



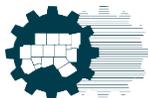
PROPOSED TRAFFIC SIGNAL FUNDING PROGRAM

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
February 27, 2026

14 FT 5 IN

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.



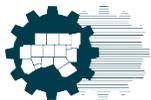
IMPROVEMENT TYPES AND FUNDING CATEGORY

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



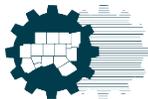
IMPROVEMENT TYPES AND FUNDING CATEGORY

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	City / State	0/100
17	Mid-Block Crossing	City / State	0/100
18	Backplate	City / State	0/100
19	Cabinets / Foundations	City / State	0/100
20	LEDs	City / State	0/100
21	Signal Head Replacement	City / State	0/100
22	Span Wire to Mast Arm / Poles	City / State	0/100



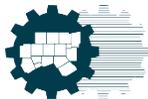
PROPOSED PROGRAM FUNDING TABLE

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



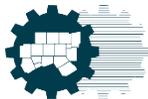
STEPS WITHIN THE PROGRAM

- ✓ **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

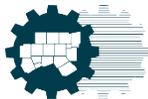
Action	Meeting	Date
Information – Traffic Signal Program	STTC	January 23, 2026
Information – Traffic Signal Program	RTC	February 12, 2026
Action – Traffic Signal Program	STTC	February 27, 2026
Action – Traffic Signal Program	RTC	March 12, 2026



REQUESTED ACTION – TRAFFIC SIGNAL FUNDING PROGRAM

- **Recommendation for 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.

STTC Action Item – February 27, 2026



CONTACT US



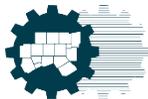
Natalie Bettger
Senior Program Manager

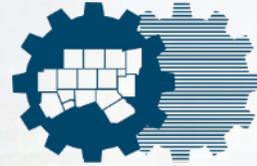
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NCTCOG PRESENTATION

2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DOCUMENT

Surface Transportation Technical Committee | February 27, 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

- \$7.43 Billion in the 2027-2030 TIP (Roadway and Transit)
 - \$3.87 Billion in Federal Commitments
 - \$1.81 Billion in State Commitments
 - \$0.16 Billion in Regional Commitments
 - \$1.00 Billion in Local Commitments
 - \$0.59 Billion in Transit Formula Commitments
- 1,291 Active Projects (Roadway and Transit)
 - 831 Active Projects in 2027-2050
- 91 Implementing Agencies (Roadway and Transit)



PROJECT PROGRESS SINCE 2025-2028 TIP DEVELOPMENT*

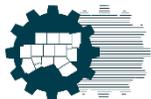
- Projects that have let since the development of the 2025-2028 TIP:
 - 136 have let (\$3.99 Billion)
 - 99 Local Lets (\$0.92 Billion)
 - 37 State Lets (\$3.07 Billion)
- Projects that have been completed since the development of the 2025-2028 TIP:
 - 114 have been completed (\$2.54 Billion)
 - 61 Local Completions (\$0.65 Billion)
 - 53 State Completions (\$1.89 Billion)

*As of 2/16/2026



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

- Recommend 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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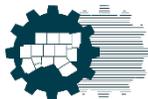
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NCTCOG PRESENTATION

Fort Worth Heritage Park Regional Pedestrian Connection

Surface Transportation Technical Committee

| 2.27.2026



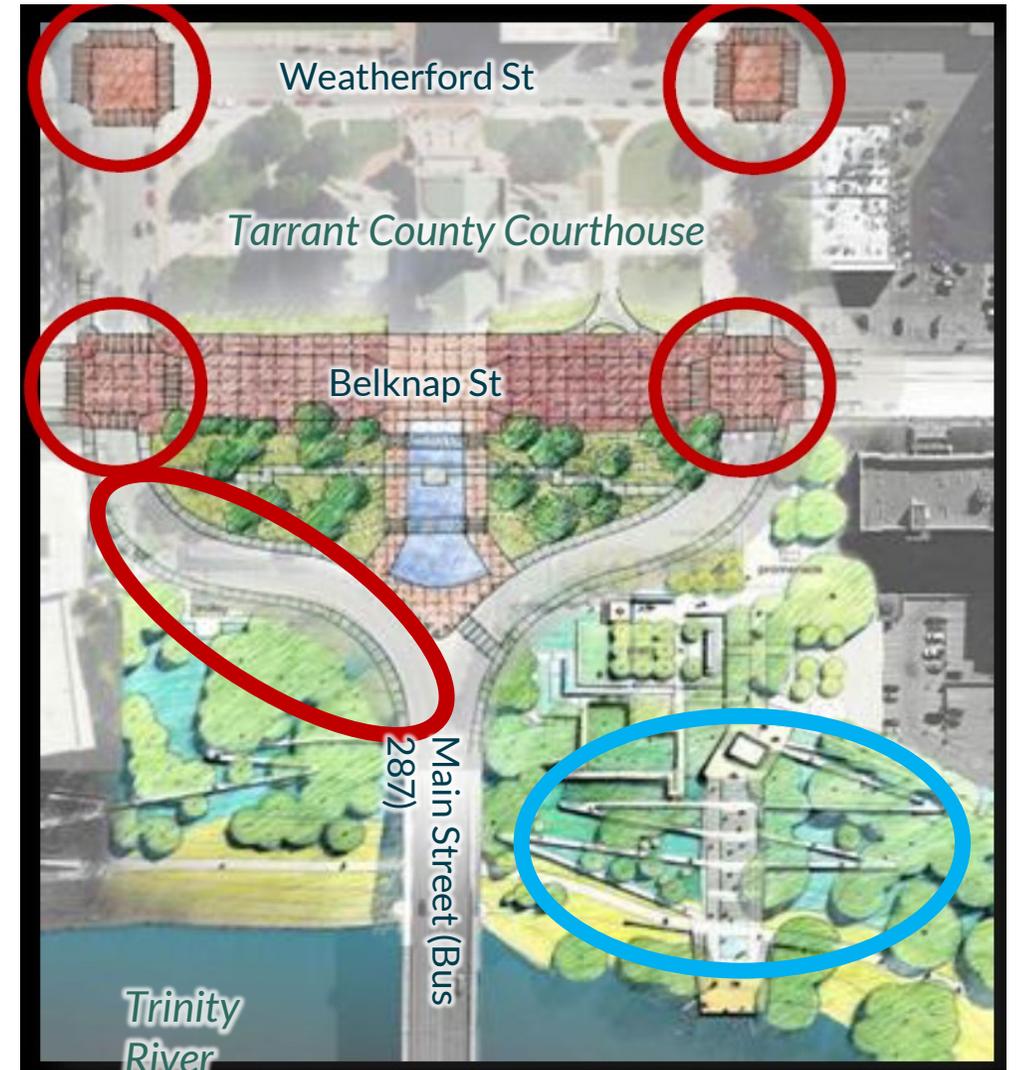
Background

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, will be 90 percent designed by fall 2026.

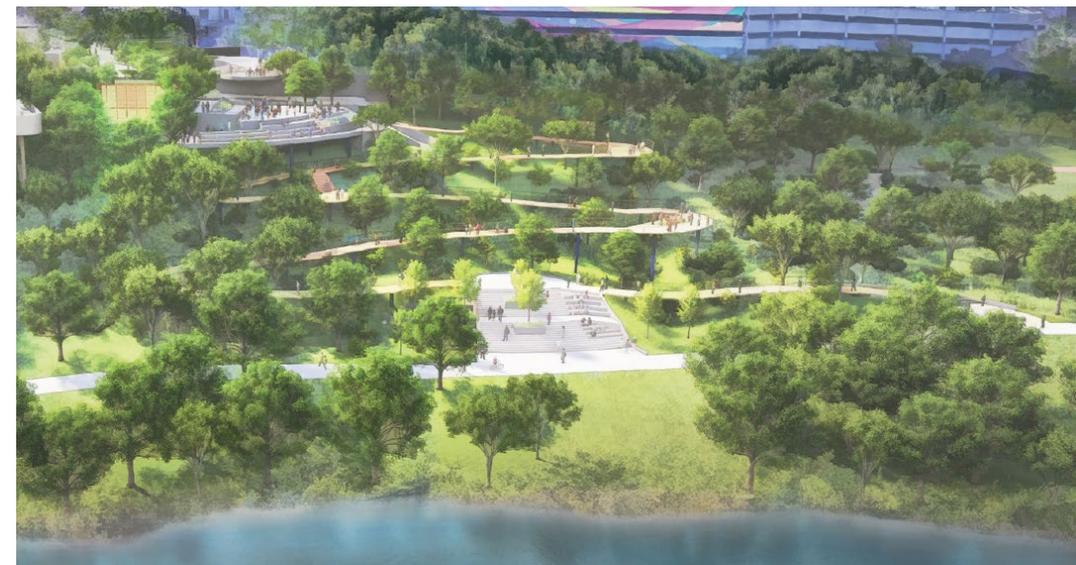
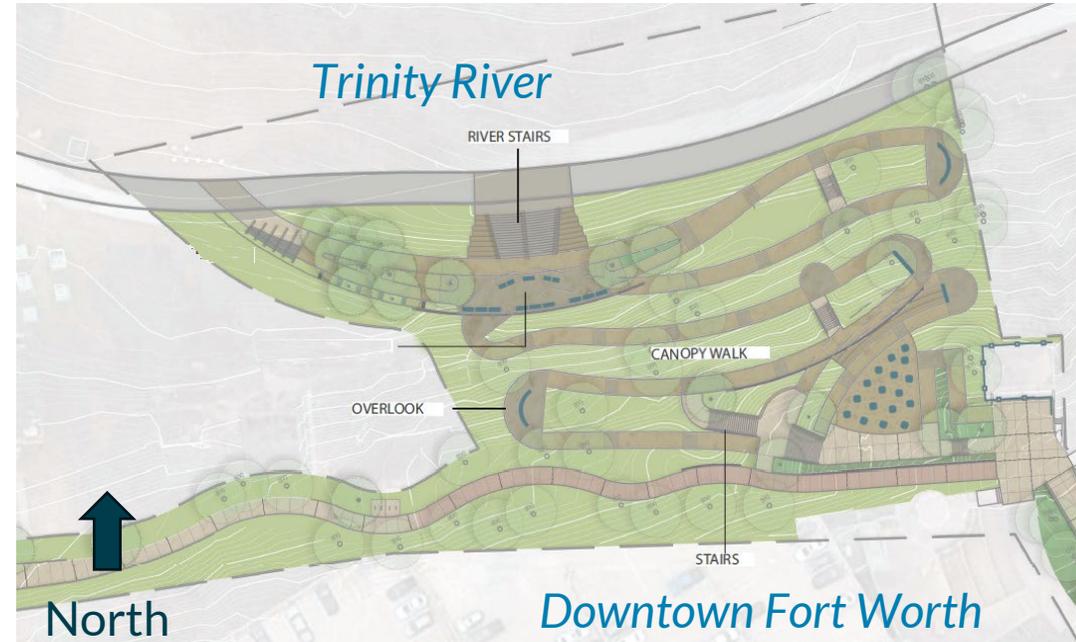
RTC action included consideration of the active transportation facility (blue area) in the future, contingent on private sector commitments being realized.

