



# 2056 MTP Call for Projects

Application Guidelines and  
Evaluation Checklist

February 9, 2026

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# NEW ORLEANS REGIONAL PLANNING COMMISSION 2056 METROPOLITAN TRANSPORTATION PLAN CALL FOR PROJECTS

REGIONAL PLANNING COMMISSION  
for Jefferson, Orleans, Plaquemines, St. Bernard,  
St. Charles, St. James, St. John the Baptist, St. Tammany, Tangipahoa Parishes  
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**Federal Highway  
Administration**



**Federal Transit  
Administration**



<https://www.norpc.org/transportation/projects/metropolitantransportationplanning/>

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## OVERVIEW

The Regional Planning Commission (RPC), as the federally designated metropolitan planning organization for the nine-parish region comprising southeast Louisiana, is responsible for developing a comprehensive long-range transportation plan to guide regional policy and transportation investments. This long-range plan, known as the Metropolitan Transportation Plan (MTP), is updated every four years as required by federal law. The RPC is currently preparing the next update which will cover a 30-year planning horizon from 2027-2056.

The MTP Call for Projects is an opportunity intended for sponsors of proposed multi-modal transportation projects to submit proposals for inclusion in the 2056 Metropolitan Transportation Plan. It serves as one of multiple avenues through which stakeholders can offer formal input on long-term investment priorities and will assist the RPC in identifying priority corridors for improvement in the region.

This Call for Projects is an important component of the 2056 MTP which will not only outline transportation goals and policies to guide transportation planning through the next 30 years but also contain a fiscally constrained program of projects to support the achievement of those objectives. This solicitation is primarily for projects with anticipated development within the next 10 to 20 years. Developing a comprehensive inventory of medium- and long-term projects will enable the RPC to prepare these projects for implementation through upcoming short-range programs, specifically the next two to three Transportation Improvement Program (TIP) cycles for federal fiscal years 2031–2042, as funding becomes available.

## MTP PROJECT TIERS & PROJECT FUNDING

The RPC's primary source of transportation project funding comes from the Surface Transportation Block Grant (STBG) Program. Under the Infrastructure Investment and Jobs Act (IIJA), these funds can be used for a variety of projects, including roadway maintenance, bicycling and pedestrian facilities, bridge and tunnel rehabilitation, lighting, electric vehicle charging equipment, green infrastructure, and planning. STBG funds can also be "flexed" to public transportation. However, most of the funding for public transportation in the region comes through guaranteed annual federal apportionments based on factors such as population and population density, the size of the transit network, and the miles traveled by transit vehicles each year. In addition, some projects are awarded funding through discretionary grant opportunities which can sometimes help fund larger, more complex projects.

The MTP is required to be fiscally constrained, meaning projects can only be included if it can be reasonably assumed that funding will be available in the year in which it is programmed to be implemented. The RPC bases its future project funding allocations on a projection of formula funds assumed to be available over the next 30 years. Projects that may rely on funding from discretionary grants may be included, but these funds are less predictable and expected to vary with future federal transportation bills. Proposals received through this Call for Projects will be programmed in the MTP based on this financial analysis. However, inclusion in the MTP does not guarantee funding, except for those committed within the short-range program (i.e., TIP).

Projects in the MTP will be organized into the following three tiers:

- **Tier I (FY 27-30):** Covers projects expected to advance to construction in the next four years. These projects comprise the Transportation Improvement Program (TIP). As most projects in the TIP have already been identified and progressed through the project development process, this Call for Projects is not seeking proposals for inclusion in the TIP.
- **Tier II (FY 31-40):** Lays out projects currently in the planning and development phase that are expected to advance in the medium-term once funding is made available.
- **Tier III (FY 41-56):** Long-range projects that are more complex to implement due to funding availability or other factors. These projects may be illustrative.

## IMPORTANT DATES

DATE	EVENT
February 9, 2026	MTP Call for Projects application posted
February 25, 2026	<a href="#">Webinar</a> : MTP Call for Projects Presentation for Local Public Agencies
March 30, 2026	Applications due by 5 p.m. CST
April 6, 2026	RPC Completeness Review Deadline
April 20, 2026	Deadline for applicants to answer requests for more information
May 8, 2026	Presentation of 2056 MTP Projects to the Technical Advisory Group
June 9, 2026	Presentation of 2056 MTP Projects to Transportation Policy Committee

## ELIGIBILITY

### Eligible Applicants

The MTP Call for Projects is open to all local public agencies within the metropolitan planning area that wish to sponsor a proposed multimodal transportation project(s). A local public agency refers to a government entity at the local level, such as a city, parish, transit agency, or other political subdivision of the State of Louisiana.

