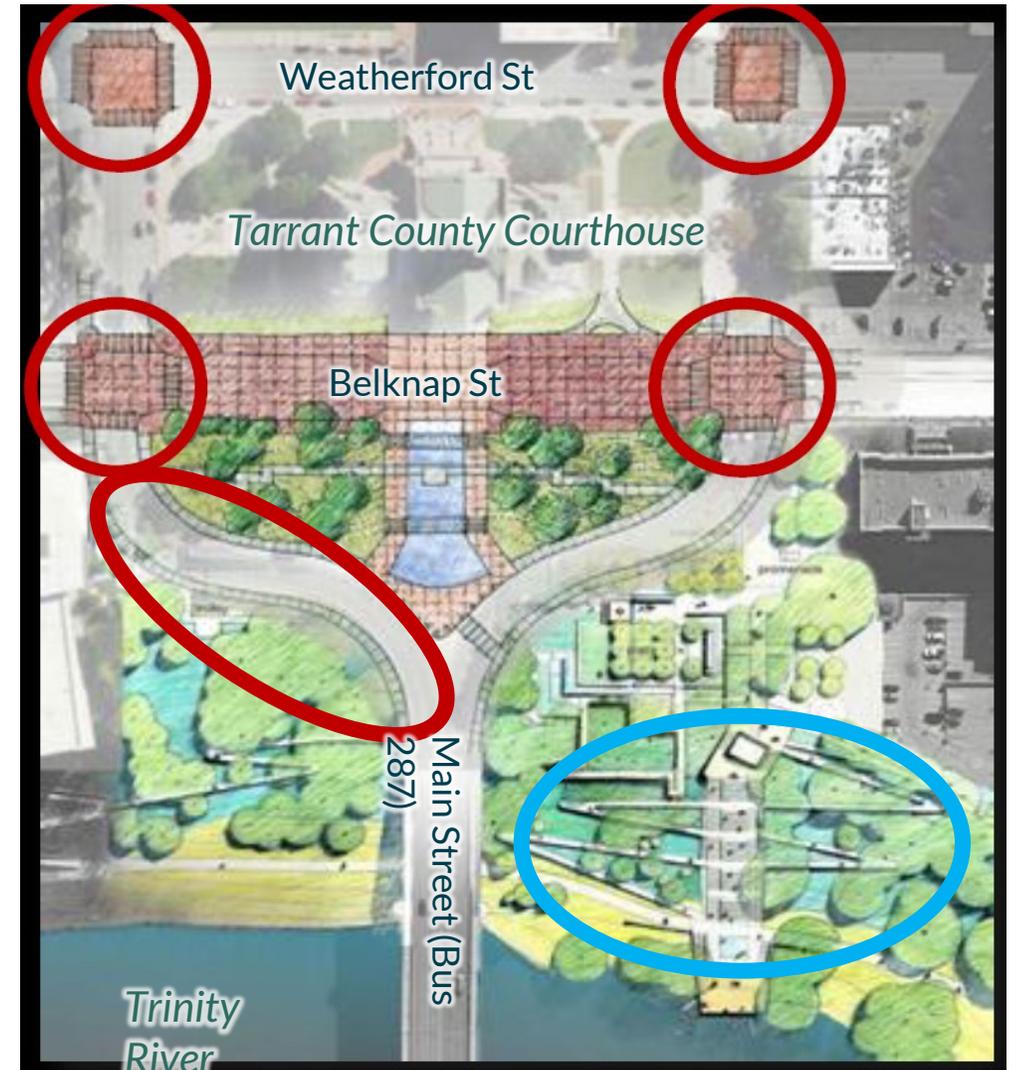
Background

Project Goal: Improve pedestrian safety, accessibility, and connectivity from downtown Fort Worth through park space to Trinity River Trails.

Phase 1: Intersections - August 2020, RTC approved funding for intersection and road alignment safety improvements around Tarrant County Courthouse (areas in red). Currently at 60 percent design, it will be 90 percent designed by fall 2026.

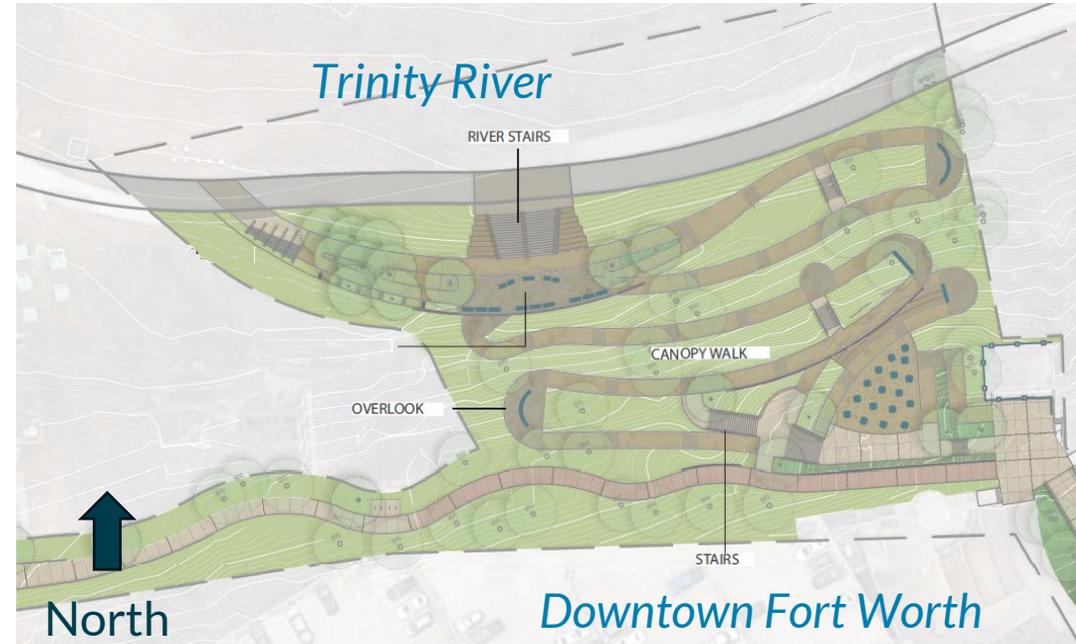
RTC action included consideration of the active transportation facility (blue area) in the future, contingent on private sector commitments being realized.

Phase 2: Pedestrian Connection - December 2025, City of Fort Worth confirmed private funds are committed for the park project connecting streets and path to the Trinity Trails.



Proposed Project

- 1,236 feet of pedestrian path
- 79 -foot grade change from downtown Fort Worth streets to Trinity Trails
- Meets Americans with Disabilities Act (ADA) slope standards
- Total project cost: \$10 million
- Fills an ADA connectivity gap between existing sidewalks downtown to the regional Trinity Trails network

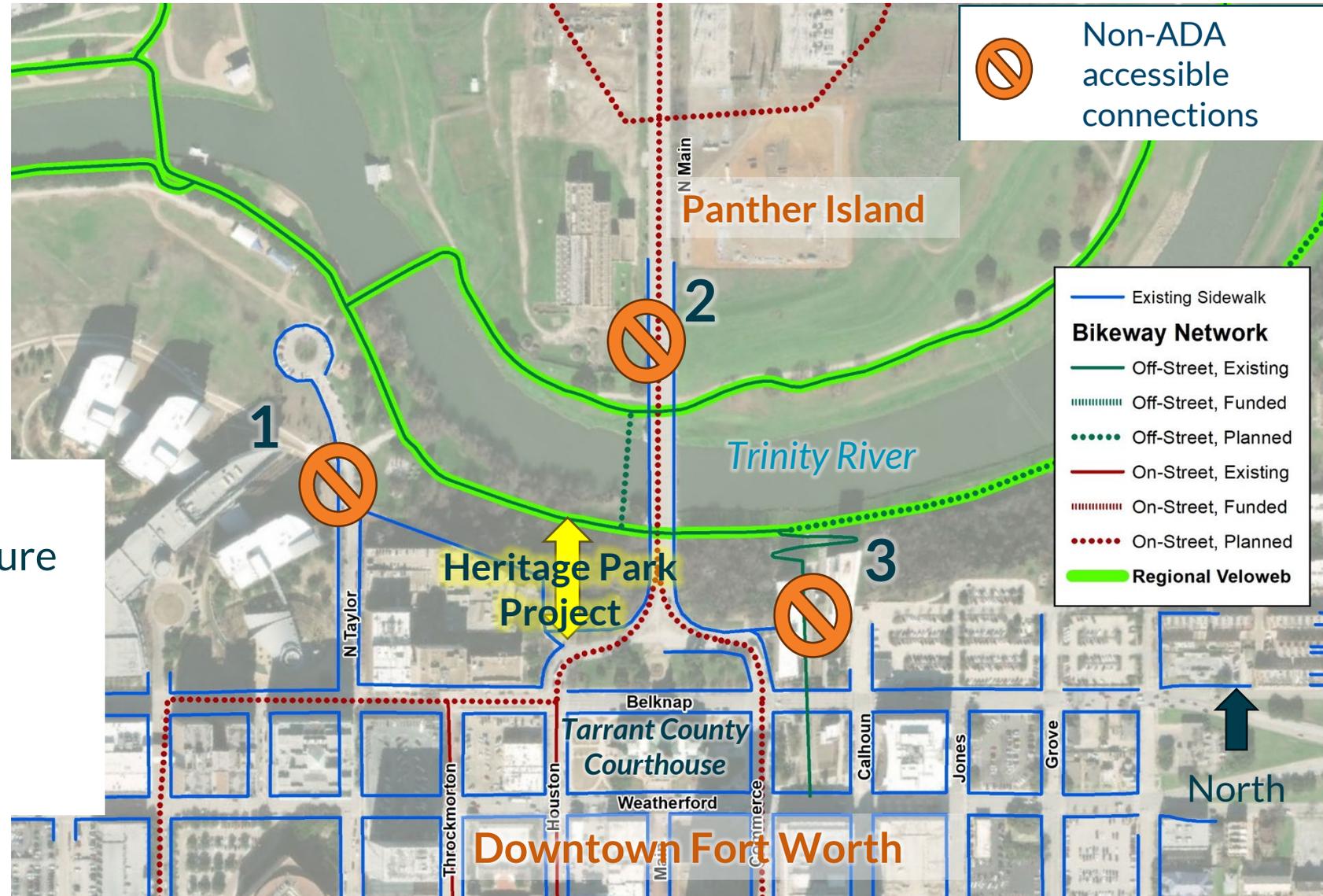


Project Location and Regional Existing Connections



1. Non-ADA slope
2. Non-ADA slope/stairs. Future Panther Island connection
3. Elevator access only

Limited direct pedestrian or bicycle facility connections



REQUESTED ACTION – Heritage Park Regional Pedestrian Connection

RTC approval of:

- \$8M Congestion Mitigation and Air Quality Improvement Program funding matched with \$2M local funding from the City of Fort Worth to construct the Heritage Park Regional Pedestrian Connection.
- Administratively amending the Transportation Improvement Program/ Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the project/change.
- The requirement of City of Fort Worth and RTC executing a Memorandum of Understanding.

RTC Action Item – March 12, 2026



CONTACT US



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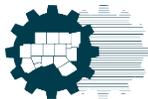
PROPOSED TRAFFIC SIGNAL FUNDING PROGRAM

REGIONAL TRANSPORTATION COUNCIL
March 12, 2026



BACKGROUND: PREVIOUS RTC ACTION

- **RTC Action:** On 11/13/2025, RTC approved the traffic signal improvement types and funding categories/splits.
- **Action established:**
 - Agency eligibility and evaluation criteria for funding requests.
 - Categorization of eligible improvements and federal/local cost-sharing requirements.
 - Development of a funding program to address identified signal needs.
 - Authority to amend Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and related documents administratively.
- **Today's information:**
 - Applying the funding allocation to funding categories.



