



Approval of North Texas Zero Emissions Vehicles Call for Projects Funding Recommendations

Juliana VandenBorn
Senior Air Quality Planner

Surface Transportation Technical Committee

July 24, 2026

North Texas Zero Emissions Vehicles (NTxZEV) Call for Projects Background

Overview: \$60 million award from the Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles Grant: Vocational Vehicles Sub-Program

EPA program purpose: Incentivize deployment of Class 6 and 7 heavy-duty Zero-Emissions Vehicles (battery electric and hydrogen fuel cell electric)

NCTCOG purpose: Improve air quality by reducing ozone-forming emissions from heavy-duty trucks

Activity	Federal Funding	Match Requirement
Rebates to Replace Existing Vehicles with Zero Emissions Versions and Install Necessary Fueling Infrastructure	\$58.6 million	Provided by program participants
Workforce Development	\$1.4 million	No match required
First Responder Training		
Total Federal Funding:	\$60 million	



Call for Projects Scope/Eligibility

\$58.6 Million: Rebates to Replace Class 6 or Class 7 “vocational vehicles”* with zero-emissions trucks

Both battery electric and hydrogen fuel cell electric trucks eligible

Can fund supporting charging/fueling infrastructure if needed

Both public and private sector fleets eligible

Example “vocational vehicles” include:

Straight/Box Truck



Step Van



Septic/Bucket Truck



Street Sweeper



Transit Bus



Photo Credit: NCTCOG/Trinity Metro

Refuse Hauler



Other Vocational Vehicles**



*Includes gross vehicle weight of 19,501-33,000 pounds; “vocational vehicles” defined by [49 CFR Part 523](#)

**School bus eligible only if NOT operated as a typical school bus for student transport; “Other” could include dump trucks, etc.

Project Requirements

Comply with all EPA program requirements, including:

- Replace internal combustion vehicle with zero-emission vehicles (*no fleet expansion*)
- Old and new vehicles must meet operational requirements and have similar form and function

Comply with elements from NCTCOG, including:

- Vehicles must operate primarily within the NCTCOG 16-County region
- Attend appropriate zero-emission vehicle training
- Must adopt, or demonstrate consistency with, the Clean Fleet Policy (RTC Resolution R14-10)*

Scoring Criteria: Up to 100 Points

Vehicle Cost per Ton - Up to 30 Points Cost per ton of nitrogen oxides and volatile organic compound reduced	Impact on Regional Air Quality - Up to 30 Points Amount of time operating in priority areas, idling hours, and vehicle disposition method
Feasibility and Risk - Up to 25 Points Implementation plan, damage mitigation, NCTCOG administrative burden	Long-Term Sustainability Efforts - Up to 15 Points Environmental planning/practices, vehicle-to-grid compatibility or use of distributed energy resources

*To assist applicants, providing clarification that applicants can adopt a consistent policy between time of application and project completion



Requested Changes to “Round 1” Approved Awards

2 Approved Awards:

Awardee	Activities Previously Approved	Requested Changes to Activities	Reasoning for Requested Changes	Revised Total Approximate Local Contribution (from Applicant)	Revised Total Award Amount (EPA Funds)
City of Dallas	Replace 5 diesel “other vocational vehicles” (dump trucks) with 3 battery-electric versions	Remove 1 awarded activity due to ineligibility; Decrease total award amount	Ineligible vehicle; does not meet minimum operation requirements	\$430,928	\$710,000
United Parcel Service. Inc.	Replace 2 diesel and 15 gasoline step vans with 17 battery-electric versions and install supporting infrastructure	No activity changes; Increase total award amount	Maximize award amount per vehicle per EPA funding cap*	\$759,909	\$2,720,000
Revised Total for Round 1 Awards					\$3,430,000
Balance Remaining After Revised Round 1 Awards					\$55,170,000

*NTxZEV program will maximize all awards based on EPA’s Maximum Funding Cap per truck replacement



“Round 2 & 3” Application and Award Summary

3 Total Applicants

1 Complete Eligible Application

1 Application Pending Additional Information; Coordination Ongoing

1 Ineligible Application

Recommended Awards:

Applicant	Activities Requested	EPA Funds Requested		Approximate Local Contribution	Recommended		
		Vehicle	Infrastructure		Old Vehicles Replaced	New Vehicles Acquired	EPA Funds
RoadRunner Charters, Inc.	Replace 1 diesel “other vocational vehicle” (charter bus) with 1 battery-electric version and install supporting infrastructure	\$355,000	\$60,000	\$545,000	1	1	\$355,000*
Total Recommended for Rounds 2 & 3					1	1	\$355,000
Revised Total Recommended for Round 1					21	19	\$3,430,000
Balance Remaining for Future Applications							\$54,815,000



Applicant Resources

- Virtual Weekly Office Hours with NCTCOG: Mondays at 10:00am
- Resources to help identify eligible vehicles
- Technical assistance from the National Lab of the Rockies
- Recordings of how to fill out the application, program information, and more.

All resources are FREE and available at
www.nctcog.org/NTxZEV

NORTH TEXAS ZERO EMISSIONS VEHICLES CALL FOR PROJECTS

Up to \$55.4 million is available for fleets to replace existing heavy-duty vehicles with zero-emission vehicles

Applications are due every 3rd Friday of the month at 5 PM CT, until funds are exhausted

Eligible Projects: Replacement of existing Class 6 and 7 vocational vehicles operating primarily in the NCTCOG region with battery-electric or hydrogen fuel cell electric vehicles

- Vocational vehicles can include Step Vans, Box Trucks, Street Sweepers, Bucket Trucks, Refuse Haulers, Transit Buses, Dump Trucks, and more

Eligible Applicants: Public or private fleets

Funding Level: Up to 33% to 80% of the new vehicle price

Interested? Check out our FREE Resources:

- Technical Assistance from the Natl Lab of the Rockies
- Resources to help find vehicles/vendors
- Attend office hours for application assistance with NCTCOG staff

Weekly Office Hours

- Weekly on Monday
- 10:00 AM - 11:00 AM CT
- Virtual via Microsoft Teams (link on website)

JOIN US

www.nctcog.org/NTxZEV

Image Source: NCTCOG



See Electronic Item 2.2.3 for Flyer
NCTCOG staff available to support local events,
meetings, etc. to reach potential applicants



Schedule

Milestone	Date
NTxZEV Call for Projects Opened	October 24, 2025
Round 2 Call for Projects Deadline	Friday, May 15, 2026
Round 3 Call for Projects Deadline	Friday, June 19, 2026
STTC Recommendation of Round 2 & 3 Awards	July 24, 2026
RTC Approval of Round 2 & 3 Awards	July 23, 2026 August 13, 2026
Executive Board Approval of Round 2 & 3 Awards	July 24, 2026 August 27, 2026
Ongoing Rolling Application Deadlines to Fully Award Funds	3 rd Friday of every month by 5 PM CT; Applications must be received “in-hand” by the deadline
Recommended Final Deadline	Friday, December 18, 2026
Deadline for Project Completion	October 29, 2027

Requested Action – North Texas Zero Emissions Vehicles Call for Projects

RTC approval of:

- Proposed changes to previously approved Round 1 funding recommendations for City of Dallas and United Parcel Service, Inc. as outlined in Electronic Item 2.2.2
- Proposed Round 2 & 3 funding recommendations for the North Texas Zero Emissions Vehicles Call for Projects as outlined in Electronic Item 2.2.2
- Administratively amending and updating any administrative and/or planning documents as needed to incorporate funding recommendations

STTC Action Item – July 24, 2026



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Technology Project Identification (TPI) Framework Call For Projects Updates

STTC Action
July 24, 2026



BACKGROUND

The **Technology and Innovation Program** advances regional deployment of emerging transportation technologies that enhance **safety, efficiency, and connectivity**.

To better align project selection with regional priorities and streamline implementation, staff developed a new **Technology Project Identification (TPI) Framework** that establishes a **criteria-based process** for agencies to submit, evaluate, and advance innovative transportation concepts as they arise.

This modernized process promotes collaboration and ensures that regional funding is directed toward projects with measurable benefits and readiness for implementation.



TECHNOLOGY PROJECT IDENTIFICATION (TPI) PROCESS

The purpose of TPI is to advance technology-driven transportation solutions across the region.

Phase 1. Call For Projects Issued To Public Agencies:

Submission period Jan 9 - April 10.

Phase 2. Review & Evaluation:

Eligibility, program alignment, scoring, and funding review.

Phase 3. Regional Procurement (Next Step):

Recommended projects advance to procurement.



REVIEW & SCORING PROCESS

Criteria	Description	Score
Innovative Approach To Solve A Transportation Need	Innovative solution that supports listed emphasis areas, engages the community, improves job access, and drives economic growth	50%
Strong Case For Regional Investment	Clearly articulates why regional funds are needed, and how the project can be transferable across regions	40%
Public/Private Sector Partnership	Involves coordinating between public/private partner to enhance regional value	10%
	Total Score	100%



EMPHASIS AREAS

Roadway Safety Technologies

- Deploying advanced tools to improve road safety.

Next-Gen Traffic Signals

- Improving traffic flow and safety through smart signal systems.

Food Desert Elimination

- Supporting access to fresh food through innovative mobility solutions.

Delivery Bots & Drones

- Enhancing last-mile delivery with autonomous technologies.

Autonomous Shuttles

- Expanding mobility options with low-speed, AV services.



FUNDING AVAILABLE

Technology and Innovation

Available (**Previously Approved**) - **\$8,700,000** Surface Transportation Block Grant Program (STBG)

Additional Request - **\$2,543,400** STBG

Total Funding: **\$11,243,400**

Funding Split	Previously Approved	Additional Request	Recommended Funding
Eastern Sub-Region	\$6,003,000 (69%)	\$931,400	\$6,934,400 (62%)
Western Sub-Region	\$2,697,000 (31%)	\$1,612,000	\$4,309,000 (38%)
Local Match – Transportation Development Credits (TDCs)			

Funding split imbalances will be registered in the region's West/East Equity tracking.

Note: The additional funding needed to support the full recommended project list will be provided using **STBG funds with Category 2 TDCs**.



RECOMMENDED PROJECTS

Eastern Subregion

Additional Request: \$931,400

ID	City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds	Cumulative Total
17	City of Frisco	Roadway Safety Technologies; Next-Generation Traffic Signals;	Next-Generation Regional Emergency Vehicle Preemption	78	\$1,900,000	\$1,900,000
22	City of McKinney	Roadway Safety Technologies; Next-Generation Traffic Signals;	Next-Generation Regional Emergency Vehicle Preemption	78	\$1,200,000	\$3,100,000
32	City of Allen	Roadway Safety Technologies; Next-Generation Traffic Signals;	Next-Generation Regional Emergency Vehicle Preemption	78	\$1,070,000	\$4,170,000
20	City of DeSoto, Duncanville & Cedar Hill	Roadway Safety Technologies; Next-Generation Traffic Signals;	BEST SOUTHWEST CITIES Emergency Vehicle Preemption and Priority Project	75	\$1,964,400	\$6,134,400
26	City of Denton	Roadway Safety Technologies; Next-Generation Traffic Signals;	VISION ZERO INTELLIGENT SAFETY CORRIDOR, Context-Aware Traffic Calming System Deployment on High Injury Network (HIN) Segments	74	\$800,000	\$6,934,400

Western Subregion

Additional Request: \$1,612,000

ID	City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds	Cumulative Total
18	City of Arlington	Roadway Safety	Smart Rail Crossing Safety Infrastructure Expansion: Arlington TRAINFO Train Detection and Driver Notification System	70	\$980,000	\$980,000
13	City of Arlington	Roadway Safety Technologies; Next-Generation Traffic Signals;	Smart Intersection Safety Analytics Deployment: Next-Generation Traffic Sensors for Arlington's High-Injury Network	65	\$950,000	\$1,930,000
33	City of Fort Worth	Roadway Safety Technologies; Next-Generation Traffic Signals;	East Berry Street from I-35W to Miller Avenue Technological Advancements	64	\$2,129,000	\$4,059,000
16	City of Southlake	Roadway Safety Technologies; Next-Generation Traffic Signals.	Next Generation Smart Intersection Detection Upgrade (LiDAR Deployment)	60	\$250,000	\$4,309,000



NEXT STEPS

- Advance recommended projects for **committee approval**
- Refine **scopes** and **readiness** with selected agencies
- Complete **funding programming** and TIP/STIP updates
- Begin **procurement** and **agreement development**
- Move projects toward **implementation**



SCHEDULE

Date	Action
October 24, 2025	STTC Information
November 10, 2025	Public Meeting
December 5, 2025	STTC Action
December 11, 2025	RTC Information
January 8, 2026	RTC Action
January 9, 2026	Open Call for Ideas (60 Days)
February 2, 2026	CFI Workshop
April 10, 2026	Close Call for Ideas
May 22, 2026	STTC Information – Submitted Ideas
June 11, 2026	RTC Director’s Report – Submitted Ideas
July 13, 2026	Public Meeting
July 24, 2026	STTC Action – Submitted Ideas
August 13, 2026	RTC Action – Submitted Ideas



