TECHNICAL ADVISORY COMMITTEE MEETING
Monday, August 26, 2024
2:00 p.m.

Livestream at: www.campotexas.org

AGENDA

1. Certification of Quorum – Quorum requirement is 13 members
..... Ms. Emily Barron, Vice Chair

ACTION:

2. Approval of May 20, 2024 Meeting Summary ..... Mr. Chad McKeown, CAMPO
Mr. McKeown will seek TAC approval of the May 20, 2024 meeting summary.

INFORMATION:

3. Discussion on FY 2026-2029 Project Call and Funding Opportunity..... Mr. Ryan Collins, CAMPO
Mr. Collins will discuss the upcoming opportunity and process for Transportation Alternative Set-Aside (TASA) and Carbon Reduction Program (CRP) funding.

4. Presentation on CAMPO Regional Safety Action Plan
..... Mr. Brian Chandler, DKS Associates and Mr. Nicholas Samuel, CAMPO
Mr. Chandler and Mr. Samuel will introduce the CAMPO Regional Safety Action Plan, the planning process, draft vision and goal statements, and the role of the TAC in this effort.

5. Presentation on Central Texas Transportation Management System (CTTMS)
..... Mr. Nirav Ved, CAMPO
Mr. Ved will provide the TAC a presentation on the development of the Central Texas Traffic Management System (CTTMS), a digital platform that will assist agencies in the region with asset management and coordinating their traffic signal phasing.

6. Update on 2050 Regional Transportation Plan (RTP) ..... Mr. Will Lisska, CAMPO
Mr. Lisska will provide an update on the development of the 2050 RTP, including an overview of projects submitted through the project call.

7. Report on Transportation Planning Activities

Persons with Disabilities:
Upon request, reasonable accommodations are provided. Please call 737-229-0896 at least three (3) business days prior to the meeting to arrange for assistance.

8. TAC Vice Chair Announcements
    - Next TPB Meeting – September 9, 2024, 2:00 p.m.
    - Next TAC Meeting – September 23, 2024, 2:00 p.m.

9. Adjournment

Persons with Disabilities:
Upon request, reasonable accommodations are provided. Please call 737-226-4840 at least three (3) business days prior to the meeting to arrange for assistance.

Capital Area Metropolitan Planning Organization
Technical Advisory Committee Meeting

Livestream at: www.campotexas.org

Meeting Minutes
May 20, 2024
2:00 p.m.

1. Certification of Quorum .....Mr. Gary Hudder, Chair

In the absence of the Chair, Mr. Gary Hudder, Vice Chair Emily Barron called the CAMPO Technical Advisory Committee (TAC) meeting to order at 2:00 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Erik Leak	City of Austin	Y	
2.	Cole Kitten	City of Austin	Y	
3.	Richard Mendoza, P.E.	City of Austin	N	
4.	Tom Gdala	City of Cedar Park	Y	
5.	Nick Woolery	City of Georgetown	Y	
6.	Melissa McCullom	City of Kyle	Y	
7.	Ann Weis	City of Leander	Y	
8.	Emily Barron, Vice Chair	City of Pflugerville	Y	
9.	Gary Hudder, Chair	City of Round Rock	N	
10.	Laurie Moyer, P.E.	City of San Marcos	Y	Shaun Condor, P.E.

11.	Aimee Robertson	Bastrop County	Y	
12.	Kennedy Higgins	Bastrop County (Smaller Cities)	Y	
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Caleb Kraenzel, P.E.	Burnet County (Smaller Cities)	N	
15.	Will Conley	Caldwell County	N	
16.	David Fowler, AICP	Caldwell County (Smaller Cities)	Y	
17.	Vacant	Hays County	-	Jerry Borcherding
18.	Angela Kennedy	Hays County (Smaller Cities)	Y	
19.	Charlie Watts	Travis County	Y	
20.	Cathy Stephens	Travis County (Smaller Cities)	N	
21.	Bob Daigh, P.E.	Williamson County	Y	
22.	Tom Yantis	Williamson County (Smaller Cities)	Y	
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton, P.E.	CTRMA	Y	
25.	Sharmila Mukherjee	Capital Metro	Y	
26.	Heather Ashley-Nguyen, P.E.	TxDOT	Y	

2. Approval of April 22, 2024 Meeting Summary

..... Mr. Chad McKeown, CAMPO

Vice Chair Barron entertained a motion for approval of the April 22, 2024 meeting summary, as presented.

Mr. Ed Collins moved for approval of the April 22, 2024 meeting summary, as presented.

Vice Chair Barron seconded the motion.

The motion prevailed unanimously.

3. Discussion and Recommendation on Regional Freight Plan

.....Mr. Nirav Ved, CAMPO

Vice Chair Barron recognized Mr. Nirav Ved, CAMPO Data & Operations Manager as presenter of the Regional Freight Plan. Mr. Ved thanked the consultants for their work in developing the Regional Freight Plan and the TAC for providing feedback on the Regional Freight Plan.

The Committee received a brief overview of the freight assets in the region and how e-commerce has affected the surface transportation network in our region. Mr. Ved briefly discussed the Project Gap Analysis to look at areas for future freight projects and presented a map that identified areas in the region that are unfunded, partially funded, include funded projects, and having no projects at all. Mr. Ved also presented a map of priority corridors identified for freight projects located in the east side of the region.

Mr. Ved informed the Committee that a total of 81 recommendations were developed from the Regional Freight Plan and categorized as Short-Term, Medium-Term, and Long-Term. Mr. Ved briefly highlighted specific recommendations which also included a regional study for truck parking that will identify locations that are suitable for truck parking. Mr. Ved also informed the Committee that adoption of the Regional Freight Plan by the Transportation Policy Board is scheduled for August or September 2024. The presentation was concluded by a brief question and answer with comments.

Vice Chair Barron entertained a motion for approval of a recommendation to approve the Regional Freight Plan, as presented.

Mr. Ed Collins moved for approval of a recommendation to approve the Regional Freight Plan, as presented.

Mr. Tom Gdala seconded the motion.

The motion prevailed unanimously.

Vice Chair Barron changed the order of business to address Item 5 Presentation on Bicycle and Pedestrian Facilities Inventory Update.

5. Presentation on Bicycle and Pedestrian Facilities Inventory Update

..... Mr. Nicholas Samuel, CAMPO

The Chair recognized Mr. Nicholas Samuel, CAMPO Senior Regional Planner as presenter of the Bicycle and Pedestrian Facilities Inventory Update. Mr. Samuel informed the Committee that the Bicycle and Pedestrian Facilities Inventory was a part of the Regional Active Transportation Plan (RATP) and is a key Geographic Information Systems (GIS) resource maintained by CAMPO.

Mr. Samuel also informed the Committee that the Bicycle and Pedestrian Facilities Inventory is a key element of the 2050 Regional Transportation Plan (RTP) and noted that updating it is important to ensure an up-to-date 2050 RTP.

Mr. Samuel reported that CAMPO Staff requested that its regional jurisdictions review their own jurisdiction on the online map viewer last year as part of the Bicycle and Pedestrian Facilities Inventory update and added that CAMPO Staff is now requesting another review of their own jurisdiction on the online map viewer. The Committee received a brief demonstration and overview of the online viewer and a request for feedback on the Bicycle Pedestrian Facilities Inventory by Friday, June 7, 2024. The presentation was concluded by question and answer with comments.