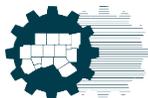
IMPROVEMENT TYPES AND FUNDING CATEGORY

Diagram #	Types of Improvements	Funding Category	Cost Sharing
1	Transit Signal Priority / Transit Signal 2.0	RTC 7	80/20
2	Emergency Vehicle Pre-emption	RTC 6	80/20
3	Central Software	RTC 6	80/20
4	GPS Clocks	RTC 1	80/20
5	Communication (Fiber or Wireless)	RTC 1	80/20
6	Controllers	RTC 1	80/20
7	Vehicle Detection (No Loops)	RTC 1	80/20
8	Bike / Ped Equipment / Low Volume Trigger	RTC 2	80/20
9	Wiring	RTC 1	80/20
10	Freight Signal Optimization	RTC 6	80/20
11	Flashing Yellow Arrows	RTC 5	80/20



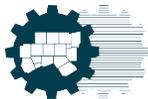
IMPROVEMENT TYPES AND FUNDING CATEGORY

Diagram #	Types of Improvements	Funding Category	Cost Sharing
12	Dynamic / Reversible Lane Assignments	RTC 5	80/20
13	CCTV / Camera for Operations (Non-Scheduled Events)	RTC 5	80/20
14	Signal Retiming / Safety / High Volumes	RTC 4	80/20
15	New Signals (Warrants 4,5,6,7,and 9)	RTC 3	80/20 or 0/0
16	Battery Back-Up	Federal/Local	0/100
17	Mid-Block Crossing	Federal/Local	0/100
18	Backplate	Federal/Local	0/100
19	Cabinets / Foundations	Federal/Local	0/100
20	LEDs	Federal/Local	0/100
21	Signal Head Replacement	Federal/Local	0/100
22	Span Wire to Mast Arm / Poles	Federal/Local	0/100



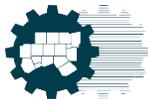
PROPOSED PROGRAM FUNDING TABLE

FUNDING PROGRAM	TYPE OF IMPROVEMENTS	FUNDING REQUEST	PROPOSED NEW FUNDING
RTC 1 - Coordination Equipment - Minimum Equipment Standards Program.	GPS Clocks, Communication (Fiber or Wireless), Controllers, Vehicle Detection (No Loops), and Wiring.	\$24,000,000	\$24,000,000
RTC 2 - Bike/Ped Spot Improvements from Safety M&O Program.	Bike / Ped Equipment / Low Volume Trigger	\$2,000,000	Already Funded
RTC 3 - Roadway Safety Plan Implementation from Safety M&O funding.	New Signals (Warrants 4,5,6,7,and 9)	\$5,000,000	Already Funded
RTC 4 - Regional Traffic Signal Retiming Consultant Program.	Signal Retiming / Safety / High Volumes	\$10,000,000	Already Funded
RTC 5 - Non-Scheduled Events	Flashing Yellow Arrows, Dynamic / Reversible Lane Assignments, and CCTV / Camera.	\$2,000,000	\$2,000,000
RTC 6 - Regional Central Systems and RTC 7 - Transit, Federal Transit Administration	Emergency Vehicle Pre-emption, Central Software, Transit Signal Priority, and Freight Signal Optimization.	\$10,000,000	\$10,000,000
	Total		\$36,000,000



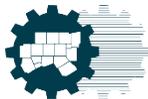
STEPS WITHIN THE PROGRAM

- ✓ **Completed:** Traffic signal improvement types and funding split.
- ❑ **Current:** Requesting funding allocation by traffic signal improvement type.
- ❑ **Next Step:** Identify how projects are selected for funding within each traffic signal improvement type and associated funding allocation. For example:
 - **Coordination Equipment:** Selection based on the regional traffic signal equipment inventory.
 - **Signal Retiming:** Selection based on INRIX performance metrics.
 - **Other Categories:** Selection criteria to be determined (TBD).



SCHEDULE

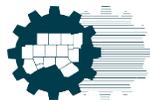
Action	Meeting	Date
Information – Traffic Signal Program	STTC	January 23, 2026
Information – Traffic Signal Program	RTC	February 12, 2026
Action – Traffic Signal Program	STTC	February 27, 2026
Action – Traffic Signal Program	RTC	March 12, 2026



REQUESTED ACTION – TRAFFIC SIGNAL FUNDING PROGRAM

- **RTC approval of:**
 - Approve the allocation of \$36 million in total program funding (\$28.8 million federal plus required State and/or local match) for the Traffic Signal Funding Program.
 - Approve the use of a combination of Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and State and/or local matching funds to support the program, subject to funding availability.
 - Administratively amending the Transportation Improvement Program (TIP), Statewide Transportation Improvement Program (STIP), and other planning/administrative documents, as necessary, to implement the approved funding.

RTC Action Item – March 12, 2026



CONTACT US



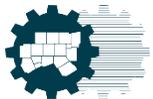
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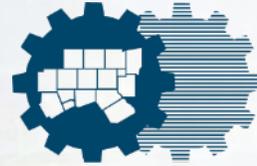
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NCTCOG PRESENTATION

2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DOCUMENT

Regional Transportation Council | March 12, 2026

WHAT IS THE TIP?

- The Transportation Improvement Program (TIP) is an inventory of funded transportation projects within the metropolitan planning organization (MPO) boundary.
- It is mandated by the federal and state governments and contains regionally significant projects funded with federal, state, and local sources.
- A new TIP is developed every two years and updated on a quarterly basis.



DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally funded projects
- Make needed revisions to existing project schedules, funding, and/or scope
- Develop revised project listings
- Financially constrain project programming based on estimated future revenues
- Conduct Mobility Plan and Air Quality conformity review
- **Solicit public and Committee/Council input**
- **Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA)/Federal Transit Administration (FTA)**



SCOPE OF PROGRAMMING

- \$7.42 Billion in the 2027-2030 TIP (Roadway and Transit)
 - \$3.67 Billion in Federal Commitments
 - \$1.98 Billion in State Commitments
 - \$0.19 Billion in Regional Commitments
 - \$0.96 Billion in Local Commitments
 - \$0.62 Billion in Transit Formula Commitments
- 1,290 Active Projects (Roadway and Transit)
 - 838 Active Projects in 2027-2050
- 91 Implementing Agencies (Roadway and Transit)



PROJECT PROGRESS SINCE 2025-2028 TIP DEVELOPMENT*

- Projects that have let since the development of the 2025-2028 TIP:
 - 143 have let (\$4.05 Billion)
 - 106 Local Lets (\$0.98 Billion)
 - 37 State Lets (\$3.07 Billion)
- Projects that have been completed since the development of the 2025-2028 TIP:
 - 118 have been completed (\$2.57 Billion)
 - 65 Local Completions (\$0.68 Billion)
 - 53 State Completions (\$1.89 Billion)

*As of 3/2/2026



TIMELINE/ACTION

Meeting/Task	Date
Solicit updates from Implementing Agencies	April-October 2025
Development of TIP Listings and Document	April-October 2025
Draft Listings - STTC Information	December 2025
Draft Listings - RTC Information	January 2026
Public Meeting - Draft Listings and Document	February 2026
Final Listings and Document - STTC Action	February 2026
Deadline for Providing Public Comments	March 10, 2026
Final Listings and Document - RTC Action	March 2026
Initial Submittal to TxDOT	March 2026
Final Submittal to TxDOT	May 2026
Anticipate TxDOT Approval (STIP)	July 2026
Anticipate Federal/State Approval (STIP)	August/September 2026



REQUESTED ACTION

- RTC approval of:
 - The 2027-2030 TIP document, including the final TIP listings to be included in the Statewide Transportation Improvement Program (STIP)
 - Amending the Unified Planning Working Program (UPWP) and other planning/administrative documents as needed



QUESTIONS/COMMENTS



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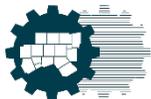
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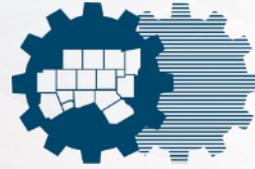


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Recommendations to TxDOT Texas Electric Vehicle Infrastructure Plan

Lori Clark

Senior Program Manager & DFW Clean Cities Director

Regional Transportation Council

March 12, 2026

Texas EV Infrastructure Plan Implementation

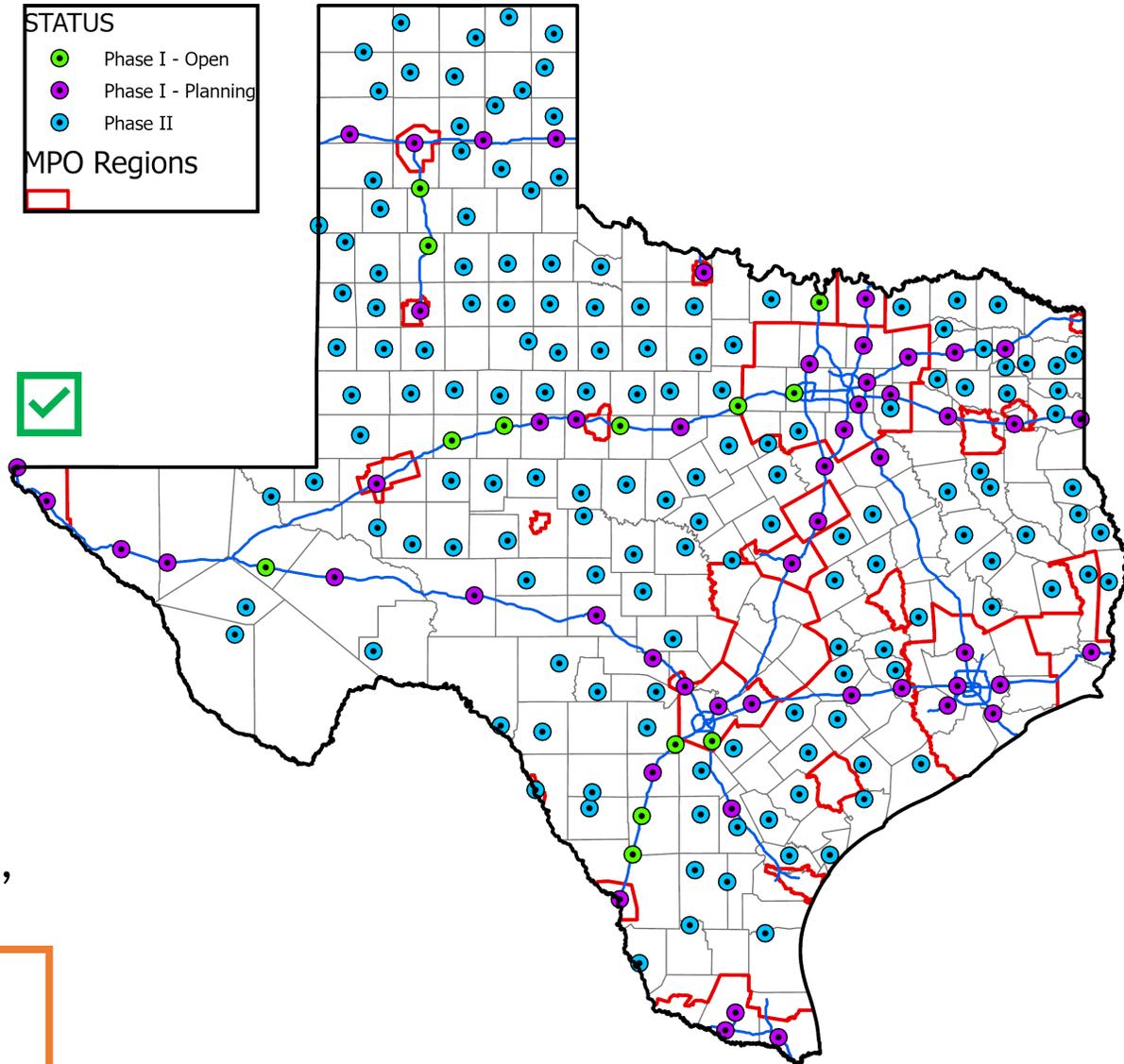
Texas plan to implement National Electric Vehicle Infrastructure (NEVI) funding