Phase 2: Trail Connection - December 2025, City of Fort Worth confirms 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 Trail network

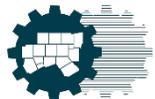
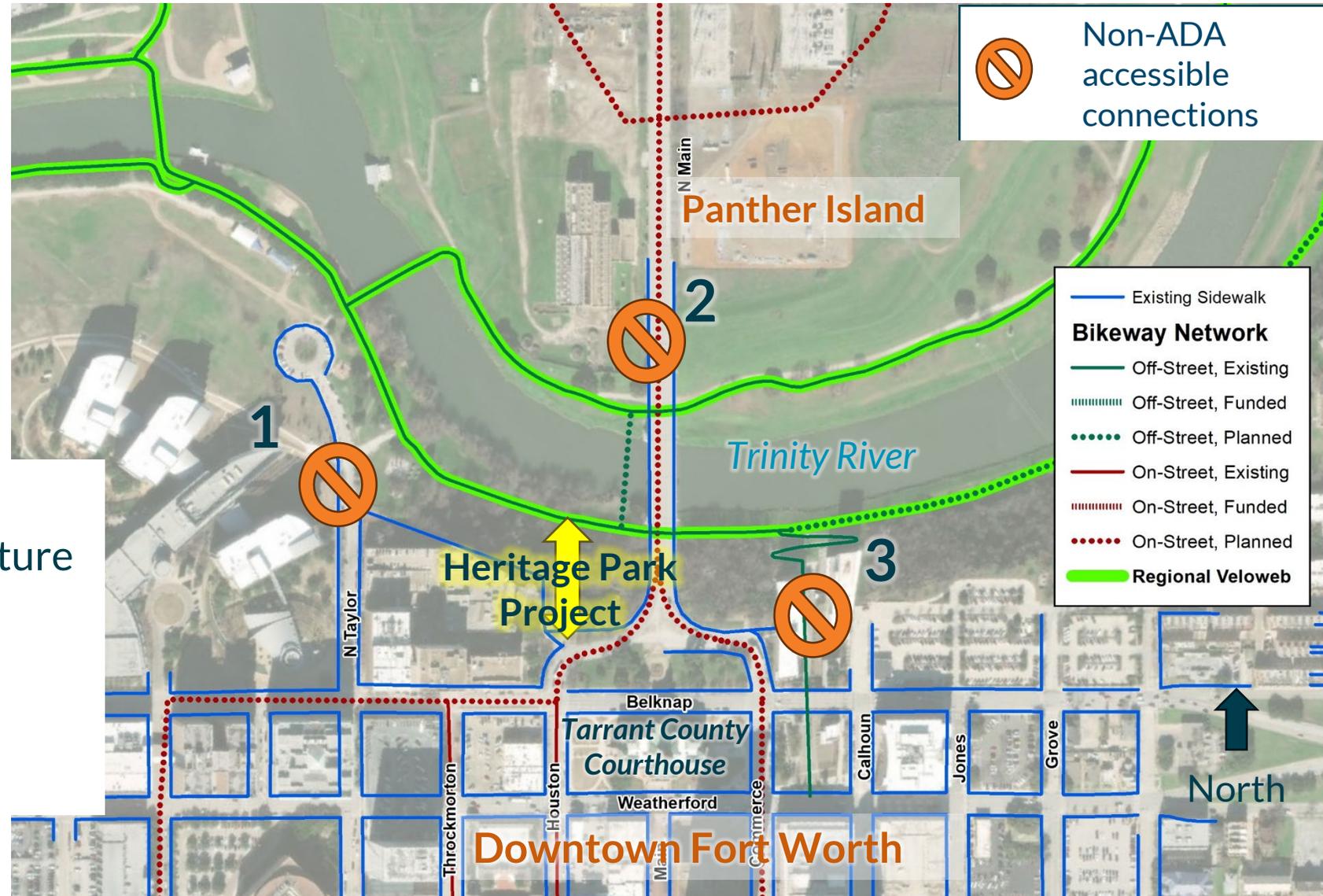


Project Location and Regional Existing Connections



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

STTC recommendation for 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 Trail 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 NCTCOG executing a Memorandum of Understanding

STTC Action Item – February 27, 2026



CONTACT US



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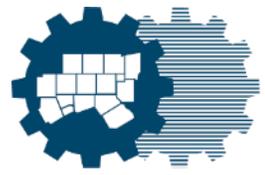
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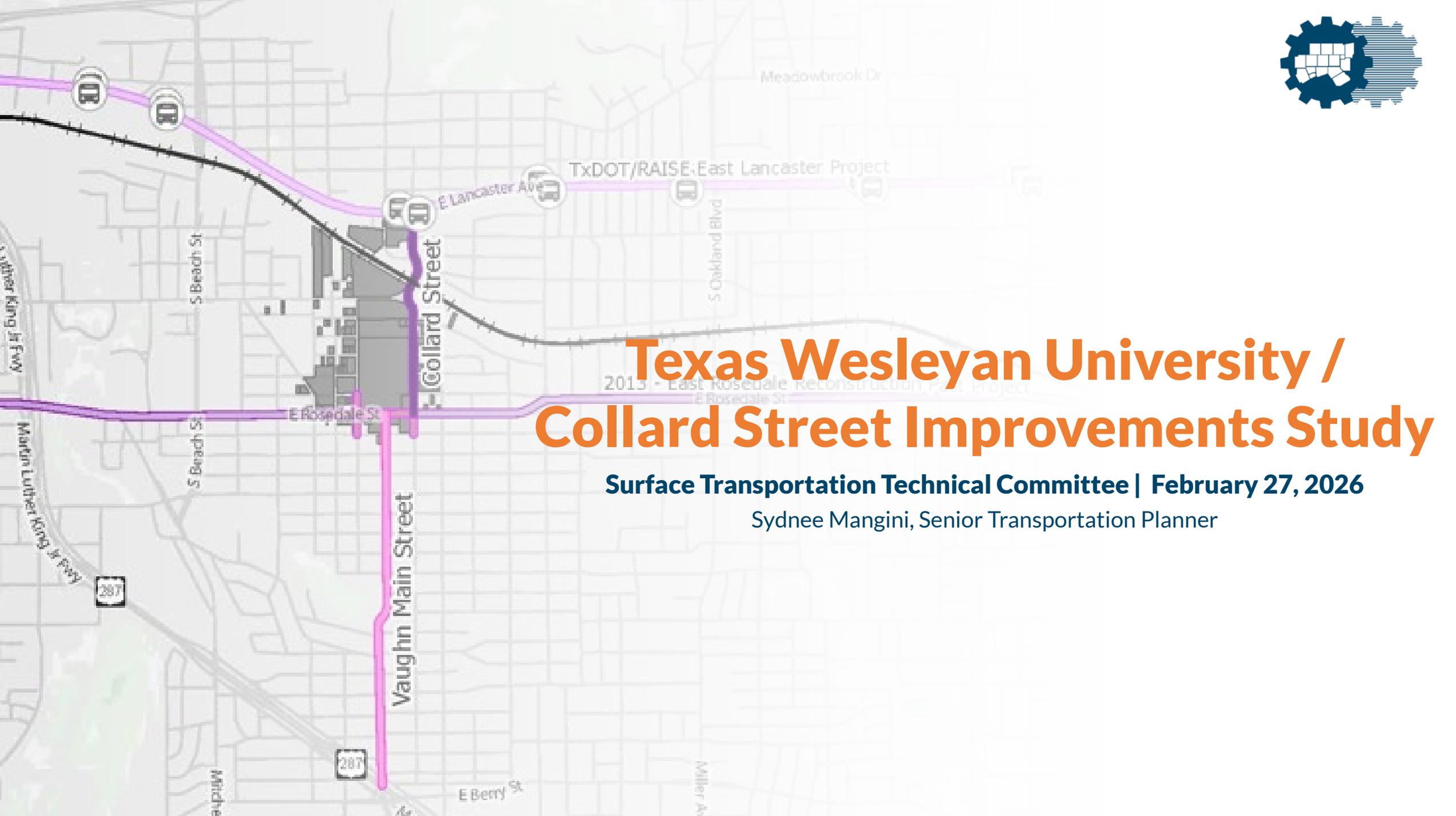