Following a brief discussion, the Committee recommended an email transmittal of the request for review and feedback with instructions.

Vice Chair Barron resumed the order of business to address Item 4 Discussion on 2050 Regional Transportation Plan (RTP) Call for Projects.

4. Discussion on 2050 Regional Transportation Plan (RTP) Call for Projects

..... Mr. William Lisska, CAMPO

The Chair recognized Mr. William Lisska, CAMPO Regional Planning Manager who reported that an update on the 2050 RTP which included a tentative timeline for development was provided to the TAC at its February meeting. Mr. Lisska reported that intake for the RTP project call application is June 17, 2024 through August 16, 2024 and a workshop for the project call materials will be held on June 7, 2024. The Committee was advised that no funding is associated with the RTP project call.

Mr. Lisska informed the Committee that CAMPO Staff met with project sponsors regarding the 2045 project listing and received feedback. Mr. Lisska also highlighted and briefly discussed the following:

1. Requirements included in project call guidelines and updates
2. Submittal process and Application Workbook
3. Goals and objections for the 2045 RTP with changes in preparation for the 2050 RTP
4. Appendices and resources for potential applicants
5. Index of resources by project selection criteria
6. Next steps

The presentation was concluded without questions or comments.

6. Report on Transportation Planning Activities

Vice Chair Barron recognized CAMPO Staff for the following reports on transportation planning activities.

Mr. Nicholas Samuels reported that development of the Regional Safety Action Plan has begun.

Mr. Ryan Collins, CAMPO Short-Range Planning Manager reported that the Mobile Emission Reduction Plan was approved by the Federal Highway Administration (FHWA) last week and work on the plan will begin in the coming week.

Mr. Collins also reported that the Fall Amendment Cycle for the 2045 RTP is approaching and the deadline for amendment requests is June 12, 2024.

Reports on transportation planning activities concluded without questions or comments.

7. TAC Chair Announcements

Vice Chair Barron announced that the June 10, 2024 and July 8, 2024 Transportation Policy Board meetings have been canceled. Vice Chair Barron noted that the next Transportation Policy Board Meeting will be held on August 12, 2024 at 2:00 p.m. Vice Chair Barron also announced that the next Technical Advisory Committee Meeting will be held on June 24, 2024 at 2:00 p.m.

8. Adjournment

The May 20, 2024 meeting of the CAMPO Technical Advisory Committee was adjourned at 2:59 p.m.

Date:	August 26, 2024
Continued From:	N/A
Action Requested:	Information

To:	Technical Advisory Committee
From:	Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item:	3
Subject:	Discussion on FY 2026-2029 Project Call and Funding Opportunity

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) will be issuing a Call for Projects requesting applications for transportation projects that serve the six-county CAMPO region. This competitive project call will select projects for federal transportation funding through two regional transportation programs to include Transportation Alternative Set-Aside (TASA) and Carbon Reduction Program (CRP). Staff will provide a brief review of the upcoming funding opportunity including an overview of the funding guide, schedule, funding amounts, online application, and other information for review and input from the Technical Advisory Committee.

FINANCIAL IMPACT

Projects selected by the Transportation Policy Board will be programmed with federal program funding currently apportioned to the region or forecast to be apportioned in future fiscal years. The funding amounts available for this project call are based on a financial forecast developed from the current federal authorization and most recently available information from the Federal Management Information System (FMIS), TxDOT's Financial Reports, and other state and federal financial resources.

BACKGROUND AND DISCUSSION

The Transportation Policy Board is responsible for directly allocating TASA, CRP, and Surface Transportation Block Grant (STBG) funding for transportation projects in the six-county capital region. These funds are administered through a competitive, performance-based project selection process.

SUPPORTING DOCUMENTS

None.

Date:	August 26, 2024
Continued From:	N/A
Action Requested:	Information

To:	Technical Advisory Committee
From:	Mr. Nicholas Samuel, Senior Regional Planner Mr. Brian Chandler, DKS Associates
Agenda Item:	4
Subject:	Presentation on CAMPO Regional Safety Action Plan

RECOMMENDATION

None. This presentation is for informational purposes.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO has begun development of a Regional Safety Action Plan (RSAP) to enhance its existing safety plan and assess subregional traffic safety needs as part of the Safe Streets for All (SS4A) grant program. This plan will include both a region-wide and individual plans for each member county. A safety action plan for Travis County is being supported through a separate SS4A grant and the results of that effort will be incorporated into the CAMPO RSAP.

As part of this study, we have assembled County Task Forces to assist in developing the county-level safety action plans. The initial Task Force meetings were held in July 2024 and will continue through mid-2025. The CAMPO TAC will serve as the steering committee for the regional planning effort.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The United States Department of Transportation (USDOT) released a notice of funding opportunity (NOFO) in May 2022 for the SS4A discretionary grant program. CAMPO was awarded an SS4A planning grant to develop a roadway safety action plan for the agency's six-county planning area.

CAMPO's Regional Safety Action Plan is a six-county planning effort to identify specific projects, policies, and programs to improve safety in the CAMPO region. Five county-specific Safety Action Plans (Bastrop, Burnet, Caldwell, Hays, and Williamson Counties) will provide detailed analysis and municipal-level recommendations, where applicable. A safety action plan for Travis County is being supported through a separate grant, and coordination between the CAMPO RSAP and the Travis County Safety Action Plan is underway. The Regional Safety Action Plan will build upon regional safety planning efforts by CAMPO, while ensuring consistency with the 2045 Regional Transportation Plan (RTP) goals, the ongoing 2050 RTP, and other recent planning work from CAMPO and its member agencies.

The RSAP will be a comprehensive and data-informed initiative aimed at reducing fatal and serious injury crashes and improving multimodal transportation systems. A greater consideration will be given to projects or actions that support disadvantaged or equity focus areas and crashes that involve

vulnerable road users (i.e., bicyclists and pedestrians). The plans will encompass targeted revisions in road design, policy recommendations, traffic enforcement, education, and transportation infrastructure design that includes addressing equitable investment in historically underserved communities.

The county plans will be nested and incorporated into the overall Regional Safety Action Plan in a manner that avoids redundancy. The CAMPO-led plans will incorporate safety considerations such as low-cost, high-impact strategies; inclusive public engagement and public safety campaign(s); adoption of innovative technologies and strategies; and inclusion of evidence-supported projects and strategies. Projects and strategies recommended in this plan could become eligible for future SS4A discretionary grant programs (implementation, supplemental planning, or demonstration grants) or potential candidates for other safety focused grant programs, such as the TxDOT Highway Safety Improvement Program (HSIP).

SUPPORTING DOCUMENTS

Attachment A – *Safe Streets and Roads for All (SS4A) Program Facts*

Attachment B – *The Safe System*

Safe Streets and Roads for All (SS4A) Program Facts

The U.S. Department of Transportation (USDOT) **Safe Streets and Roads for All (SS4A)** program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation's roadways.

This roadway safety program was created by the **Bipartisan Infrastructure Law** and provides $5 billion over 5 years. The funding helps communities address the preventable crisis of deaths on our nation's roads, streets, and highways through safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care.