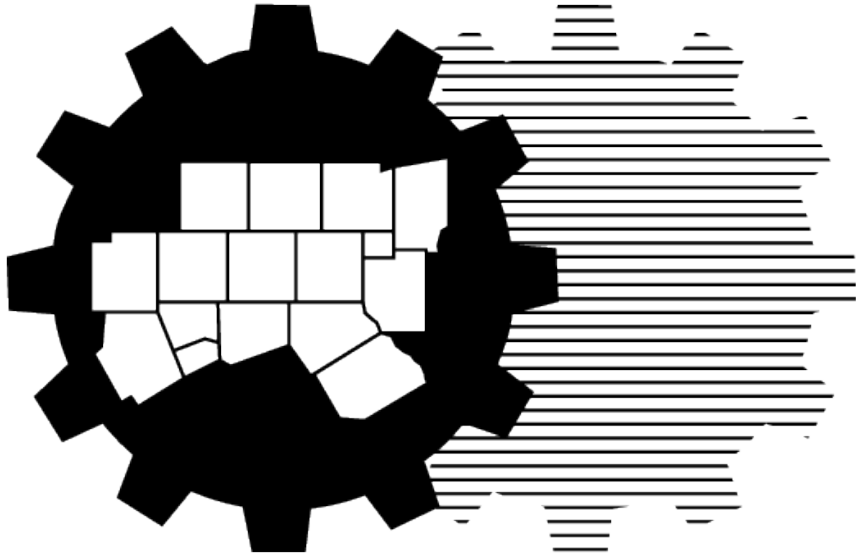
REQUESTED ACTION – TECHNOLOGY PROJECT IDENTIFICATION (TPI) FRAMEWORK RECOMMENDED PROJECTS

Recommendation for RTC approval of:

- **Recommended projects and associated funding amounts** based on the evaluation and scoring results.
- **Utilization of \$11.2 million** in Surface Transportation Block Grant funds with Category 2 Transportation Development Credits as local match to support the recommended projects.
- Administrative amendments to the Transportation Improvement Program (TIP) / Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed.



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Updates to the Southern Dallas Inland Port RAISE Grant Project and Regional Transportation Council Local Contingency for Pre-Award Activities

Bobby Gomez, AICP

Surface Transportation Technical Committee

July 24, 2026

FY21 RAISE Project Overview

- RTC approval on July 8, 2021 & funding awarded February 2022.
- Three project elements
 1. Enhanced Transit Service
 2. Pedestrian Infrastructure
 3. Traffic Signal Improvements
- Total Federal RAISE Award: \$8,218,080
- Due to delays in funding obligations, RTC approved backstop funding for electric vehicles in December 2024.

Enhancing Mobility within the Southern Dallas Inland Port

FY 2021 RAISE Grant Application

Attachment A: Project Narrative



Project Actions

Early 2024

NCTCOG solicits proposals for Electric Vehicles

2021-2022

NCTCOG applies for and is awarded FY21 RAISE Grant

Late 2024

- FTA issues pre-award authority
- RTC authorizes \$1,004,000 as temporary backstop to secure vehicles
- Contracts executed

Early 2025

RTC authorizes \$750,000 RTR funds to support transit operations

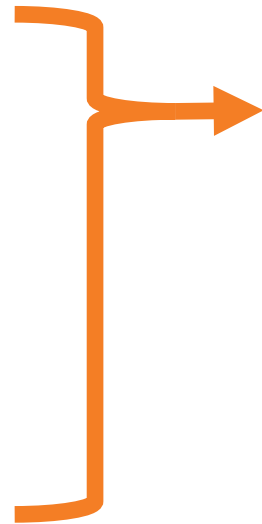
Late 2025

FTA Advises NCTCOG on project activities – recommends removal of Electric Vehicles



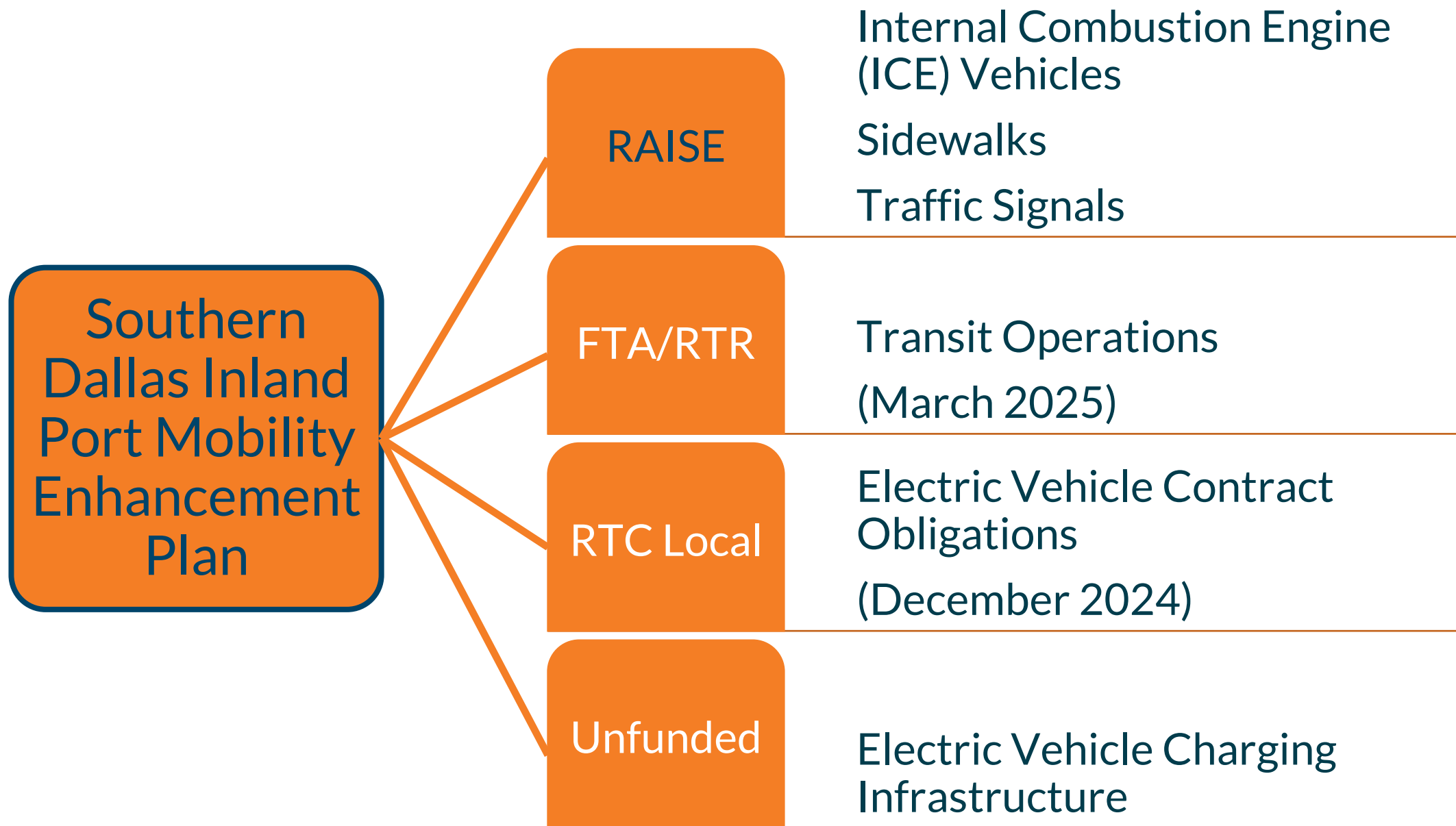
Status

FTA advises
NCTCOG to exclude
electric vehicles and
other project
components



Complete		Stage
Entered into contracts for the purchase of eight electric vehicles and required in-plant inspector		✓
Inspections contract complete		✓
Pending		
Negotiating Paper Grant Agreement with Federal Transit Administration		With FTA
Vehicle Acceptance		Pending RTC Action





RAISE Projects Updates

Project	RAISE	Other Federal	Non-Federal	Total	Change
Traffic Signals	\$576,640	\$1,271,329	\$4,520,127	\$6,368,096	No change
Sidewalks	\$6,649,440	\$1,300,000	\$1,987,360	\$9,936,800	Increase
Internal Combustion Engine Vehicles & Inspections (if required)	\$992,000	\$0	\$248,000	\$1,240,000	Add
Transit Operations ¹	-	-	-	-	Funded by FTA (urban formula funds) and RTR
EV Charging Infrastructure ²	-	-	-	-	Remove
Electric Vehicles ²	-	-	-	-	Remove
Total	\$8,218,080	\$2,571,329	\$6,755,487	\$17,544,896	No change

¹ Operations ineligible for RAISE funds, but necessary component of the awarded project. Remains in project scope and funded separately.

² Components removed from scope per FTA guidance to advance project approval by Office of Secretary of Transportation.



Electric Vehicles

EV Contract Obligations	Total	Funding
Electric Vehicles & Required In-Plant Inspections (incurred)	\$1,004,000	Previously approved RTC Local (temporary backstop to federal)
Remaining Contract Obligation	\$239,247	New (non-federal commitment)
Insurance	\$30,000	New
Total	\$1,273,247	



REQUESTED ACTION – Updates to the Southern Dallas Inland Port RAISE Grant Projects and EV Contract Obligations

- Recommendation for RTC approval of:
 - Repurpose \$1,004,000 RTC Local temporary backstop and increase by \$239,247 for a total of \$1,243,247 RTC Local Funds to support contract obligations and expenditures for the purchase of electric buses and associated in-plant inspection services
 - \$30,000 RTC Local Funds for insurance costs pending transfer of the vehicles
 - Direct staff to identify entities to receive or purchase electric vehicles and return proceeds to RTC to offset impacts to RTC Local
 - Confirm support for project changes for FY21 RAISE Grant as submitted to FTA
 - Amend the NCTCOG's Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP), as well as other planning and administrative documents to revise and include the proposed projects.

STTC Action Item – July 24, 2026



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2027 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE

Surface Transportation Technical Committee | July 24, 2026

BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods
- Covers highway and arterial projects on the Texas Department of Transportation (TxDOT) system (e.g., US and State Highways and Farm-to-Market Roads) funded with:
 - Category 2 (MPO selected)
 - Category 4 (TxDOT District selected)
 - Category 12 (Texas Transportation Commission [TTC] selected)
- The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016
- This plan is updated annually in conjunction with the development of TxDOT's Unified Transportation Program (UTP)

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in the Metropolitan Transportation Plan
- Focus on “system” versus new, stand-alone projects
- Prioritize fully funding existing projects before funding new projects (with a focus on projects letting in the next 2-3 years)
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in the UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

REGIONAL FUNDING ALLOCATIONS (2023-2027 UTPS)¹

Funding Category ²	2017-2022 UTPs (Average)	2023 UTP	2024 UTP	2025 UTP	2026 UTP	2027 UTP (Proposed) ³
Category 2 (MPO)	\$3.431	\$3.205	\$3.470	\$3.448	\$2.930	\$2.723 <u>\$2.754</u>
Category 4 (District)	\$1.374	\$1.593	\$2.341	\$2.626	\$2.232	\$2.074 <u>\$2.097</u>
Category 12 (Commission)	\$2.178	\$3.132	\$4.082	\$3.626	\$3.704	<u>\$4.089</u>
Total Allocation	\$6.983	\$7.930	\$9.893	\$9.700	\$8.866	<u>\$8.940</u>

1: UTP allocations are for 10-year periods

2: Amounts shown in billions

3: UTP allocations increased in the July draft due to stronger than expected Proposition 1 revenue forecasts

FUNDING OUTLOOK AND PROPOSED CHANGES

- Category 2 and 4 funding allocations continue to decrease
 - Little Category 2 funding (approximately \$47.24 million for the region) was initially available to program on projects:
 - \$2.723 billion (Initial 10-Year allocation [Reduced from \$2.930 billion in 2025 10-Year Plan])
 - -\$927.76 million (Amount allocated to projects advanced to early lettings in recent years)¹
 - -\$1.748 billion (Funding already approved on existing projects)
 - \$47.24 million
 - Project bids have been coming in lower than approved funding, which has freed up funding for future programming (\$104.88 million)
 - TxDOT released final 10-Year allocations this month which included additional Category 2 funding for our region (\$31 million), and will be available for future programming
 - Most proposed “new” projects are breakouts from larger corridors
 - Most proposed funding increases are offset by reductions on the projects being broken out and/or other projects that are further from letting
- 1: Amount is adjusted as projects let, have change orders, or are completed. This number is as of February 2026

MAJOR PROJECT CHANGES SINCE LAST UPDATE

- US 380: Funding is being transferred from main lanes to focus on frontage roads and cover a larger portion of the corridor
- IH 35W: The corridor between Dale Earnhardt Way and FM 2449 has been identified as a higher priority than the IH 35 corridor north of the City of Denton from which funding is proposed to be transferred. A partnership between the TTC and MPO is being proposed to cover the needed funding.
- US 287: Proposing to add Category 2 to address the safety, congestion, and high flood vulnerability through grade separated interchanges at Lakeview Drive and Prairie Ridge Boulevard
- US 81/US 287 in Tarrant and Wise Counties: Fully fund existing projects in Wise County and prioritize sections in Tarrant County from N. Tarrant Pkwy to Bonds Ranch