Texas Wesleyan University / Collard Street Improvements Study

Surface Transportation Technical Committee | February 27, 2026

Sydnee Mangini, Senior Transportation Planner



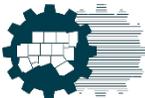
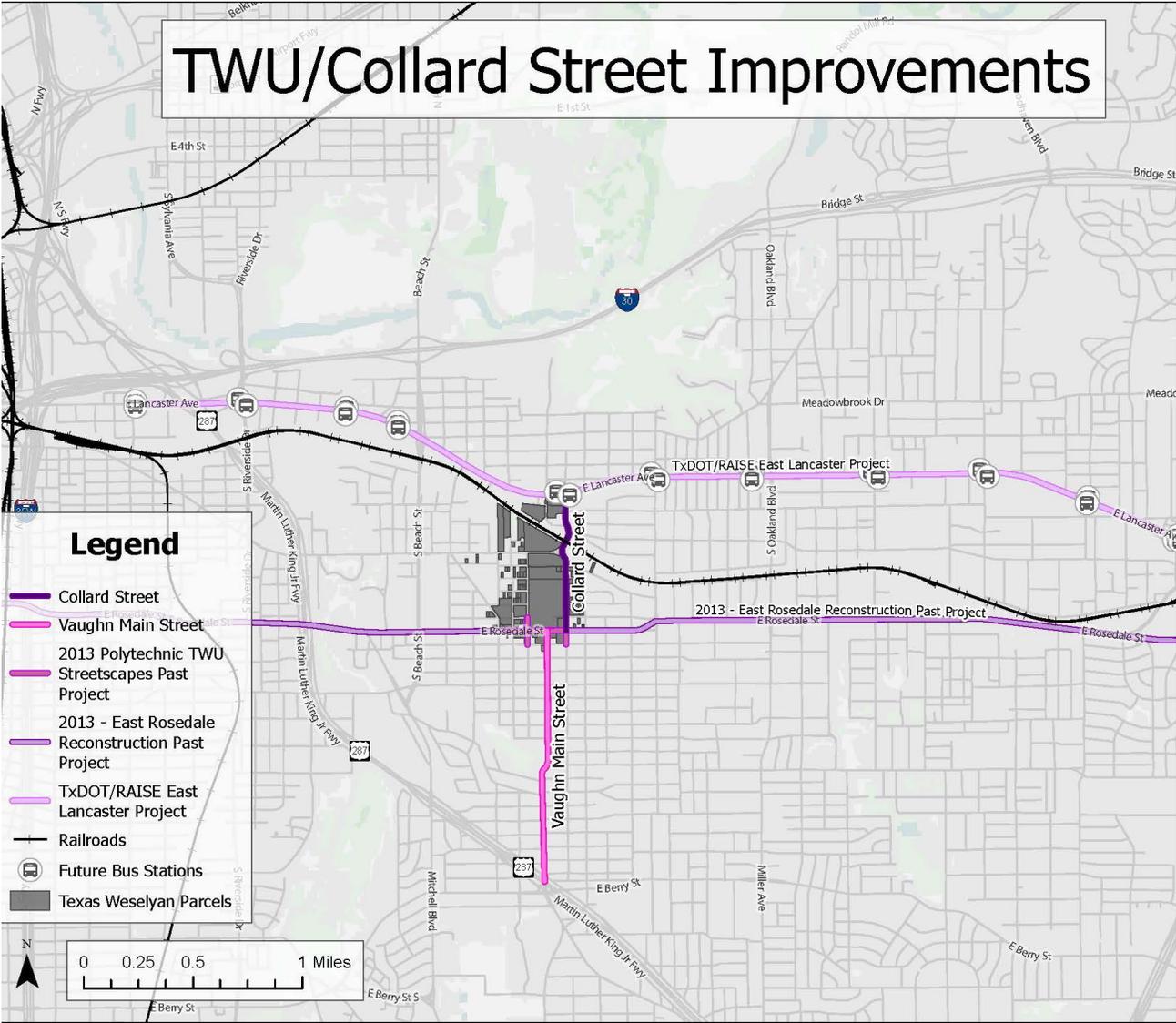
Project Overview

Conduct a corridor analysis reviewing:

- Potential multimodal transportation improvements
- Safety conditions
- Placemaking opportunities
- Potential economic development opportunities

Previous funding in the area:

- NCTCOG street improvements along E. Rosedale St.:
Approximately \$80 million
- FY 2023 RAISE Lancaster Ave Project: **\$182 million**



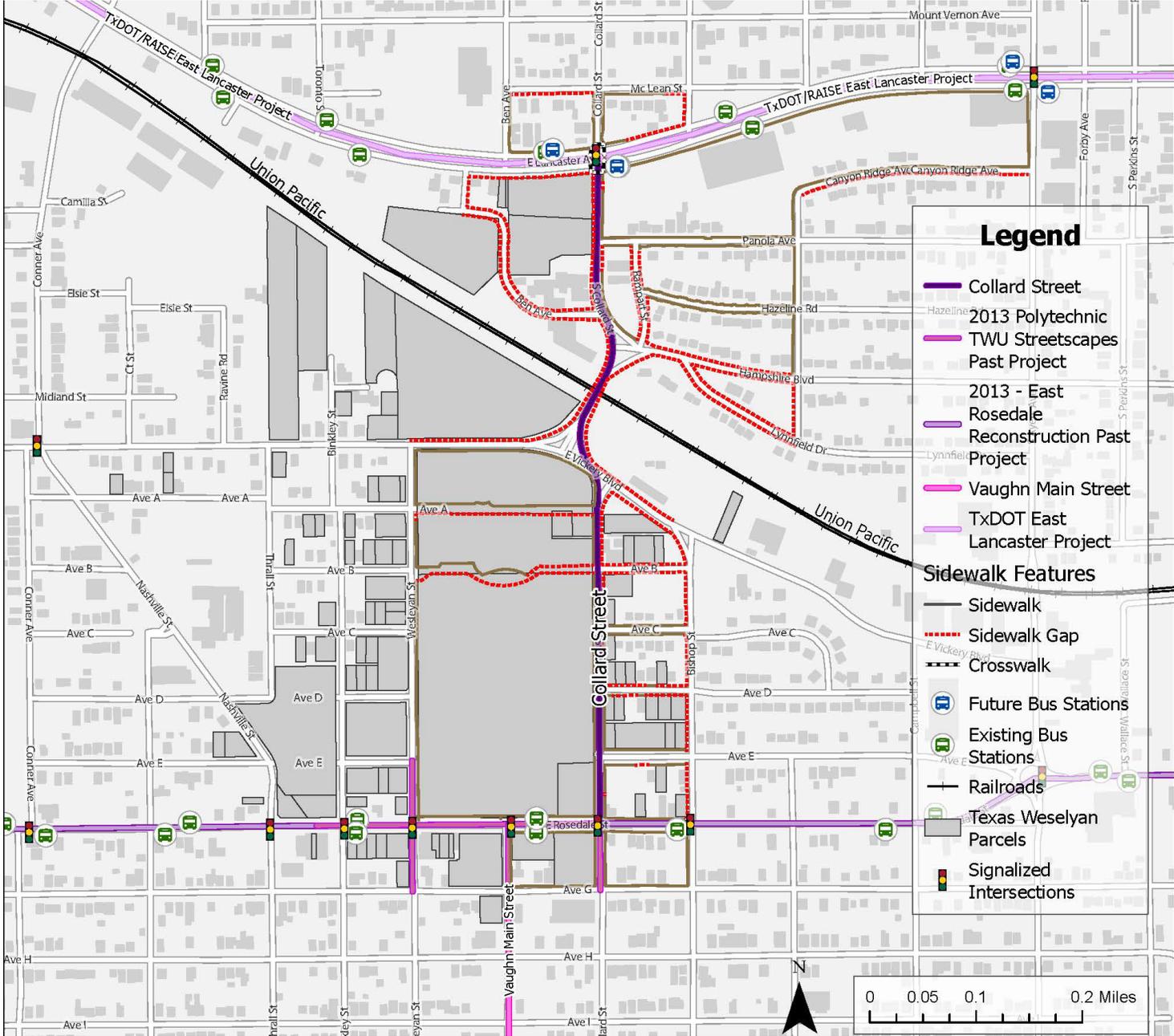
Project Goals

Provide recommendations for:

- Establishing a safer north/south connection between E Lancaster Ave. and E Rosedale St.
- Activating the existing corridor for multimodal options
- Integrating with the City of Fort Worth's Main Street America project along nearby Vaughn Blvd.
- Evaluating land use impacts and economic development opportunities
- Coordinating with Union Pacific RR on the existing underpass
- Creating more activity hubs for TWU students, residents, and visitors (aligned with TWU Campus Master Plan)
- Engaging students to participate in the planning process



Existing Corridor



Phase 1: Project identification / Collaborate with university students on activities

Task 1a: Project initiation and existing conditions review

Task 1b: Coursework coordination

Task 1c: Student projects

Task 1d: Student project evaluation and selection

Task 1e: Draft planning study



Phase 2: Feasibility Study / Develop Conceptual Plans

Task 2a: Hire consultant to develop more detailed conceptual design plans

Task 2b: Coordinate with consultant and other stakeholders on conceptual designs based on initial recommendations from the study

Phase 3: Develop a Cost/Revenue Matrix Funding Strategy

Task 3a: NCTCOG staff to develop cost/revenue matrix

Task 3b: NCTCOG staff to create funding plan for project implementation



Tentative Project Schedule

	Jan-Mar 2026	Mar-May 2026	June-Aug 2026	Sept-Dec 2026	Jan-Mar 2027	Mar-May 2027	June-Aug 2027	Sept-Dec 2027	Jan-Mar 2028	Mar-May 2028	June-Aug 2028	Sept-Dec 2028
Phase 1: Project identification / Collaboration with TWU	Active	Active**	Active	Active	Completed	Completed	Completed	Completed	Completed	Completed	Completed	Completed
Phase 2: Feasibility Study / Develop Conceptual Plans	Completed	Completed	Completed	Active	Active	Active	Active	Active	Completed	Completed	Completed	Completed
Phase 3: Develop Funding Plan	Completed	Completed	Completed	Completed	Completed	Completed	Active	Active	Active	Active	Active	Active
Project complete	Completed	Completed	Completed	Completed	Completed	Completed	Completed	Completed	Completed	Completed	Completed	Active

**Anticipated executed agreement with TWU: April 2026



Project Deliverables

TWU Items:

Example syllabus/coursework template

Student progress reports

Final versions of survey results and community engagement materials

Final plans submitted by student teams

Physical presentations submitted by student teams

NCTCOG Items:

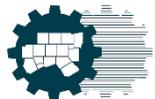
Summary of existing conditions

Summary of community engagement/survey responses and data collection

Cost/revenue matrix

Final planning study including corridor recommendations and conceptual design plans

Final funding plan



Questions?



REQUESTED ACTION – TWU/Collard Street Improvements Study

- Recommendation for RTC approval of:
 - \$150,000 of RTC Local funds for staff to facilitate Phases 1, 2, and 3 of the corridor planning study.
 - Administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the TWU/Collard Street Improvements Study.