The SS4A program funds two types of grants:

- **Planning and Demonstration Grants** for Comprehensive Safety Action Plans, including supplemental safety planning and demonstration activities to inform an Action Plan.
- **Implementation Grants** to implement strategies or projects identified in an existing Action Plan.

SS4A is exclusively designed to help local communities. There are three remaining funding rounds, including the round currently open in 2024.

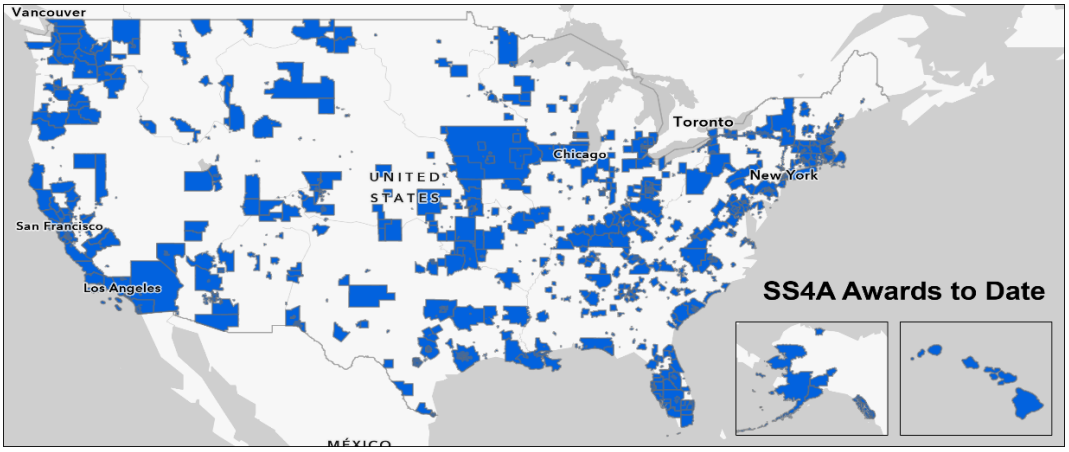
For more information, use the QR code above or visit the SS4A website.

SS4A grants are already making an impact nationwide

- In the first two years of funding, USDOT awarded **$1.7 billion** to over **1,000 communities** across **all 50 states and Puerto Rico.**
- Awarded communities comprise about **70% of the nation's population**.
- SS4A funds to improve roadway safety planning have been awarded to localities that make up 61% of all roadway fatalities.
- Projects and activities will significantly **improve safety for all people using the road** in those communities, including drivers, passengers, pedestrians, bicyclists, people using transit, and people with disabilities.

Awards reach communities of all different sizes and safety needs:

- **Rural communities** comprise around half of all grant award recipients to date.
- 465 communities (41% of award recipients) have **populations under 50,000**.
- 382 award recipients (75%) in the first year were **new direct Federal funding recipients to USDOT**.
- Over half of funds will **benefit underserved communities**, providing equitable investment to places that need funding the most.



SS4A amplifies our impact by working across government and with external partners

The SS4A program collaborates within USDOT, and with outside organizations that are committed to roadway safety, to disseminate program information and build capacity to help communities apply for grants and successfully implement grant activities.

- Coordinated technical assistance and promotion efforts focus on advancing roadway safety in rural areas, Tribal communities, and places in the Thriving Communities network. **In the past 2 years, USDOT staff directly reached communities in every state.**
- USDOT works with **trusted non-governmental organizations and partners** that understand communities' roadway safety challenges and needs. These partners include organizations such as the Local Infrastructure Hub, National League of Cities, National Association of County Engineers, League of American Bicyclists, Vision Zero Network, Rural Partners Network, Urban Sustainability Directors Network, and Emergency Medical Services groups, and events like the National Transportation in Indian Country Conference.

SS4A helps applicants compete for funding based on merits, not technical capacity

Applying for Federal discretionary grants is new for some communities—many of which may not have a team of grant writers on their staff. The SS4A program works with applicants throughout the evaluation process to ensure that they have complete and accurate information and are not disqualified due to an administrative error during the submission process.

- In the second funding year (FY23), SS4A conducted **follow-up outreach to 85% of applicants (roughly 600 communities)** to provide opportunities to address missing application elements and program requirements. As a result, **almost no applicant was turned away** because of an incomplete application.
- For those who are unsuccessful, SS4A offers a detailed debrief to help applicants develop more successful applications in future rounds. SS4A conducted approximately **130 debrief interviews** in January and February of 2024.

SS4A award recipients receive extra support to ensure successful grant administration

After awards are made, the SS4A program continues to help communities be successful in developing, executing, and administering grant agreements.

- A streamlined grant process was developed to help finalize and sign grant agreements as quickly as possible, even for communities that have never received grant funding from USDOT. **Of the 511 award recipients** in the first round announced in February of 2022, **over 90% have executed grant agreements** in place and initial **funding amounts obligated.**
- A Technical Assistance Center was established to support grant recipients with training and technical assistance, including how to comply with Federal requirements and how to develop Comprehensive Safety Action Plans.
- A Community of Practice was created to help grant recipients learn from each other across the 1,000+ communities that have received awards to date.

The next funding opportunity is open now!

The fiscal year (FY) 2024 Notice of Funding Opportunity (NOFO) for Safe Streets and Roads for All grants opened in February 2024. The FY 2024 NOFO has multiple deadlines, depending on the grant type:

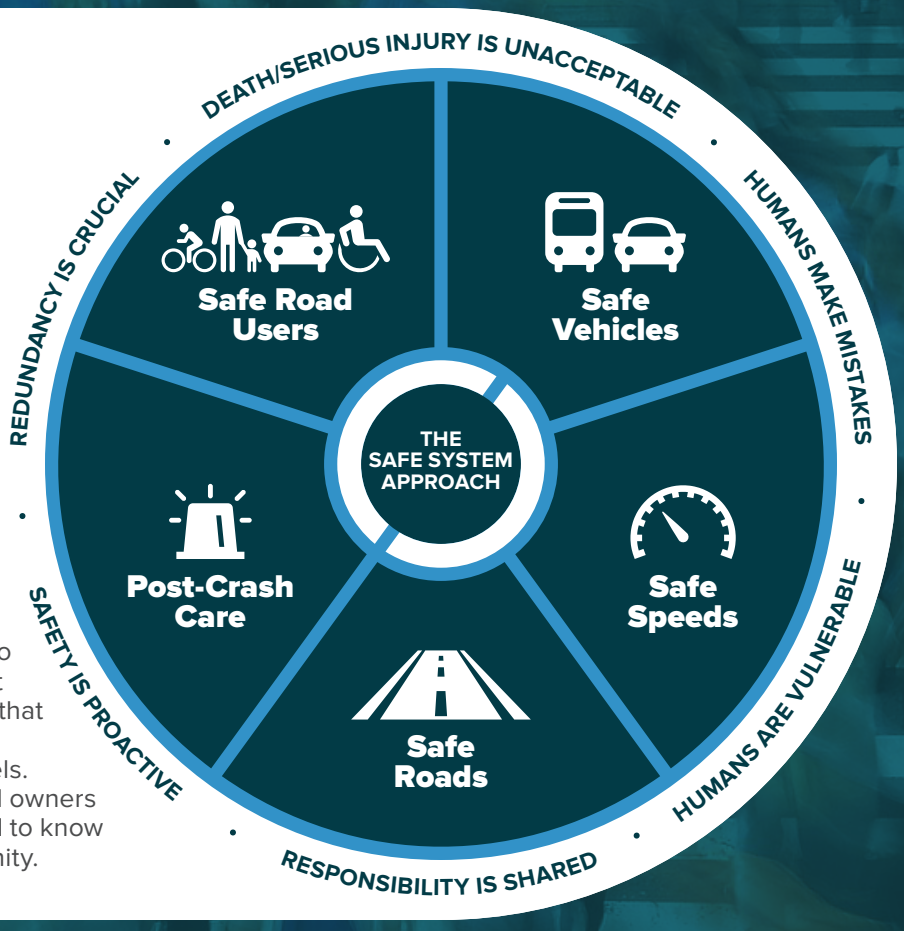
- **April 4, 2024**, 5 p.m. (EDT): Deadline #1 for Planning and Demonstration Grants.
- **May 16, 2024**, 5 p.m. (EDT): Deadline for Implementation Grants. Deadline #2 for Planning and Demonstration Grants.
- **August 29, 2024**, 5 p.m. (EDT): Deadline #3 for Planning and Demonstration Grants. NOFO closes.