PROPOSED CATEGORY 12 FUNDING CHANGES

- Through the 2027 UTP, the TTC is proposing to add Category 12 to the following projects:
 - \$215 million of new Category 12 funding to IH 345 in the Dallas District (project has existing \$75 million of Category 2, \$45 million of Category 4, and \$250 million of Category 12)
 - \$69.9 million of new Category 12 funding for an IH 35W funding partnership in the Dallas District (partnership also includes \$105.5 million of Category 2 and \$3 million of Category 4)
 - \$100 million of Category 12 funding to IH 35W (from IH 30 to SH 183) in the Fort Worth District

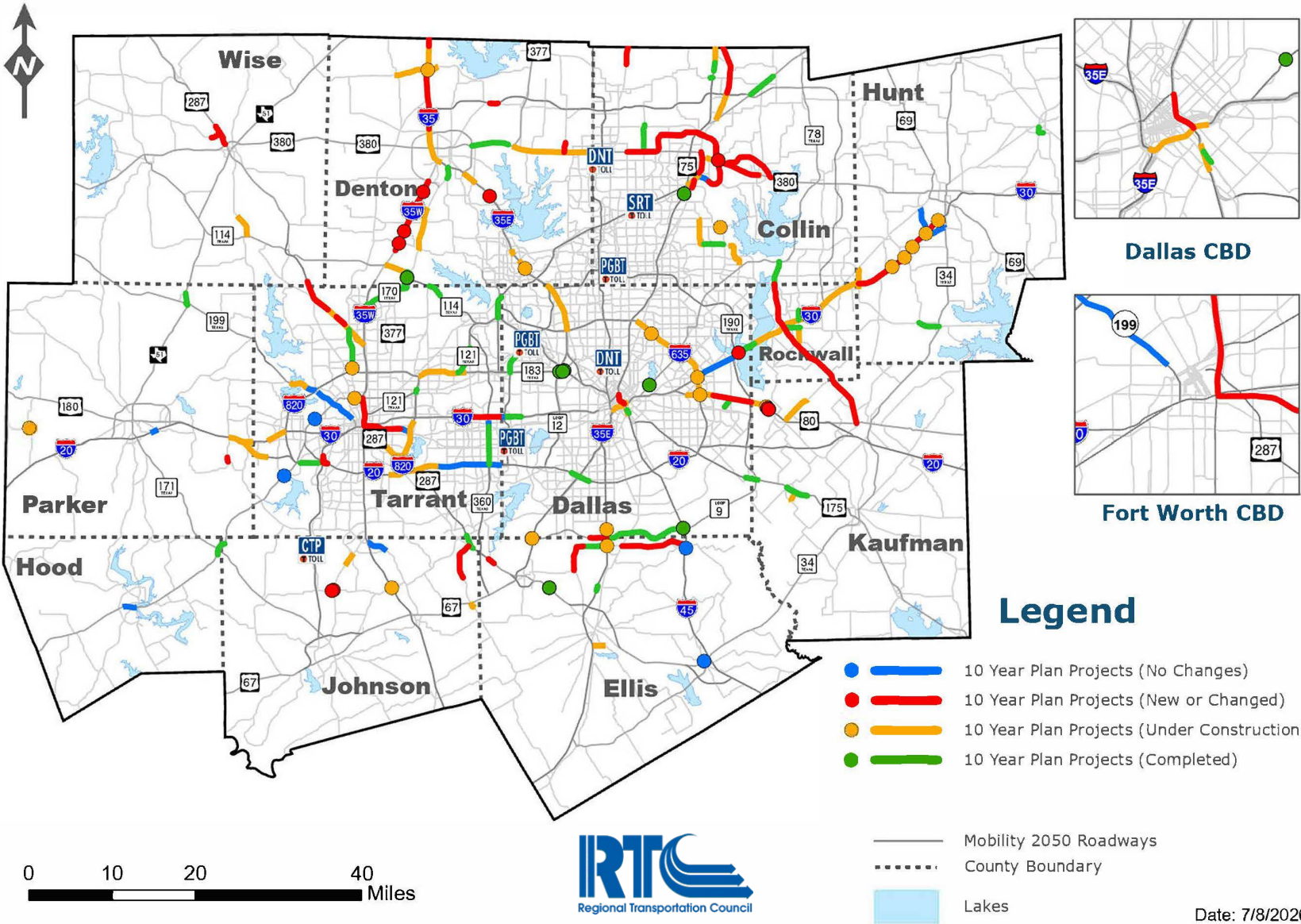
PROJECT PROGRESS SINCE THE 2017 UTP¹

Project Status	Number of Projects	Total UTP Funding
Completed	60	\$1,616,804,208
Under Construction	97	\$8,517,860,253
Future Projects	87	\$7,783,614,652
Total	244	\$17,918,279,113

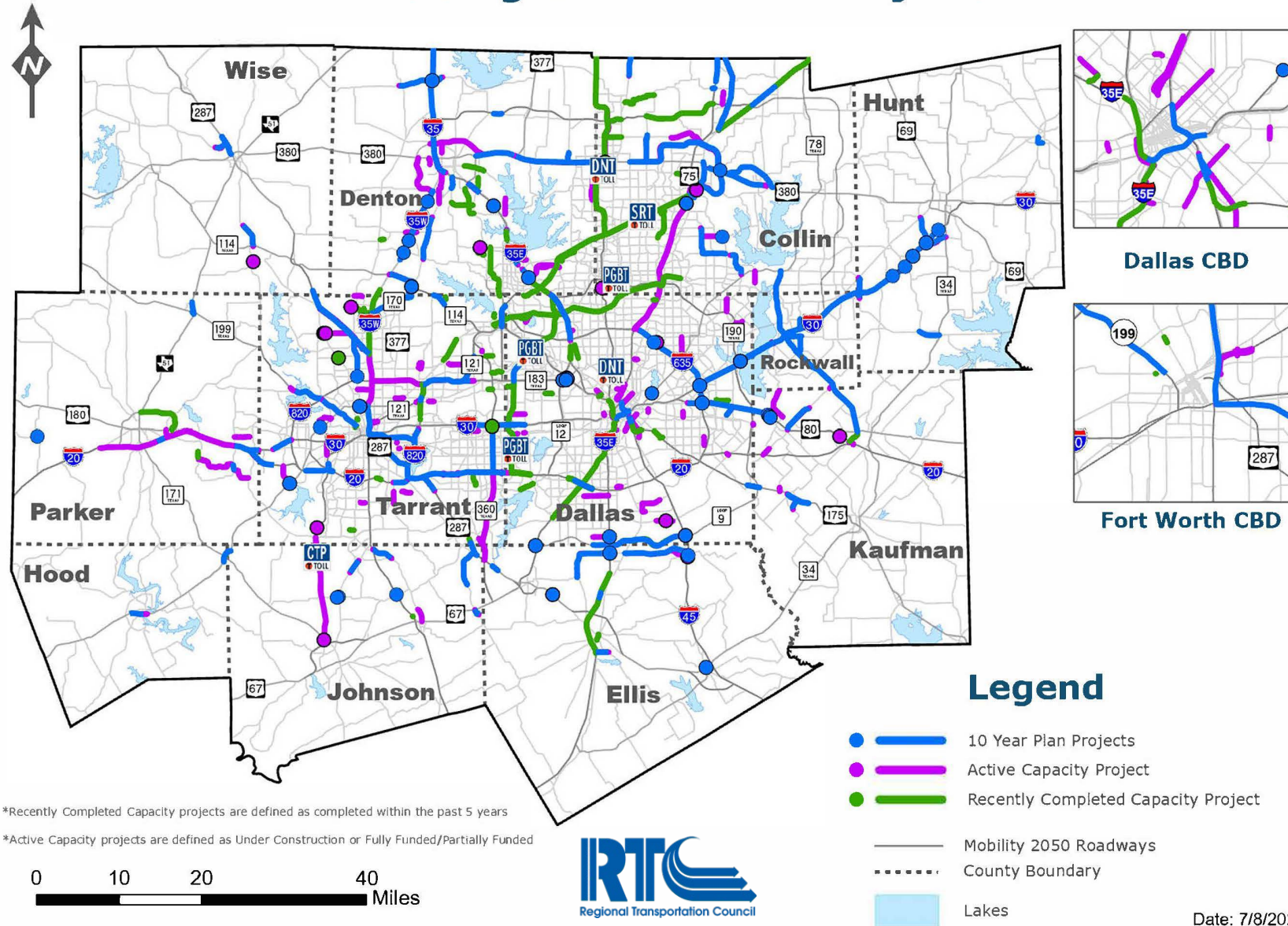
1: The 2017 UTP marked the first year of HB 20/10 Year Plan implementation.

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2036



Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects



*Recently Completed Capacity projects are defined as completed within the past 5 years

*Active Capacity projects are defined as Under Construction or Fully Funded/Partially Funded

WEST/EAST DISTRIBUTION – CATEGORY 2

	West	East	Total
2027 UTP Allocation ¹	\$853,621,754	\$1,899,996,807	\$2,753,618,561
Carryover ²	-\$78,193,673	-\$744,683,273	-\$822,876,946
Remaining Funding for 2027 UTP	\$775,428,081	\$1,155,313,534	\$1,930,741,615
Currently Approved 2026 UTP Projects ³	\$757,246,450	\$990,314,482	\$1,747,560,932
Proposed 2027 UTP Category 2 Additions ⁴	-\$1,414,696	\$50,797,931	\$49,383,235
Remaining Balance	\$19,596,327	\$114,201,121	\$133,797,448

- 1: Applied 31% West and 69% East formula; This amount includes additional \$31M allocated in July 2026
- 2: Includes projected carryover from 2025 to 2026 plus anticipated lettings, change orders, and cost increases in 2026; Negative carryover indicates that our region is advancing projects faster than other regions of the State, so able to use more than our typical allocation for a given year; This number is as of July 2026
- 3: Includes approved project funding in 2026 UTP for projects in 2027+
- 4: Includes any proposed new projects and/or cost increases/decreases on existing projects in 2027+

2027 UTP PUBLIC COMMENT

- Staff has observed the following trends in recent fiscal years:
 - Reduced allocations to Category 2
 - Reduced allocations to Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding as part of TxDOT's effort to transfer 50% of funds to less restrictive programs
 - Reduced allocations to Surface Transportation Block Grant (STBG) Program funding (\$14.4M decrease per fiscal year compared to 2026 UTP) though this is likely due to a realignment with available federal allocations
 - Lack of Category 12 funding for the Mobility Assistance Patrol Program (MAPP) which has historically been funded with a combination of STBG and Category 12 in partnership with the TTC
- Staff proposes submitting a letter through the UTP Public Involvement process addressing concerns with these trends

NEXT STEPS

- Bring back any project changes to the committees if the TTC action is different than proposed project listings

REQUESTED ACTION – 2027 UTP/ REGIONAL 10-YEAR PLAN UPDATE

Recommend RTC approval of:

- The Regional 10-Year Plan project listings, including the proposed changes on the “Let and Completed Projects” listing.
- Staff drafting a letter to TxDOT as part of the UTP Public Involvement period addressing reductions to Category 2, CMAQ, and STBG allocations and lack of funding for MAPP
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate these changes.

