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In this Issue:

Selected U.S. Government Reports

TABLE OF CONTENTS

Item 1. Wheels to Care: Navigating NEMT Across America: An NEMT Profile for Each of the 50 States and D.C.	2
Item 2. Risk-Based Multi-Threat Decision-Support Methodology for Long-Term Bridge Asset Management: Volume 2: Network-level Decision Support.....	3
Item 3. Validation of Passive Mitigation Systems for Fires	4
Item 4. Thermal Protection System Evaluation for Hazardous Materials Car Tanks.....	5
Item 5. Operational Human Factors Considerations for Head-Worn Display (HWD) Usage in Civil Aviation	6
Item 6. Guidebook for Railway-Themed K–12 STEM Distance Learning Activities	6
Item 7. Impaired Driving Tracking System	7
Item 8. Conventional Vehicle Driver and Automated Driving System-Equipped Vehicle Interactions.....	8
Item 9. Evaluation of Buckle Up Phone Down in Jackson, Mississippi, and Sioux Falls, South Dakota.....	9
Item 10. Early Estimate of Motor Vehicle Traffic Fatalities and Fatality Rate in 2025.....	9
Item 11. Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2025	10
Item 12. Early Estimate of Motor Vehicle Traffic Fatalities and Fatality Rate for the First Quarter of 2026	11
Item 13. Federal Transit Administration Annual Report to Congress on Technical Assistance and Workforce Development for Fiscal Year 2025.....	11

Item 1. Wheels to Care: Navigating NEMT Across America: An NEMT Profile for Each of the 50 States and D.C.

*UNITED STATES. FEDERAL TRANSIT ADMINISTRATION
2025*

Medicaid is a joint federal and state program that provides health coverage for individuals and families with limited incomes and resources. Medicaid non-emergency medical transportation (NEMT) is an important benefit for Medicaid beneficiaries who need to get to and from medical services and have no other means of transportation. Within broad national guidelines established by federal statutes, regulations, and policies, each state establishes its own eligibility standards; determines the type, amount, duration, and scope of Medicaid services; sets the rate of payment for services; and administers its own Medicaid program, including its own NEMT program. The state role means there are differences in how healthcare is administered, and in differences in state-to-state for how NEMT is provided. This document presents an NEMT profile for each of the 50 states and the District of Columbia. The set of profiles provides information for each state in the following sequence: (1) NEMT model; (2) map of the state and the corresponding Centers for Medicaid and Medicare Services (CMS) region; (3) general description of the state's Medicaid structure and NEMT model; (4) Medicaid recipient NEMT protocol and requirements to access transportation; (5) transportation provider information and requirements in the provision of NEMT; (6) public transit's role in the provision of NEMT; and (7) profile date.

CONTENTS

- State-by-State NEMT Profiles (Introduction; Purpose; State Medicaid Structure and NEMT Models) -- Alabama -- Alaska -- Arizona -- Arkansas -- California -- Colorado -- Connecticut -- Delaware -- Florida -- Georgia -- Hawaii -- Idaho -- Illinois -- Indiana -- Iowa -- Kansas -- Kentucky -- Louisiana -- Maine -- Maryland -- Massachusetts -- Michigan -- Minnesota -- Mississippi -- Missouri -- Montana -- Nebraska -- Nevada -- New Hampshire -- New Jersey -- New Mexico -- New York -- North Carolina -- North Dakota -- Ohio -- Oklahoma -- Oregon -- Pennsylvania -- Rhode Island -- South Carolina -- South Dakota -- Tennessee -- Texas -- Utah -- Vermont -- Virginia -- Washington -- West Virginia -- Wisconsin -- Wyoming

Researchers from Texas A&M Transportation Institute authored this report.

This report is available for free download (61 pages; 4.2 MB):

<https://www.ccam-tac.org/wp-content/uploads/2024/12/NEMT-State-by-State-Profiles-December-2024-Final-1.pdf>

More information about this publication available in the [TxDOT Research Library Catalog](#).