THE SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we will get there.

Imagine a world where nobody has to die from vehicle crashes. The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.



SAFE SYSTEM PRINCIPLES

Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.

Humans Make Mistakes

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.

Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.

Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.

Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

Redundancy is Crucial

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.

U.S.Department of Transportation
Federal Highway Administration
FHWA-SA-20-015

Safe Roads for a Safer Future
Investment in roadway safety saves lives

SAFE SYSTEM ELEMENTS

Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System, shown below. These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.

Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.

Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.

Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.

Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.

Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

Traditional		Safe System
Prevent crashes	→	Prevent deaths and serious injuries
Improve human behavior	→	Design for human mistakes/limitations
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

WHERE ARE YOU ON THE SAFE SYSTEM JOURNEY?

Implementing the Safe System approach is our shared responsibility, and we all have a role. It requires shifting how we think about transportation safety and how we prioritize our transportation investments. Consider applying a Safe System lens to upcoming projects and plans in your community: put safety at the forefront and design to accommodate human mistakes and injury tolerances. Visit **safety.fhwa.dot.gov/zerodeaths** to learn more.

Date:	August 26, 2024
Continued From:	N/A
Action Requested:	Information

To:	Technical Advisory Committee
From:	Mr. Nirav Ved, Data and Operations Manager
Agenda Item:	5
Subject:	Presentation on Central Texas Transportation Management System (CTTMS)

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

Within the CAMPO region, operational control of traffic signals is maintained by each individual agency. Coordination among agencies managing traffic signals for planned and unplanned occurrences is done sporadically or on an infrequent basis. This lack of coordination can have negative impacts on traffic flows and congestion for travel between jurisdictions. The Central Texas Transportation Management System (CTTMS) seeks to alleviate these issues through the establishment of a digital platform that will automate the necessary signal coordination among agencies.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Coordination among agencies managing traffic signals for planned and unplanned occurrences such as a special event, traffic incident, or a modification in signal phase is done sporadically or on an infrequent basis. With readily available technological advances, the CTTMS seeks to alleviate these coordination issues through the establishment of a digital platform.

In March and June 2024, CAMPO staff met individually and in workshops with agency representatives throughout the region to discuss the required steps to develop a digital platform. These steps include a need for an agreement on the standardization of data, determining the required and desired functions of the platform, and identifying a proof of concept via a Minimum Viable Product (MVP).

SUPPORTING DOCUMENTS

None.

Date:	August 26, 2024
Continued From:	N/A
Action Requested:	Information

To:	Technical Advisory Committee
From:	Mr. William Lisska, Regional Planning Manager
Agenda Item:	6
Subject:	Update on 2050 Regional Transportation Plan (RTP)

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO is working on the development of the 2050 RTP, which must be adopted no later than May 2025 to remain in compliance with federal rules. In addition to providing goals, policies and performance measures to guide the development of transportation in the region, the RTP includes a fiscally constrained project list of regionally significant activities that could reasonably be implemented over the plan horizon. To develop the project list, CAMPO conducted a project call through which sponsors submitted their regionally significant projects for inclusion in the RTP. The project call closed on August 16. The purpose of this item is to review what was received by CAMPO during the project call and discuss the next steps in the RTP development process.

FINANCIAL IMPACT

Project funding is not allocated in the Regional Transportation Plan (RTP). However, the RTP and project listing play an important role in federal and state funding decisions and administrative processes.

BACKGROUND AND DISCUSSION

CAMPO is responsible for the development and maintenance of a long-range regional transportation plan (RTP) for the six-county region. The purpose of the long-range plan is to coordinate regional transportation planning activities, prioritize a comprehensive list of projects, activities, and programs, and develop a fiscal constraint analysis that estimates the region's capacity to fund, operate, and maintain projects in the long-range plan. The RTP, with a horizon of at least 20 years in the future, must be reviewed and updated every five years to ensure the plan's validity and consistency with current and forecasted transportation and demographic trends. CAMPO is currently operating under the 2045 Regional Transportation Plan (RTP), which was adopted by the Transportation Policy Board in May 2020. CAMPO is now working on the development of the 2050 RTP, which must be adopted no later than May 2025 to remain in compliance with federal rules.

CAMPO staff have begun reviewing submitted applications for completeness and will begin reaching out to applicants for additional information if needed. Next, CAMPO staff will confirm the regional significance and agency concurrence of the submitted projects. Projects will then be scored by CAMPO according to a set of evaluation criteria based on the 2050 RTP goals and objectives (See Attachment A). Once scored, submitted projects will be combined with carry-over projects from the 2045 RTP to

create the draft unconstrained project list for the 2050 RTP. CAMPO is currently working on estimating regional transportation revenue streams that will be used to develop the draft fiscally constrained project list from the unconstrained project list.

SUPPORTING DOCUMENTS

Attachment A – *Draft 2050 Regional Transportation Plan Project Call: Project Submittal Instructions and Evaluation Criteria*

Capital Area Metropolitan Planning Organization

2050 Regional Transportation Plan Project Call

(there is no funding available for this call)

Project Submittal Instructions

and

Evaluation Criteria

Spring/Summer 2024

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Overview

The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for the development and maintenance of the long-range regional transportation plan (RTP) for the six-county region. The RTP, with a forecast year of at least 20-years, is reviewed and updated every five years to ensure the plan's validity and consistency with current and forecasted transportation and land use conditions and trends.

CAMPO is currently developing the 2050 RTP, the next five-year update of the long-range regional transportation plan. In addition to providing goals, policies, and performance measures to guide the development of transportation in the region, the RTP includes a fiscally constrained project list of regionally significant activities that will be developed and implemented over the next 25 years. In order to create the project list, CAMPO has developed a submission process through which sponsors can submit their regionally significant projects for inclusion in the RTP. Any projects in the Transportation Improvement Program (TIP) window, i.e. the first four years of the RTP, should have dedicated funding.

In the CAMPO region, the Metropolitan Transportation Plan (MTP) as it is described in the Code of Federal Regulations (CFR) is referred to as the Regional Transportation Plan (RTP).