STTC Action Item – July 24, 2026

TIMELINE/ACTION

MEETING/TASK	DATE
Funding Targets Received	February 2, 2026
Initial draft list due to TxDOT	February 13, 2026
Communication and coordination with stakeholders	February-May 2026
STTC Information	May 22, 2026
RTC Information	June 11, 2026
Public Involvement	July 2026
STTC Action	July 24, 2026
RTC Action	August 13, 2026
TxDOT Public Involvement for 2027 UTP	July 2026
Anticipated TTC Approval of 2027 UTP	August 2026

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2025 TRANSPORTATION SAFETY PERFORMANCE REPORT

Camille Fountain|Surface Transportation Technical Committee|
7.24.2026



RTC 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 North Texas and Look Out Texans ³ Identify through Roadway Safety Audit and Regional Safety Plans Totals	\$57 Million



RTC SAFETY PROGRAM - CURRENT ACTIVITIES

Category	Current Efforts	Final
Speed Enforcement	City of Fort Worth Enforcement Corridors Program – <i>agreement under review</i>	\$7 Million
Speed Education	NCTCOG - DANT Educational Campaign Website, Outreach Event Items and Participation, Regional Restaurant and Bar Advertising (targeted messaging)	\$2 Million
Bicycle/Ped Education	NCTCOG - Look Out Texans Campaign	\$2 Million
Bicycle/Ped Engineering	City of Carrollton - Kelly Blvd Sidepath PS&E and Construction Phases Dallas County - Cotton Belt Trail Connection Alignment PS&E from Carrollton to Coppell NCTCOG - Count Equipment and Operations for DFW Discovery Trail and Cotton Belt Trail NCTCOG - Wayfinding Signage Fabrication for DFW Discovery Trail NCTCOG - Wayfinding Signage Plan for Cotton Belt Trail	\$10 Million
Freeway Operations Engineering and Intercity Connections	<i>Work not yet completed</i>	\$25 Million
Youth Safety Program	The Meadows Institute - Active Bystandership for Teen Drivers Pilot	\$4 Million
Edge Pavement Program	NCTCOG - executed contracts with Johnson and Denton Counties to implement repair of shoulder drop-off to improve safety - recently initiated	\$3 Million
Other		\$4 Million
Totals		\$57 Million



FEDERAL SAFETY PERFORMANCE TARGETS

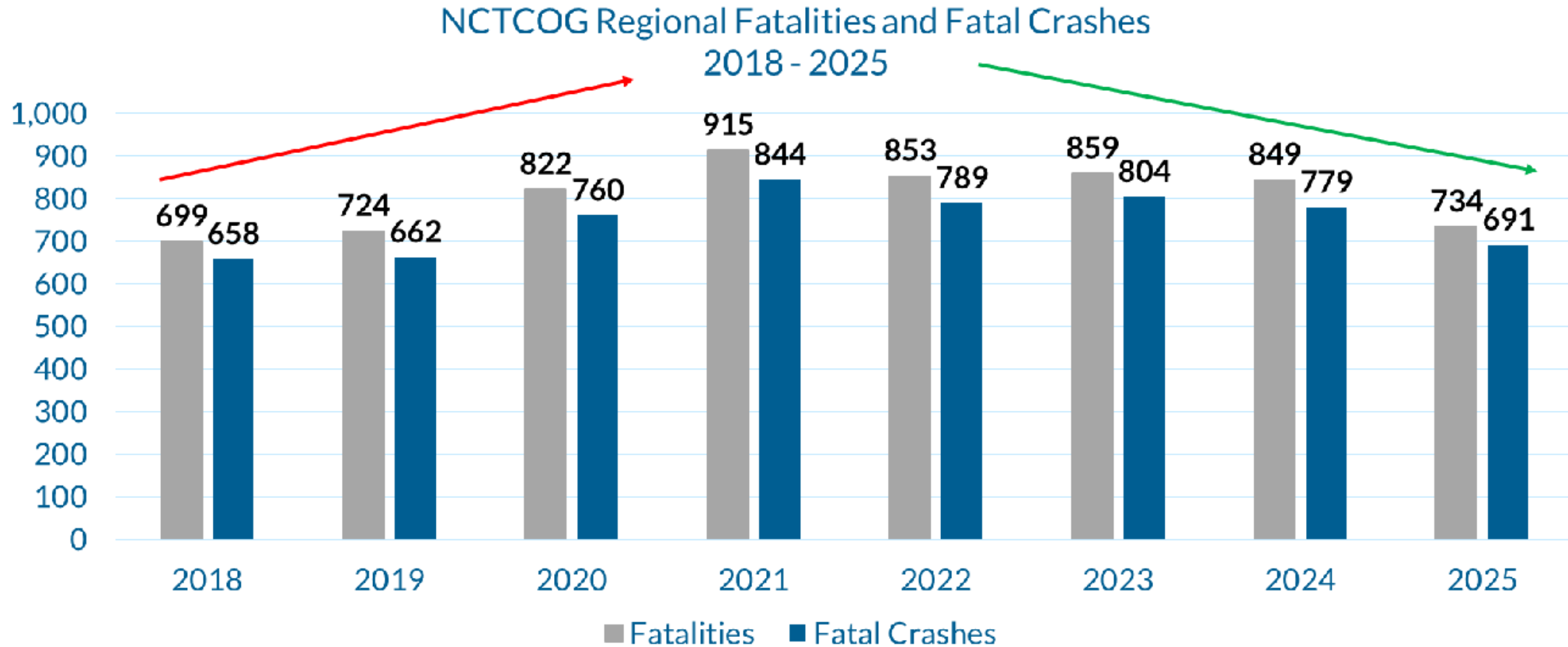
2024 Safety Performance Target MET = NO

Safety Performance Targets	2025 TxDOT Targets	2025 NCTCOG Targets	2026 TxDOT Targets	2026 NCTCOG Targets
	Fatality - 3.7% Serious Injury – 2%		Fatality - 3.8% Serious Injury – 2%	
No. of Fatalities	3,046	598.5	3,046	576.9
Fatality Rate	1.360	0.767	1.44	0.739
No. of Serious Injuries	18,096	4,382.5	18,884	3,752.4
Serious Injury Rate	6.640	5.282	6.30	4.54
No. of Non-Motorized Fatalities and Serious Injuries	2,371	Fatalities: 192.4 Serious Injuries: 448.5 Combined: 640.9	2,802	Fatalities: 185.1 Serious Injuries: 439.5 Combined: 624.6

*Percentage reductions for the number of fatalities and the fatality rate apply to NCTCOG's targets only.



ACTUAL FATALITIES AND FATAL CRASHES 2018-2025



2021-2025 CRASH STATISTICS: 12-COUNTY MPA

2021-2025 Crashes						
County	2021	2022	2023	2024	2025	% Change 2024-2025
Collin	12,383	13,827	14,832	15,482	15,615	-0.86%
Dallas	55,357	54,537	52,135	46,020	43,805	4.81%
Denton	11,416	11,974	12,290	12,401	12,195	1.66%
Ellis	3,302	3,232	3,402	3,889	3,823	1.7%
Hood	803	812	842	841	784	6.78%
Hunt	1,783	1,604	1,713	1,760	1,811	-2.9%
Johnson	2,778	2,736	2,786	2,734	2,869	-4.94%
Kaufman	2,228	2,284	2,351	2,613	2,665	-1.99%
Parker	2,638	2,527	2,644	2,598	2,794	-7.54%
Rockwall	1,751	1,865	2,160	2,430	2,755	-13.37%
Tarrant	30,723	29,012	29,075	28,039	30,347	-8.23%
Wise	1,021	1,149	1,152	1,118	1,244	-11.27%
Total	126,183	125,559	125,382	119,925	120,707	-0.65%



2021-2025 FATALITY STATISTICS: 12-COUNTY MPA

2021-2025 Fatalities						
County	2021	2022	2023	2024	2025	% Change 2024-2025
Collin	50	76	62	73	66	9.59%
Dallas	352	354	336	329	274	16.72%
Denton	66	49	52	51	56	-9.8%
Ellis	36	33	37	42	28	33.33%
Hood	12	10	8	10	9	10%
Hunt	38	15	35	23	25	-8.7%
Johnson	39	36	31	21	16	23.81%
Kaufman	36	26	23	23	24	-4.35%
Parker	28	15	24	33	24	27.27%
Rockwall	10	6	12	5	8	-60%
Tarrant	227	210	217	204	190	6.86%
Wise	21	23	22	35	14	60%
Total	915	853	859	849	734	13.55%

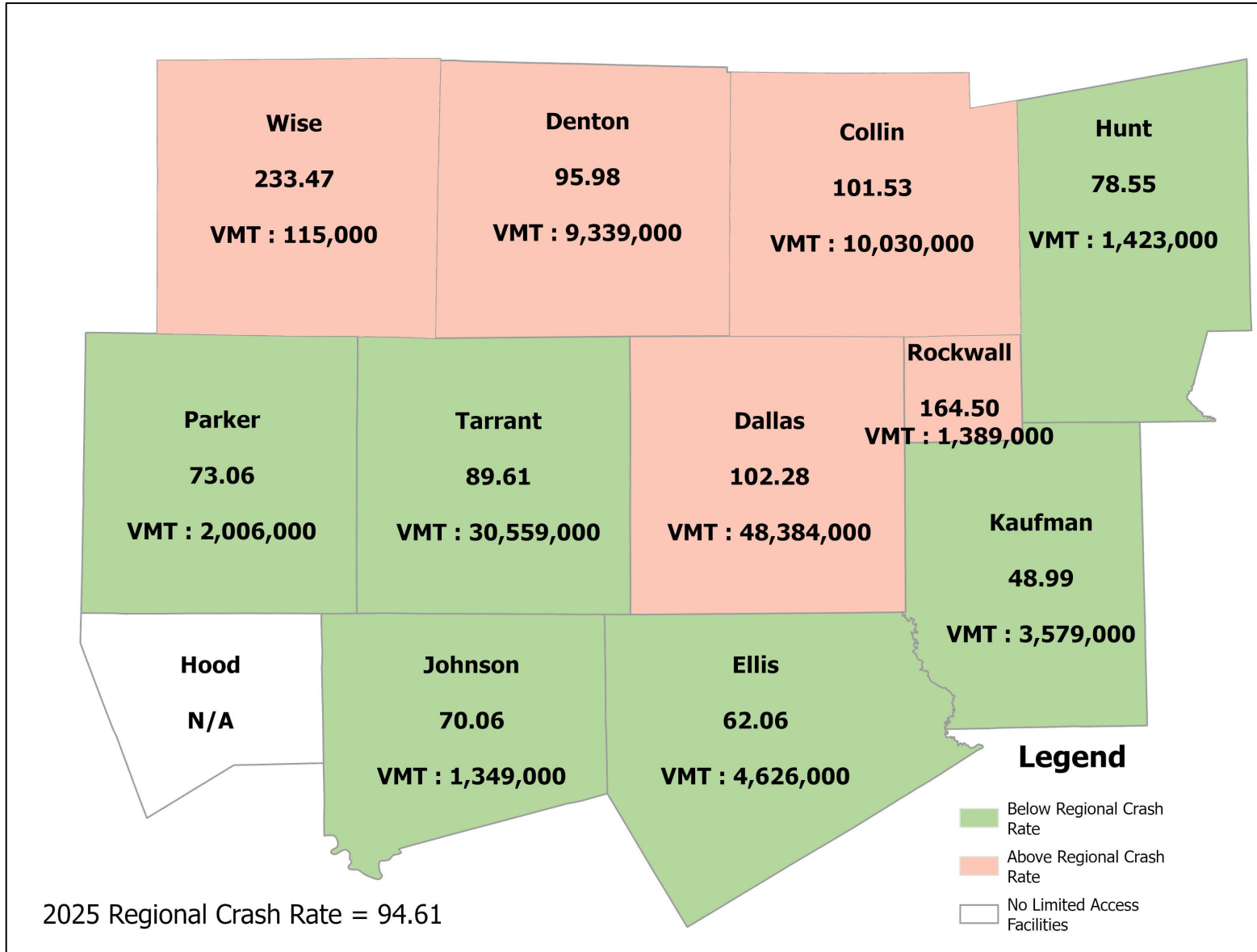


2025 CONTRIBUTING FACTORS – SERIOUS INJURY AND FATAL CRASHES

	Top Ten Contributing Factors — Limited Access Facilities Only	2024	2025
1	Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)	32.51%	34.36%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights / Followed Too Closely / Cell/Mobile Device Use - Texting/Other)	13.56%	11.71%
3	Failed to Drive in Single Lane	10.20%	11.20%
4	Impaired Driving (Intoxicated - Alcohol / Drug / Had Been Drinking / Fatigued or Asleep)	10.50%	10.94%
5	Changed Lane When Unsafe	9.18%	9.32%
6	Faulty Evasive Action	7.87%	7.35%
7	Disabled in Traffic Lane	3.21%	4.02%
8	Pedestrian Failed to Yield Right of Way - To Vehicle	4.08%	3.76%
9	Turned When Unsafe	0.44%	1.28%
10	Wrong Way Driving (One Way Road)	1.31%	1.20%



CRASH RATES BY COUNTY



Crash rates calculated for limited access facilities: IH, SH, and US mainlanes.



REGIONAL CRASH PYRAMID



On Average, each injury crash requires
2 Law Enforcement
4 Fire/Rescue
2 Emergency Medical Services
1 Towing and Recovery
9 Responders

Potentially 45 responders “working in
or near moving traffic” every hour
24/7/365

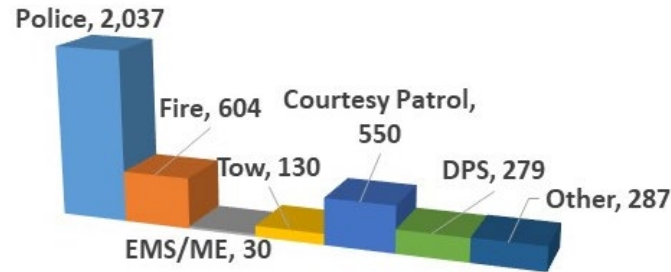
**Crash pyramid does not include “Unknown Injury Crashes”*

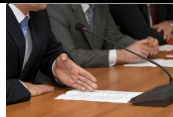


TRAFFIC INCIDENT MANAGEMENT TRAINING ATTENDANCE



- First Responders Training (2003-2025): 3,917 1st Responders
- Next Class: Aug 13-14, 2026 (NCTCOG Office)



Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	 Total (February 2005 - November 2025)
535	257	46	16	89	32	335	1,328

*Table represents NCTCOG's Executive Level Course Attendance

- Next Class: November 5, 2026 (TxDOT Fort Worth District Office)



REGIONAL ROADSIDE ASSISTANCE PATROL PROGRAM

In 2025, Dallas/Fort Worth Area
Roadside Assistance Patrols
provided:



Total Combined Assists: 124,679

Notes:

Data includes Dallas County, Tarrant County, NTTA, LBJ Express and North Tarrant Express assists combined.