Phase I: Along Alternative Fuel Corridors (complete)

- January 2026: FHWA certified that designated alternative fuel corridors are “fully built out”
 - 13 sites open as of February 2026

Phase II: Advanced to Additional Location Types (beginning May 2026)

1. Rural county seats
 - NCTCOG counties potentially impacted: Erath, Johnson, Kaufman, Palo Pinto, and Somervell
2. Areas Recommended by Metropolitan Planning Organizations (MPOs)



Data as of February 2026

Source: [TxDOT Statewide Planning Map](#)

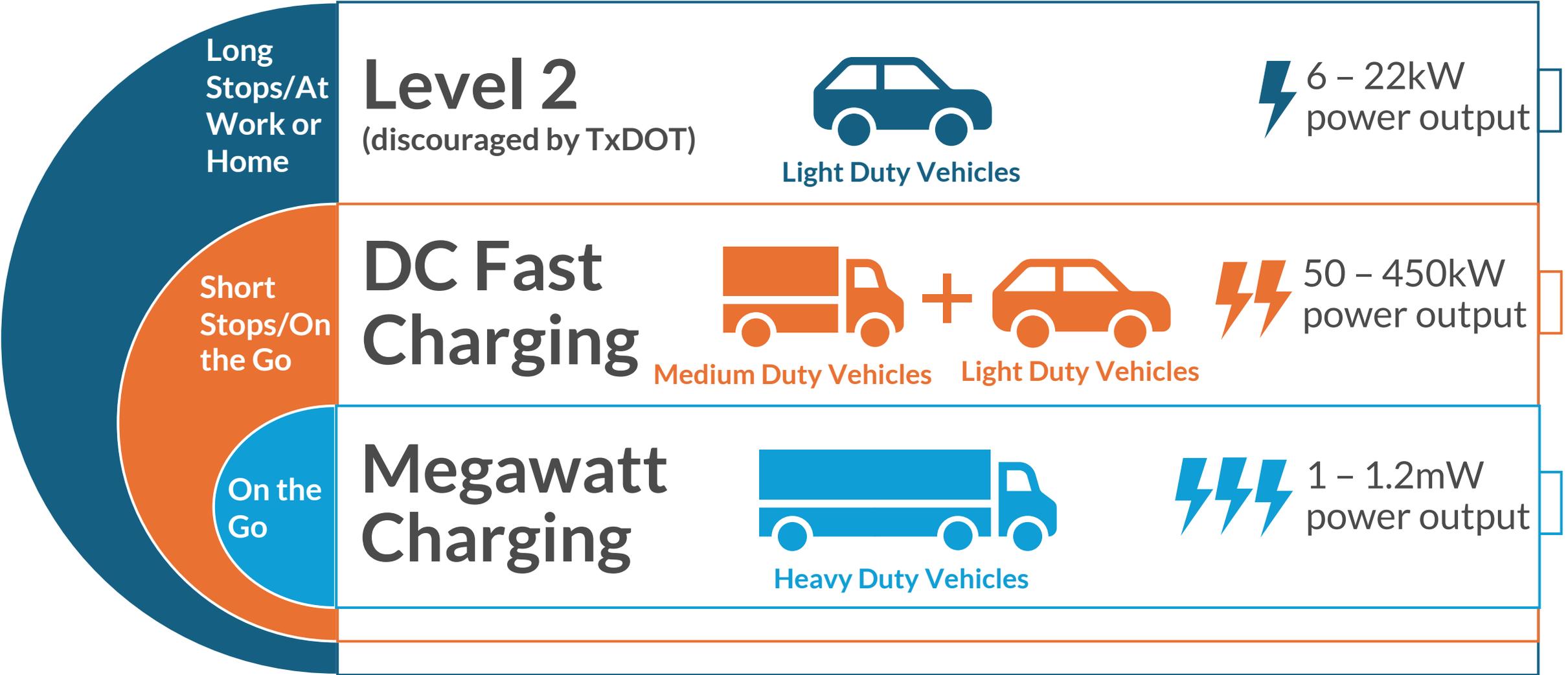


TxDOT Phase II MPO Area Approach

Administer funds through competitive grant program

- Stations must meet federal NEVI standards
- Charger type may be recommended by MPO
- One award expected per geographic “study area”
- Anticipated schedule
 1. May 2026
 - MPOs with entire boundary as a study area
 - MPOs with study areas ready
 2. Late summer/early fall 2026
 - Remaining MPOs with study areas

TxDOT Phase II Eligible Charger Types



Impact to NCTCOG Region

TxDOT Plan Vision

The Statewide EV plan for Texas is a multi-year plan to enable current and future drivers of electric vehicles to confidently travel across the state for work, recreation, and exploration¹

TxDOT Allocation to NCTCOG MPO¹

- Up to \$60 million, could fund approximately²:

100 DC Fast Charging
Locations (4 ports)



8 Megawatt Charging Standard
Locations (12 ports)

Propose Recommending a Mix of Site Types

NCTCOG proposed approach: submit study areas to achieve

1. Sufficient DC Fast Charging placement along secondary highways to mimic NEVI minimum density
2. Additional DC Fast Charging density along both designated corridors and secondary highways
3. Basic network of Megawatt Charging locations for medium/heavy-duty trucks



Proposed Methodology for Phase II: DC Fast Charging

NCTCOG Proposal: Use GIS to optimize placement of EV charging station study areas across both “secondary highways” and designated corridors

Criteria to assess appropriate density

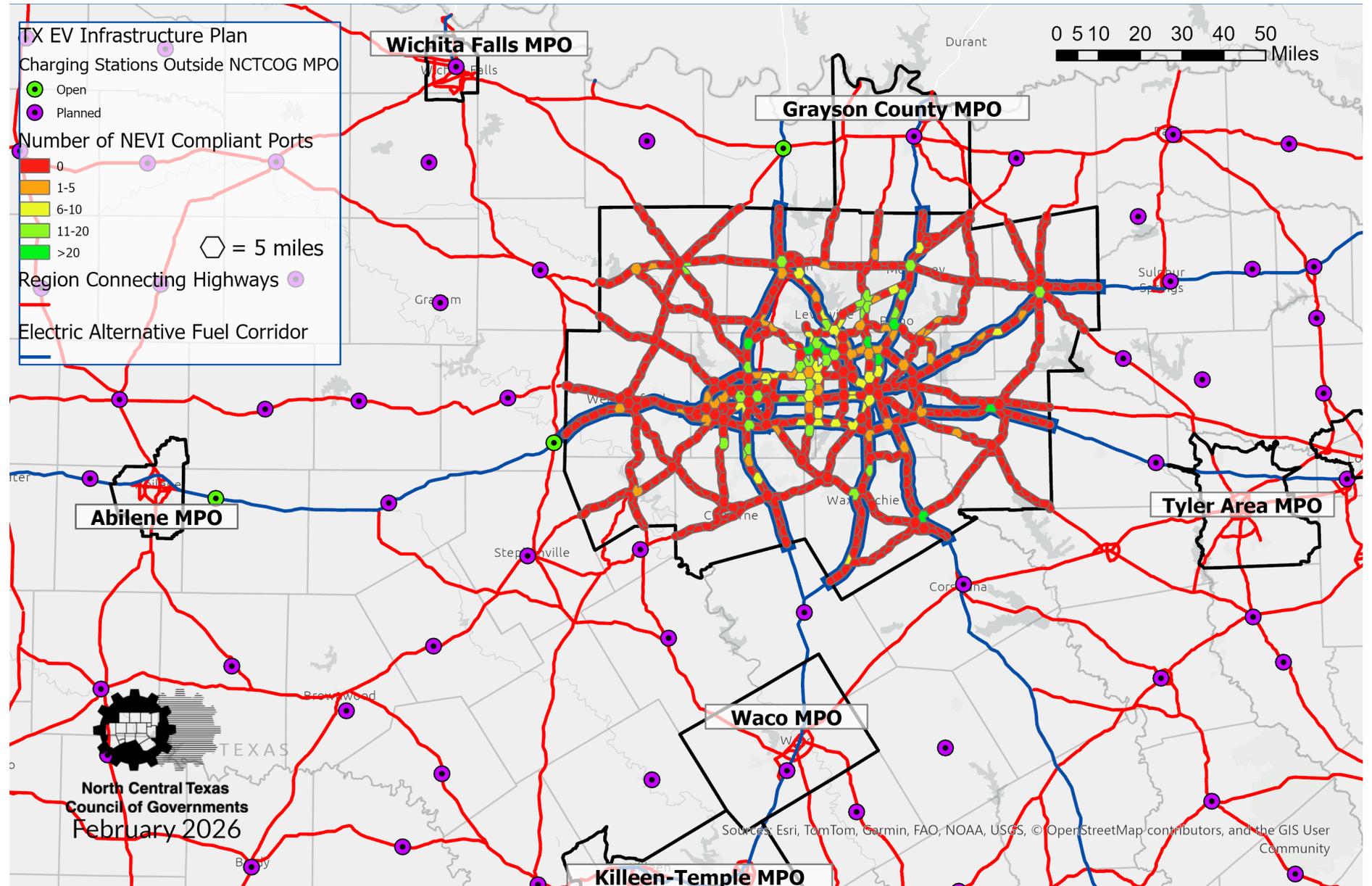
- Incorporate ratio of existing vehicles to existing/planned charging stations
- Avoid existing/planned stations that meet NEVI standards
- Incorporate public input on charging station locations

Criteria to identify “secondary highways”

- Corridors previously recommended for nomination by the RTC (US 287 and US 380)
- Hurricane evacuation routes (IH45, IH20, and US 175)
- Highways within the Strategic Highway Network (US 287)
- Corridors that connect to other urban areas or adjacent County seats
- Corridors with high traffic volume