Schedule

Date	Item
May 20, 2024	TAC Information Item – project call process
June 7, 2025	Local Government webinar regarding RTP project call
June 17, 2024 – August 9, 2024	RTP Call for Projects application intake; **all applications are due by 5 PM CST on August 9**
August 19, 2024	TAC Information Item – summary of projects received and revenue estimation for fiscal constraint
September 9, 2024	TPB Information Item – summary of projects received and revenue estimation for fiscal constraint
Fall 2024	1st round of public outreach
September – December 2024	Develop Draft Plan with constrained project list
January 27, 2025	TAC Information Item – Draft Plan
February 10, 2025	TPB Information Item – Draft Plan
Winter/Spring 2025	2nd round of public outreach
March 24, 2025	TAC Information Item – Final Plan
April 14, 2025	TPB Information Item – Final Plan
April 28, 2025	TAC Recommendation – Final Plan
May 12, 2025	TPB Action – Final Plan (2050 RTP Adoption)

Note: This schedule is subject to change.

Application and Submittal Process

The project listing in the Regional Transportation Plan (RTP) outlines the implementation of the vision and goals of the Transportation Policy Board (TPB) and guides and facilitates the expenditure of federal and state transportation funds.

The listing is comprised of regionally significant projects that are sponsored by federal, state and local transportation agencies and governments. These sponsors may submit projects during the submission period for consideration using the 2050 RTP Application workbook (spreadsheet). CAMPO will review the submittals and will coordinate as needed with sponsors. Additional instructions are provided in the following sections and in the application workbook.

Applicants are required to include a GIS map package or shapefile as part of their submittals, as many of the criteria can be answered via GIS analysis.[1] Please let the CAMPO team know ahead of submission if you have any issues producing a map package or shapefiles (i.e., your agency lacks GIS capabilities). All Shapefile projections must be NAD 1983 State Plane Texas Central FIPS 4203 Feet.

CAMPO has GIS map package (.mpk) and map exchange document (.mxd) files available on the ShareFile folder for use by local governments with relevant geospatial data. An online map viewer with the same data can also be found at the following link. This data may be useful for completing the evaluation criteria required for the application process.

All regionally significant transportation projects with anticipated year of implementation or construction from 2030 to 2050 should be submitted for inclusion in the RTP. Unfunded projects that are expected to be funded in the near future (before 2030) should be rolled into year 2030 of the RTP. When the project is funded, it can then be included in the TIP through the amendment process.

All submittals must be uploaded to CAMPO's FTP site. Project sponsors are required to contact Jay Keaveny, Regional Planner, at jay.keaveny@campotexas.org to receive a link to a folder on the FTP site where they may upload their submittal application, back-up documentation, and GIS data. **All applications materials (including associated GIS data and back-up documentation) are due by 5 PM central time on August 9.**

Please send any questions about the process to Will Lisska, Regional Planning Manager, at william.lisska@campotexas.org. A list of questions and answers will be maintained on the CAMPO ShareFile page. Questions related to the project call application process and materials are due by July 26 at 12 PM CST. Questions specific to a sponsor application will be accepted until 5 PM CST on August 7.

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[1] CAMPO will accept static maps in lieu of shapefiles only from small entities without GIS capabilities. All other entities should submit a GIS map package with individual project shapefiles with their application.

Application Workbook

The 2050 RTP project application is how project sponsors will submit projects to be considered for the fiscally constrained project listing. The application workbook (Excel-based) is divided by project type: Roadway, Transit, Intelligent Transportation System (ITS), Active Transportation, Transportation Demand Management (TDM) and Other. Sponsors should select the appropriate project tab and fill out the required fields detailed below. Please note that any projects being submitted in the TIP window (before 2030) must have proof of dedicated funding. Any projects submitted with a let year before 2030 (must have proof of funding), as illustrative, or as 100% locally-funded only need to fill out the project information worksheet.

Application Workbook Information

Instructions	This tab contains detailed instructions on how to use to Application Workbook and how to submit projects for consideration. This tab also contains the sponsor certification field, which must be completed prior to submitting the Workbook to CAMPO.
Definitions and Resources	CAMPO has included a list of definitions and resources for completing the application. Near the bottom, this tab features tables that explain how to best access information to support the answers that sponsors provide for their projects. Please refer to these tables while filling out the project scoring tabs. These tables are also provided in Appendix D of this document.
Project Information	This tab asks for basic information of the project sponsor, such as address, contact information, and organization type. Please list each project here and the project score will be automatically populated from the criteria tabs when sponsors self-score projects.
Roadway Scoring	For all Roadway Projects, please use this tab to complete each scoring criteria questions.
Transit Scoring	For all Transit Projects, please use this tab to complete each scoring criteria questions.
ITS Scoring	For all ITS/Operational Projects, please use this tab to complete each scoring criteria questions.
Active Scoring	For all Active Transportation Projects, please use this tab to complete each scoring criteria questions.
TDM Scoring	For all TDM Projects, please use this tab to complete each scoring criteria questions.
Other Scoring	For all Other Projects, please use this tab to complete each scoring criteria questions.

Workbook Instructions

1. Complete all columns for each project within the Project Information worksheet. Sponsors can use the Project Information Definitions as a guide. Many cells in the top row have upper right corners highlighted in purple (notes) to signify additional information.
2. Number the projects in ascending order and ensure they correspond to those listed in the Project Type Scoring Tabs (Roadway, Transit, ITS, Active, TDM, or Other) as you work your way through the application.
3. Optional: Complete the Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional project details.
4. Answer each performance measure question by using the drop-down function (Yes/No/Both).
5. The Narrative Answer column will be used to further explain how a project addresses a given performance measure.
6. Use the drop-down function to answer the Data Type (Shapefile, Narrative, or Both) that best addresses the performance measure. Both are encouraged to provide clarity of the project. Guidance on which type of data to provide to respond to each performance measure is provided in Appendix D.
7. Input where you obtained your data (CAMPO, Local/State Plan, or Other).
8. If the sponsor is using a data source other than one provided by CAMPO, explain where data was obtained to answer the Performance Measure. The relevant pages should be included in backup material sent in with the application and should denote (through highlights or other) where to find relevant graphics and text.
9. Objectively self-score how the project addresses each performance measure (total available points are in parentheses).
10. The Project Self-Score Total column will auto-populate based on all the performance measure scores.
11. Ensure projects are on the appropriate tab (Roadway, Transit, ITS, Active Transportation, TDM, Other).
12. As a final step, sign the Sponsor Certification found in the Instructions Tab.