Roadside Assistance Program Performance Measures

Agency	2024 Assists	2025 Assists
Dallas County Operations	56,816	52,165
Tarrant County Operations	25,798	24,572
NTTA	46,045	40,327
NTE Express	3,998	4,395
LBJ Express	2,622	3,220



RESPONDER STRUCK-BY STATISTICS

NCTCOG Roadside Assistance Patrol 'Non-Fatality' Struck-Bys

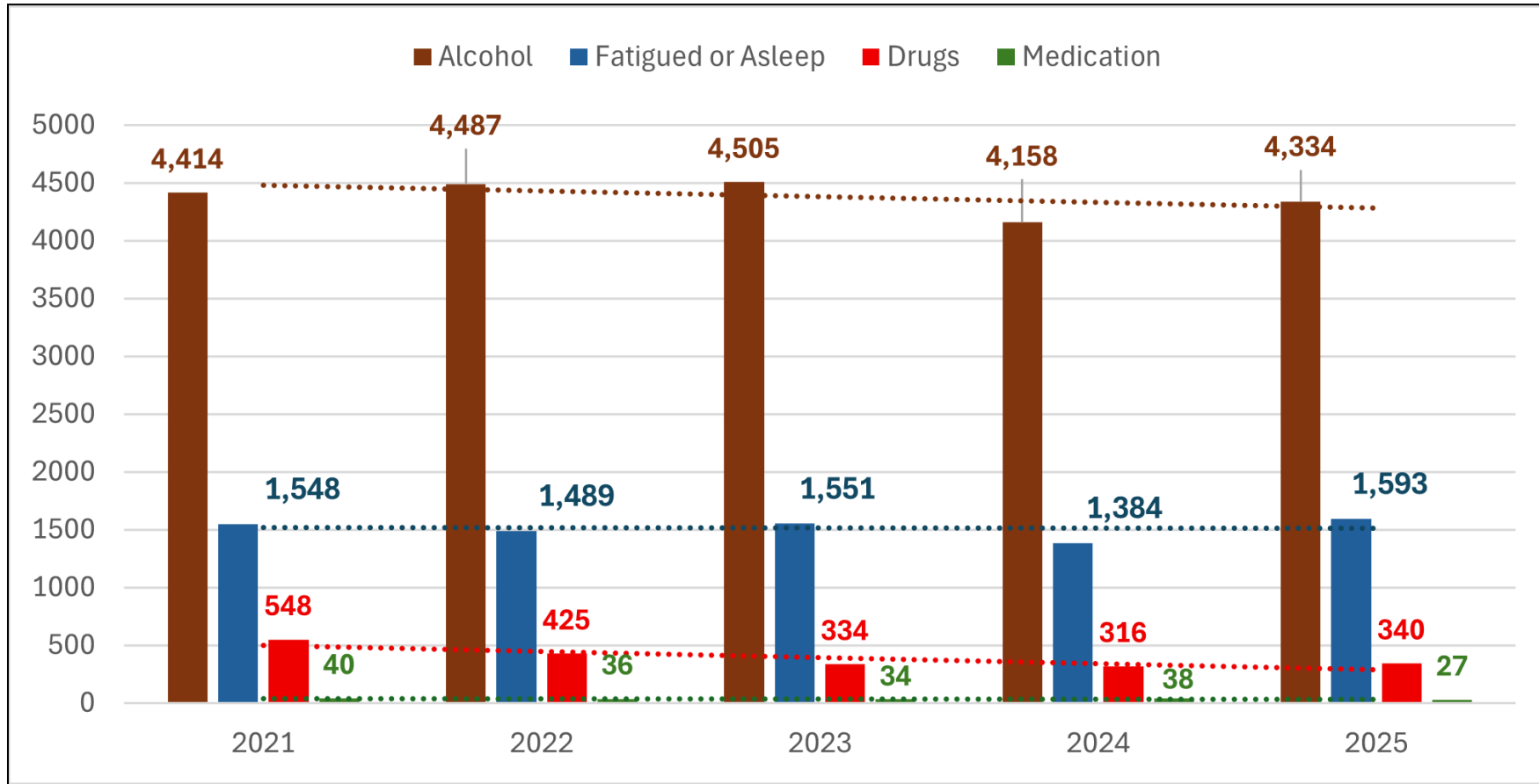
Roadside Assistance Patrol	Dallas County	LBJ Express	NTE Express	NTTA	Tarrant County	NCTCOG Region
2022	34	3	0	16	0	53
2023	15	7	6	n/a	0	28
2024	5	6	11	n/a	0	22
2025	6	11	10	n/a	2	29

*Data was collected directly from regional mobility assistance patrol providers.

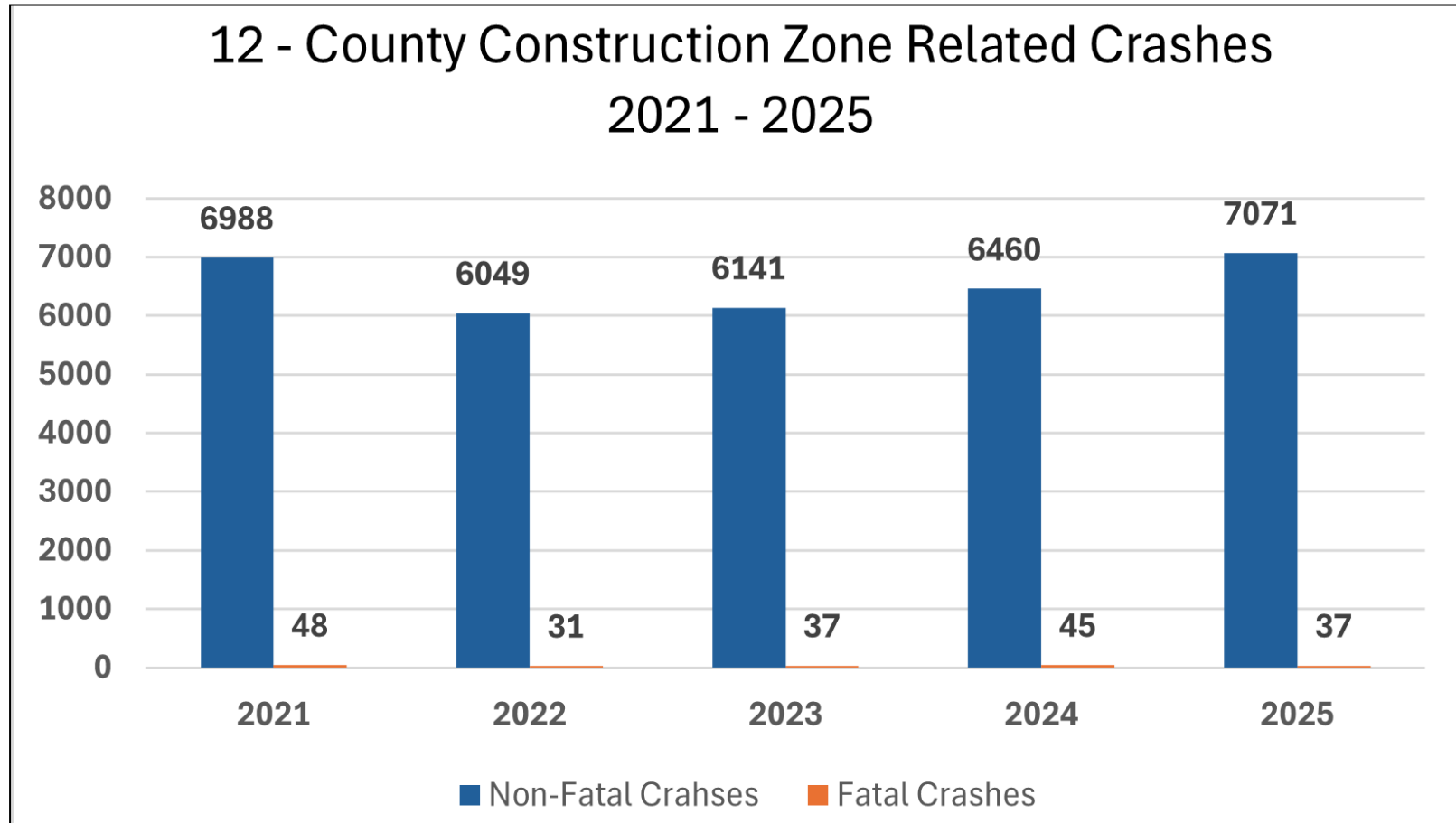
➤ *FY27 Funding Available for Incident Management Safety Call for Projects*



CRASHES INVOLVING IMPAIRED DRIVERS: 2021-2025



CONSTRUCTION ZONE CRASHES: 2021-2025



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RTC Landbanking Program

Surface Transportation Technical Committee | July 24, 2026

Shawn Conrad, Land Use and Mobility Options Team

Program Overview

Purpose

- Funding assistance with land acquisition for economic development purposes

Goals

- Provide cities with a financially strategic incentive to activate underused parcels
- Encourage revitalization
- Support sustainable transportation infrastructure
- Promote efficient land-use patterns
- Purchase and assemble land at lower prices for future development opportunities
- Create a revolver of funds to assist with Mobility Plan - Sustainable Development Goals
- Create a mechanism to grow the funding stream as property sells with increased value



Program Overview

History

- Program established as a part of the 2005-2006 Sustainable Development Call for Projects (SDCFP)
- RTC passed a resolution May of 2006 about the management of SDCFP projects
- RTC has approved funding for six landbanking projects since program inception
- Projects are in varying stages of project implementation/completion
- NCTCOG staff developed a process for the purchase and future unbanking of properties
- Both Regional Toll Revenue (RTR) and RTC Local funds have been used to fund projects

Resolution Elements

- Under the program, NCTCOG required that landbanking projects must, at a minimum, return RTC-approved funding upon resale, use, or lease of land acquired under the program
- RTC action is required to reprogram funds from any Sustainable Development program or projects
- Funds returned will be reallocated to the next Sustainable Development Call for Projects



Prior/Existing Landbanking Projects

Arlington Central Arlington (2006) – Complete

- City purchased parcels in Downtown Arlington, near the University of Texas at Arlington (UTA)
- Project resulted in the construction of a townhome complex

Irving Heritage District (2006) – In progress (partially unbanked)

- City used funds to purchase land around Downtown Irving/Heritage Crossing TRE station

North Richland Hills (2018) – In progress

- City was awarded for a land acquisition project that will result in a TOD near the TEXRail Smithfield Station



Prior/Existing Landbanking Projects

White Settlement NAS JRB (2022) – In Progress (banked)

- City acquired certain parcels adjacent to the Naval Air Station Joint Reserve Base (NASJRB) to support land banking for critical regional infrastructure