Proposed NCTCOG Phase II Approach: DC Fast Charging

Network of Highways Under Consideration

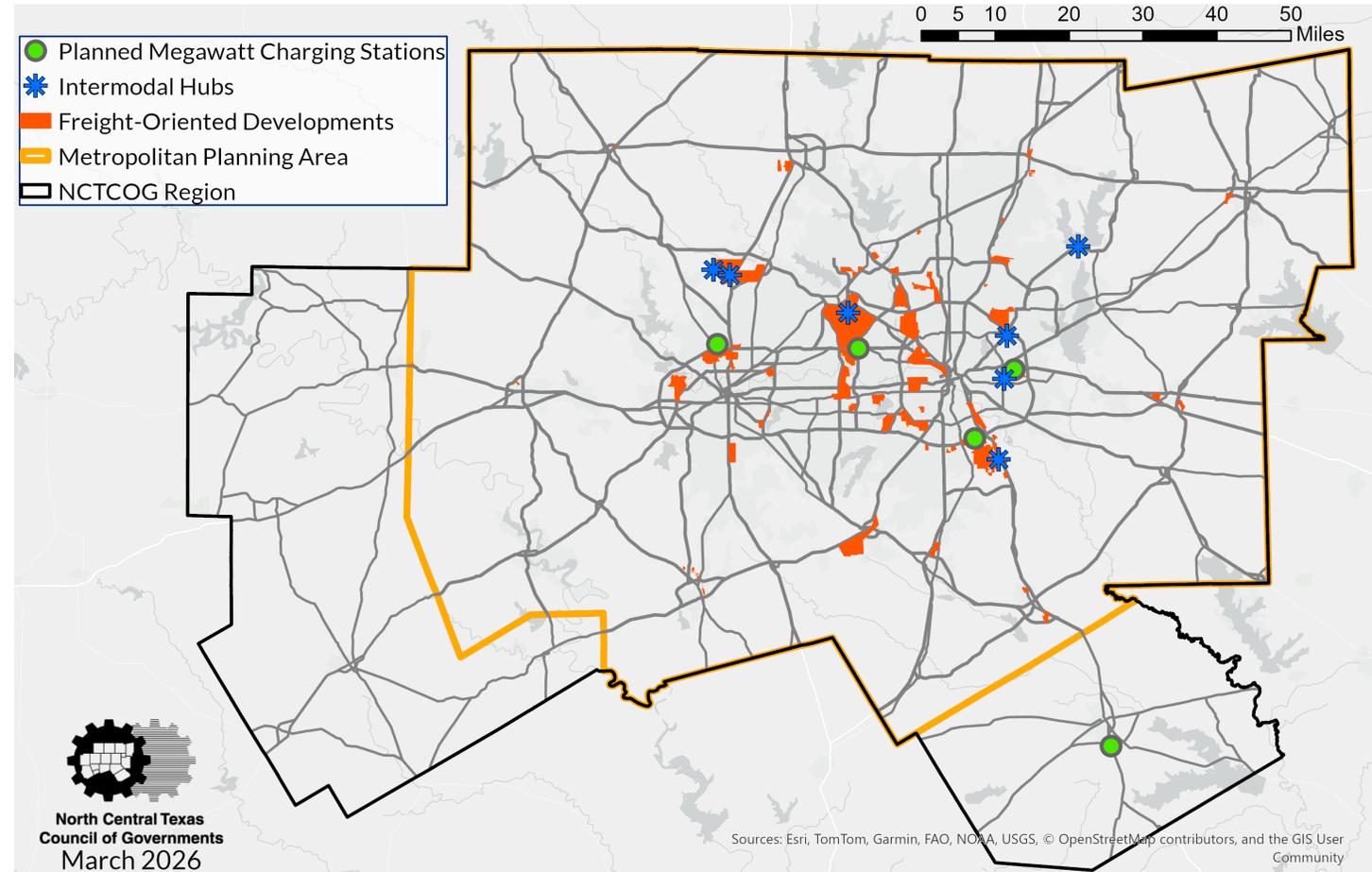


Proposed Methodology for Phase II: Megawatt Charging

Recommend study areas near major freight hubs

Criteria to identify megawatt charging study areas

- Locations of existing truck stops
- Truck traffic data around freight facilities and inland ports
- Corridors with high truck/trailer traffic
- Avoid announced charging hubs for medium- and heavy-duty EVs



Requested Action – Recommendations to Texas Electric Vehicle Infrastructure Plan

RTC approval of:

- Submittal of study areas for NEVI Phase II to TxDOT in April 2026
- Methodology proposed for DC fast charging and Megawatt charging station locations, subject to adjustments recommended by STTC at March 27, 2026 meeting
- Additional submittals using the approved methodology to subsequent funding rounds if funding remains available
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project.

RTC Action Item – March 12, 2026



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Council of Governments



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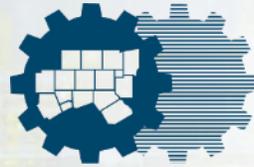


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NCTCOG PRESENTATION

MCKINNEY PASSENGER RAIL CORRIDOR STUDY

DAN LAMERS, P.E.

REGIONAL TRANSPORTATION COUNCIL

3.12.2026

McKinney Passenger Rail Study Context

McKinney Passenger Rail Corridor Study

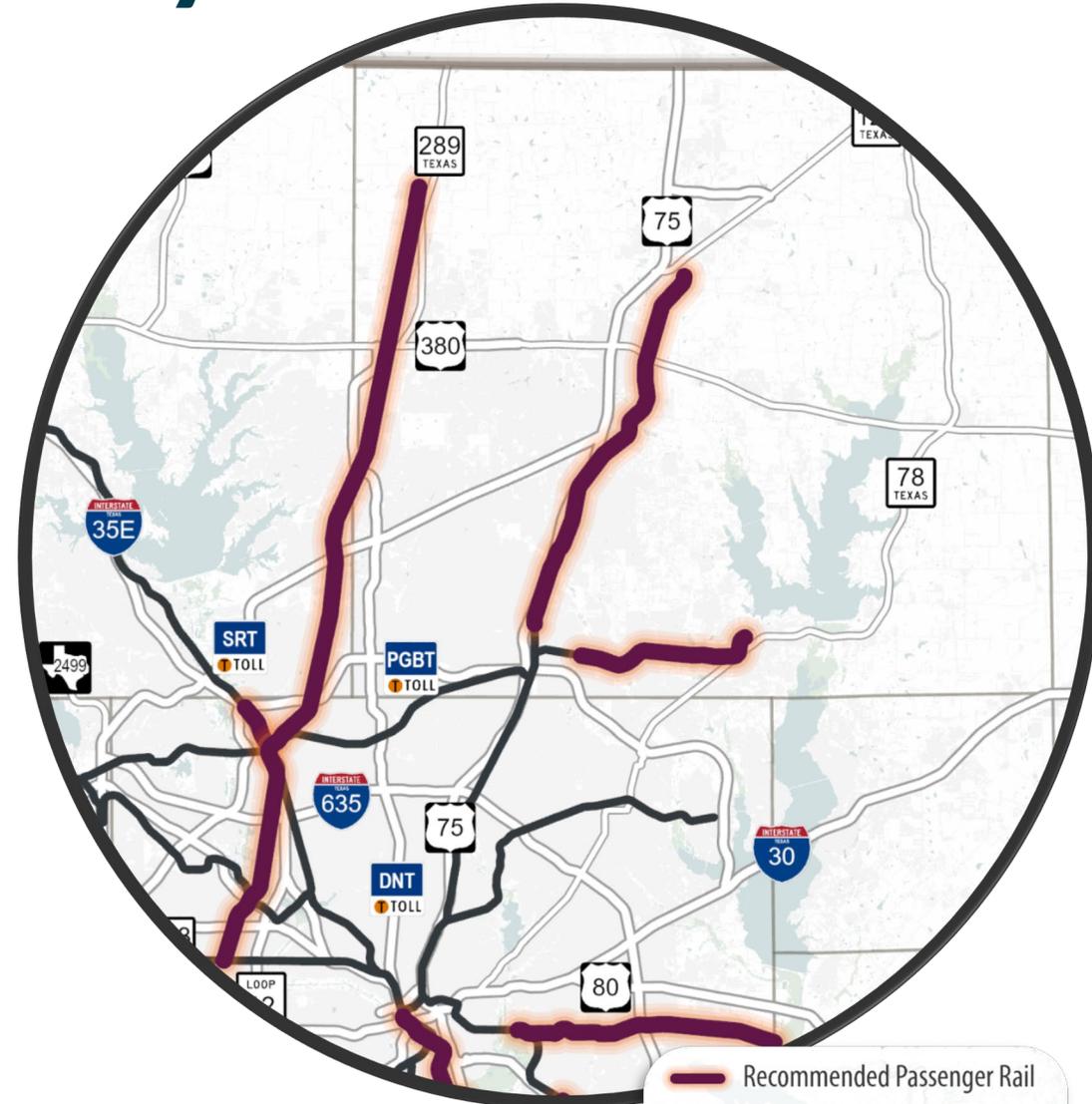
Focus: Transit need, mode, and service options

RTC Transit Vision Subcommittee

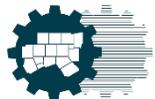
Focus: Governance structure to advance regional rail (Regional Mobility Authority)

RTC postponed study in November 2025

Recent DART/Member City/RTC partnership provides foundation for study to advance



Excerpt from Mobility 2050:
Passenger Rail Recommendations Map



Project Schedule

January 13, 2022	Collin County Transit Study Results Presented to RTC
May 2025	Transit 2.0 Final Report Published
September 22, 2025	Preproposal Conference held for McKinney Corridor Study
October 24, 2025	STTC Information
November 13, 2025	RTC Information (resulted in study pause)
February 27, 2026	STTC Information
March 12, 2026	RTC Action (request to unpause)
May 28, 2026	Executive Board execution of Consultant Contract
June/July 2026	Study Kickoff with Project Advisory Committee

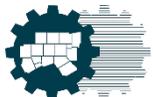


Requested Action – McKinney Passenger Rail Corridor Study

RTC approval of:

Staff to resume activities related to the McKinney Passenger Rail Corridor Study

RTC Action Item – March 12, 2026



CONTACT US



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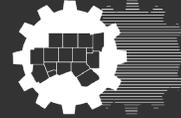


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North Central Texas
Council of Governments

Integrated Transportation and Stormwater Infrastructure (TSI) Study: Overview and Expectations

Regional Transportation Council (RTC) Information Item – March 12, 2026
Presented by – Jeff Neal, Senior Projects Manager



Funded by the Texas General Land Office,
Community Development Block Grant,
Disaster Recovery Program.



Also Funded by the Texas Water Development Board
and Texas Department of Transportation.

Historic events led to improvements in flood control infrastructure during the last century. New needs are developing in this century...