Item 2. Risk-Based Multi-Threat Decision-Support Methodology for Long-Term Bridge Asset Management: Volume 2: Network-level Decision Support

*UNITED STATES. FEDERAL HIGHWAY ADMINISTRATION
2025*

In the Volume 2 report, the bridge-level AI-based maintenance decision policy previously developed in the Volume 1 report is further integrated into a network-level decision support framework, by considering network-level budget and resource constraints. A Pareto Frontier based ranking approach is proposed to rank the maintenance projects suggested by the bridge-level maintenance policies by holistically considering multiple decision factors. The top ranked projects are then allocated with the funding and resources for actual implementation. A thorough comparative study is carried out by comparing the efficacy of the AI or other condition-based policies at the bridge level, under the proposed network-level decision framework. First, a sensitivity study is performed to investigate the influence of bridge related attributes in the Pareto Frontier ranking scheme. Next, the influence of using different bridge-level policies within the proposed network-level decision framework is examined by considering multiple network-level asset management performance measures such as the overall funding usage, indirect costs, bridge conditions, and travel time, under different funding scenarios. It is observed that the AI-based policy outperforms other traditional condition-based policies in almost all considered cases. Also from some exemplary annual network-level decision illustration, it is found that the AI-based bridge-level decision policy when deployed into the network-level decision framework can offer reasonable budget and resource allocation. Finally, the open-sourced computer codes are shared and related hands-on tutorials are provided for better result dissemination. In conclusion, the research tools developed from this entire research project can not only offer proactive and adaptive bridge maintenance decisions at the individual bridge level, but can also optimize the budget and resource allocation at the network level by better utilizing the limited resources, preserving the overall asset conditions, and reducing the socioeconomic impact due to deteriorating bridge assets.

CONTENTS

- Chapter 1. Introduction
- Chapter 2. Network-Level Bridge Asset Management Methodology
- Chapter 3. Network-Level Case Study (Pareto Frontier Project-Based Ranking Demonstration; Sensitivity Analysis of Pareto Frontier Attributes Selection for the Condition-Based Policies; Sensitivity Analysis of Pareto Frontier Attributes Selection for the AI-Based Policy; Network-Level Asset Management Comparison; Illustration of Annual Decision Process via the AI-Based Network-Level Decision Framework)
- Chapter 4. Results
- Chapter 5. Conclusion
- Appendix A. Network Centrality Measures
- Appendix B. Traffic Flow Analysis

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- Appendix C. Computer Codes Instructions

Researchers from University of Texas at San Antonio authored this report.

This report is available for free download (94 pages; 6.9 MB):

<https://hdl.handle.net/20.500.12588/7358>

More information available in the [TxDOT Research Library Catalog](#).

Item 3. Validation of Passive Mitigation Systems for Fires

*UNITED STATES. PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION
2025*

"The objectives of this project were to identify computer models that can model the effectiveness of passive fire protection (PFP) systems subject to fire impingement from liquefied natural gas (LNG) pool fires, and to design and conduct a set of experiments to generate data to evaluate such models. In order to combine LNG facility hazard analysis and fire protection experience with LNG pool fire testing experience, BLUE partnered with the Mary Kay O'Connor Process Safety Center at Texas A&M Engineering Experiment Station (TEES) and the Texas A&M Engineering Extension Service (TEEX). Two tests were conducted, in which PFP-coated structural steel I-beams were exposed to direct flame impingement during one-hour long LNG burns over a 10-ft by 10-ft concrete pit. The tests were conducted to gather data on the thermal response of structural steel beams coated with three different PFP systems: ContraFlame®, a syntactic foam based coating; PITT-CHAR® NX, an epoxy intumescent coating; and Pyrocrete® 341, a cementitious coating."--trid.trb.org website (viewed May 28, 2026).

CONTENTS

- Section 1. Project Motivation
- Section 2. LNG Pool Fires
- Section 3. Passive Fire Mitigation (Foam PFPs; Epoxy PFPs; Cementitious PFPs; Other PFP Types)
- Section 4. Failure Criteria for Structural Steel
- Section 5. Thermal Response Models for Structural Steel (Black Body Radiant Heat Model; Lumped Heat Capacity Model; Lumped Heat Capacity Model for Insulated Steel; Correlation-Based Models; Graphical Solutions; Advanced Thermal Response Models; Methodology for the Failure Assessment of Structural Steel)
- Section 6. Failure Criteria for Pressure Vessels
- Section 7. Thermal Response Models for Pressure Vessel
- Section 8. Experimental Testing of Passive Fire Mitigation
- Section 9. LNG Pool Fire Tests

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- Section 10. Data Analysis
- Section 11. Evaluation of Thermal Response Models for Structural Steel
- Section 12. Evaluation of Thermal Response Models for Pressure Vessels
- Section 13. Conclusions
- Section 14. References

Researchers from Texas A&M University authored this report.

