

Strategic Deployment Plan (SDP)
Project Listing Scoring Process
As of November 22, 2025

Purpose / Overview:

To guide NCTCOG ITS stakeholders through the annual process for submitting, reviewing, and scoring projects for potential inclusion in the Regional Intelligent Transportation System (ITS) Architecture Strategic Deployment Plan (SDP). This process ensures alignment with regional priorities and supports coordinated ITS development across North Central Texas.

I. Project Submittal Process

Each year, agencies are invited to submit/review up to five ITS-related projects using a standardized template. A detailed One-Pager is strongly encouraged for each project to aid in evaluation.

Note: All qualifying projects must submit a [Regional ITS Architecture Statement](#) before final approval in the Transportation Improvement Program (TIP).

Key submittal guidelines:

1. Submit all required materials by the specified due date. **(Thursday, March 26, 2026)**
2. Limit submissions to a maximum of five (5) ITS projects per agency.
3. Projects must qualify as ITS (signal-only projects are excluded; See definition at the end of this document)
Use the template provided (see link) by NCTCOG for all project entries. [Excel template for SDP Project Listing.xlsx](#)
4. Optional: Include a detailed One-Pager for each project submission

II. Communication and Support Prior to Submittal

To support accurate and complete submissions, agencies may:

1. Direct any questions to Eric Quintana at equintana@nctcog.org before the due date.
2. Agencies may request a meeting to discuss questions or project direction at least two weeks prior to the deadline.
3. Submit the complete standardized template (and any optional One-Pagers) to Eric Quintana before the deadline.

III. Scoring Criteria (Total: 100 Points)

NCTCOG will evaluate each project based on the following criteria.

Multijurisdictional / Multi-Agency Collaboration (10 points)

Requires collaboration and direct benefits between multiple implementing agencies. Note: NCTCOG alone does not qualify as a second agency.

Multimodal Integration (15 points)

Supports more than one mode of travel in its implementation or functionality (e.g. roadway, transit, freight, bicycle, pedestrian).

Agency Project Priority (Up to 20 points)

Points are based on agency-designated priority level:

20 points – Highest priority

10 points – Second priority

0 points – Third through fifth priorities

Communication System Integration (Up to 30 points)

Points awarded for the use of regional platforms:

15 points – Active use of 511DFW (e.g., closures, events, video snapshots)

15 points – Active use of Traffic Signal Performance Measures Platform

30 points – Active use of both systems

Safety and Incident Response (15 points)

Project enhances roadway safety or emergency response capability (e.g., bike/ped detection, wrong-way driver detection, Road Weather Information Systems, CCTV, emergency preemption).

Signed Memorandum of Understanding (MOU) (Up to 10 points)

Blank copy of the MOU: [ITS MOU.pdf](#). The list of agencies that have signed the MOU:

[Agencies that have signed the MOU](#)

Points based on MOU signatures:

10 points – All agencies signed

Prorated – Some agencies signed

Note: Whether a project is new or an upgrade does not currently affect scoring, but this may be used as a tiebreaker in the future.

IV. ITS Project Definition

Exempt ITS projects do not require a Systems Engineering Analysis (SEA) and **are NOT covered under these ITS Program Guidelines**. All activities of the traditional roadway project development life-cycle process will be followed. No further ITS-specific action is necessary. They can be *any of* the following:

1. Upgrades to an existing traffic signal – This may include, for example, adding or revising left-turn phasing or other phasing, adding pedestrian-crossing displays, replacement of existing traffic signal, signal head upgrades.
2. Installing an “isolated” traffic signal – This is a signal not connected to any type of external signal-control system, nor likely to be in the future because of its isolation.
3. Traffic signal timing projects – This includes all “studies” whose purpose is to change the coordination parameters for controlling a group of signals – but with *no* installation of new hardware or software.
4. Studies, Plans, Analyses – This includes ITS Master Plans, Deployment Plans, Technology Studies, etc. whose product is only a document, with no new hardware or software installed.
5. Routine Operations – This includes operating and maintaining any ITS elements or systems – upgrade to existing software. No new hardware has been installed.

Non-exempt ITS projects are often referred to as ITS infrastructure expansion **are covered under these ITS Program Guidelines**. Standard Plans, Standard Specification, and Standard Special Provisions are well documented. These projects can be single jurisdiction, single transportation mode, multi-jurisdiction or multi-modal (highway, transit or rail). They must have one or more of the following characteristics:

1. New commercial-off-the-shelf (COTS) or proven software
2. New hardware & communications technology, including COTS.
3. Custom software
4. New interfaces to other systems