Fort Worth, May 1949



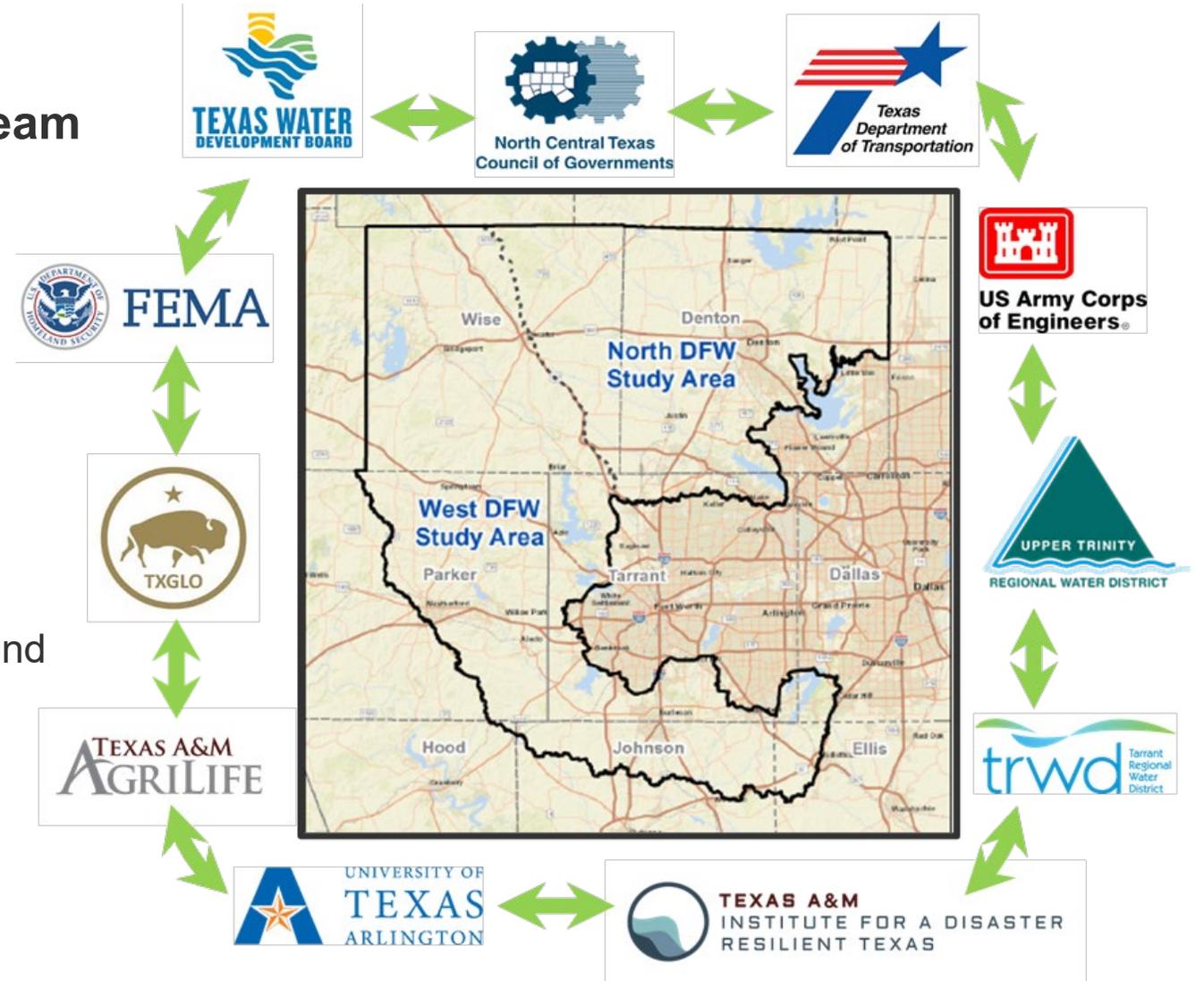
Rhome, May 2015
Courtesy Tarrant Regional Water District

WHAT: TSI Study Partners & Objectives

TSI STUDY – \$10 million comprehensive planning effort to address flood risk upstream of the Dallas-Fort Worth urban cores:

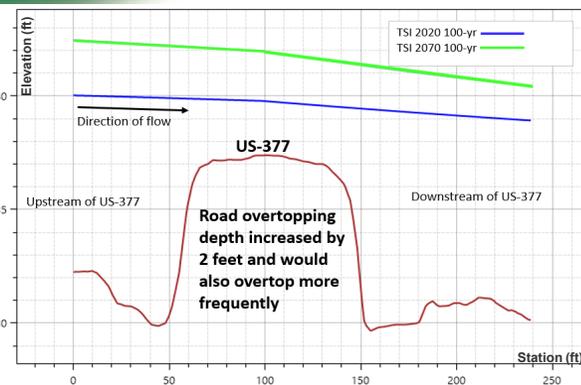
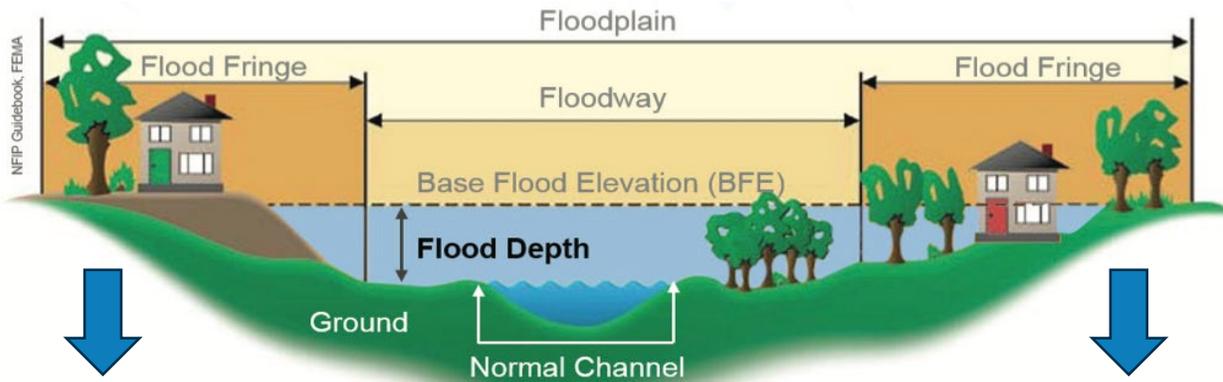
- Proactive planning (*planning-level designs*)
- Collaborative partnership between stormwater, environmental, & transportation infrastructure
- Safety of residents, property, and infrastructure
- State-of-the-art flood hazard area models
- Flood warning system framework
- Innovative infrastructure, nature-based solutions, and regulatory approach resources
- Tools, literature, and data/methodologies

EXPECTED COMPLETION – Fall 2026

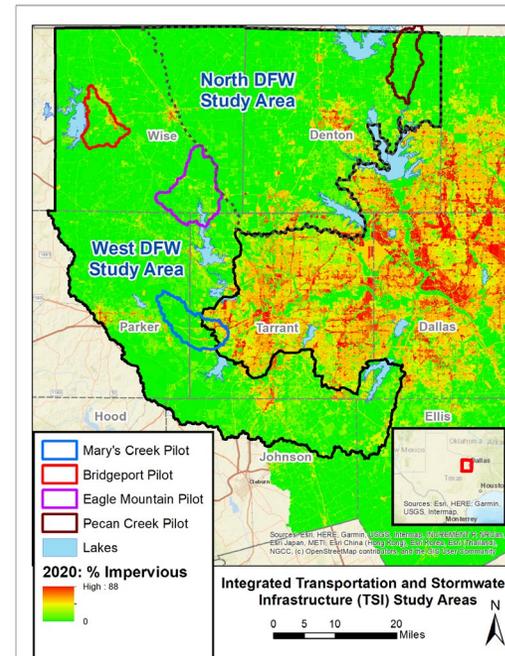
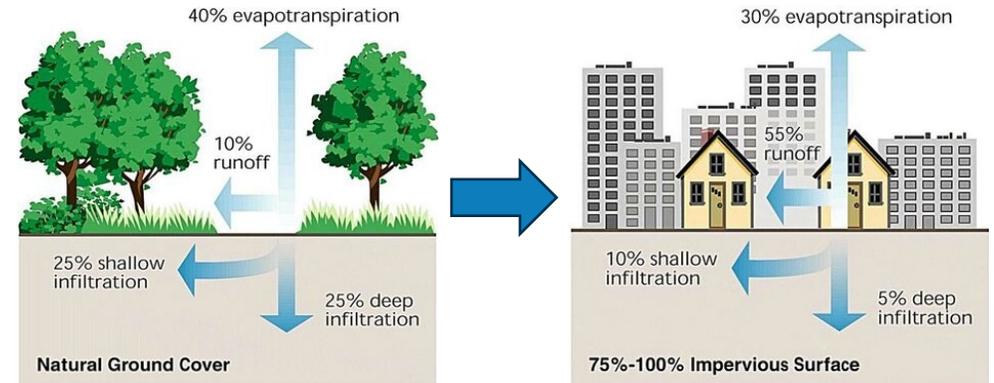


WHY: Urbanization Increases Flood Risk

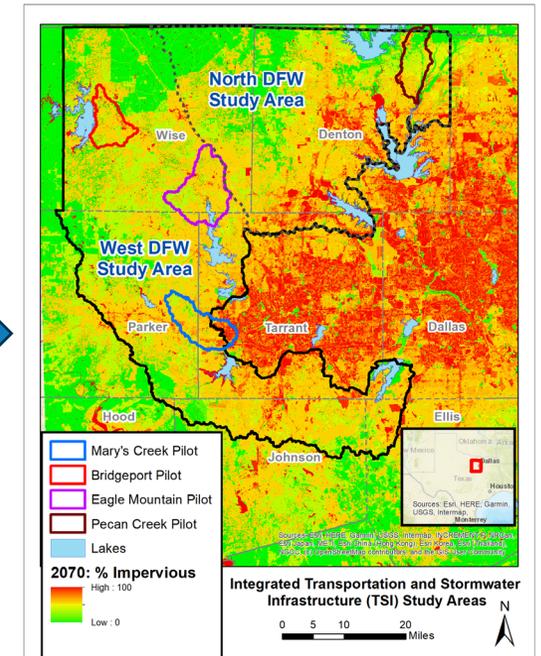
- Floodplains are among Earth's most valuable ecosystems, but also among the most threatened
- Effects of urbanization on floodplains:
 - Adds impervious cover (see right; runoff $\leq 10\%$ more)
 - Depletes valley storage (see below; runoff $\leq 30\%$ more)



More Impervious Surface = More Runoff



6.4% Impervious (2020)



35.2% Impervious (2070)

WHY: Criticality of Transportation/Stormwater Integration

- Most flood fatalities occur at roadway drainage crossings and other flow/storage bottlenecks
- Transportation/stormwater infrastructure costs among the most substantial in flood events
- Transportation failures impact access and reliability, and stormwater failures affect system adaptability
- Upstream development has rendered downstream road crossings and drainage systems inadequate
- TSI Study applies enhanced drainage models to determine options for **1) increasing water storage** and **2) reducing peak flows to 2020 conditions** at transportation junctions and/or stream reaches:

■ Examples:

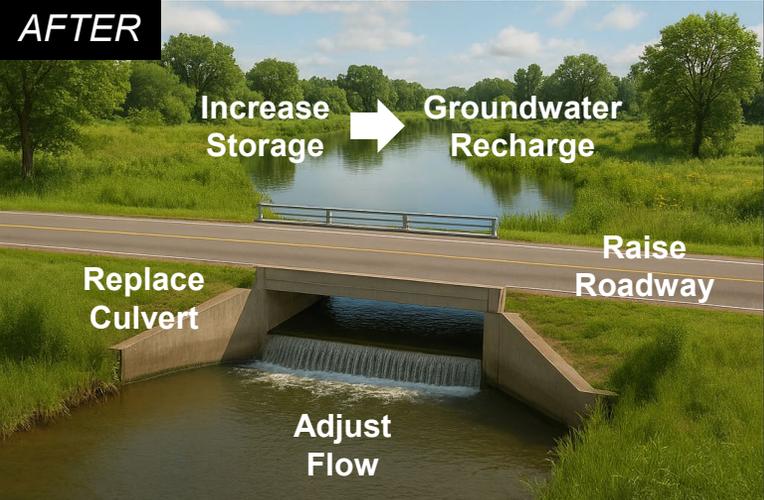
- Detention/Retention
- Buyouts
- Valley Storage Preservation

■ Contributions:

- Flood Early Warning System (FEWS)
- Policy Considerations



EXAMPLE: *Detention/Retention (Sarra Rd – Parker County)*



BEFORE

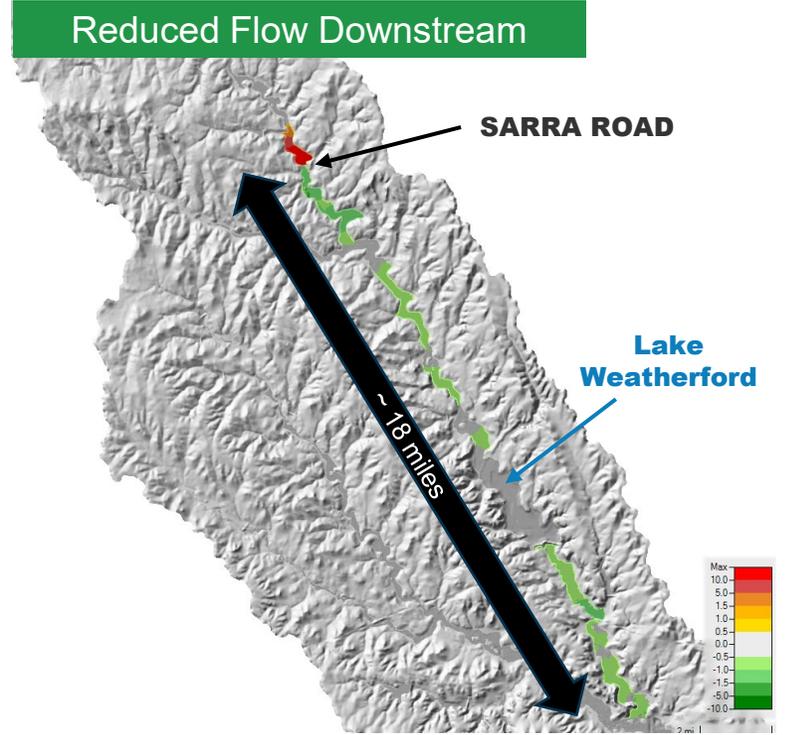
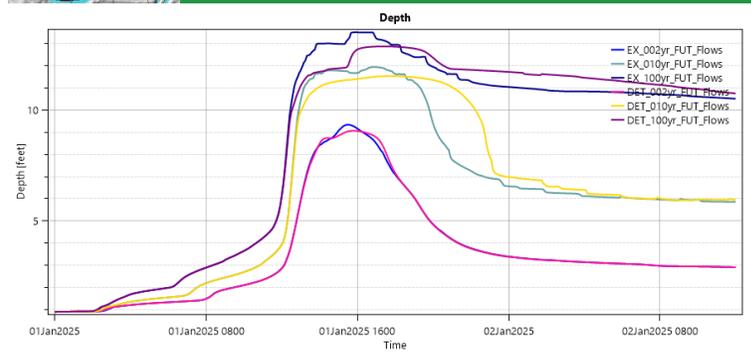
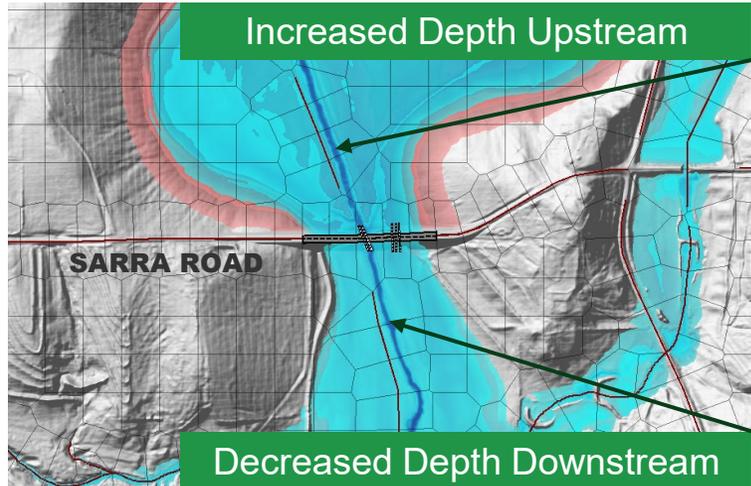
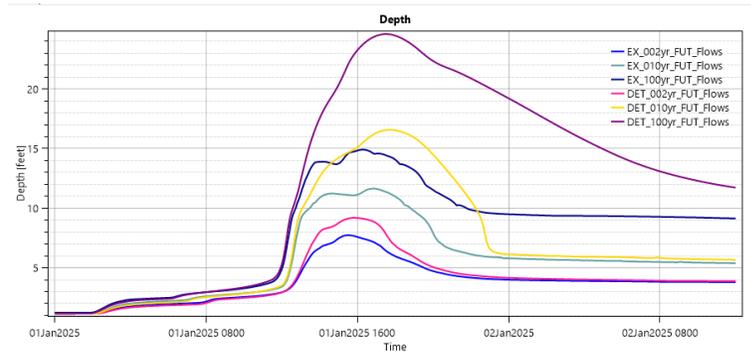
AFTER

Increase Storage → Groundwater Recharge

Replace Culvert

Raise Roadway

Adjust Flow

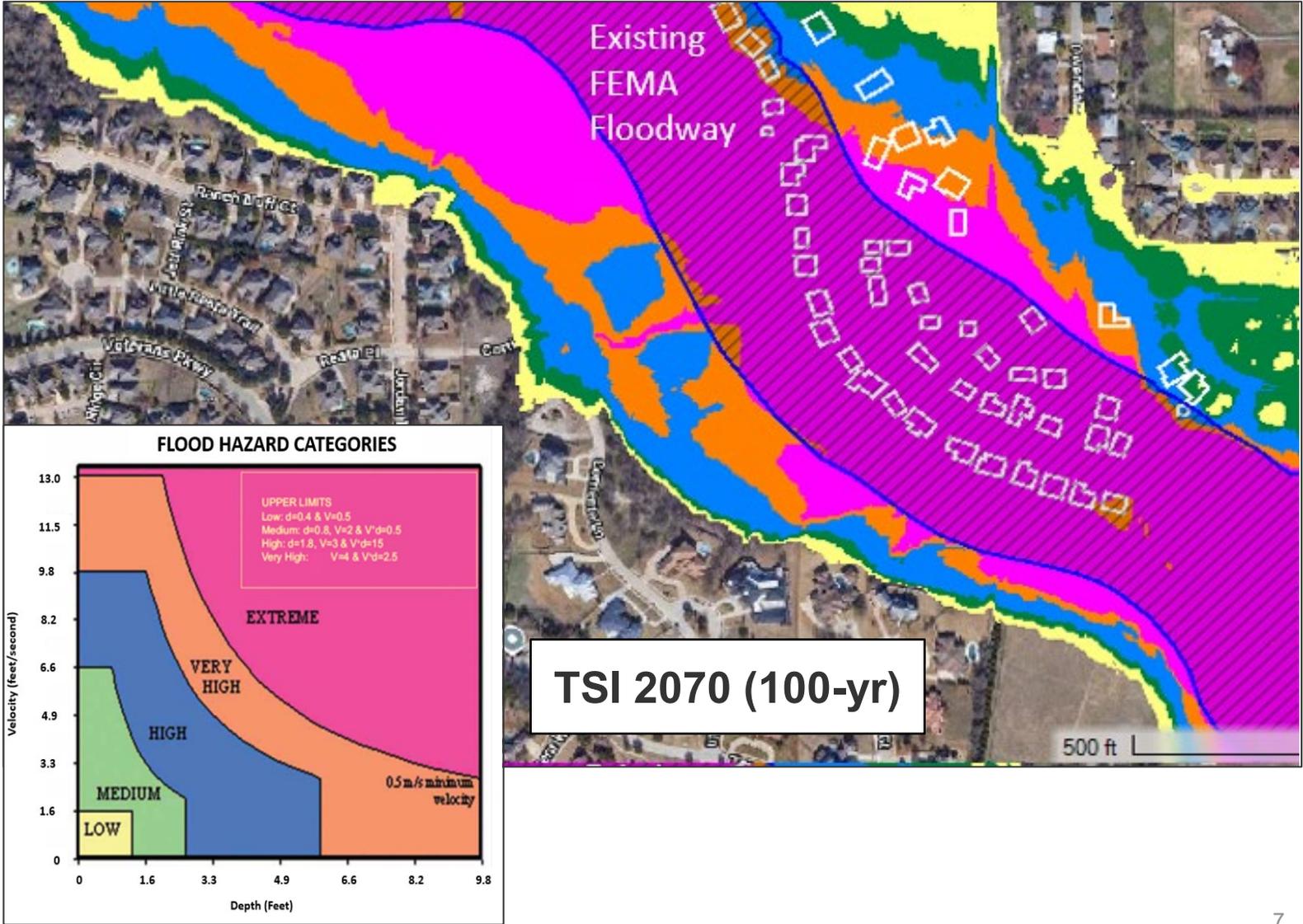


Key Summary Statistics – 2070

- **100-year Conditions (upstream):**
 - Valley Storage: + 2,000 acre-ft
 - Flow Rate: - 3,000 ft³/sec
- **10-year Conditions (downstream):**
 - Flow Rate: - 1,000 ft³/sec
 - Elevation Reduction: 0.5-1.0 ft

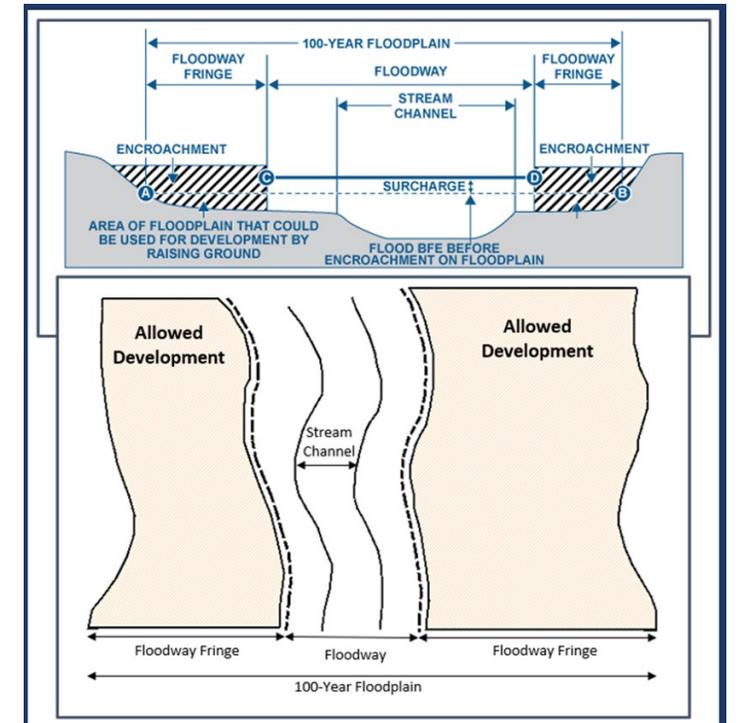
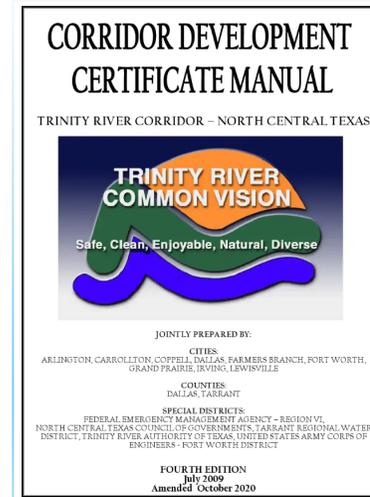
EXAMPLE: *Buyouts (Mary's Creek – Benbrook)*