This report is available for free download (217 pages; 107 MB):

<https://primis.phmsa.dot.gov/matrix/FilGet.rdm?fil=22739>

More information available in the [TxDOT Research Library Catalog](#).

Item 4. Thermal Protection System Evaluation for Hazardous Materials Car Tanks

*UNITED STATES. FEDERAL RAILROAD ADMINISTRATION
2026*

The Federal Railroad Administration sponsored a research team from Engineering Services, Inc. to perform an analysis of the effectiveness of the thermal protection system on a DOT-117 rail car as a fire protection measure. This research was carried out between February 2022 and March 2023 at multiple ESI locations; the experimental tests were performed at ESI's Houston, Texas office. The objective of this work was to evaluate the performance of the thermal protection system in rail cars as a risk mitigation control to prevent a catastrophic thermal event. The research group also analyzed the heat transfer from a fire to rail car contents to understand the effectiveness of a potential fire response from a local fire department.

This report is available for free download (53 pages; 5.4 MB):

<https://rosap.ntl.bts.gov/view/dot/92835>

More information available in the [TxDOT Research Library Catalog](#).

Item 5. Operational Human Factors Considerations for Head-Worn Display (HWD) Usage in Civil Aviation

UNITED STATES. OFFICE OF AEROSPACE MEDICINE
DOT/FAA/AM-25/07 | 2025

Advanced visual display systems, such as Head-Up Displays (HUDs), Helmet-Mounted Displays (HMDs), and Head-Worn Displays (HWDs), have been used in military aviation since the 1960s and have been increasingly introduced in general and commercial aviation cockpits. The evolution of in cockpit technology has ushered in fundamental changes in how pilots receive and process flight-relevant information. Flight operations proceed very differently in cockpits outfitted with traditional head-down display (HDD) configurations compared to those that support viewing/interacting with HUDs, HWDs, and other types of advanced visual displays. The physical and cognitive demands placed on pilots are also impacted by the use of these technologies. Therefore, it is important to understand the nature of these interactions, the demands imposed, and the implications of display system features for safe and effective aviation, communication, and navigation. This report details a hybrid narrative and systematic literature review of human factors issues related to aviation applications of HWDs and other advanced visual displays. It summarizes the scientific findings of studies on HWD usage and compiles evidence that can inform recommendations for the usage of HWDs in civil aviation.

CONTENTS

- Abstract -- Introduction -- Method -- Literature Review Summary: Fundamentals of Advanced Visual Display Systems -- Advanced Visual Displays -- Human-Systems Interaction -- HWD Usage During Taxi, Takeoff, Approach, and Landing -- Conclusion -- References -- Appendix A: Evidence Table Culture

Researchers from Texas A&M Engineering Experiment Station authored this report.

This report is available for free download (101 pages; 5.0 MB):
<https://doi.org/10.21949/1526628>

More information available in the [TxDOT Research Library Catalog](#).

Item 6. Guidebook for Railway-Themed K–12 STEM Distance Learning Activities

UNITED STATES. FEDERAL RAILROAD ADMINISTRATION
DOT/FRA/ORD-26/13 | 2025

Rail-themed outreach to K–12 students introduces those students to the railroad industry and can

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encourage them to pursue engineering and transportation education programs. This project will develop new rail-themed K–12 STEM distance learning activities, adapt current in-person activities to remote use, enhance activities with 3D printing and computer “gamification” code, and document existing online activities in a distance learning activity guidebook. This interim technical report summarizes the results of the first stage of the project that reviewed and identified potential rail-themed K–12 distance learning activities for inclusion in the guidebook and recognizes best practices in developing distance learning and self-study activities from in-person STEM activities.

CONTENTS

- Introduction -- Broader STEM Distance Learning and Transportation Activities (STEM Distance Learning Modes; Broader STEM Activity Resources; Converting In-Person STEM Activities to Distance Learning; Implementation Considerations) -- Rail-Focused (Previous Development; Review of Rail-Themed STEM Distance Learning Activities; Enhancement with 3D Printing; Online Digital Game Development) -- Conclusion -- References -- Abbreviation and Acronyms

Researchers from University of Texas at Austin authored this report.

This report is available for free download (37 pages; 1.7 MB):

<https://rosap.ntl.bts.gov/view/dot/93108>

More information available in the [TxDOT Research Library Catalog](#).