Project Information

Column	Title	Information
A	Project Number	This is the number assigned to each project within the worksheet. Use this number throughout when scoring projects. This number should be the same as the associated Shapefile.
B-H	Sponsor Information	Primary sponsor of the project. A Primary sponsor is a jurisdiction or agency that has the authority to implement the project. *(Sometimes referred to as submitter)*
I-P	Sponsor Project Manager Information	Contact information for day-to-day manager of project. If project manager information is the same as sponsor information only include the name, position, and email under this section (columns I-P). Please make sure the contact information is the most direct way of reaching the manager, such as a direct telephone number.
Q-AD	Co-Sponsor Information	Secondary sponsor of the project as applicable. Ensure that any needed documentation demonstrating concurrence is included in column AY and in backup documentation.
AE	Project Type	Roadway, Transit, Active, ITS, TDM, or Other
AF	County(s)	County where the project is located. If the project is in multiple counties than please list all the counties in the next column
AG	If Multiple counties, please list	Only use if in multiple counties
AH	Roadway/Facility Name	Name of roadway or facility where the project will occur. Include both local name and state designation, if applicable.
AI	Limits (From)	Indicates the physical location of the start of the project

AJ	Limits (To)	Indicates the physical location of the end of the project
AK	Limits (At)	Indicates point of project (intersection, interchange, or other point specific projects only)
AL	Description (Short)	The description of the project should include a brief one to two sentence description that includes the current facility and anticipated facility upon completion of the project. Examples: *Upgrade current two-lane undivided facility to a four-lane divided facility with bike lanes* or *New location two-lane facility with shoulders*.
AM	Estimated Project Cost (year of expenditure)	Estimated cost should be given at the anticipated year of expenditure. It can include any high-level estimate of construction, principal engineering, and other costs, as well as ROW and utility costs, if available. A 4% per year rate of inflation should be used to calculate costs at the year of expenditure. CAMPO has developed a spreadsheet tool for developing planning-level cost estimates for roadway extension and capacity improvement projects. This tool is optional to use, and applicants may still develop their own independent cost estimates for these project types.
AN	Funding Source(s)	Anticipated funding source if readily identifiable. Reference to back up material can be provided along with items in cell AY. Local funding includes all funding that comes from inside the region such as from cities, counties, CTRMA tolls, transit, etc. *If source is private, please show as local.*

AO	**Explain Combination of Sources**	Explain any combination of anticipated funding sources (local, state, or federal).
AP	**Let Year**	Anticipated year of project implementation or construction (from 2030 to 2050). **Note: Unfunded projects that are expected to be funded in the near future (before 2030) should be rolled into year 2030 of the RTP. When the project is funded, it can then be included in the TIP through the amendment process.
AQ	**Existing Facility** (Yes, No, or Both)	Indicate if project is on an existing facility.
AR	**Current Functional Classification**	Current functional classification of the facility as defined by FHWA, if applicable
AS	**Anticipated Functional Classification**	Anticipated functional classification of the facility. Please use FHWA methodology for determining what the anticipated functional class may be. See Regional Significance definition found in next section for additional details.
AT	**Regional Significance**	Drop down box to select the regional significance definition that best represents the project. See pages 13 – 15 of this document for a description of regional significance definitions for each project type (e.g., roadway, transit, active, ITS, TDM, or other).
AU	**Explanation of Regional Significance**	Explain in one or two sentences how the project meets regional significance criteria for inclusion in the RTP.

AV	TxDOT On-System	Identify if project is on the TxDOT system *(Project submittals with on-system projects must have written State concurrence via letter or email correspondence from TXDOT correspondence. The sponsor must initiate this conversation with the TxDOT Austin District via email prior to submittal. Following submittal of the application, TxDOT will provide final concurrence.)*
AW	Illustrative Project *(only fill out the project information tab)*	If the project is considered illustrative, sponsors will include the project here and will not need to score the project. Illustrative projects are not part of the constrained RTP project list but are still listed in the RTP for informational purposes.
AX	100% Locally Funded *(only fill out the project information tab)*	If the project is regionally significant and will be 100% locally funded, sponsors will identify the project here and will not need to score the project or answer the associated planning factors spreadsheet. If project needs change at some point in the future and federal funding is sought, the project will need to be submitted for amendment and the evaluation criteria/scoring completed.
AY	Back-up Documentation of Planning Process and Public Outreach	Please list all relevant back-up documentation, which could include pages from local plans to support performance measure scoring, minutes showing plan adoption, or any additional public outreach documentation or materials for the project. These documents will be uploaded with the application and used to validate or show projects submitted meet the various performance measures. It is okay to include multiples of documentation from other projects if projects overlap. Maps and text can be highlighted to show relevant project information if not clear.

AZ	Sponsor Self-Score Total (100 Points Possible) *This cell is locked as it auto-populates.*	This is an automated score from the project's worksheet and will auto-populate based on the total of all the sponsor's self-scores. Scores will not be generated for projects that are illustrative or 100% locally funded.
BA	MPO Score Total (100 Points Possible) *This cell is locked as it auto-populates.*	This cell will be populated by MPO staff following our review of the submitted application. Please leave blank when submitting your application to CAMPO.

Regionally Significant Projects

Regionally significant project means a transportation project (other than an exempt project) on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all minor and principal arterial highways and regional high-capacity transit services.

Roadway Regional Significance definition:

- Roadways and intermodal connectors included in the federally adopted National Highway System (NHS).
- Roadways identified as minor arterials or higher in the Federal Functional Classification System or are expected to be re-classified as an arterial or higher when open for public use.
- Grade-separated interchange projects on regionally significant roadways.
- Frontage and backage roads (up to ¼ mile from the primary corridor).
- Roadways that serve as a connection to/or between existing or planned regional activity centers and corridors. See Appendix C for further discussion on activity centers.

Simplified Classification	Typical Spacing	FHWA Classification Table	
Limited Access	5 – 10 miles	Interstate	Interstates are the highest level of roadway and designed for long-distance travel offering limited access.
		Freeway	These roads have directional travel lanes and are separated by some type of physical barriers. Access is purely controlled by interchanges and on- and off-ramps to maximize their mobility function.
		Toll Road	Roadways (either public or private) where passengers pay a usage fee to use the roadway.
Principal/Major/Regional Connector	3 – 5 miles	Expressway	Roadways with directional travel lanes that are typically separated with controlled access to maximize mobility.
		Principal Arterials	Roads serve major centers and provide a high level of mobility but abutting land uses can be served directly.
Minor Arterials	1 – 3 miles	Minor Arterials	Provide service for trips of moderate length and offer connectivity to the higher arterial system.

For a detailed guide on how FHWA determines functional class, please reference the following report: https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf

Transit Regionally Significance definition:

- Rail transit
- Commuter routes
- Bus rapid transit
- Other limited or skip stop routes
- Park and ride infrastructure
- Vanpool and demand response programs

Active Transportation Regionally Significance definition:

- Connections illustrated in the Tier I, Tier II, or Vision Network of the 2045 Regional Active Transportation Plan
- Projects that connect or serve regional activity centers and corridors
- Long-distance corridors that connect multiple communities and jurisdictions
- Safe Routes to School
- Safety and operations projects for active transportation
- Other projects that allow active transportation connectivity to other regional modes

Please note: Transportation Demand Management (TDM), Intelligent Transportation System (ITS) and Operations Projects, and projects submitted in the Other category will be considered on a case-by-case basis. Applicants desiring to submit projects in any of these categories may contact CAMPO staff to discuss.