STTC Action Item – February 27, 2026



CONTACT US



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NCTCOG PRESENTATION

North Tarrant Express and Lyndon B. Johnson (LBJ) East Funding Requests

LIZA A COX | SURFACE TRANSPORTATION TECHNICAL
COMMITTEE | 2.27.2026

NORTH TARRANT EXPRESS (NTE) PROJECT DETAILS

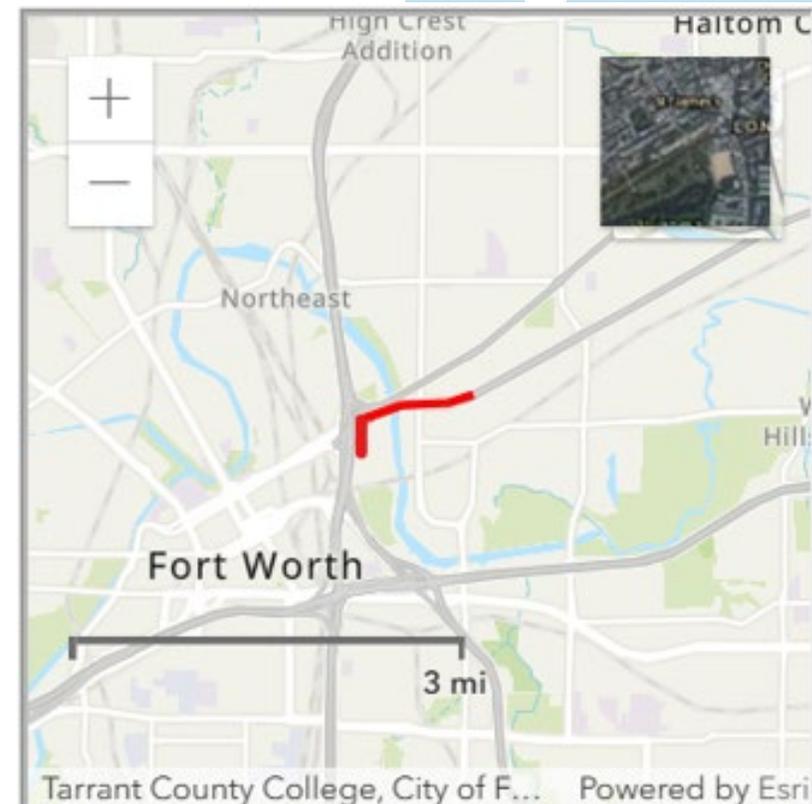
Project Scope & Limits

Implementing Agency: TxDOT Fort Worth

Facility Name: SH 121/IH 35W

Limits: from IH 35W (Segment 3A-Ultimate Phase 1) to Riverside Drive

Scope of Work: Reconstruct IH 35W & SH 121 frontage roads from north of TRE to Riverside Drive to connect to SH 121 frontage roads (0/2 to 2 lanes) & reconstruct Sylvania Rd Bridge and associated ramps



FUNDING DETAILS

Construction Cost:

~\$142 million

Funding:

\$97 million from TxDOT (state funds)

\$45 million from Regional Toll Revenue (RTR) (new)

\$142 million Total

RTR account NTE-3AB, balance remaining after request is \$30 million



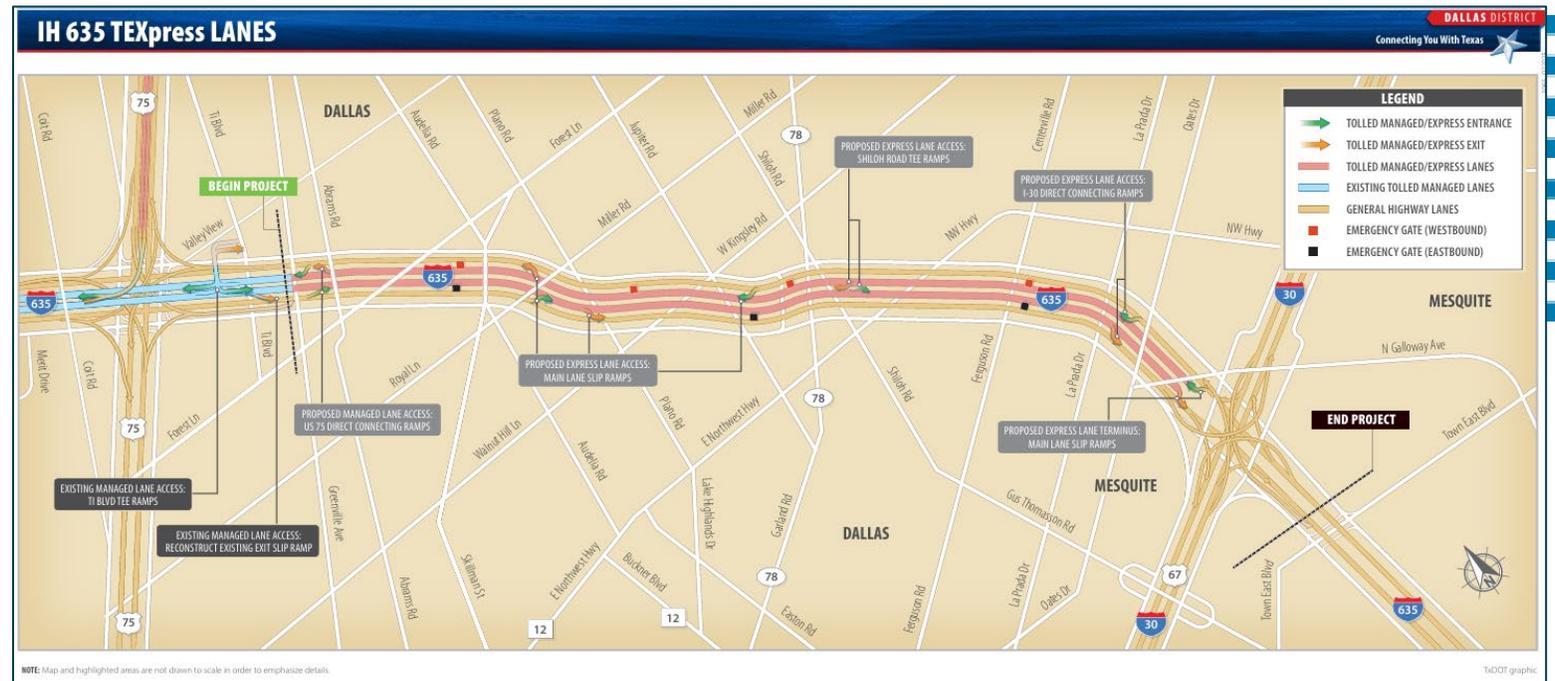
LBJ EAST PROJECT DETAILS

Project Scope & Limits

Implementing Agency:
TxDOT Dallas

Limits: IH 635 from
US 75 to IH 30

Scope of Work: Lane striping, pavement markings, painting for beams/concrete barriers/walls, improvements to transitions at IH 30 and HOV lanes, & drainage improvements



FUNDING REQUEST

- TxDOT has requested up to \$10 million in RTR funds from the LBJ East managed lane excess revenue account
- Original funding for the project was \$1.6 billion
- Request is less than 0.63% of construction funding

RTR account: LBJ EAST account, balance remaining after request is \$5 million



REQUESTED ACTION – NTE AND LBJ EAST FUNDING REQUESTS

Recommendation for RTC approval of:

- \$97M in TxDOT funds and \$45M in RTR funds for SH 121/Sylvania Bridge project from the NTE RTR Account
- Up to \$10 million for LBJ East, using LBJ East RTR funds
- 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 programming increase.

STTC Action Item – February 27, 2026



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CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY

February 2026

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Transit Weekend Ridership (+1%, September)



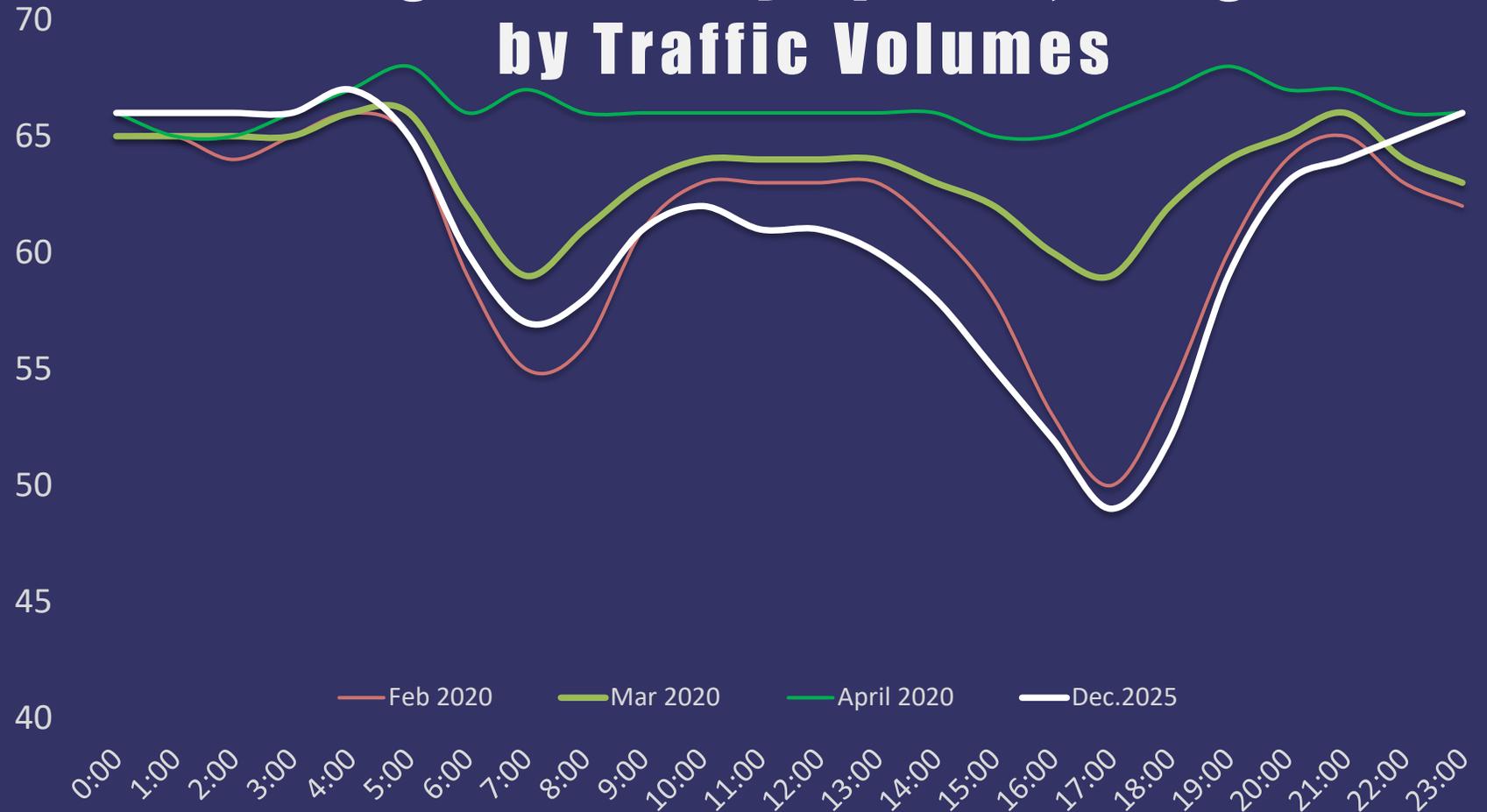
Transit Weekday Ridership (-24%, September)