- “Flashy” watershed like in Texas Hill Country
- History of flooding and projected increases from enhanced models and storm shifting scenarios
- Federal Emergency Management Agency (FEMA) Flood Hazard Categories link flood depth and velocity
- Homes built within the FEMA floodway, with some structures in the “Extreme Flood Hazard Area”

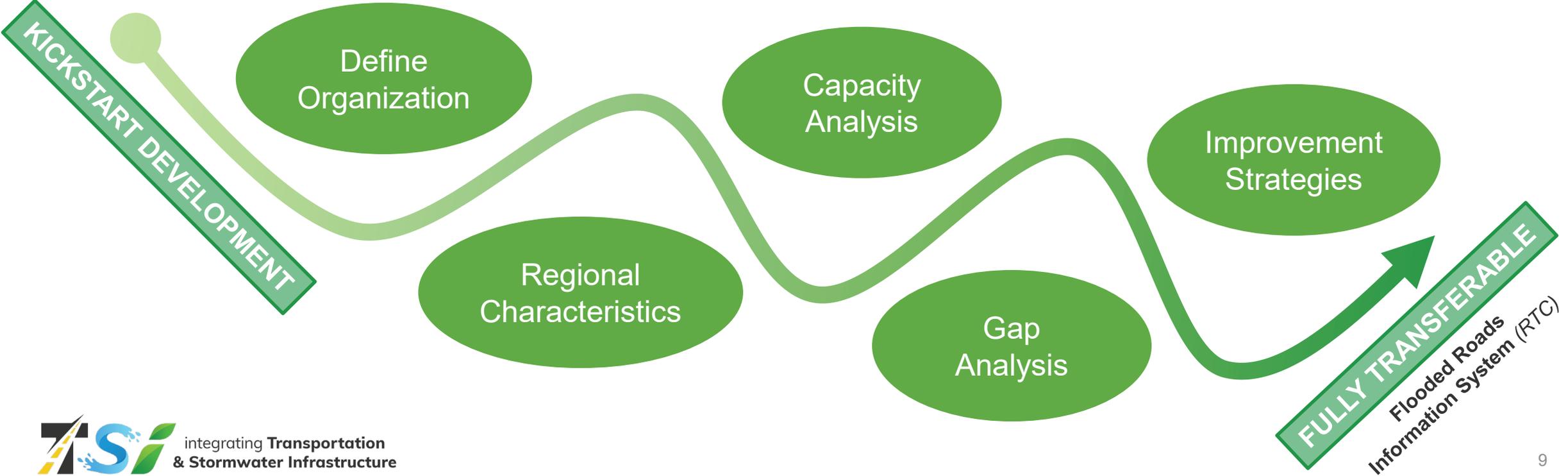


EXAMPLE: *Valley Storage Preservation*

- **Definition** – Volume of water in a river’s floodplain during a flood event
- **Function** – Flood water storage...like a reservoir
- **Regulation** – FEMA National Flood Insurance Program (NFIP)
- **Downstream Impacts of Valley Storage Loss:**
 - Peak flow and water surface elevation increases
 - Deeper and more frequent/damaging roadway overtopping
 - Shorter flood response times and greater life safety threats
- **TSI Study calculates economic benefits for preserving valley storage**
- **Policies for Preserving Valley Storage:**
 - Prevent new development within the floodplain
 - Adopt compensatory volume ordinance to allow development – **Corridor Development Certificate (CDC) Program**

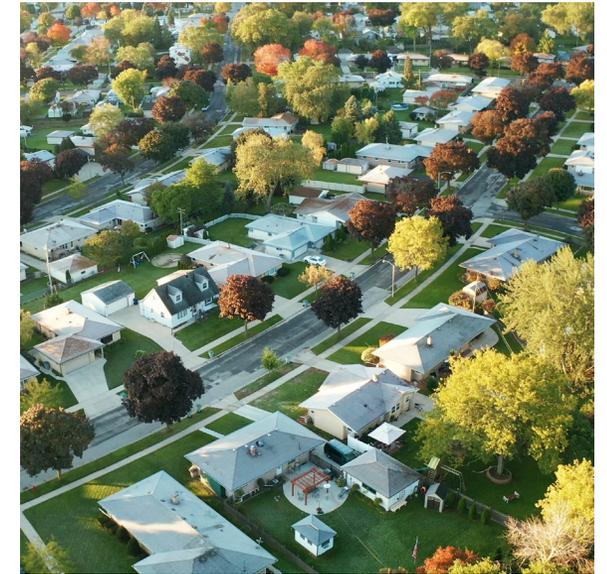
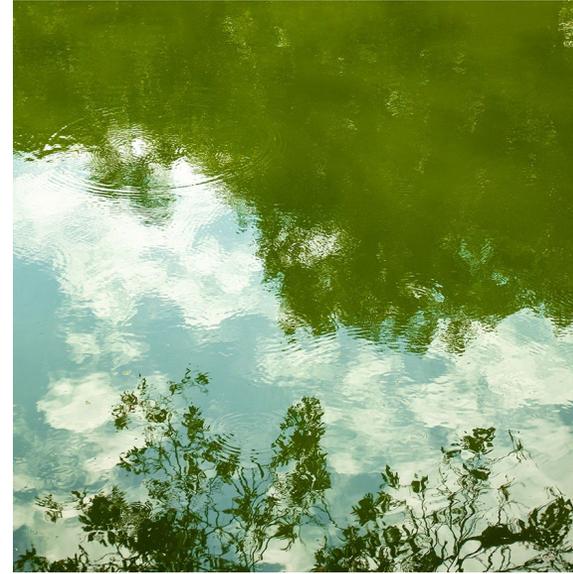


CONTRIBUTION: *Flood Early Warning System (FEWS)*

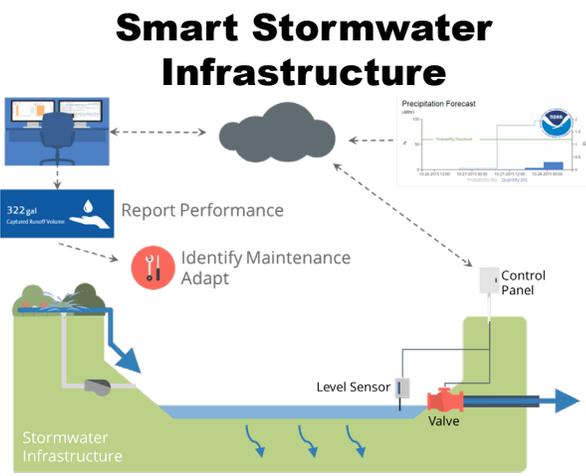
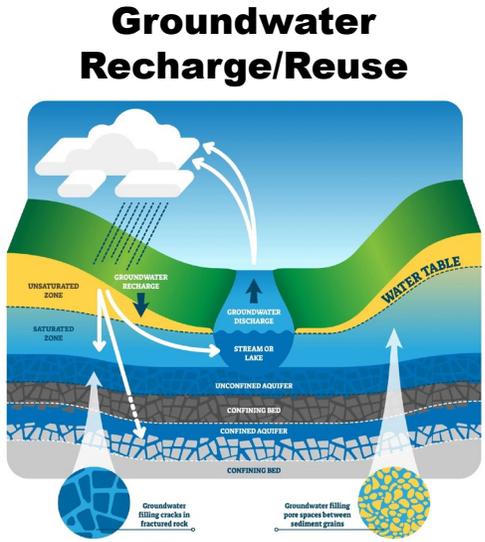
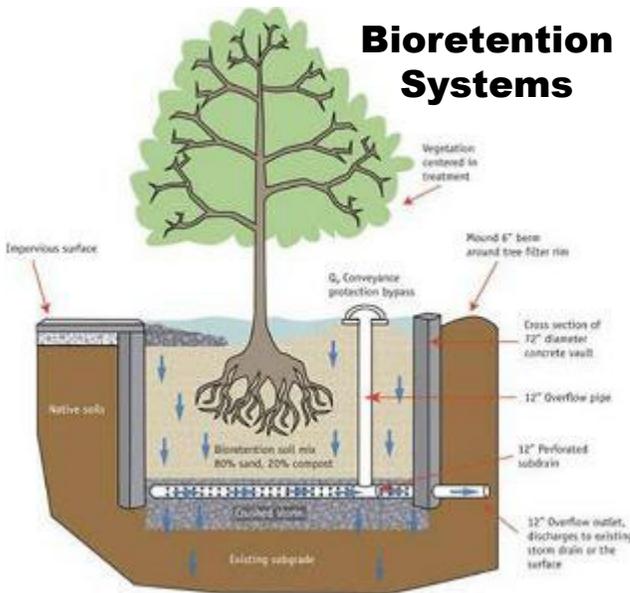


CONTRIBUTION: *Policy Considerations*

- Identify template development codes and floodplain ordinances that support reduced flood risk and integration of transportation, stormwater, & environmental planning.
- Identify enabling/supportive state codes.
- Receive and incorporate feedback from stakeholders on code/ordinance elements, constraints, & effectiveness.
- Local governments may choose to use resources for regulatory updates to prevent/mitigate future floods through:
 - ❑ Higher construction standards and incentive zoning
 - ❑ Grey and nature-based infrastructure solutions (*see right*)
 - ❑ Open space creation, preservation, & maintenance
 - ❑ Matching pre-development flood flows/elevations
 - ❑ Setbacks to alleviate erosion



INTEGRATION: *Blending Assets, Actions, & Regulations*



ENGAGEMENT: *View Interactive TSI Results/Products*

TSI Website

Featured Items

- January 15, 2026 Flood Warning System Pre-Workshop Meeting (Virtual)
- January 29, 2026 Model Development Code & Floodplain Ordinances Workshop (Hybrid)
- February 17, 2026 Flood Warning System Workshop (Hybrid)
- December 5, 2025 Technical Advisory Group Meeting Materials
- Stakeholder Subarea Meetings- Round 4, Meeting Materials
- Local Government FAQ



Events

Learn More



Technical Advisory Group

Learn More



Outreach Documents

Learn More



Contract Documents

Learn More



Map Your Watershed!