Addison Circle (2006) – Canceled

- Funds returned to funding pool

Lewisville Old Town (2006) - Canceled

- Funds returned to funding pool



Prior/Existing Project Funding

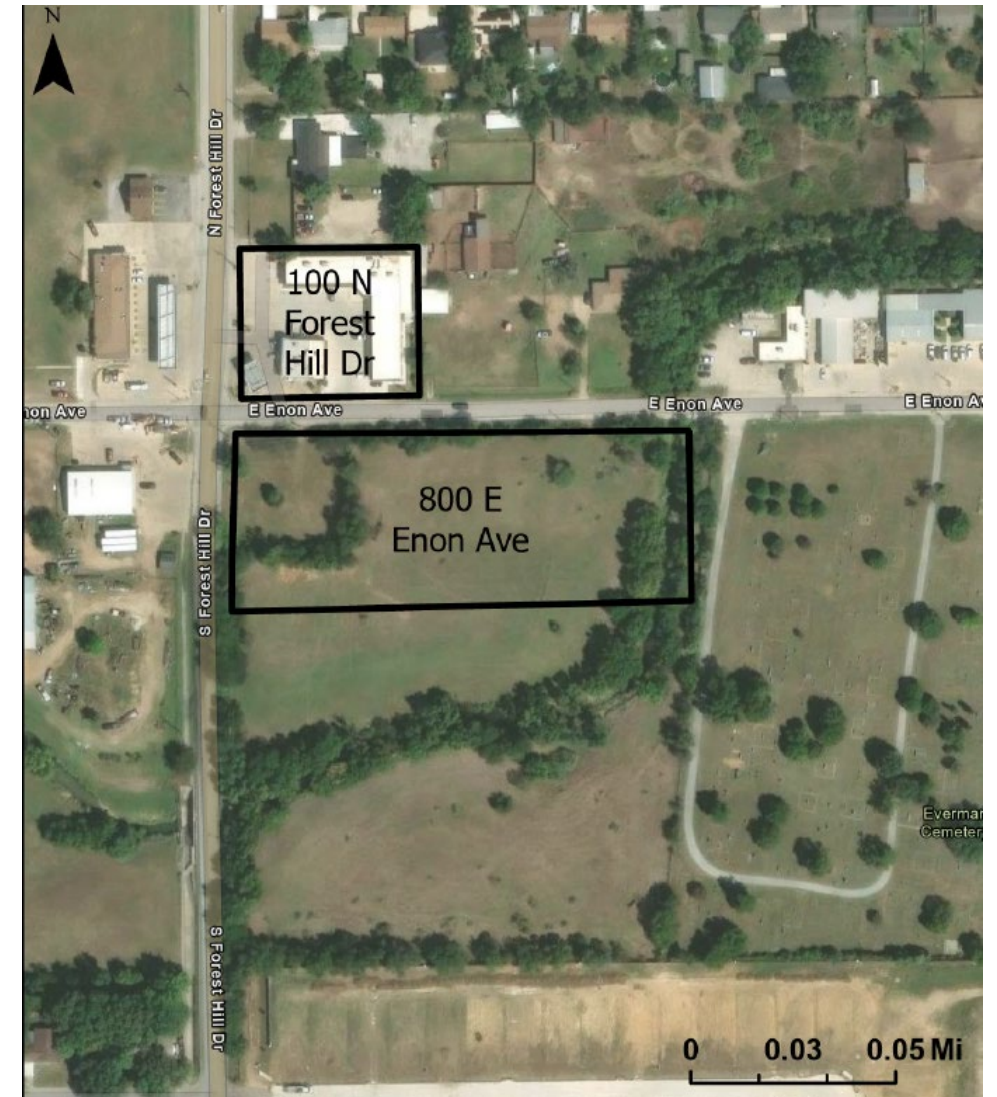
Project Name	Funding Source	Total RTC Award	Total Returned to Program	Pending "Unbanking" (Minimum)
Arlington Central Arlington	RTC Local	\$1,000,000	\$1,219,895	
Irving Heritage District	RTC Local	\$1,000,000	\$447,431.30	\$688,000
North Richland Hills Smithfield Station	RTR	\$2,000,000	Pending	\$2,000,000
White Settlement NAS JRB Fort Worth	RTC Local	\$2,700,000	N/A due to nature of the project	
Addison Circle	RTC Local	\$750,000	\$750,000	
Lewisville Old Town	RTC Local	\$750,000	\$750,000	
TOTAL		\$8,200,000	\$3,167,326	\$2,688,000



Upcoming Landbanking Project for Consideration

Everman Landbanking Project

- Follow up from Forest Hill Drive Study
- Project considering the purchase of 800 E. Enon Ave property by the City (see map)
- 100 N. Forest Hill Dr. property is needed to support widening of Forest Hill Drive and there could be a potential “swap” of uses (study recommendation)



Upcoming Landbanking Project for Consideration

Next Steps:

Appraisal will be conducted for the vacant parcel at 800 E. Enon Ave.

- Appraisal estimated cost = \$2,000
- The cost of the appraisal will be repaid to the RTC Landbanking Program

Staff will come back to STTC and RTC for approvals for funding for the City to bank the property



POSSIBLE ACTION – Appraisal Activities

- Recommendation for RTC approval of:
 - Appraisals to be an eligible activity in the Landbanking Program
 - Appraisal cost to be reimbursed into the overall Landbanking Program in the future
 - Administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the change (initial inclusion of \$2,000)

STTC Action Item – July 24, 2026



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Karla Windsor, AICP
Senior Program Manager
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NCTCOG Spatial Data Cooperative Program



Shelley Broyles and James McLane
Surface Transportation Technical Committee
July 24, 2026

Remote Sensing Data

- ▶ LiDAR & Orthophotography



Derivative Products

- ▶ Contours
- ▶ 2D Planimetrics
- ▶ Impervious Surface
- ▶ Landcover/Land Use
- ▶ 3D Planimetrics

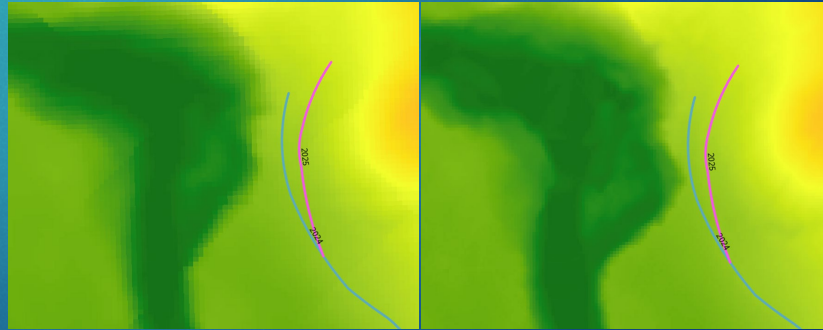


How are Agencies Using SDCP Data?

3



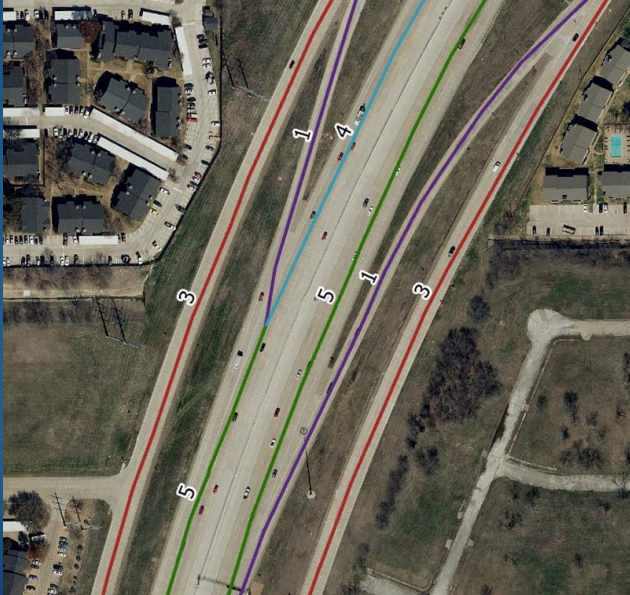
City of Hurst: Used LiDAR to compare drainage changes from 2015 to 2025. This is an example of how the creek at Rickel Park is eroding its bank and encroaching on the sidewalk enough to require a new one be built. The LiDAR shows erosion is continuing and emergency repairs are in progress.



Transportation Applications

4

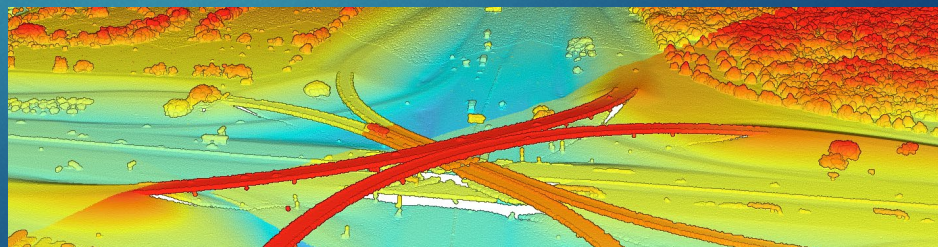
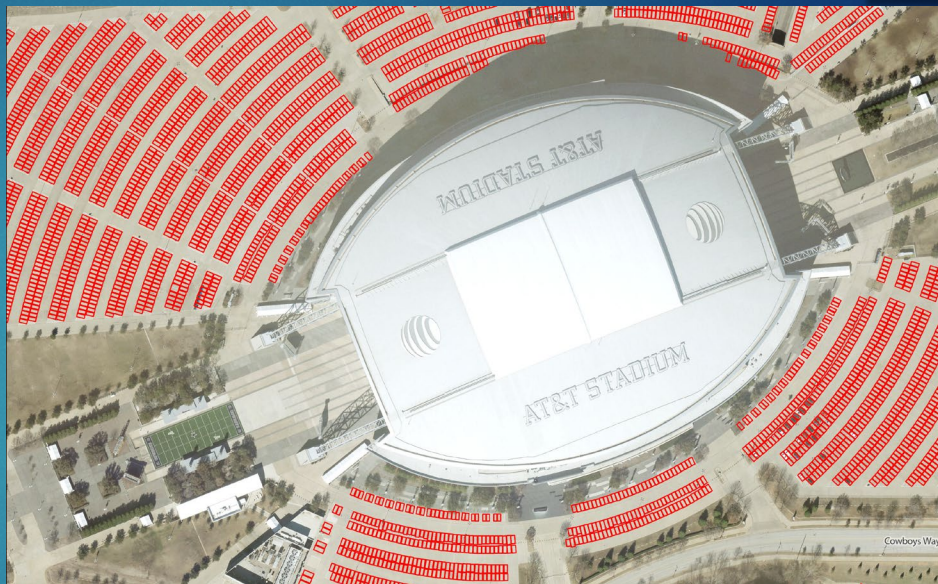
- ▶ Digitization of transportation features
- ▶ Verification of lane counts and other attributes
- ▶ Right-of-way analyses
- ▶ Project impact analyses



Transportation Applications

5

- ▶ Automatic extraction of transportation features using deep learning (New!)
- ▶ Change detection to check project implementation (Upcoming)
- ▶ 3D analysis of stack interchanges (Upcoming)

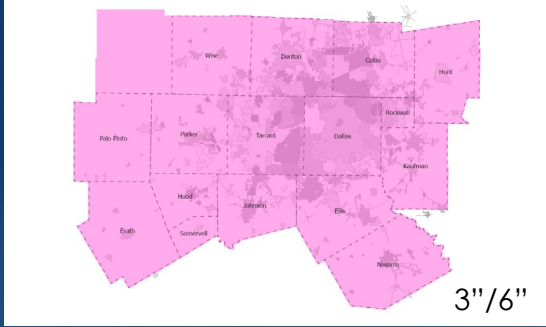


Past & Future Projects

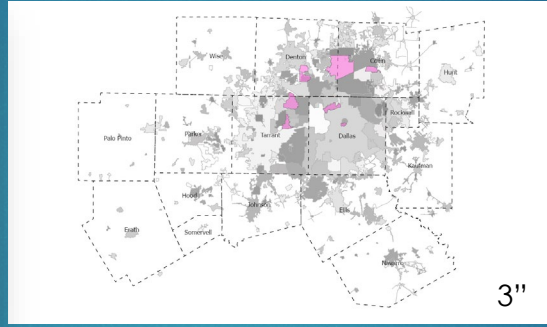
6

Orthophotography

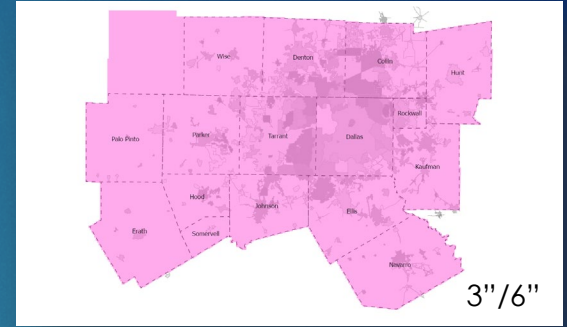
2025



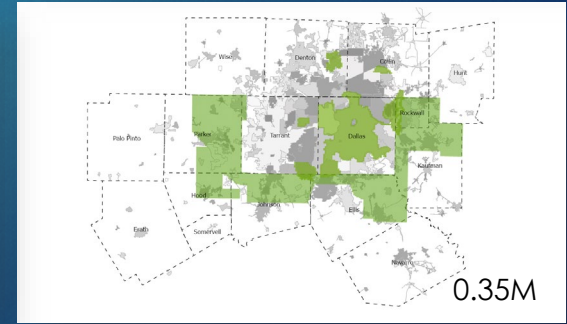
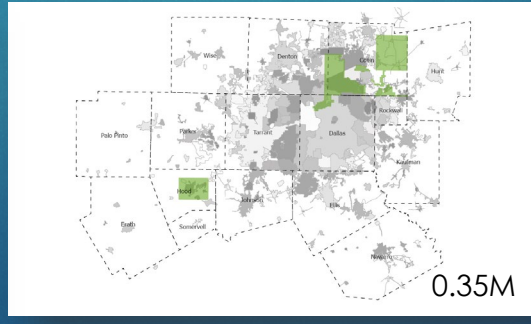
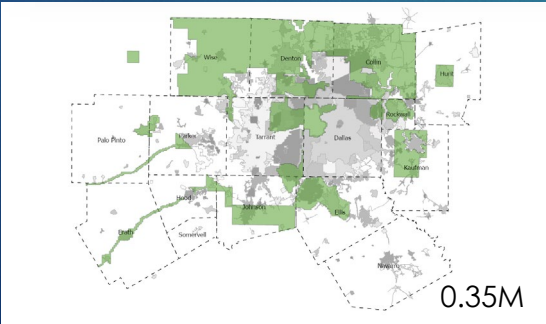
2026



2027 (Preliminary)



LiDAR



2027 Project Timeline

7



We are here.

Note: Past and future planned projects follow a similar schedule.