ROADWAY TRENDS

Regional Average
Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

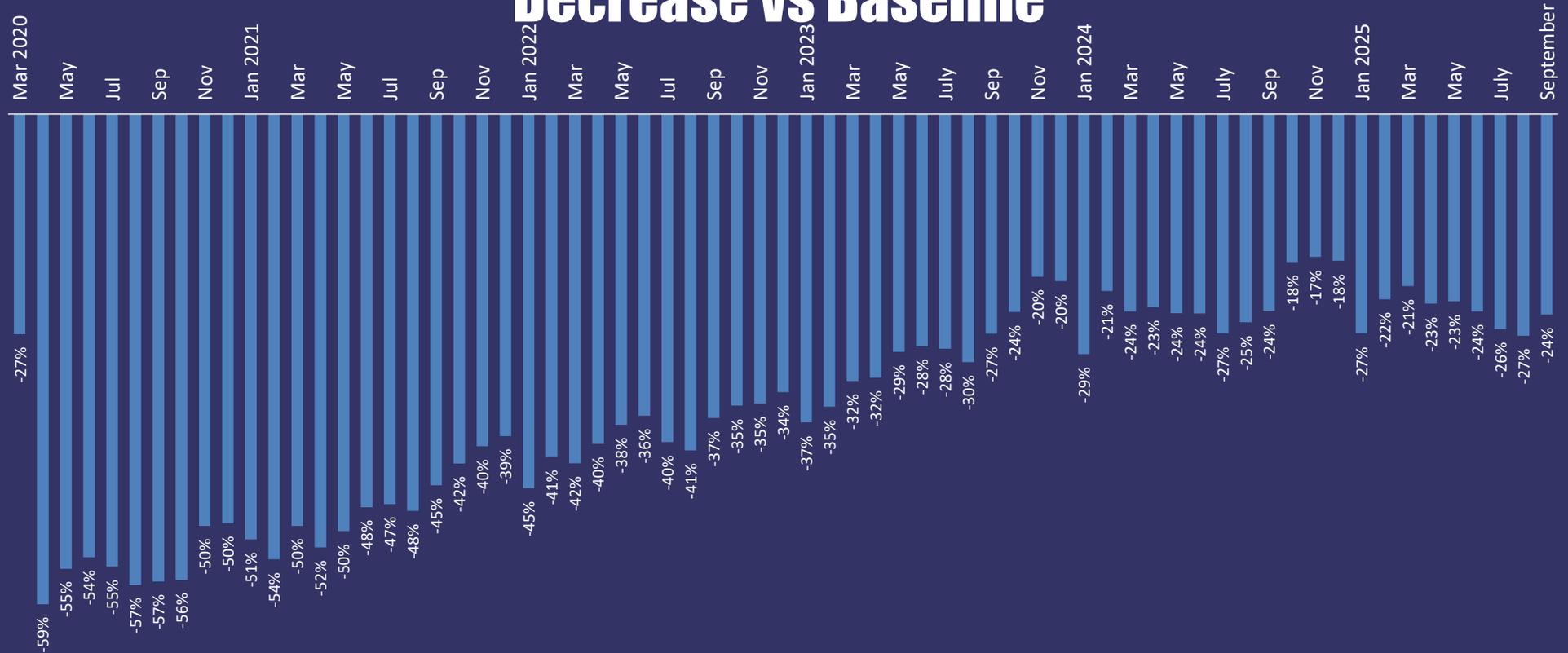


TRANSIT WEEKDAY RIDERSHIP

TRANSIT IMPACTS

Rail, Bus and On Demand Weekday Ridership

WEEKDAY Rail, Bus and On Demand Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

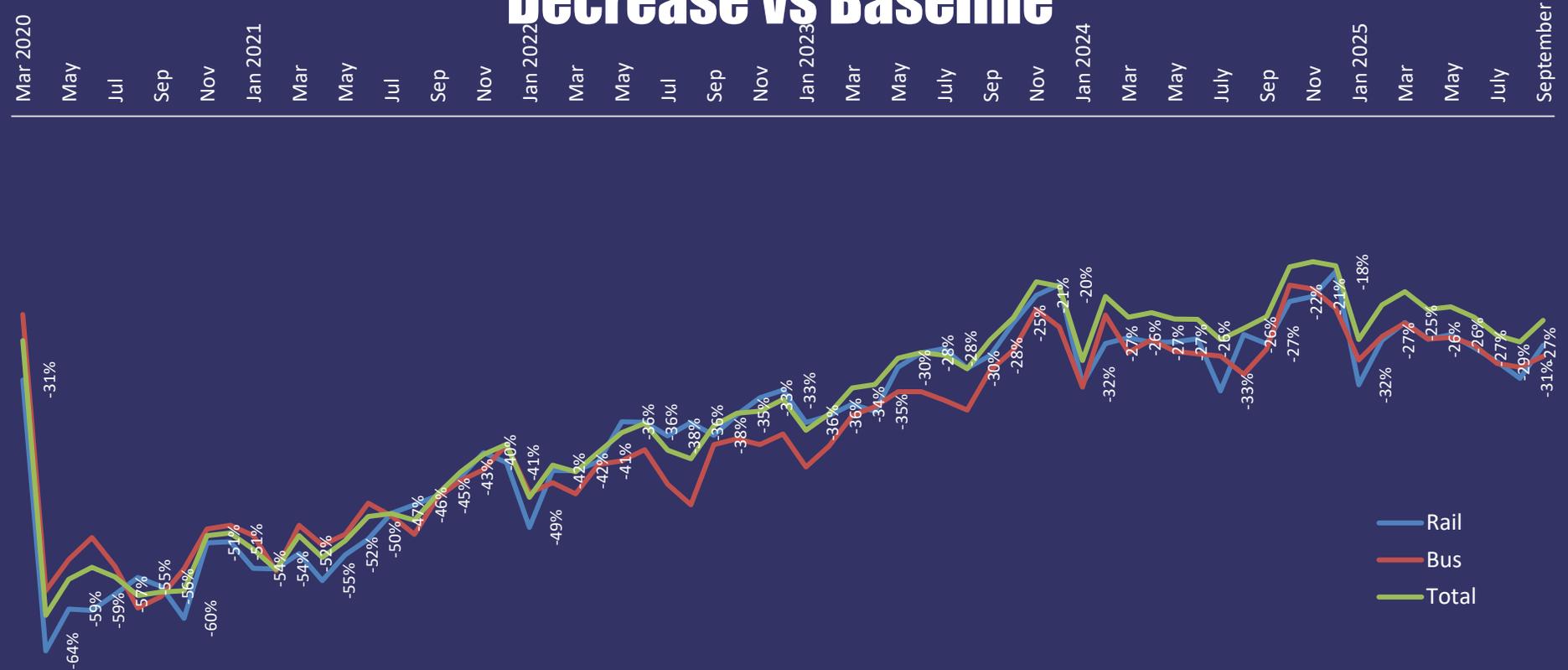
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and Total Weekday Ridership

WEEKDAY Rail, Bus and Total Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

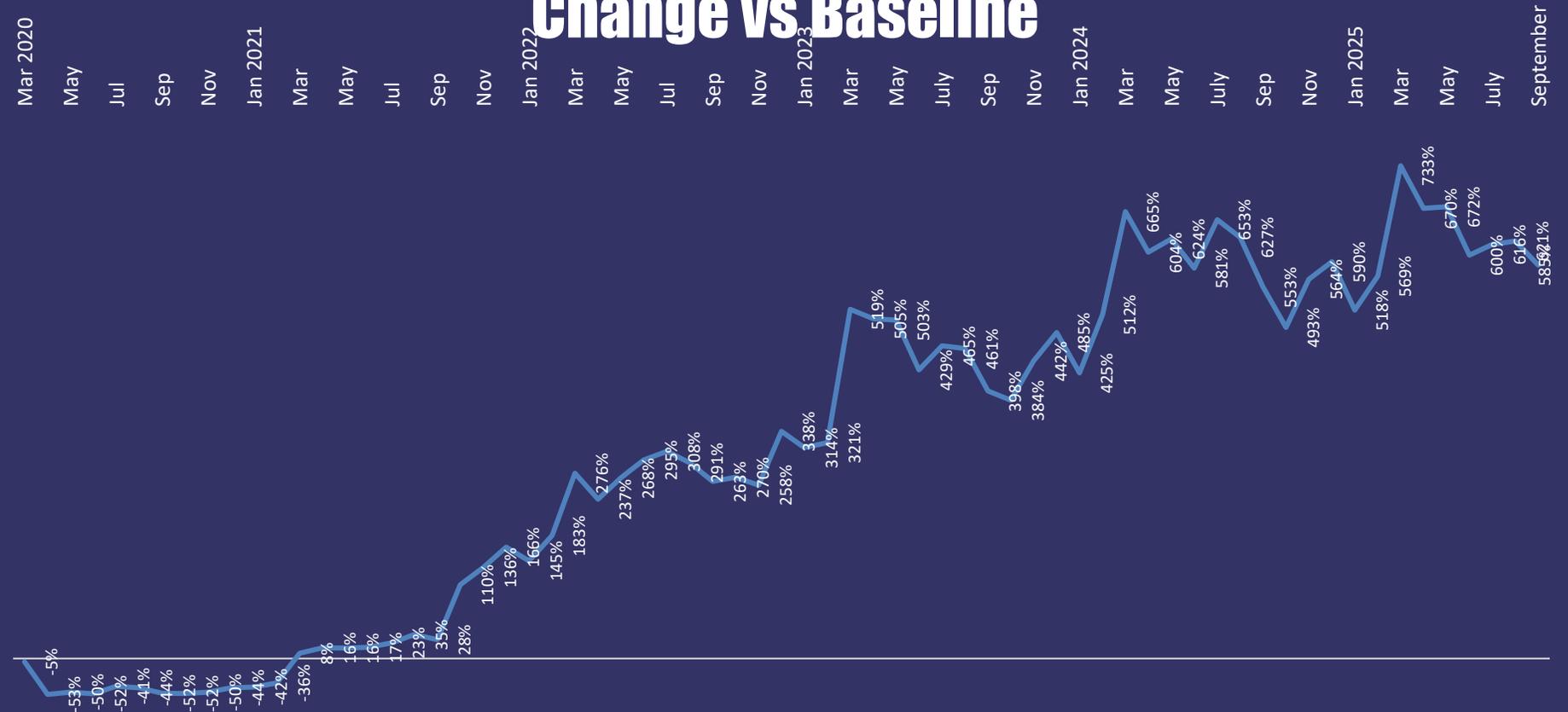
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and On Demand Weekday Ridership

WEEKDAY On Demand Passenger Change vs. Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

Note: Baseline is March 2019-February 2020.