Item 7. Impaired Driving Tracking System

*UNITED STATES. NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
DOT HS 813 746 | 2026*

This report gives a framework for developing and implementing an impaired driving tracking system (IDTS) that supports timely, accurate, and coordinated data sharing among criminal justice and traffic safety professionals for law enforcement, licensing agencies, courts, and other State stakeholders. IDTS monitors impaired driving offenses and recidivism rates. Through a literature review and discussions with stakeholders, 2M Research identified key strategies and compiled a set of best practices for establishing and managing IDTS. States seeking to create or improve their systems may use these best practices to inform planning, design, and implementation. Overcoming common challenges through central coordination, sustained funding, ongoing training, and interagency collaboration is essential for tracking repeat offenders, enhancing resource allocation, and supporting better informed policy decisions.

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CONTENTS

- Introduction -- Overview of Impaired Driving Tracking Systems -- Project Findings -- Best Practices and States Assessment -- Conclusion -- References -- Appendix A: Resources for Focused Literature Review -- Appendix B: Overview of States' Impaired Driving Tracking Systems -- Appendix C: Master Discussion Guide

This report is available for free download (102 pages; 2.6 MB):

<https://rosap.ntl.bts.gov/view/dot/88986>

More information available in the [TxDOT Research Library Catalog](#).

Item 8. Conventional Vehicle Driver and Automated Driving System-Equipped Vehicle Interactions

*UNITED STATES. NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
DOT HS 813 751 | 2026*

This research explores interactions between conventional vehicle drivers and vehicles controlled by Automated Driving Systems (ADS). NHTSA is interested because an ADS-equipped vehicle could be so labeled, and effects of identifying a vehicle as self-driving are unknown. The behavior of other drivers with respect to a nearby ADS vehicle with explicit labeling and driving style is known to have an effect on safety. This report describes findings of an on-road experiment that investigated drivers' behaviors around a vehicle identified as a "self-driving" vehicle. Researchers collected data on public highways using a research vehicle, which on different drives had the outward appearance of either a conventional vehicle or an ADS mockup vehicle. During data collection trips on a fixed freeway route, the behavior of nearby drivers and their vehicles were observed and recorded. Observers noted that nearby drivers exhibited longer glances, more surprised expressions, and occasional gestures or even camera use when approaching or passing the mockup research vehicle, and drivers generally took longer to pass it. However, objective measures of potentially unsafe actions (e.g., cut-ins, tailgating) showed no statistically significant differences between the mockup research vehicle and conventional vehicle.

CONTENTS

- Introduction -- On-Road Study of Drivers' Interactions with Nerby ADS Mocked-up Research -- Procedures -- Results -- Passing Times and Lane Changes -- Discussion

This report is available for free download (40 pages; 1.3 MB):

<https://rosap.ntl.bts.gov/view/dot/91905>

More information available in the [TxDOT Research Library Catalog](#).

Item 9. Evaluation of Buckle Up Phone Down in Jackson, Mississippi, and Sioux Falls, South Dakota

*UNITED STATES. NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
DOT HS 813 761 | 2026*

The Buckle Up Phone Down (BUPD) program offers a potential non-enforcement approach to changing driver seat belt and cellphone use behavior. This report presents the results from process and outcome evaluations examining the implementation and effectiveness of an adaption of BUPD in two demonstration cities, Sioux Falls, South Dakota, and Jackson, Mississippi, where it was carried out with support from a separate demonstration contractor. The Process Evaluation outlines how implementation teams executed BUPD in each demonstration city and includes lessons learned through its implementation. The Outcome Evaluation observed real-world seat belt and cellphone use behaviors of drivers in the two demonstration cities and two matched control cities to assess the overall effectiveness of these adaptations of the BUPD initiative as implemented in Jackson and Sioux Falls. BUPD was implemented in the demonstration cities with as much fidelity as possible given resource and time constraints. However, no significant increase in seat belt use or decrease in cellphone use was found. It remains possible that other BUPD implementations could successfully influence driver behavior.

CONTENTS

- Introduction -- Retrospective Theory Assessment to Understand BUPD -- Process Evaluation -- Outcome Evaluation -- Conclusion

Researchers from Texas A&M Transportation Institute authored this report.

This report is available for free download (92 pages; 1.4 MB):
<https://rosap.nhtl.bts.gov/view/dot/89542>

More information available in the [TxDOT Research Library Catalog](#).