### Eligible Projects

Projects considered eligible for the 2056 MTP are any of those outlined under [Title 23 U.S.C. § 133](#) or [Title 49 U.S.C. § 5307](#) of U.S. Code. Projects may be at varying stages of development or study; projects in the conceptual planning stage are eligible. Any questions about eligibility can be directed to Tom Haysley, Principal Planner, at [thaysley@norpc.org](mailto:thaysley@norpc.org), or Jeff Roesel, Executive Director, at [jroesel@norpc.org](mailto:jroesel@norpc.org).

## Metropolitan Planning Area

All proposed projects must be within the Metropolitan Planning Area (MPA) served by the RPC. A general overview of the MPA can be seen in the map below and more detailed maps are available at the RPC's Regional Transportation Layers App (<https://experience.arcgis.com/experience/47a2aac16f094b589d908e881162dcc1>).



## Federal Aid Network

All proposed roadway projects must be on the Federal Aid Network, which generally includes roadways designated as FHWA Functional Classification Collector or higher. A map of the current Federal Aid Network can be found at the RPC's Regional Transportation Layers App

(<https://experience.arcgis.com/experience/47a2aac16f094b589d908e881162dcc1>).

For proposed projects that include off street non-motorized facilities, new roadways, or potential upgrade of a roadway to a Federal Aid eligible facility, please contact RPC for guidance.

## Transit Geography

All proposed transit projects must be within, or in the case of transit corridors, have stops within one of the MPA's four urbanized areas (New Orleans, South Tangipahoa, Mandeville-Covington, or Slidell (refer to map above or on the RPC's Regional Transportation Layers App

(<https://experience.arcgis.com/experience/47a2aac16f094b589d908e881162dcc1>).

# SUBMISSION REQUIREMENTS

MTP project proposals may be submitted any time before 5 p.m. CST on March 30, 2026. Applications and all attachments must be emailed to Tom Haysley, Principal Planner at [thaysley@norpc.org](mailto:thaysley@norpc.org).

A complete application will include the following items:

1. A completed MTP Project Request Excel spreadsheet. The workbook can be downloaded on RPC's website [here](#).
2. A completed "Complete Streets Form." This form is included in the Project Request spreadsheet.
3. (Optional) Any supplementary information regarding the project (i.e., designs, maps, plans, etc.), including information verifying the project meets certain evaluation criteria. Refer to the Appendix of this document.

Projects listed in the previous 2052 MTP can be found in the [MTP documents](#), and an updated spreadsheet of MTP projects will be available on the RPC website shortly after the application period opens. If agencies would like those projects to carry over into the 2056 plan, then applicants shall include them in the application, updating any information which may have changed (i.e., cost, scope of work, etc.). Projects carried over from the 2052 to the 2056 MTP will be evaluated in the same manner as new proposals.

## Completeness Review

The RPC staff will review applications for completion and will notify applicants within one week if any items are incomplete. Applicants will have until April 20, 2026, to respond to requests for more information. The RPC will not consider incomplete proposals.

## Excel Spreadsheet Instructions

The [MTP Project Request](#) Excel file has two tabs. The first tab includes the instructions for inputting project information. All project information should be input on the second tab or sheet. If there are multiple projects being submitted, each additional project should be added on the same sheet in a separate column. All application inputs are described in the table below. Required fields are in noted in bold print.