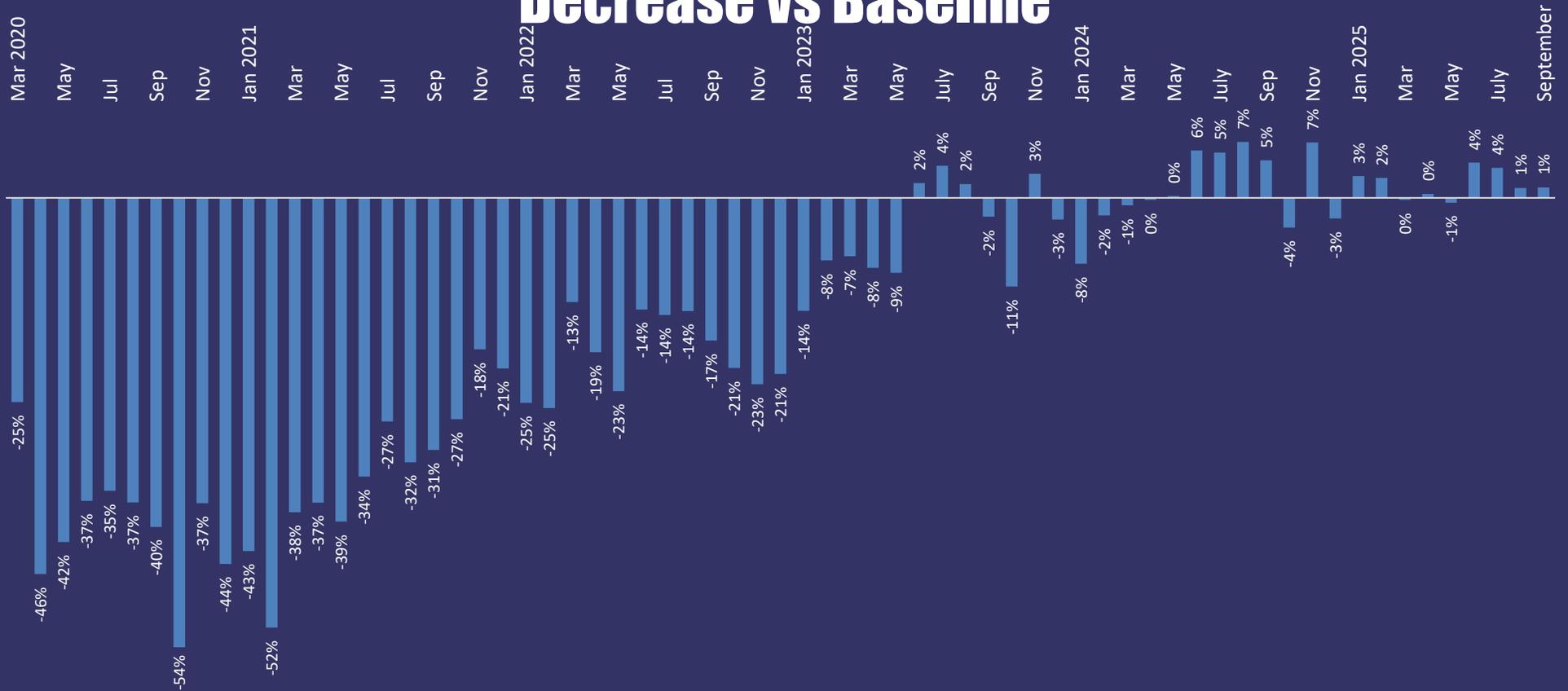
Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT WEEKEND RIDERSHIP

TRANSIT IMPACTS

Rail, Bus and On Demand Weekend Ridership

WEEKEND Rail, Bus and On Demand Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

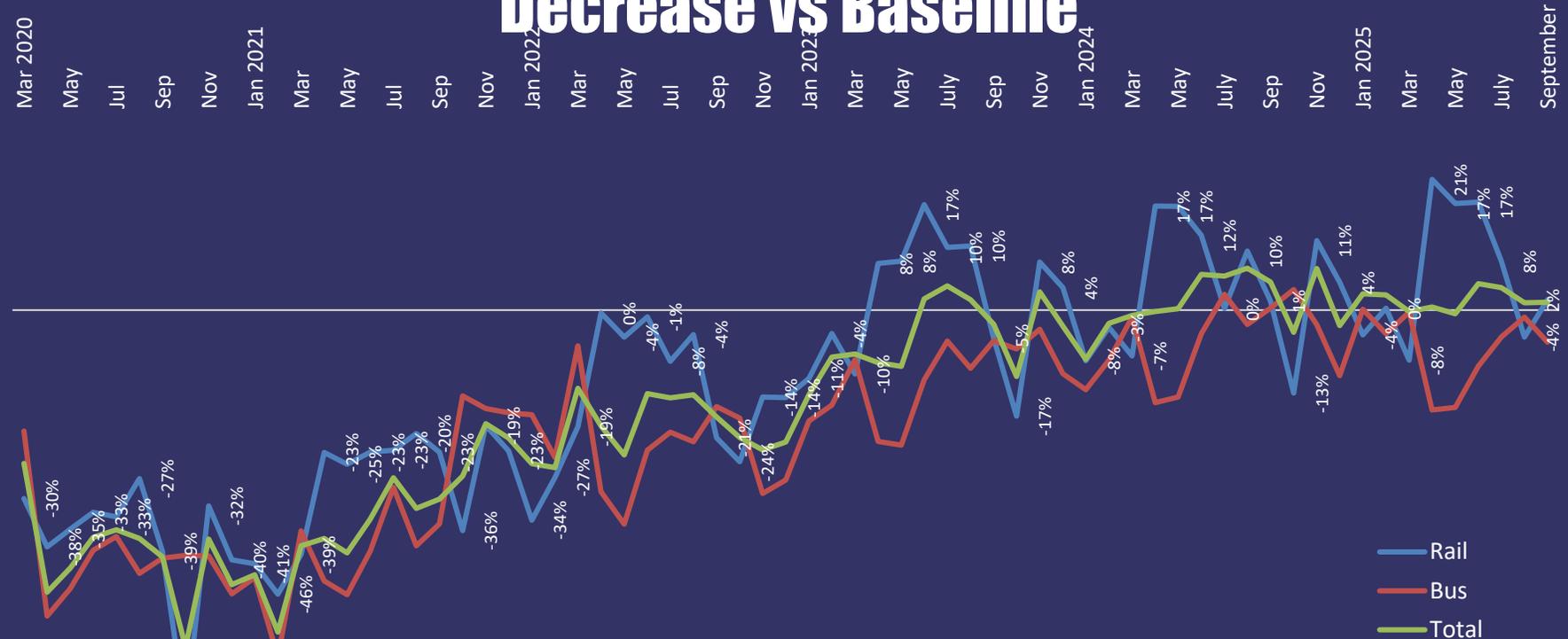
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and Total Weekend Ridership

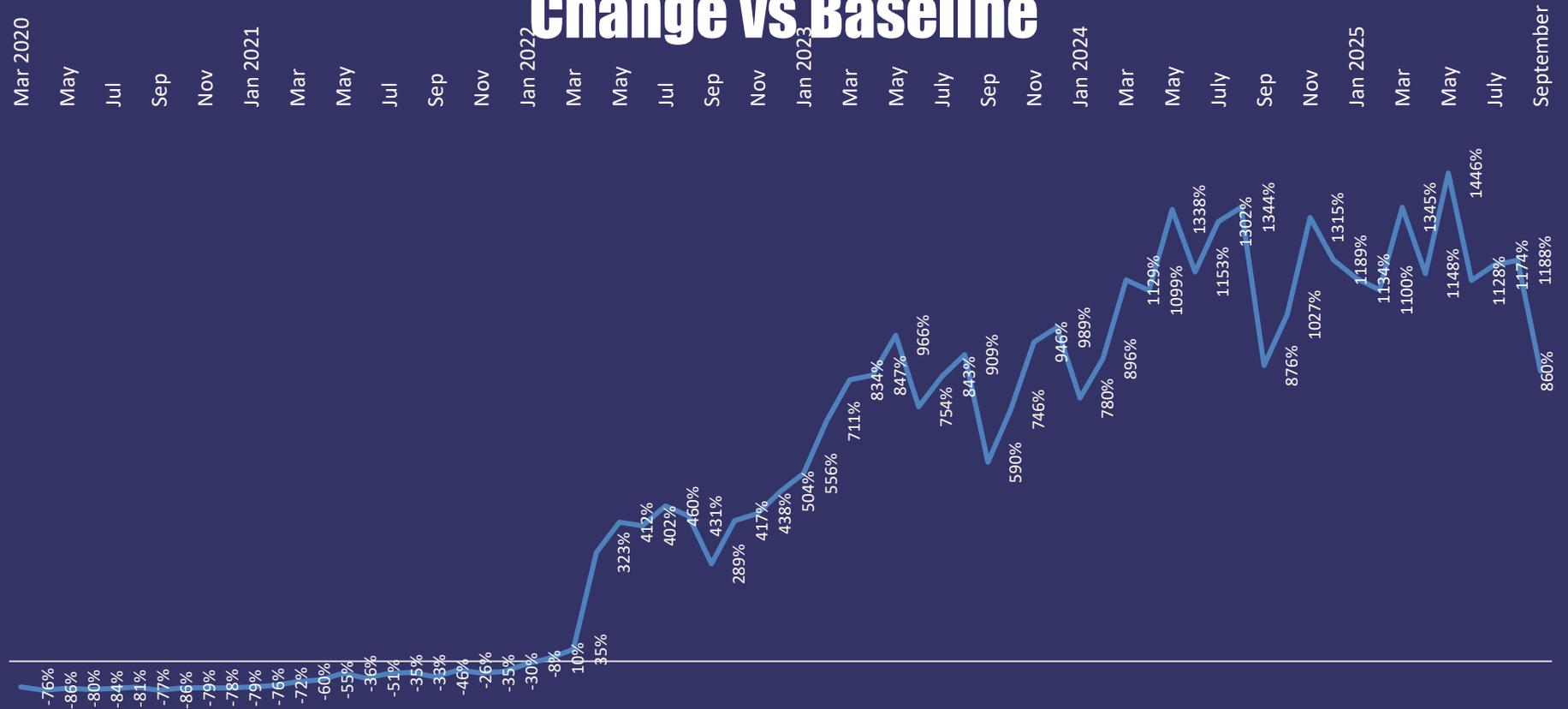
WEEKEND Rail, Bus and Total Passenger Decrease vs Baseline



TRANSIT IMPACTS

On Demand Weekend Ridership

WEEKEND On Demand Passenger Change vs. Baseline

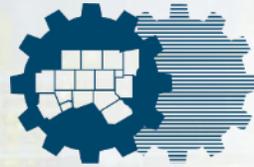


Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.