Learn More



StoryMap

Learn More

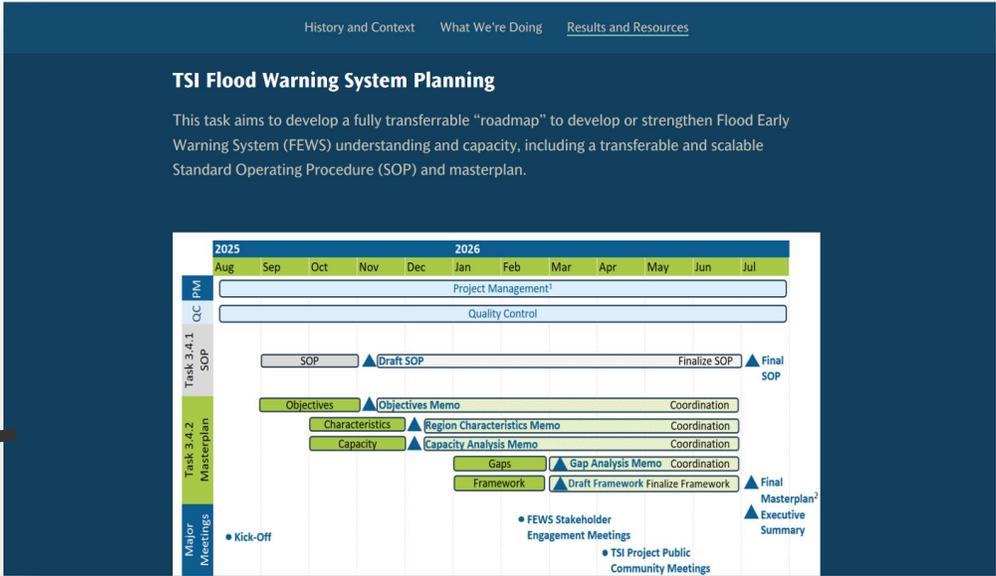


Stakeholder Engagement

Learn More

nctcog.org/tsi

TSI Story Map



INCLUDES:

- ❑ History and Context
- ❑ What We're Doing
- ❑ Results and Resources

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Regional Transportation Council

2026 Regional Roadway Safety Performance Targets Update

Sonya Landrum | Program Manager

March 12, 2026

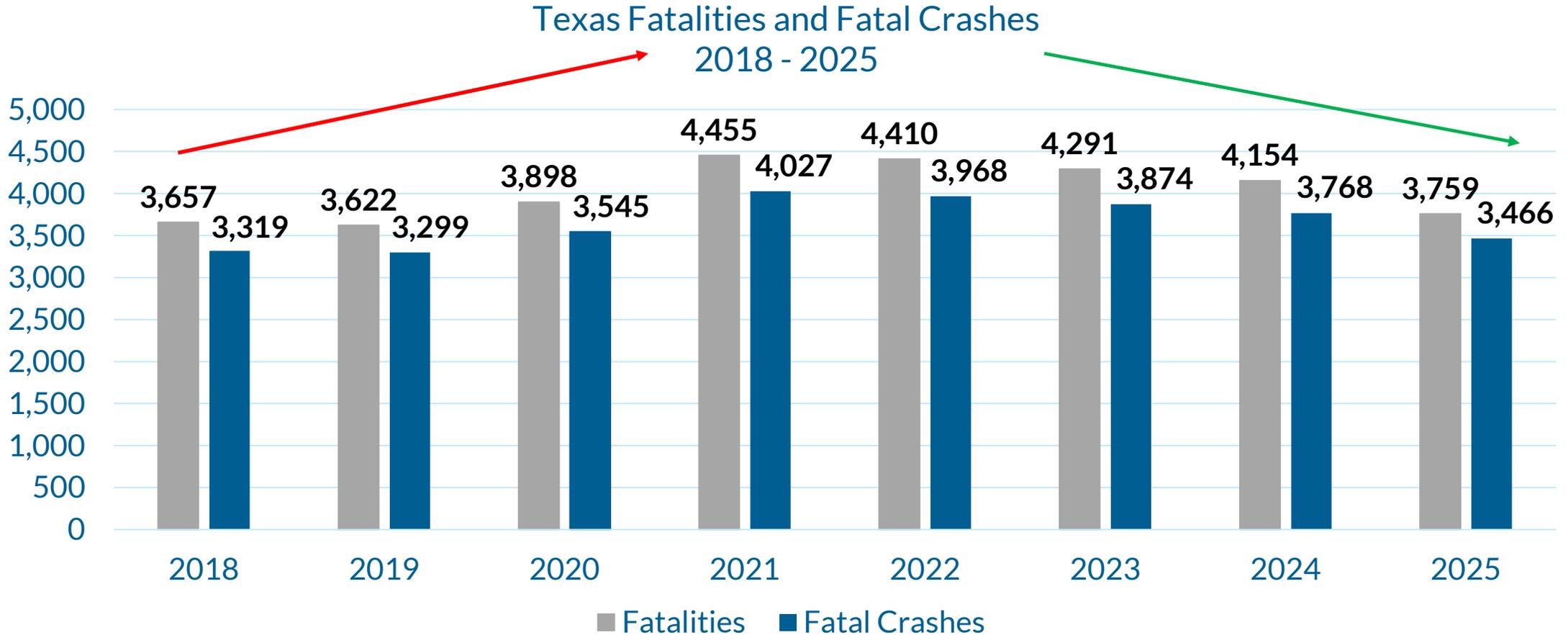


Federal Performance Measure Rules

Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Target-Setting Schedule
PM1 – Roadway Safety	Early 2027 (Information Only)	Early 2027 (Information Only)	Targets established as reductions over 5-year period
PM2 – Pavement and Bridge	Late 2026 - Early 2027	Late 2026 - Early 2027	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 1)	August 28, 2026	September 13, 2026	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 2)	Late 2026 - Early 2027	Late 2026 - Early 2027	Biennial
Transit Safety (PTASP)	Late 2029	Late 2029	Every 4 Years
Transit Asset Management	Late 2026 - Early 2027	Late 2026 - Early 2027	Every 4 Years



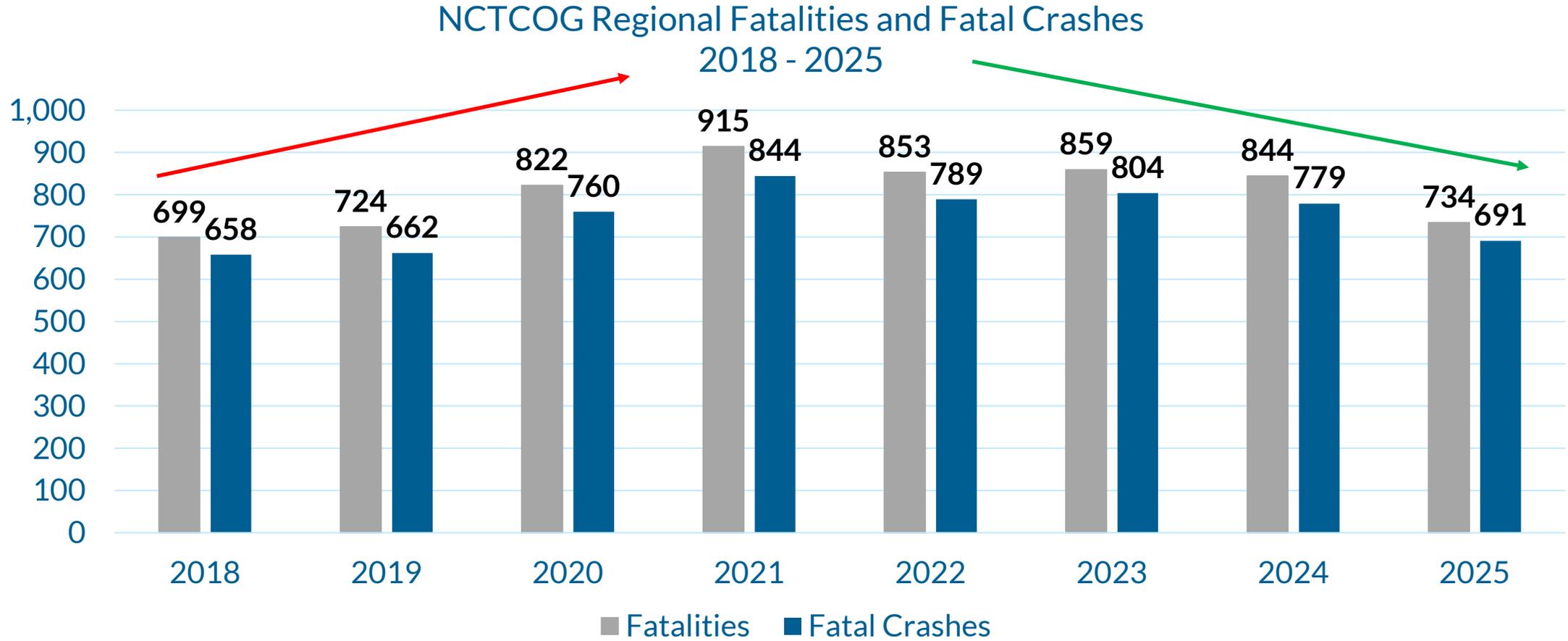
Texas Statewide Fatalities and Fatal Crashes – All Crashes



Data as of 2/25/2026 - TxDOT's Crash Records Information System (C.R.I.S.); 2025 data not yet finalized by TxDOT. Data includes vehicular, bicycle, and pedestrian crashes.



NCTCOG Regional Fatalities and Fatal Crashes – All Crashes



Data as of 2/25/2026 - TxDOT's Crash Records Information System (C.R.I.S.); 2025 data not yet finalized by TxDOT. Data includes vehicular, bicycle, and pedestrian crashes.



Background of Safety Performance Targets

- Regional Transportation Council (RTC) approved the 2023 – 2027 Safety Performance Target reduction schedule in February 2023
- Targets are updated and reported annually
- Targets are separated by motor vehicles and non-motorized vehicles (bicycle/pedestrian)
- NCTCOG currently supporting TxDOT targets
- Fatalities, fatality rates, and bike and pedestrian fatalities to 50 percent by 2035 and zero by 2050
- Serious injuries, serious injury rates, and bike and pedestrian serious injuries 2 percent reduction from the trend line

Number of Fatalities
(Vehicles Only)

Rate of Fatalities *

Number of Serious
Injuries
(Vehicles Only)

Rate of Serious
Injuries *

Bicyclist and
Pedestrian Fatalities
and Serious Injuries
Combined

*Rates Calculated
per 100 million
Vehicle Miles
Traveled



NCTCOG Safety Performance Target Schedule: 2023-2027

Targets: Number of Fatalities and Fatality Rate	
Year	Percentage Reduction*
2023	3.4%
2024	3.6%
2025	3.7%
2026	3.8%
2027	4.0%

Targets: Number of Serious Injuries and Serious Injury Rate	
Year	Percentage Reduction
2023	2%
2024	2%
2025	2%
2026	2%
2027	2%

The number of non-motorized fatalities and serious injuries target will use both reduction percentages to calculate the combined measures.

*Based on linear trendline of 50 percent reduction by 2035 and zero by 2050.



NCTCOG Safety Performance Targets: 2025-2026

Safety Performance Targets	2025 Targets	Draft 2026 Targets	Target Reduction
No. of Fatalities	634.42	610.31*	3.7% in 2025 3.8% in 2026
Fatality Rate	0.767	0.739*	3.7% in 2025 3.8% in 2026
No. of Serious Injuries	4,382.5	3,752.4	2% per year
Serious Injury Rate	5.282	4.54	2% per year
No. of Bicyclist and Pedestrian Fatalities and Serious Injuries	Fatalities: 192.4 Serious Injuries: 448.5 Combined: 640.9	Fatalities: 185.1 Serious Injuries: 439.5 Combined: 624.6	Fatalities: 3.7% in 2025 3.8% in 2026 Serious Injuries: 2%

Targets are based on a 5-year rolling average. 2026 targets calculated using 2020 -2024 (observed) data.

Data Source – TxDOT’s Crash Records Information System (C.R.I.S.).

* 2026 Fatality Targets will be recalculated using 2024 Fatality Analysis Reporting System (FARS) data once made available.



\$57 Million Regional Transportation Council Safety Program (DFW Region)

Category	Final
Speed Enforcement ¹	\$7 Million
Speed Education ²	\$2 Million
Bicycle/Ped Education ²	\$2 Million
Bicycle/Ped Engineering ³	\$10 Million
Freeway Operations Engineering and Intercity Connections ³	\$25 Million
Youth Safety Program	\$4 Million
Edge Pavement Program	\$3 Million
Other	\$4 Million
¹ Increased Law Enforcement Presence ² Enhance Existing Education Campaigns – Drive Aware ² North Texas and Look Out Texans ³ Identify through Roadway Safety Audit and Regional Safety Plans	Totals \$57 Million

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