FIELD	DESCRIPTION
<b>Name (Required)</b>	Short name of project (40 characters max).
<b>MTP Status (Required)</b>	State whether the project is in the previous 2052 MTP (refer to list provided on RPC website) or if it is a new project. If it is in the previous MTP, note whether it requires modification or if it should be carried forward into the new MTP as is. For existing projects that do not require modification, you may enter the project name and RPC ID and leave other fields blank.
RPC ID	RPC ID, if applicable, for projects in previous 2052MTP (refer to list provided on RPC website).
<b>Short Description (Required)</b>	A 1-2 sentence description of project.
<b>Need (Required)</b>	Describe the transportation issue that this project aims to resolve.
Long Description	As needed, provide additional detail about the proposed project. Information may include project purpose, current status, or any other relevant information not covered in other fields.
<b>Project Type (Required)</b>	There are three types of projects being considered: Roadway, Public Transit, or Other Transportation Related Project. Roadway projects include most projects that can be funded with STBG program funds, while transit projects are generally those funded via §5307. If you are unsure of the project type, choose the “Other Transportation Related Project.”
<b>Parish (Required)</b>	Parish in which project is located.
City	City in which project is located, if applicable.
<b>Location (Required)</b>	Describe the road(s) and/or areas where the project will be implemented, including beginning and end points where applicable.
Federal Aid	If the project is on a roadway, is it on the Federal Aid Network? See the <a href="#">RPC's Transportation Layers App</a> for more info.
SPN	State Project Number assigned by DOTD, if applicable.
Right of Way Cost	Estimated cost for Right of Way Acquisition, if needed and cost is available.
Right of Way FFY	Federal Fiscal Year of proposed Right of Way Acquisition. FFY begins on October 1 and ends September 30 of the next year, e.g., FFY 2031 begins on 10/1/2030 and ends on 9/30/2031.
Utilities Cost	Estimated cost for Utility Relocation, if needed and cost is available.
Utilities FFY	Federal Fiscal Year of proposed Utility Relocation. FFY begins on October 1 and ends September 30 of the next year, e.g., FFY 2031 begins on 10/1/2030 and ends on 9/30/2031.
Design Cost	Estimated cost for Design/Engineering, if needed and cost is available.

FIELD	DESCRIPTION
Design FFY	Federal Fiscal Year of proposed Design/Engineering. FFY begins on October 1 and ends September 30 of the next year, e.g., FFY 2031 begins on 10/1/2030 and ends on 9/30/2031.
Other Cost(s)	Estimated Other Cost(s), if needed and cost is available.
Construction Cost (Required)	Estimated cost of Construction. Cost should be based on current dollar amount.
Construction FFY (Required)	Federal Fiscal Year of Construction. FFY begins on October 1 and ends September 30 of the next year, e.g., FFY 2031 begins on 10/1/2030 and ends on 9/30/2031.
Total Cost (Required)	<i>Automatically Calculated.</i>
Local Match Sponsor (Required)	Entity that will provide the local match to federal funds.
Submitting Entity (Required)	Entity that is submitting the project for consideration.
Project Point of Contact Name (Required)	Name of the person RPC should contact about this project.
Project Point of Contact Email (Required)	Email address of the person RPC should contact about the project.
Planning History (Required)	Has the project been vetted through a public planning process? Provide name of plan and applicable page numbers referencing the project.
LADOTD Process (Required)	Has the project gone through any stages of the LADOTD project delivery process? If yes, describe.

### COMPLETE STREETS CHECKLIST

Complete Streets Planning History (Required)	Does an adopted plan and/or study recommend transit, pedestrian, or bicycle access and/or facilities along, crossing, or adjacent to the proposed project? If yes, list the applicable plan and page number.
Multi-Modal Trip Generators (Required)	Describe existing and future trip generators (within a 1/4 mile) that may attract transit riders, pedestrians, or bicyclists.
Existing Bike/Ped/Transit Connectivity (Required)	Does the project connect to existing transit, pedestrians, and bicycles facilities? If yes, list existing facilities.
Proposed Bike/Ped/Transit Facilities (Required)	Are transit, pedestrian, and/or bicycle facilities included in the project? If yes, list proposed facilities.
Complete Streets Policy Exemption (Required)	<p>"RPC's Complete Streets Policy shall apply to all phases of project development except under one or more of the following exception conditions:</p> <ul style="list-style-type: none"> <li>•Projects along facilities, such as interstates, where pedestrians and bicyclists are prohibited from using the roadway.</li> <li>•Projects where the cost of providing pedestrian and bicycle facilities would be excessively disproportionate to the need or probable use (cost exceeding 20% of project cost).</li> <li>•Projects with a documented absence of current and future need or use of the affected area by pedestrians, bicyclists, and transit users.</li> <li>•For preservation projects, RPC will only consider improvements that do not require ROW acquisition, utility relocation or major reconstruction, such as</li> </ul>

FIELD	DESCRIPTION
	relocating or enclosing drainage, to provide bicycle and pedestrian accommodations. Is the project exempt from the Complete Streets Policy? (Select exemptions in the dropdown menu).