NCTCOG PRESENTATION

MCKINNEY PASSENGER RAIL CORRIDOR STUDY

DONALD PARKER

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

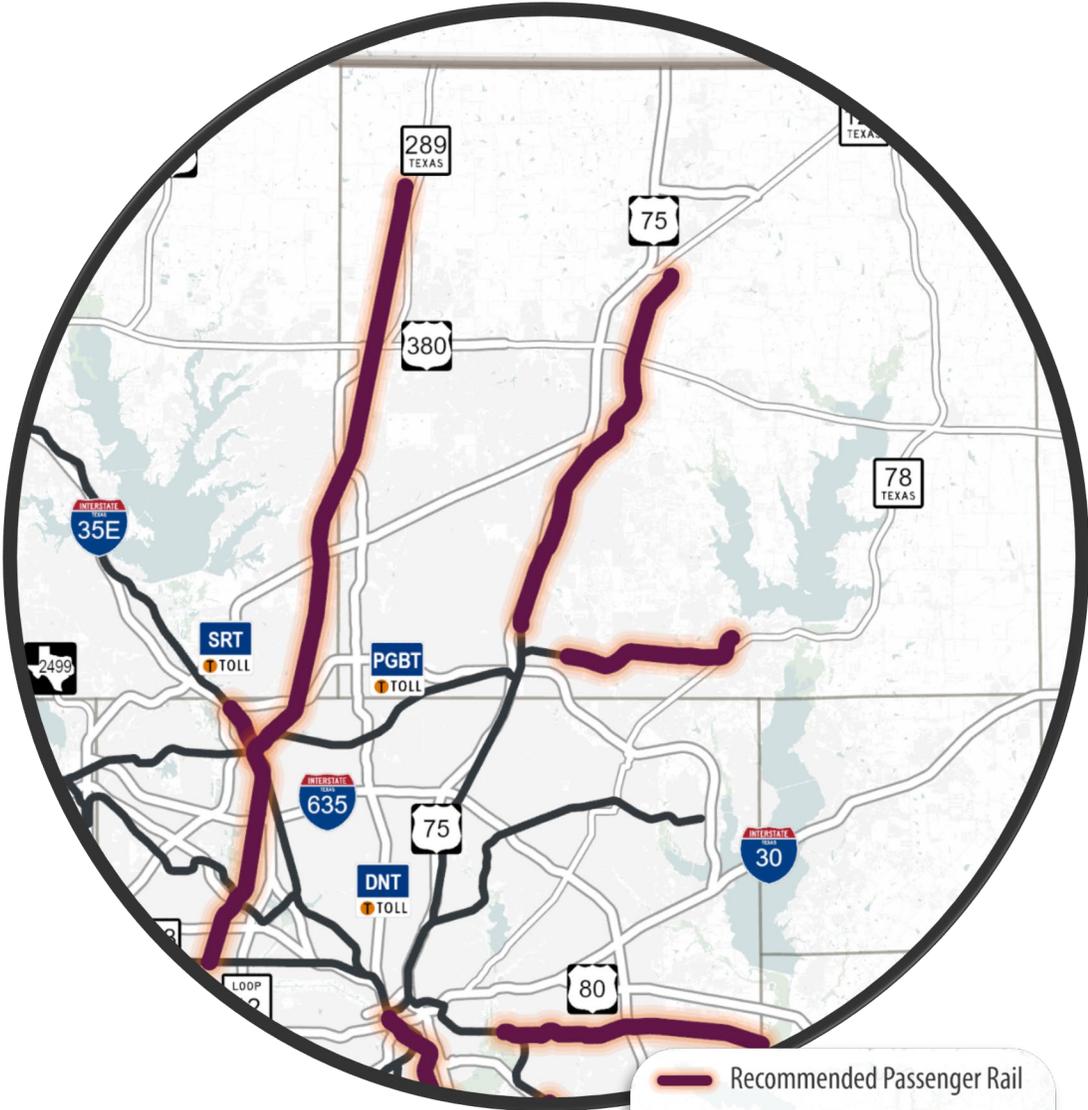
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McKinney Passenger Rail Study Context – Current Initiatives

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)

Resolution of DART/Member Cities Issue



Excerpt from Mobility 2050:
Passenger Rail Recommendations Map



Study Status

RTC postponed study at November 2025 meeting pending successful outcome of DART issue

Recent DART/Member City/RTC partnership allows study to advance

Consultant Selection Process is ready to be completed

TxDOT Agreement ends May 31, 2027
(12-month study)



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 unpaue)
May 28, 2026	Executive Board execution of Consultant Contract
June/July 2026	Study Kickoff with Project Advisory Committee



CONTACT US



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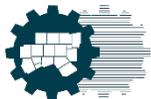
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Surface Transportation Technical Committee

2026 Regional Safety Performance Targets

Michael Misantonis | Senior Transportation Planner

February 27, 2026



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
- 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

Rate of Fatalities

Number of Serious Injuries

Rate of Serious Injuries*

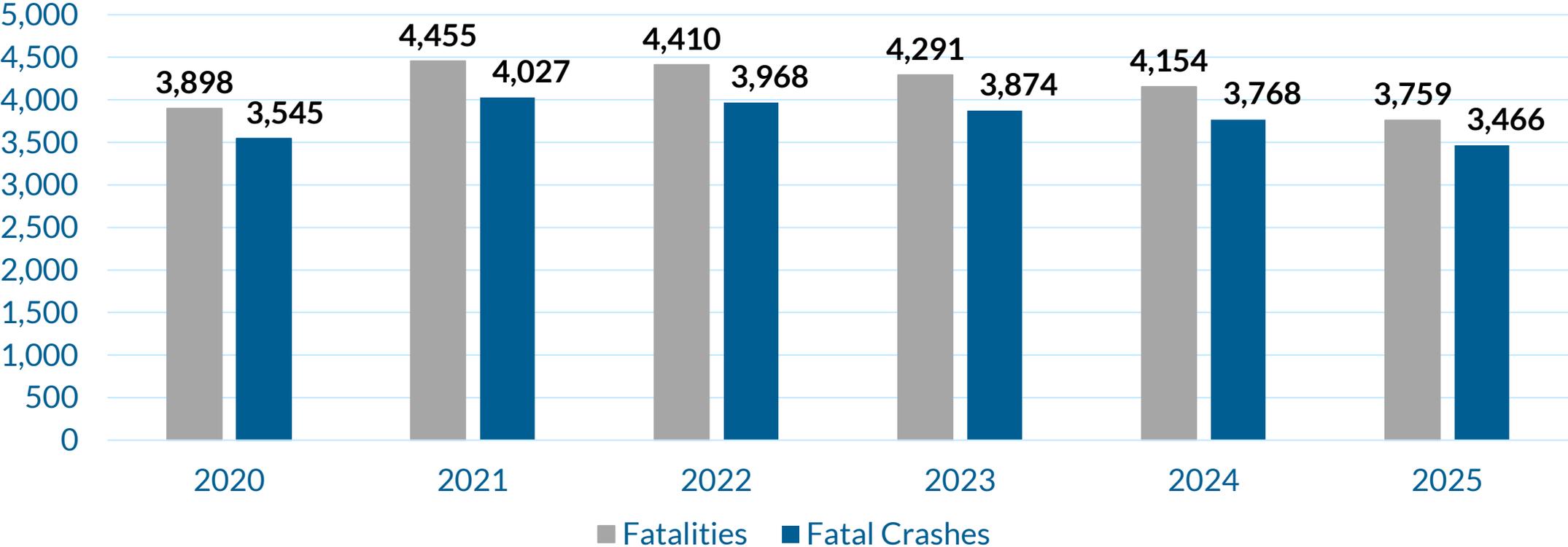
Bicyclist and Pedestrian Fatalities and Serious Injuries

*Rates Calculated per 100 million Vehicle Miles Traveled



Texas Fatalities and Fatal Crashes

Texas Fatalities and Fatal Crashes
2020 - 2025



Data as of 2/25/2026 - TxDOT's Crash Records Information System (C.R.I.S.)



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 Non-motorized Fatalities and Serious Injuries	640.86	624.58	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.