Program Participants

(Since 2021)

Addison
Allen
Anna
Annetta
Arlington
Balch Springs
Bedford
Benbrook
Burleson
Carrollton
Cedar Hill
Celina
Cleburne
Colleyville
Collin County
Coppell
Corinth
Corsicana
Crowley
Dallas
Dallas County
Downtown Dallas Inc.
DCURD
Dalworthington Gardens

Decatur
Denton
Denton County
Desoto
Duncanville
Ennis
Euless
Fairview
Farmers Branch
Flower Mound
Frisco
Fort Worth
Garland
Granbury
Grand Prairie
Grapevine
Haltom City
Highland Park
Highland Village
Hurst
Irving
Keller
Las Colinas Association
Lancaster

Lavon
Little Elm
Mansfield
McKinney
Mesquite
Midlothian
Murphy
Northlake
North Richland Hills
NTTA
Plano
Pilot Point
Prosper
Rockwall
Roanoke
Rowlett
Sachse
Seagoville
Southlake
The Colony
Terrell
Trinity Metro
TRWD

TxDOT/
Transportation Dept.

University Park

Waxahachie

Weatherford

Westlake

Wilmer

Conclusions

- ▶ More program participants = Lower costs for each participant
 - ▶ Bulk discount – Economies of scale (Overall size of flight)
 - ▶ Volume discount – Cost-sharing (Overlapping entities)
- ▶ Data can be used for applications related and unrelated to transportation planning
 - ▶ Asset management, floodplain/hydrological analyses, engineering, etc.
- ▶ Typical agency contacts are GIS coordinators, data managers, etc.
- ▶ Final Commitment needed by September 2026

<https://www.nctcog.org/SDCP>

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SDCP Links

10

SDCP Main Program Page -

<https://www.nctcog.org/SDCP>

DFWMaps Marketplace -

<https://purchase.dfwmaps.com/>

Extra Material (If Needed to Answer Questions)

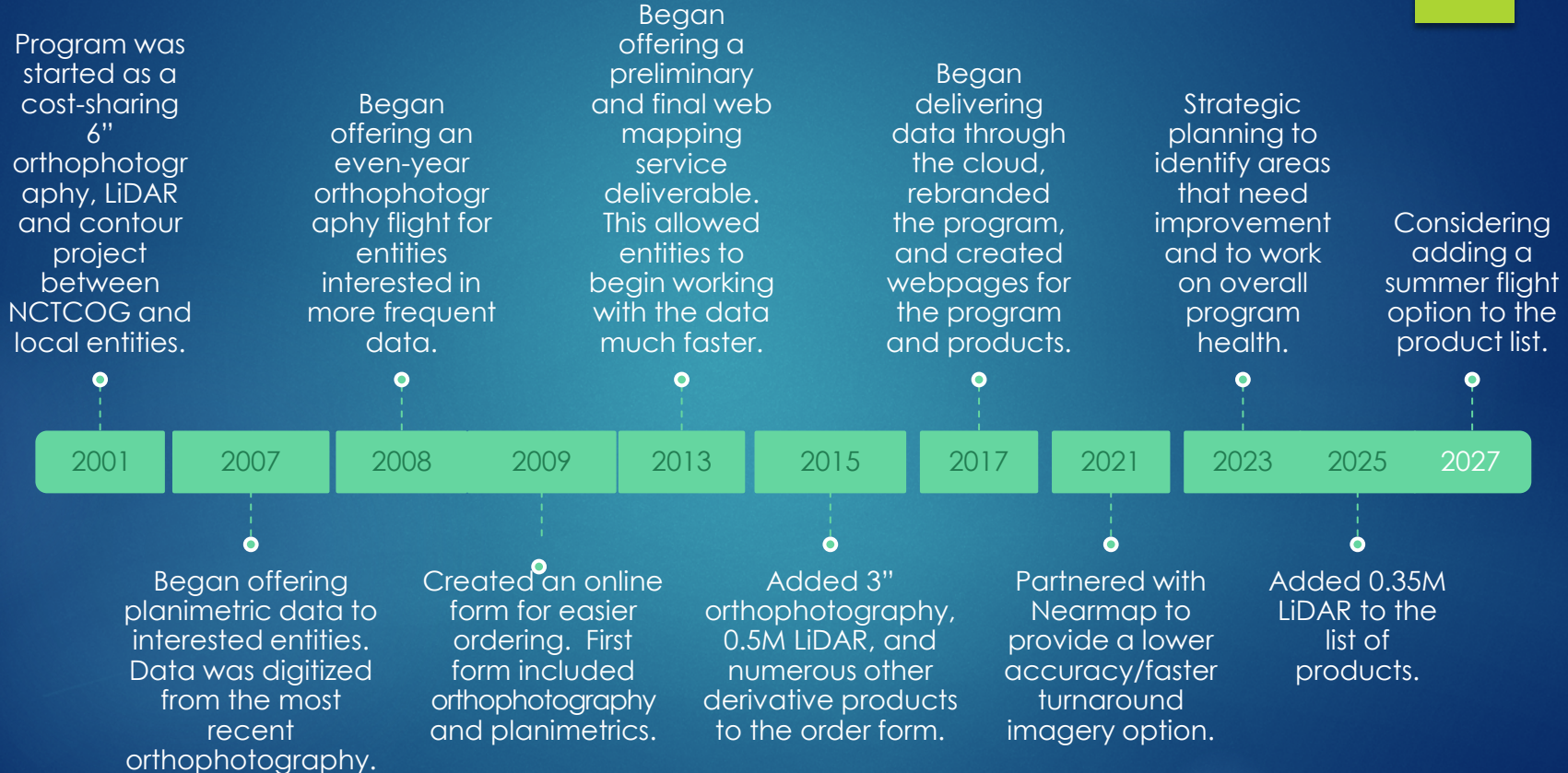
Executive Overview

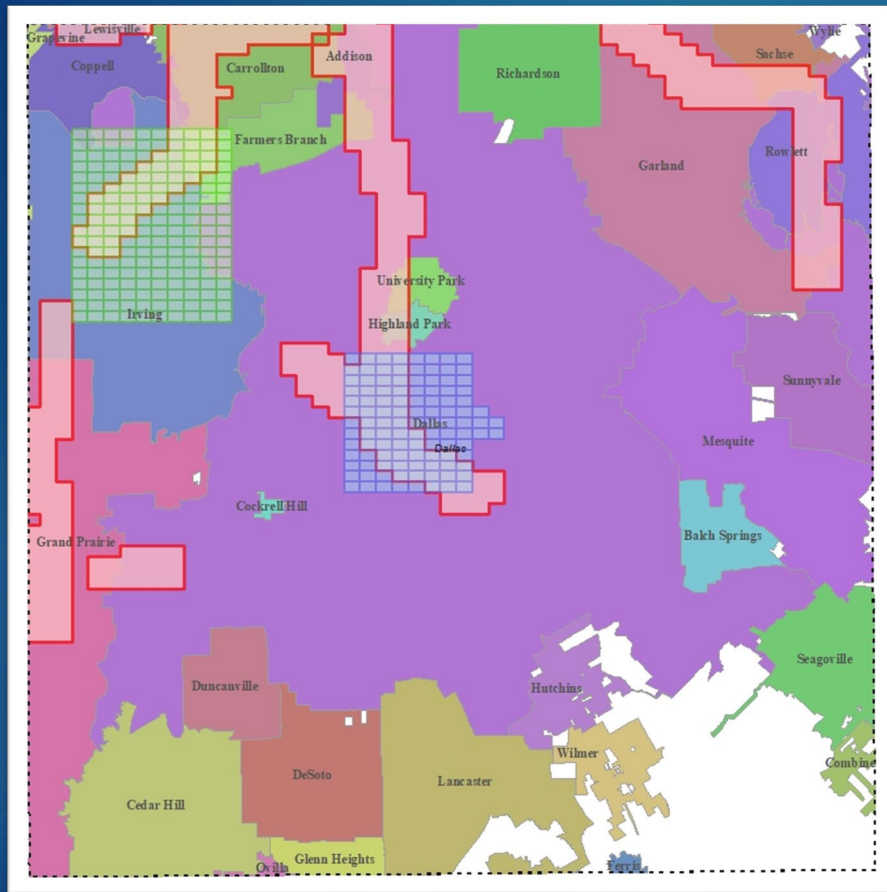
12

- ▶ **What it is:** A regional cooperative that has pooled funds since 2001 to buy high-quality LiDAR, Orthophotography and more.
- ▶ **How it's used:** Lane counts, right-of-way, project impact, and AI feature extraction — plus drainage/erosion, floodplain, asset management, and engineering
- ▶ **Who participates:** 100+ entities since 2021, including Dallas, Fort Worth, Arlington, area counties, TxDOT, NTTA, and Trinity Metro
- ▶ **Why it pays off:** More participants lower the cost for everyone through bulk (economies of scale) and volume (cost-sharing) discounts
- ▶ **Call to action:** The 2027 program is forming now — final commitment will be needed by September 2026

Program History

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Volume Discount (cost-sharing)

- ▶ Regional Participants
- ▶ County Participants
- ▶ City Participants
- ▶ Special Districts
- ▶ Private/Nonprofit Interest

Bulk Discount

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- Negotiated during the RFP Process
- Economies of Scale

New Acquisition Orthophotography Pricing (square mile)

The prices below are the bulk prices that have been negotiated with the vendor. They do not include the additional cost-sharing discounts that occur during larger region-wide "cooperative" flights. All projects require a 2 square mile minimum.

	2-250	251-500	501-1000	1001-5000	5001-10,000	>10,000
3" Frame Orthophotography	\$385.00	\$357.50	\$330.00	\$302.50	\$247.50	\$236.50
6" Frame Orthophotography	\$192.50	\$154.00	\$143.00	\$132.00	\$121.00	\$110.00
6" Pushbroom Orthophotography	\$137.50	\$121.00	\$103.40	\$93.50	\$85.80	\$80.30
6" Oblique Imagery	\$770.00	\$341.00	\$313.50	\$302.50	\$291.50	\$275.00



FEDERAL PERFORMANCE MEASURES UPDATE

CONGESTION MITIGATION AND AIR QUALITY PERFORMANCE and TRANSIT ASSET MANAGEMENT

JENNY NARVAEZ AND EVAN PARET

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

07.24.2026

Federal Performance Measure Rules

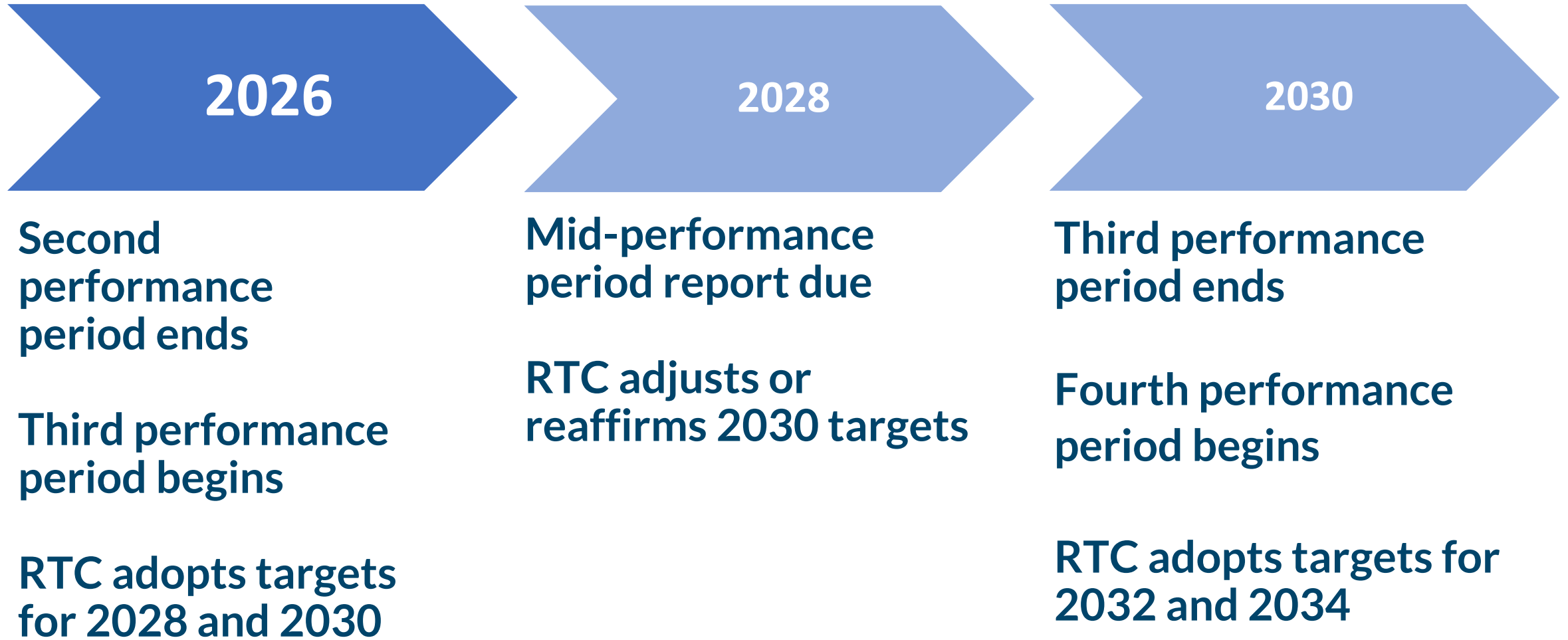
Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Target-Setting Deadline
PM1 – Roadway Safety	Early 2027 (Information Only)	Early 2027 (Information Only)	Five years from previous set targets (early 2028)
PM2 – Pavement and Bridge	February 26, 2027	March 11, 2027	180 days from TxDOT targets (early 2027)
PM3 – Non-SOV¹, PHED², and Emissions Reductions	August 28, 2026	September 10, 2026	October 1, 2026 Provide targets to TxDOT
PM3 – Highway System, Non-Interstate System Performance, and Freight	February 26, 2027	March 11, 2027	180 days from TxDOT targets (early 2027)
Transit Safety	Early 2029	Early 2029	Early 2029 Provide targets to TxDOT and FTA
Transit Asset Management	August 28, 2026	September 10, 2026	October 2026 Provide targets to TxDOT and FTA