## EVALUATION

The MTP Call for Projects is a key component of the RPC’s performance-based planning process, in which project programming decisions are guided by progress toward established performance targets and the broader goals outlined in the long-range plan. To ensure that submitted projects align with regional long-term objectives, RPC staff will evaluate each proposal using a checklist that assesses the project’s ability to advance MTP goals or influence federally required performance measures. Projects must meet at least one of these objectives to be considered for inclusion in the MTP. Applicants are also required to submit a Complete Streets Form for each proposal in accordance with RPC’s Complete Streets Policy.

### MTP Goals

The MTP goals are centered around six main themes which support the federal planning factors as described in the IJJA.<sup>1</sup> The MTP goals and objectives include:

1. **Safety and Security:** Invest in safe transportation options that will contribute to greater community health by enhancing physical safety and by increasing a sense of security in public spaces.
2. **Resilience:** The transportation system will minimize negative environmental impacts while also enhancing the region’s ability to withstand and recover from natural hazards.
3. **Community Improvement:** All residents of the region will accrue benefits from the transportation system, and no person or community will suffer disproportionately from the RPC’s transportation decisions.
4. **Economic Opportunity:** The transportation system will provide residents with access to employment, facilitate the movement of goods, and connect businesses with customers.
5. **Reliability and Connectivity:** Travel times throughout the region will be predictable, and the transportation system will be easy to use.
6. **System Preservation and Stewardship:** Emphasis should be placed on maintaining and enhancing the multimodal functionality of existing infrastructure before investing in the addition of new roadway capacity.

### Initial Screening

Upon receipt of a complete project application, the RPC will initially screen applications to ensure that the proposals are eligible for funding per 23 U.S.C. § 133 or 49 U.S.C. § 5307. If a project’s eligibility cannot be determined, RPC staff will contact the applicant for more information or ask the applicant to resubmit the proposal with changes.

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<sup>1</sup> [23 § U.S.C. 134\(h\)\(1\)](#)

## Evaluation

After the initial screening, eligible projects will be evaluated using the applicable checklist for “roadway” or “transit” projects. The checklists are designed to help RPC determine the level to which a proposal may advance the region’s long-term objectives. All projects are expected to contribute to the advancement of at least one goal. RPC staff will be responsible for performing the spatial analyses to determine whether or not a project meets certain criteria within the checklists. However, an applicant is encouraged to submit additional materials to demonstrate a project’s ability to meet specific criteria or affect specific performance indicators. The evaluation checklists are provided in the Appendix of this document. The RPC will assess the cumulative ability of all of the projects to impact achievement of regional objectives and confer with project sponsors on adjustments needed to better align projects with long-term goals.

## The Process to Fiscal Constraint

Fiscal constraint is a federal requirement and a guiding principle in the development of the MTP and the TIP. The evaluation of projects for consistency with regional goals is only the first step in planning and programming projects. The RPC must forecast revenues for the 30-year planning horizon and compare revenue options to identified needs and program projects accordingly. At the same time, the RPC will need to balance regional and local priorities and ensure that resources are distributed across the Metropolitan Planning Area in an equitable manner. This analysis as well as stakeholder review and input will determine the constrained and illustrative projects which will ultimately be adopted by the Transportation Policy Committee in the 2056 long-range plan.

## FOR MORE INFORMATION

Questions may be submitted by email or phone to:

### Tom Haysley

Principal Planner

Phone: 504-483-8510

Email: [thaysley@norpc.org](mailto:thaysley@norpc.org)

## Webinar

RPC staff will also be hosting a webinar on **February 25, 2026, at 1 p.m. CST** which will provide information for prospective applicants on the application process and requirements. Applicants can register for the webinar [here](#).