Preliminary NCTCOG Safety Performance Update for 2024

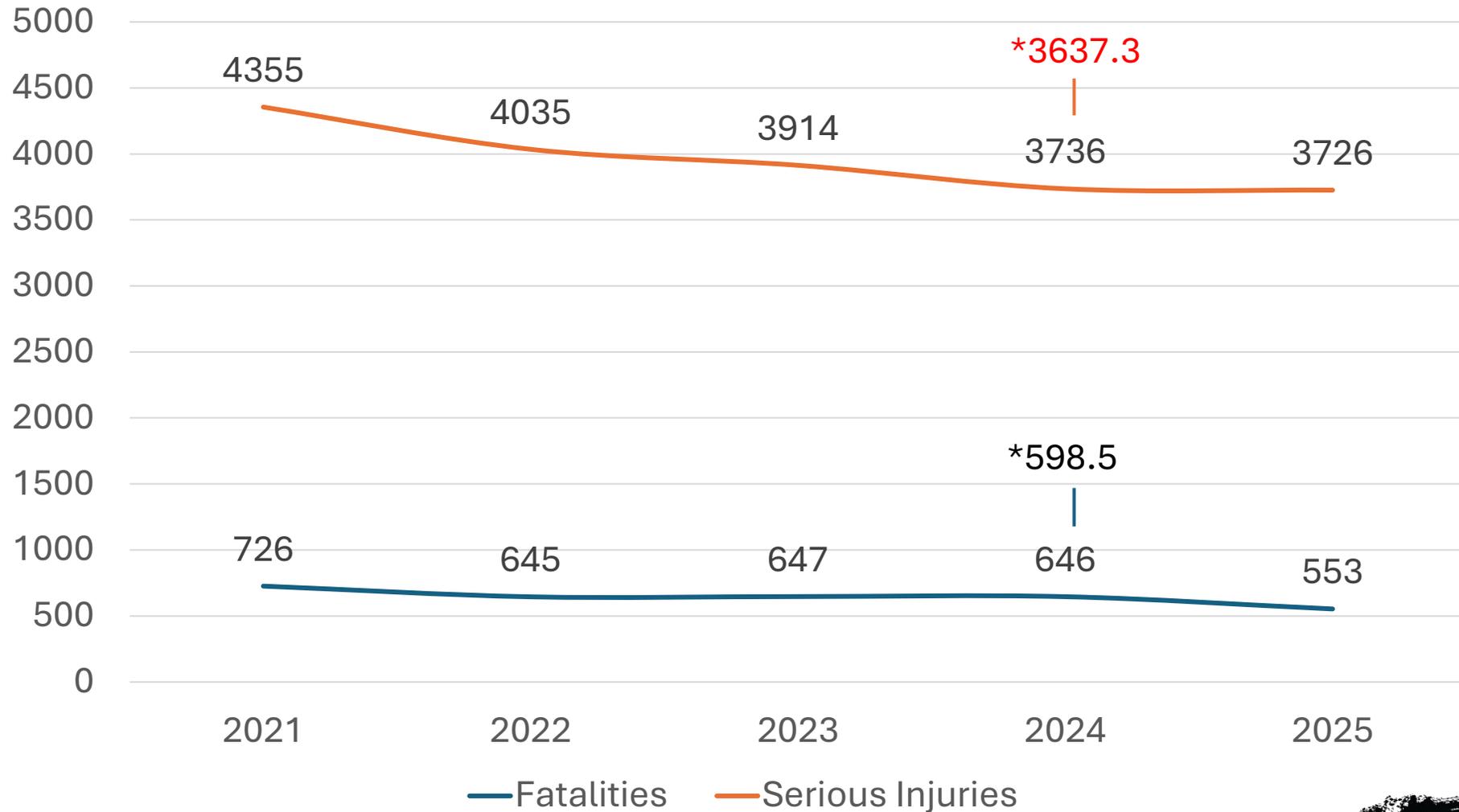
Safety Performance Measures	Original 2024 Target	PY2024 Actual Performance	PY2018-2022 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	598.5	658.8*	620.2	No	No	No
Rate of Fatalities	0.760	0.797*	0.751	No	No	
Number of Serious Injuries	3,637.3	3,829	3,645.2	No	No	
Rate of Serious Injuries	4.53	4.633	4.113	No	No	
Number of Non-Motorized Fatalities and Serious Injuries	634.7	657.4	594.6	No	No	

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

* PY2024 Actual Performance Fatality information will be recalculated using 2024 FARS data once made available.



Actual Vehicular Fatalities and Serious Injuries 2021-2025

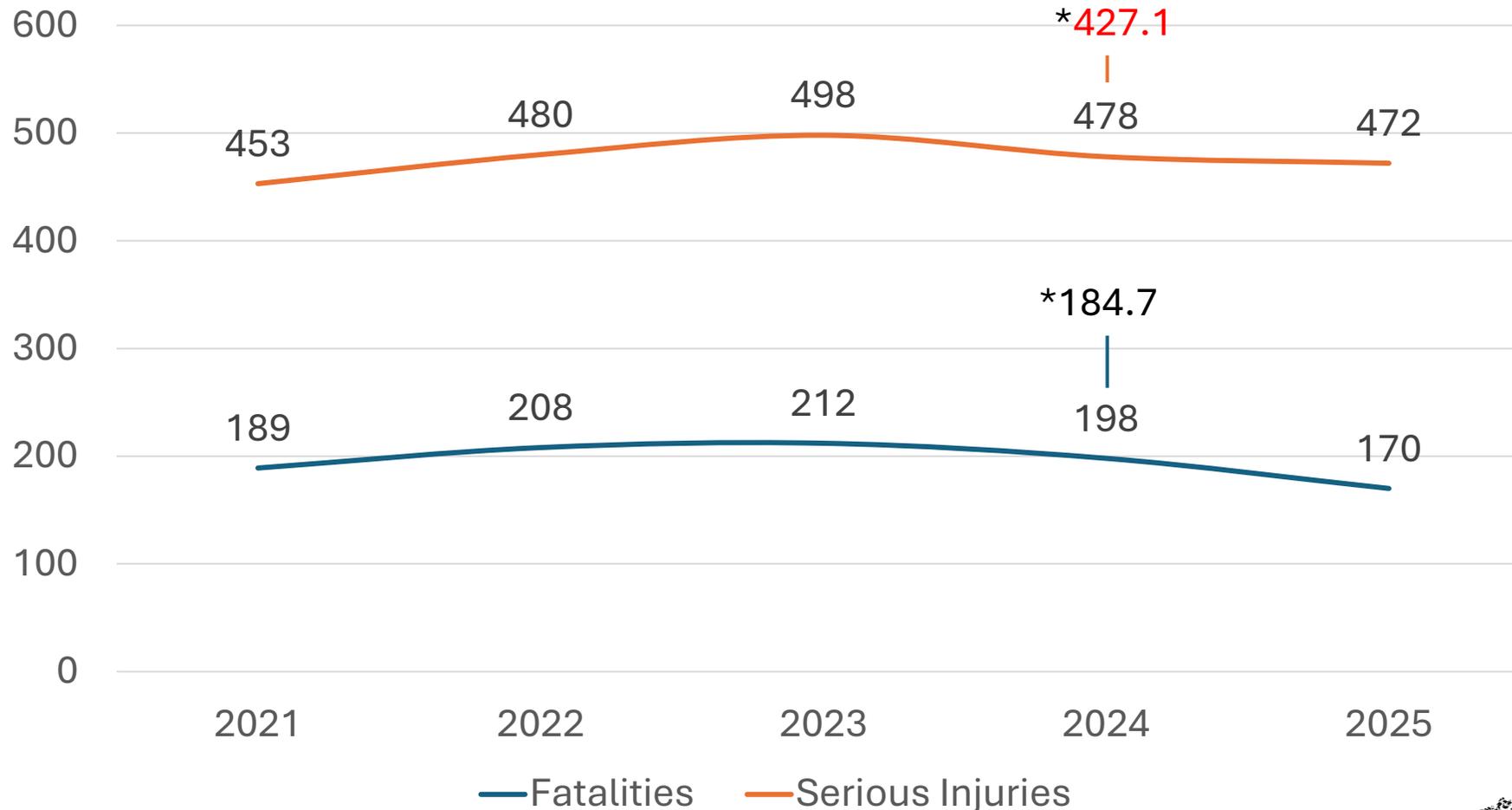


* 2024 Safety Targets

2021 – 2023 Fatality Data sourced from FARS Data; 2024 and 2025 Fatality Data sourced from CRIS



Actual Bike/Pedestrian Fatalities and Serious Injuries 2021-2025

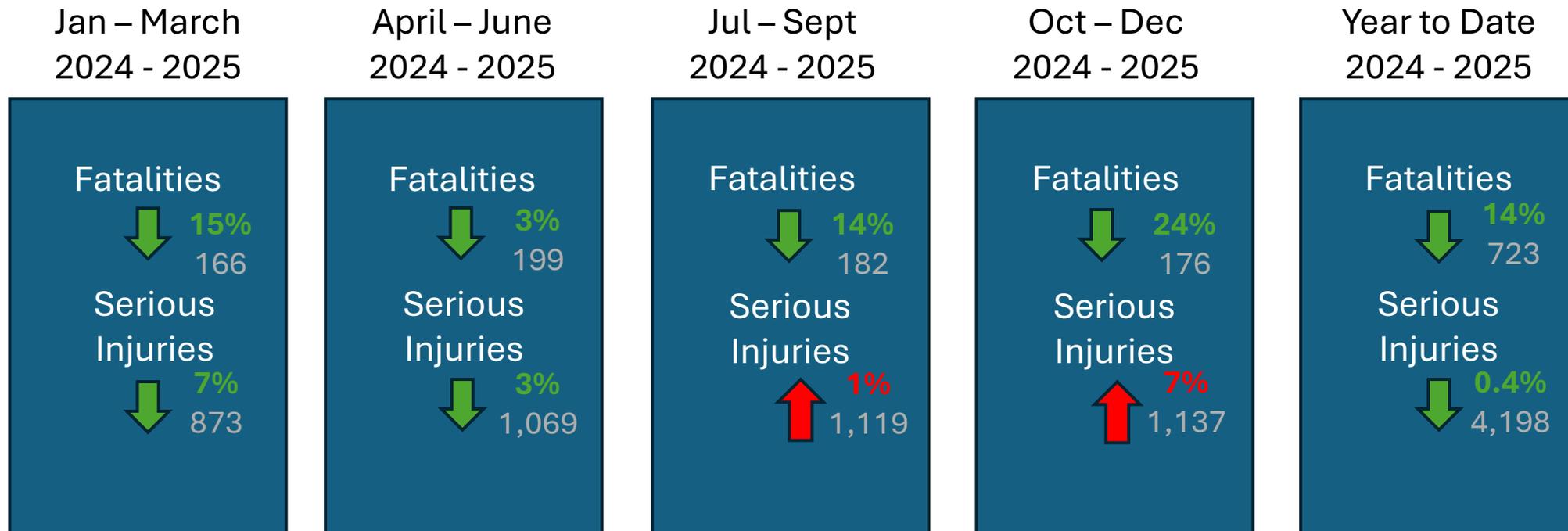


* Indicates the 2024 Safety Targets

2021 – 2023 Fatality Data sourced from FARS Data; 2024 and 2025 Fatality Data sourced from CRIS



Quarterly Performance: All Fatalities and Serious Injuries Percentage Change



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