Roadway Project Selection Criteria

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Goal Area[1]	Objective[1]	Value	Performance Measure
Safety	C. G. J.	10	The project connects to an existing evacuation route or forms a new hurricane or wildfire evacuation route.
	A. B.	10	The project addresses safety issues. Documentation for this measure can include crash rates and the inclusion of features addressing safety, such as lighting, rumble strips, or others.
	A. B. H. P.	10	The project includes access management features such as raised medians, turning movement improvements, driveway consolidations, and other operational/safety features.
Mobility	C. E.	10	The project fills in a gap by creating a new continuously connected or improved facility.
	C. E.	5	The project provides parallel capacity on corridors with higher-than-average V/C ratios (those with a 0.45 V/C ratio or higher) to supplement existing arterials and limited access roadways.
	C. E.	10	The project crosses physical barriers and enhances network connectivity. One (1) point will be awarded for each barrier traversed. Types of barriers include (up to 10 points): - Railroads (including grade separations) - Limited Access Roads - Major Waterways (e.g. direct branch of the Brazos, Colorado, or Guadalupe Rivers)
	C. E. M.	5	The project connects to one or more roadways of a high functional class (principal arterial or limited access).
	B. E. J. N. P. I.	10	The project improves person throughput by including transit elements, service routes, or other multimodal improvements identified as part of the 2045 Regional Active Transportation Plan, CapMetro Project Connect, Regional Transit Coordinating Committee, or another local or regional transportation plan.

Stewardship	K. P.	5	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources. See Appendix A for full list of environmental factors and cultural resources.
Economy	M.	5	The project is located along a major freight or hazardous materials route.
	L.	5	The project supports local, regional, or state development plans and strategies.
	L. M.	5	The project connects to or serves a regional activity center(s) or corridors. See Appendix C for additional detail.
Equity	N. O.	5	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	Q. R.	5	The project is adaptable to operational improvements (including TDM strategies) and new technologies such as connected/autonomous vehicles.
Total Points		100	

[1]See Appendix B for a table describing the 2050 RTP goals and objectives

Transit Project Selection Criteria

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria[1]	Objectives[1]	Value	Performance Measure
Safety	E. A. O.	20	The project enhances transit vehicle safety, safe transit stops and connections, and accessible facilities.
Mobility	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan
	E. D. J. M. N. O. R.	10	The project provides connections to other transit services and/or modes of transportation.
	C. D. E. M. N. O. P.	15	The project fills a service gap, expands coverage, or increases the frequency of a route.
	D. E. H. J. M. N. O. P. R.	5	The project has documentation showing ridership potential. This can be a planning level estimate.
Stewardship	D. E. H. I.	10	The project addresses maintenance needs to maintain state of good repair.
Economy	E. N. O. P.	5	The project integrates with existing or planned transit-supportive land use and infrastructure.
	L.	5	The project supports local, regional, or state economic development plans and strategies.
Equity	N. O. P.	15	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	E. Q. R.	5	The project demonstrates innovative design, technology, or service.
Total Points		100	

[1]See Appendix B for a table describing the 2050 RTP goals and objectives

ITS/Operations Project Selection Criteria

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria[1]	Objectives[1]	Value	Performance Measure
Safety	D. H. M.	15	The project contributes to improvements in incident management.
	D. E. H. L. M. Q. R.	15	The project can be used for management of special events or emergencies.
Mobility	F.	10	The project is a part of an overall concept identified through a comprehensive local or regional transportation planning process
	C. E. M.	10	The project will provide system and network redundancy to ensure continuity in operations.
Stewardship	D. I. M. Q.	5	The project lifecycle is greater than five years.
	D. I. Q.	5	The project has a formal maintenance program in place.
Economy	D. M.	5	The project will help reduce delays and travel time in the network.
Equity	O.	15	The project will positively impact vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	D. H. Q. M.	5	The project will improve or expand the regional transportation ITS network.
	D. H. Q. R. M.	5	The project will utilize technology compatible with other relevant systems.
	D. H. Q. M	5	The project will tie into a centralized operations center.
	D. H. Q. M.	5	The project will collect and provide publicly accessible data.
Total Points		100	

[1]See Appendix B for a table describing the 2050 RTP goals and objectives

Active Transportation Project Selection Criteria

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria[1]	Objective[1]	Value	Performance Measure
Safety	A. B.	25	The project will enhance pedestrian and bicyclist safety.
Mobility	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan, such as the 2045 Regional Active Transportation Plan
	A. B. C. D.	5	Project removes a barrier or provides a connection that did not exist previously.
	A. B. C. E. J. M. N. O. P.	10	Project connects to existing facilities such as schools, community facilities, residential, employment centers, etc.
	A. B. C. J. M. N. O. P.	15	The project directly links to a transit connection or is within: *15 points*, if .25 miles or less or *10 points*, if .26 to .5 miles or *5 points*, if the project demonstrates a potential for future connection to a transit system.
Stewardship	A. B. J.	15	The project improves public health through the provision of active transportation facilities that are safe and accessible.
	K. O.	5	The project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. See Appendix A.
Equity	N. O. P.	10	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.
Innovation	A. B. C. D. E. H. I. J. M. N. O. P. R.	5	The project is innovative in design to address safety or has other unique elements such as designing around transit, innovative intersection designs, or a pilot project.
Total Points		100	

[1] See Appendix B for a table describing the 2050 RTP goals and objectives

Transportation Demand Management Selection Criteria

Project Number – Please number your projects in ascending order (1, 2, 3, 4, etc.)

Optional: Long Description, if needed (maximum of 100 words). This allows a submitter to provide additional details.

Criteria[1]	Objectives[1]	Value	Performance Measure
Mobility	F.	15	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.
	G. P.	10	The planning process or document had an outreach component addressing commuting patterns and traveler engagement.
	A. D. E. G. L. M. N.	10	The project has a regional scope, impacts regional congested roadways, or impacts activity centers and key employment centers.
	A. D. E. K. M. N.	15	The project reduces vehicle miles traveled, single-occupant vehicle travel, or congested peak period travel.
	A. B. C. D. E. M.	15	The project or activity reduces vehicle trips or manages demand through strategies such as carpools, vanpools, managed lanes, corridor improvements, ITS installation, signal optimization, or park and rides.
	G.	10	The project or activity includes the direct participation of other federal, state, and/or local jurisdictions.
	G. L. M.	10	The project or activity includes participation from regional employers and other trip generators impacting commuting/travel patterns.
Equity	M. N. O. P.	15	The project has a positive impact (e.g. reduction in transportation costs and emissions, improvements to public health) on underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.
Total Points		100	

[1] See Appendix B for a table describing the 2050 RTP goals and objectives

Other Projects Selection Criteria

Criteria	Performance Measure
Sponsor Selected	The project sponsor demonstrates how the selected criteria apply to the project and provides supporting documentation. See Appendix A for additional guidance.

Appendix A: Additional Planning Factor Information

Roadway Projects

Safety – Describe how the project would be expected to improve safety. Include information on multimodal safety and proven safety countermeasures like access management and operational improvements that will be included in the project. Furthermore, include materials showing how the project connects to hurricane or wildfire evacuation routes.

Mobility – Provide detail on the current and forecast levels of congestion in the corridor and how this project will improve or manage congestion by filling gaps, crossing barriers, and connecting multiple functional classifications of roadways. Projects should be identified in locally or regionally adopted plans and should note if the project is designated on the National Highway System. Include documentation of the multijurisdictional nature of the project, the proposed design section, and its context in the corridor and region in addressing bottlenecks, gaps, or redundancy. If the roadway corridor serves existing or proposed transit or active transportation routes, include information on the route(s) from the transit provider or managing jurisdiction.