1. Non-SOV: Non-Single Occupancy Vehicle

2. PHED: Peak Hour Excessive Delay



PM3 Schedule



PM3 Measures and Results

Second Performance Period (2022-2025)

Measure		Desired Trend Indicating Improvement	2026 Targets	2026 Observed	2026 Targets Achieved?
Peak Hour Excessive Delay	Dallas-Fort Worth-Arlington		12.51 hrs.	18.00 hrs.	No
	Denton-Lewisville		3.70 hrs.	9.60 hrs.	No
	McKinney-Frisco		15.20 hrs.	15.20 hrs.	No
Non-SOV Travel (ACS 5-year average)	Dallas-Fort Worth-Arlington		23.0%	30.0%	Yes
	Denton-Lewisville		22.9%	33.0%	Yes
	McKinney-Frisco		22.9%	40.0%	Yes
On-Road Mobile Source Emissions Reductions (Cumulative)	NO _x (kg/day)		4,195.15	4,957.61	Yes
	VOC (kg/day)		1,035.83	1,437.18	Yes

PM3 Measures and Targets

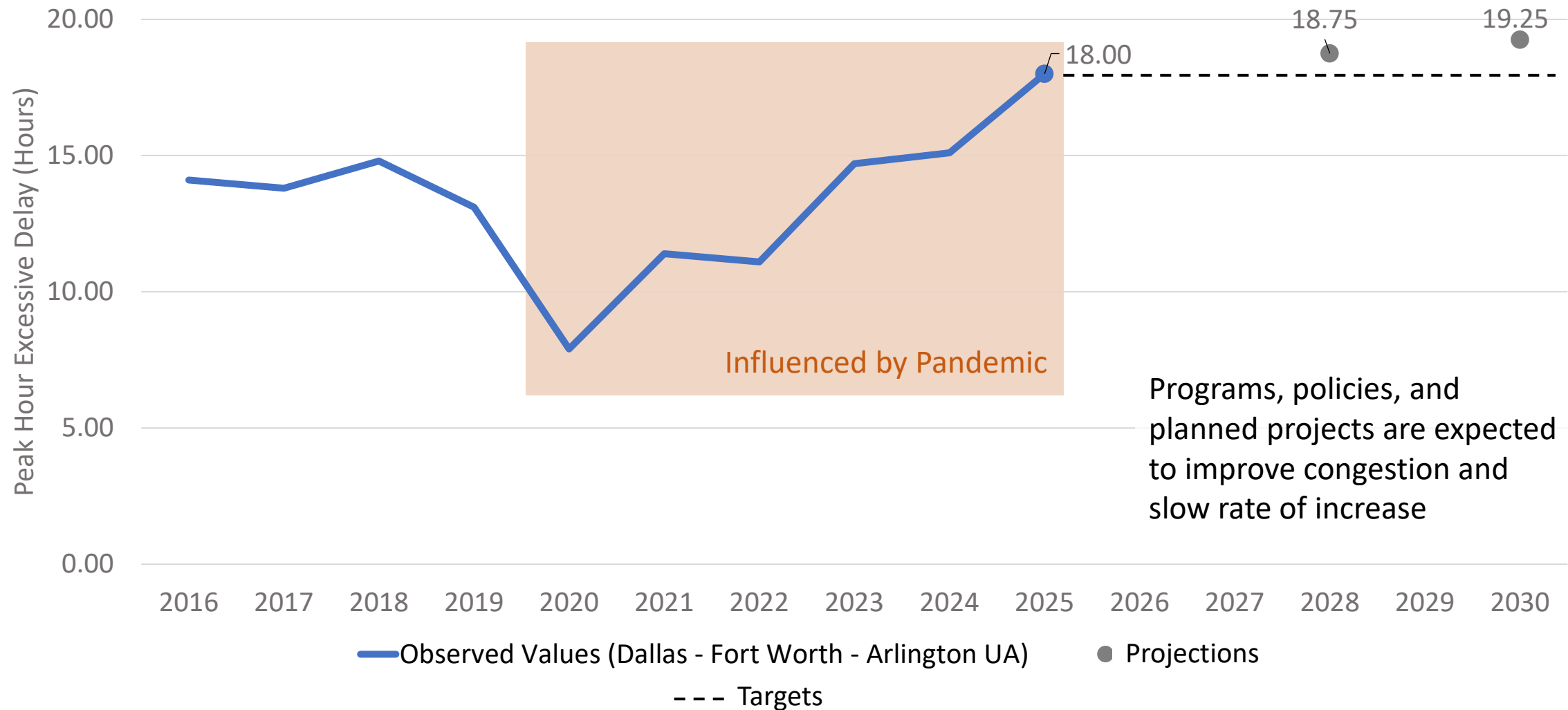
Third Performance Period (2026-2029)

Measure		Desired Trend Indicating Improvement	Baseline Observed	Proposed Targets	
				2028	2030
Peak Hour Excessive Delay	Dallas-Fort Worth- Arlington		18.00 hrs.	18.00 hrs.	18.00 hrs.
	Denton-Lewisville		9.60 hrs.	9.60 hrs.	9.60 hrs.
	McKinney-Frisco		15.20 hrs.	15.20 hrs.	15.20 hrs.
Non-SOV Travel (ACS 5-year average)	Dallas-Fort Worth- Arlington		30%	30%	30%
	Denton-Lewisville		33%	33%	33%
	McKinney-Frisco		40%	40%	40%
On-Road Mobile Source Emissions Reductions (Cumulative)	NO _x (kg/day)		1,239.40	1,735.16	3,470.32
	VOC (kg/day)		359.37	503.12	1,006.24

Peak Hour Excessive Delay Trend



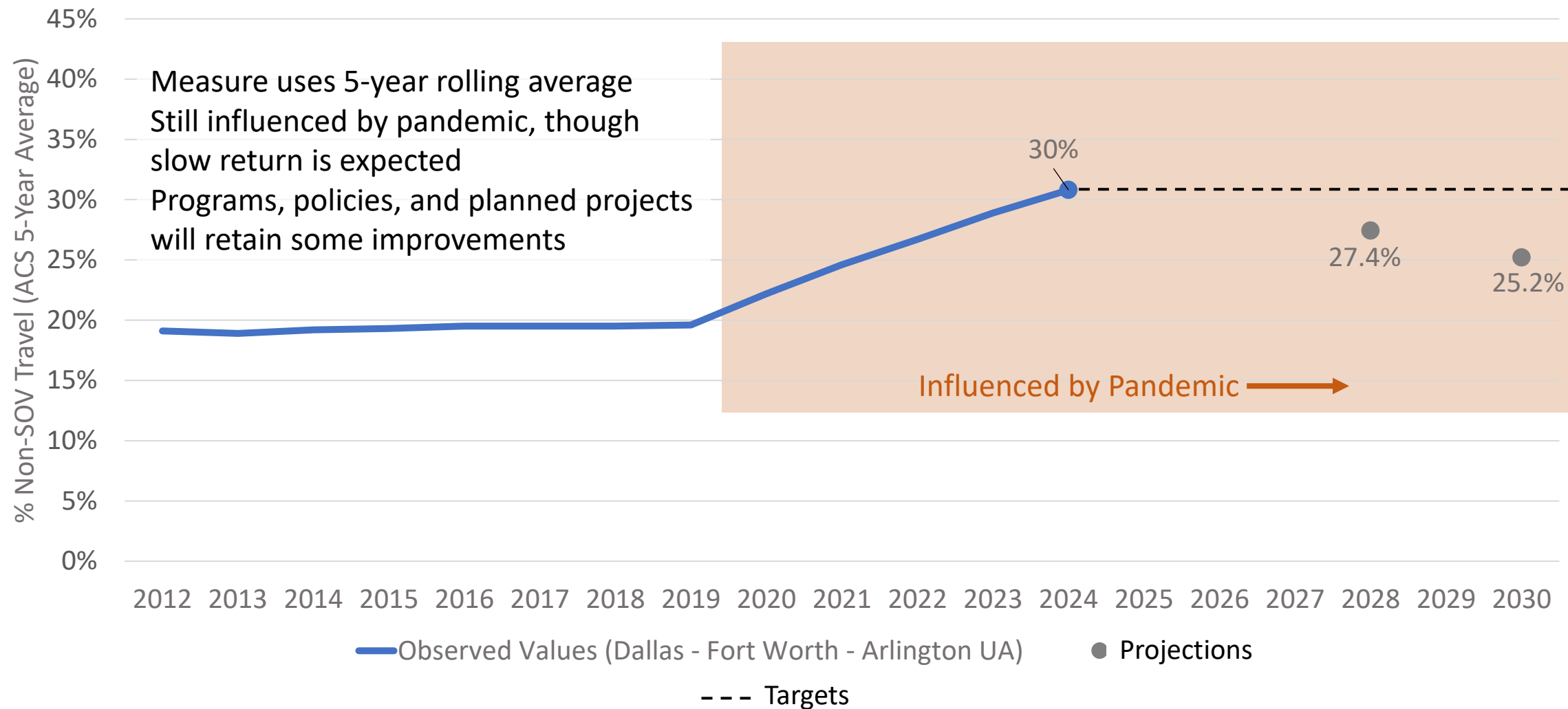
(Lower values indicate improvement)



Non-SOV Trend



(Higher values indicate improvement)



Addressing PM3 Measures

COVID-19 still impacting 5-year averages required by the Non-SOV measure

All measures stand to be improved by policy, program, and projects recommended by Mobility 2050

PM3 measures and metrics integrated into project selection as appropriate

Transit 2.0

RAISE, BUILD grant awards

Management and Operations Program

Additionally, PM3 measures and similar calculations using the same source data integrated into core MPO responsibilities:

Transportation Improvement Program

Congestion Management Process

Unified Transportation Program (10-Year Plan) Scoring



TAM: Transit Asset Management

Transit Asset Management (TAM): Performance & Target Update

Business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair (SGR).

Providers in region employ a variety of methods to set individual targets and measure performance.

Most agencies set targets based on overall performance of each individual asset category and type and use a mix of FTA and custom definitions for Useful Life Benchmarks (ULB).

Regional targets established in coordination with providers, with separate targets for large transit agencies and small transit providers.



TAM: Targets & Regional Performance (Large Agencies)

Asset Category	Metric	Desired Trend Indicating Improvement	Proposed 2026 Target	Performance		
				FY 2022	FY 2023	FY 2024
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	3.1%	5.8%	17.2%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%	9.8%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		25%	64.6%	67.6%	73.2%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	5.1%	5.7%	3.8%

TAM: Targets & Regional Performance (Small Providers)

Asset Category	Metric	Desired Trend Indicating Improvement	Proposed 2026 Target	Performance		
				FY 2022	FY 2023	FY 2024
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		5%	8.9%	16.7%	16.3%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		25%	57.9%	66.7%	70.3%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	8.3%	7.1%	5.6%

TAM: Targets Recommendation (Large Agencies)

Recommend maintaining previous targets for all asset categories and types

Goals for Maintained Targets

- Continue the consistent approach from the previously adopted targets
- Encourage continued improvement for individual providers and the overall region
- Provide an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a State of Good Repair

Category	Target
Rolling Stock Target	0%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%



TAM: Targets Recommendation (Small Providers)

Recommend maintaining previous targets for all asset categories and types

Goals for Maintained Targets

- Maintain strong performance in Infrastructure and Facilities asset categories
- Provide targets that are closer to regional performance, while still encouraging continued improvement for individual providers
- Reflect the challenges transit providers face in replacing vehicles at or past ULB amidst supply chain and operational struggles.

Category	Target
Rolling Stock Target	5%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%



Addressing TAM Performance

As an MPO, staff can support improvements through planning, funding, technical assistance, performance monitoring. Recommend to direct staff to:

Review integration of TAM metrics into project selection as appropriate to prioritize asset condition

Coordinate joint applications for federal discretionary grants

Facilitate peer exchanges and trainings for transit agencies in critical topics

Create an annual regional TAM dashboard to identify trends and monitor performance



Committee Schedule

Date	Committee Meeting
July 24	STTC Information Item - Performance Measures and Draft Targets
August 13	RTC Information Item - Performance Measures and Draft Targets
August 28	STTC Action Item - Recommend Approval of Final Targets
September 10	RTC Action Item - Approval of Final Targets
October 1	Deadline for Targets



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