## APPENDIX: MTP PROJECT EVALUATION CHECKLISTS

### MTP PROJECT EVALUATION CHECKLIST – ROADWAY PROJECTS

#### Safety and Security

- Project includes proven safety counter measures
- Project addresses safety issues on a roadway that has been identified as part of the High Injury Network
- Project introduces safety countermeasures on a facility that has had one or more fatal crashes in the period from 2020-2024
- Project introduces safety countermeasures on a facility that has had one or more serious injury crashes in the period from 2020-2024
- Fatal or serious injury crashes involving a bicyclist or pedestrian occurred within 100 feet of the project area during the crash data analysis period from 2020-2024
- The project vicinity lacks existing bicycle facilities
- The project vicinity lacks existing pedestrian facilities
- Project addresses known or potential safety issues identified by a safety plan or local stakeholders
- Project includes non-motorized proven safety countermeasures
- Project improves safety for people with disabilities
- Project includes measures to mitigate security risks or threats
- Project is expected to contribute to the achievement of RPC's targets for one or more of the following performance measures:
  - Number of motorized fatalities and/or rate of fatalities per 100 million VMT
  - Number of motorized serious injuries and/or rate of fatalities per 100 million VMT
  - Number of non-motorized fatalities and/or serious injuries

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#### Resilience

- Project may reduce the risk of flooding
- Project reduces impervious surface coverage
- Project includes nature-based solutions, low impact design, and/or green stormwater infrastructure techniques/components (i.e., bioswales, pervious pavers, native plantings, tree box filters or trenches, vegetated medians, etc.)
- Project includes "gray infrastructure" that may reduce the impact of natural hazards (e.g., drainage improvements, infrastructure hardening, roadway raising, etc.)
- Project may result in reduced vehicular emissions
- Project reduces risk of extreme temperature effects
- Project may reduce risk from other natural hazards
- Project improves water quality and reduces pollutant runoff
- Project may reduce risk from natural hazards along an evacuation route and/or roadways that provide emergency access to critical facilities
- Project enhances evacuation network by creating additional routes or network efficiencies
- Project is referenced in locally adopted hazard mitigation plan, the RPC TRIP, or other resilience plan

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### Community Improvement

- Project is in a flagged block group when compared to the MPA region for elderly, under 18 years, Hispanic/Latino ethnicity, Minority (non-white), poverty (population, household or family), limited English household, or disabled
- Project is located within a block group flagged when compared to the MPA region for transportation insecurity (per RPC's Transportation Insecurity GIS Layer which is the intersection of no vehicle households and poverty)
- Project improves access to open space or sites for active recreation
- Project improves accessibility of facilities for people with disabilities
- Project provides new mobility or accessibility options for a community of need, as identified in a local study or plan, or within a flagged block group in RPC's Disparate Impact Layer
- Projects provide new mobility or accessibility options for people within a block group with a high level of vulnerability as determined by RPC regional SVI analysis
- Project was vetted through a public planning process

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### Economic Opportunity

- Project is identified in RPC's 2022 Freight Mobility Plan
- Project addresses improvement of vehicular movement on a freight bottleneck identified by stakeholder(s)
- Project improves freight vehicle movement on an interstate
- Project improves freight vehicle movement on a non-interstate NHS route
- Project includes features to enhance the system's usability by tourists (i.e., wayfinding, intermodal passenger facilities, traveler information, etc.)
- Project supports local, regional, or state economic development plans or strategies
- Project provides increased non-motorized access to an employment and/or commercial destinations
- Project enhances wayfinding for freight travel
- Project is expected to contribute to the achievement of RPC's targets for the Truck Travel Time Reliability Index performance measure

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### Reliability and Connectivity

- Project fills in a gap by improving or completing the non-motorized network infrastructure via route or intersection
- Project fills in a gap by improving or completing the motorized infrastructure network via route or intersection
- Project intends to improve access and connectivity to areas planned for development or redevelopment and adopted via a local comprehensive planning process
- Project provides a connection across physical barriers (i.e., waterways, limited access roads, railroads) and enhances network connectivity

- Project addresses an identified bottleneck or other congestion issue on a corridor identified by Congestion Management Process, state, or local plan
  - Project includes a congestion management strategy identified through the Congestion Management Process
  - Project may result in reduction in VMT or single-occupancy-vehicle trips
  - Project aims to reduce travel time and/or increases travel time reliability
  - Project is a collaboration between multiple jurisdictions
  - Project is expected to contribute to the achievement of RPC's targets for one or more of the following performance measures:
    - Interstate Level of Travel Time Reliability
    - Non-Interstate NHS Level of Travel Time Reliability
- 