Item 10. Early Estimate of Motor Vehicle Traffic Fatalities and Fatality Rate in 2025

*UNITED STATES. NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
DOT HS 813 800 | 2026*

"A statistical projection of traffic fatalities in 2025 shows an estimated 36,640 people died in motor vehicle traffic crashes, a decrease of about 6.7 percent compared to the 39,254 fatalities reported in 2024, as shown in Table 1. The fourth quarter of 2025 represents the 15th consecutive quarterly decline in fatalities beginning with the second quarter of 2022. If realized, the estimated percentage

Research and Technology Implementation Division

decrease for 2025 would be the fifth largest in the recorded history of the Fatality Analysis Reporting System (FARS), bringing total fatalities back to the pre pandemic levels seen in 2019. Preliminary data reported by the Federal Highway Administration (FHWA) shows that vehicle miles traveled (VMT) in 2025 increased by about 29.8 billion miles, or about a 0.9-percent increase. Table 1 also shows the fatality rates per 100 million VMT, by quarter and year. In 2025, the fatality rate dropped to 1.10 fatalities per 100 million VMT, down from the reported rate of 1.19 fatalities per 100 million VMT in 2024, making it the second lowest fatality rate in recorded history (behind only the 1.08 rate observed in 2014). For the NHTSA regional differences, all 10 NHTSA Regions are projected to have decreases in fatalities and fatality rate per 100 million VMT in 2025 as compared to 2024. Also, 39 States, the District of Columbia, and Puerto Rico are projected to have decreases in fatalities. The fatality counts for 2024 and 2025 and the ensuing percentage change from 2024 to 2025 will be slightly revised when the FARS Final File for 2024 and the FARS Annual Report File (ARF) for 2025 are made available in early 2027."--Summary.

This report is available for free download (6 pages; 694 KB):

<https://doi.org/10.21949/7wyp-yb17>

More information available in the [TxDOT Research Library Catalog](#).

Item 11. Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2025

*UNITED STATES. NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
DOT HS 813 829 | 2026*

"The National Highway Traffic Safety Administration recently issued a projection report of traffic fatalities and the fatality rate per 100 million vehicle miles traveled (VMT) for 2025 (Early Estimate of Motor Vehicle Traffic Fatalities and Fatality Rate in 2025, Report No. DOT HS 813 800). That report shows an estimated 36,640 people died in motor vehicle traffic crashes in 2025, a decrease of about 6.7 percent as compared to 39,254 fatalities reported to have occurred in 2024. The estimated fatality rate for 2025 is 1.10 fatalities per 100 million VMT, down from the report rate of 1.19 fatalities per 100 million VMT in 2024. This NHTSA report is being issued after conducting a special analysis of the fatalities and the fatality rates per 100 million VMT by key sub-categories in 2025. The analysis is based on ratio-adjusted estimates of 2025 fatal crash data coded thus far into NHTSA's Fatality Analysis Reporting System (FARS), as described in the Data and Methodology section."--Introduction

This report is available for free download (10 pages; 733 KB):

<https://rosap.nhtl.bts.gov/view/dot/92422>

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More information available in the [TxDOT Research Library Catalog](#).

Item 12. Early Estimate of Motor Vehicle Traffic Fatalities and Fatality Rate for the First Quarter of 2026

*UNITED STATES. NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
DOT HS 813 833 | 2026*

"A statistical projection of traffic fatalities for the first quarter of 2026 shows an estimated 7,770 people died in motor vehicle traffic crashes, a decrease of about 4.3 percent compared to the 8,120 fatalities projected to have occurred in the first quarter of 2025 (Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate in 2025, Report No. DOT HS 813 800), as shown in Table 1. The first quarter of 2026 represents the 16th consecutive quarterly decline in fatalities beginning with the second quarter of 2022"--Introduction

This report is available for free download (6 pages; 637 KB):

<https://rosap.ntl.bts.gov/view/dot/92423>

More information available in the [TxDOT Research Library Catalog](#).

Item 13. Federal Transit Administration Annual Report to Congress on Technical Assistance and Workforce Development for Fiscal Year 2025

*JOHN A. VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER (U.S.)
FTA Report No. 0277 | 2026*

This annual report to Congress provides information on the Federal Transit Administration (FTA) Technical Assistance and Workforce Development Program (49 U.S.C. § 5314) for Fiscal Year (FY) 2025. The primary goals of this program are to provide technical assistance, standards development, human resources training, and workforce development and training projects to improve public transportation services, effectiveness, and efficiency. The report also includes an annual report on frontline workforce activities and trends. The report concludes with proposed priorities for FY 2026 funding.

This report is available for free download (27 pages; 1.1 MB):

<https://www.transit.dot.gov/sites/fta.dot.gov/files/2026-02/FTA-Report-No-0277.pdf>

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