### **System Preservation and Stewardship**

- Project includes complete reconstruction of a roadway
- Project includes complete reconstruction of a bridge
- Project involves rehabilitation of a roadway
- Project involves rehabilitation of a bridge
- Project has been assessed via a pavement conditions analysis
- Project involves improvement of facility identified as being in poor condition via state or local assessment
- Project includes efforts to preserve or enhance a community's cultural resources, historic fabric, architectural history, or other defining cultural characteristics
- Project includes efforts to reduce, minimize, or avoid negative impacts to the local environment
- Project is expected to contribute to the achievement of RPC's targets for one or more of the following performance measures:
  - Percentage of Interstate lane miles in Good condition
  - Percentage of non-Interstate NHS lane miles in Good condition
  - Percentage of NHS bridge deck area in Good condition

## MTP PROJECT EVALUATION CHECKLIST – TRANSIT PROJECTS

### Safety and Security

- Project addresses a documented operational safety issue
  - Project improves the safety of users within the transit facility
  - Project improves the safety of users traveling to and from the facility
  - Project supports dedicated rights-of-way for transit or mitigates interference from other facility users
  - Project includes measures to mitigate security risks at a facility or facilities
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### Resilience

- Project may reduce the risk of flooding
  - Project reduces impervious surface coverage
  - Project includes nature-based solutions, low impact design, and/or green stormwater infrastructure techniques/components (i.e., bioswales, pervious pavers, native plantings, tree box filters or trenches, vegetated medians, etc.)
  - Project includes “gray infrastructure” that may reduce the impact of natural hazards (e.g., drainage improvements, infrastructure hardening, roadway raising, etc.)
  - Project may result in reduced vehicular emissions
  - Project reduces risk of extreme temperature effects
  - Project improves water quality and reduces pollutant runoff
  - Project enhances evacuation operations prior to a disaster event
  - Project reduces disruptions to transit operations caused by natural disasters
  - Project is referenced in locally adopted hazard mitigation plan, the RPC TRIP, or other resilience plan
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### Community Improvement

- Project is in a flagged block group when compared to the MPA region for elderly, under 18years, Hispanic/Latino ethnicity, Minority (non-white), poverty (population, household or family), limited English household, or disabled
  - Project is located within a block group flagged when compared to the MPA region for transportation insecurity (per RPC’s Transportation Insecurity GIS Layer which is the intersection of no vehicle households and poverty)
  - Project improves access to open space or sites for active recreation
  - Project improves accessibility of facilities for people with disabilities
  - Project provides new mobility options for a community of need, as identified in a local study or plan, or within a flagged block group in RPC’s Disparate Impact Layer
  - Projects provide new mobility options for within a block group with a high level of vulnerability as determined by RPC regional SVI analysis
  - Project was vetted through a public planning process
-

### **Economic Opportunity**

- Project aligns with local or regional transit-oriented development plan
  - Project includes features to enhance the system's usability by tourists (i.e., wayfinding, intermodal passenger facilities, traveler information, etc.)
  - Project supports local, regional, or state economic development plans or strategies
  - Project provides enhanced transit access to an existing employment and/or commercial destinations
  - Project provides new transit service along a route within a mixed-use or commercial zoning district
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### **Reliability and Connectivity**

- Project fills service gaps and expands service coverage
  - Project increases frequency of a route
  - Project provides additional connections to other transit services or modes of transportation
  - Project improves on-time performance
  - Project improves the ability for users to navigate the transit network
  - Project may result in reduction in VMT or single-occupancy-vehicle trips
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### **System Preservation and Stewardship**

- Project addresses maintenance issue to maintain state of good repair
- Project incorporates measures that mitigate negative impacts to the environment or cultural resources
- Project is expected to contribute to the achievement of RPC's targets for one or more of the following performance measures:
  - Percentage of revenue vehicles meeting or exceeding their Useful Life Benchmark (ULB)
  - Percentage of non-revenue vehicles meeting or exceeding their ULB
  - Percentage of track segments with performance restrictions
  - Percentage of assets with a condition rating exceeding 2.5 on FTA's TERM scale