Stewardship – Describe how the project will incorporate context sensitive measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. Environmental factors include soil plasticity, aquifers, flood plains, protected lands, and urban-wildfire interface. Cultural resources include parks (state and local), cemeteries, schools, hospitals/health care offices, historic buildings, museums, and civic centers. Moreover, provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project.

Economy – Describe how the project relates to economic development plans. Include information on new developments, redevelopments, key industries, or commercial and freight interests that the roadway would be expected to serve.

Equity – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. Provide information from the corridor's study that details how the project will minimize environmental impacts or improve current conditions. The Transportation Insecurity Analysis tool maintained by USDOT may be used as a supplemental source of information to develop the narrative.

Innovation – Describe how the project leverages innovative technologies, designs, or operations to improve transportation efficiency and safety. Include information about how the project can facilitate and incorporate future technological developments such as platooning of vehicles and connected/autonomous vehicles.

Safety – Describe how the project would be expected to improve safety. Include information on how the project will be used for the management of incidents, special events, and emergencies.

Mobility – Projects should be identified in locally or regionally adopted plans, including city or county thoroughfare plans, Regional ITS Architecture plans, and city, county or state ITS master or implementation plans. Provide information on how the project will provide system redundancy and identify conformity to the Regional ITS Architecture. Provide data on current operational deficiencies, including delays and crashes and describe how the project will address these.

Stewardship – Identify the expected lifecycle of the project including the technology and equipment proposed. Provide information that supports the expected lifecycle and identify when updates, if required, may be needed. Identify if a formal ITS maintenance plan exists and provide a brief explanation of the plan and how the project will be included and whether current maintenance funds can support the project or new funds will be required. Moreover, provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project.

Economy – Describe how the project relates to economic development plans. Include information on how the project can serve new developments, redevelopments, key industries, or commercial and freight interests in the region.

Equity – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. In the narrative, please note if the project is in or connects to one of these zones. The Transportation Insecurity Analysis tool maintained by USDOT may be used as a supplemental source of information to develop the narrative.

Innovation – Describe how the project will adapt to and expand the regional transportation ITS network as defined in the Regional ITS Architecture Update (June 2015) or other ITS master plan document that references the regional architecture. Describe how the project will integrate with existing and proposed equipment and technology including field devices, communications, and traffic management center(s). Provide information on how data collected will provide benefit and how it will be shared with the public.

Safety – Note specific safety enhancements that the project will include to reduce the potential for crashes and create a safer, more secure experience for customers. If specific safety deficiencies exist on the corridor today, provide documentation to describe how they will be addressed.

Mobility – Describe how the project has undergone a comprehensive planning process or is identified in a local or regional transportation plan. Provide information on how the project has been coordinated with agencies maintaining roadways and how it provides connections to other transit services or modes of transportation. Projects should improve gaps in service, expand coverage, or increase frequency of a route to improve the overall operation of transit.

Stewardship – Provide documentation of anticipated ridership and potential growth due to the project. Include references to studies or analyses used to determine ridership figures and a description of the method or model used to forecast ridership. Refer to the life expectancy thresholds and state of good repair guidelines established by the Federal Transit Administration. Document how the project is expected to meet or exceed all relevant guidelines and make the most efficient use of the existing transit system through robust maintenance procedures.

Economy – Describe how the project relates to economic development plans. Include information on how the project provides new access to employment and integrates existing or planned transit-supportive lane use and infrastructure.

Equity – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. In the narrative, please note if the project is in or connects to one of these zones. Provide information from that details how the project will minimize environmental impacts or improve current conditions. The Transportation Insecurity Analysis tool maintained by USDOT may be used as a supplemental source of information to develop the narrative.

Innovation – If the project provides a new kind of service through technological advances, new types of vehicles or modes of travel, expansion of transit through pioneering partnerships, or other means, describe this innovation, any supporting studies or analyses, and the expected results.

Safety – Describe how the project would be expected to improve active transportation safety. Include information on how the project will provide additional separation from travel lanes, illumination, all-weather surface treatment, and other best practice infrastructure design.

Mobility – Describe how the project has undergone a comprehensive planning process or is identified in a local or regional transportation plan, or CAMPO documents such as the 2017 Regional Active Transportation Plan (RATP) or 2040 Regional Transportation Plan (RTP). Provide information about how the project removes a barrier or provides connections to transit routes and/or existing facilities such as schools, community facilities, residential, residential, activity centers, etc.

Stewardship – Provide information demonstrating how the project improves public health through the provision of active transportation facilities that are safe and accessible. Moreover, describe how the project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.

Equity – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. In the narrative, please note if the project is in or connects to one of these zones. The Transportation Insecurity Analysis tool maintained by USDOT may be used as a supplemental source of information to develop the narrative.

Innovation – Describe how the project is innovative in design to address safety or other unique elements such as designing around transit, innovative intersection designs, or a pilot project.

Safety – Describe how the project would be expected to address and improve safety.

Mobility – Describe how the project has undergone a comprehensive planning process and utilized a formal outreach component to address commuting patterns and traveler engagement. Provide information on how this project will encourage alternative forms of transportation while reducing vehicle miles traveled and single-occupant vehicle travel. Also detail how it will improve or manage congestion by filling gaps in service and providing new service. Include documentation of the multijurisdictional nature of the project and the ways in which the project utilizes the existing roadway network, bicycle network, and transit network.

Stewardship – Provide information about how the project strategically prioritizes fiscally constrained investments to maximize the regional benefit and provide documentation that identifies committed funding for the project. Also describe how the project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.

Equity – Refer to CAMPO's Environmental Justice and Vulnerability analysis map via the provided map package or web viewer. This map identifies concentrations of vulnerable populations including school-aged children, seniors, persons with disabilities, zero-car households, and limited-English proficiency populations; note if the project is in or connects to one of these zones. In the narrative, please note if the project is in or connects to one of these zones. The Transportation Insecurity Analysis tool maintained by USDOT may be used as a supplemental source of information to develop the narrative.

Other Projects

Projects that do not readily fit the five traditional project categories will be provided opportunity to apply, however these projects will not be scored traditionally. The sponsor must detail how the project will benefit the region, how it meets applicable criteria, and provide supporting documentation for all criteria selected. These projects will be presented separately alongside the scored projects during the evaluation and awarding process.

Below is a sample criterion that is mixed and matched from criteria in the five categories above. This example demonstrates how a sponsor can use the criteria that best fits the project.

Example Criteria

Criteria*	Objectives	Performance Measure**
Safety	A. B.	The project addresses transportation safety.
Mobility	D. E. H. L.	The project includes enhancements that improve mobility and congestion.
	G.	The project is multijurisdictional.
	F.	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.
	E. G.	The project includes multimodal elements.
Stewardship	K. P.	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources.
Economy	L.	The project supports local, regional or state economic development plans and strategies.
Equity	N. O. P.	The project serves traditionally underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.
Innovation	E. Q. R.	The project demonstrates innovative design, technology or service.
Total Points		

*Criteria is selected by the project sponsor as appropriate for the project.

**There are no specific performance measures for the other category. The sponsor must demonstrate how the criteria applies to the project and provide supporting documentation.

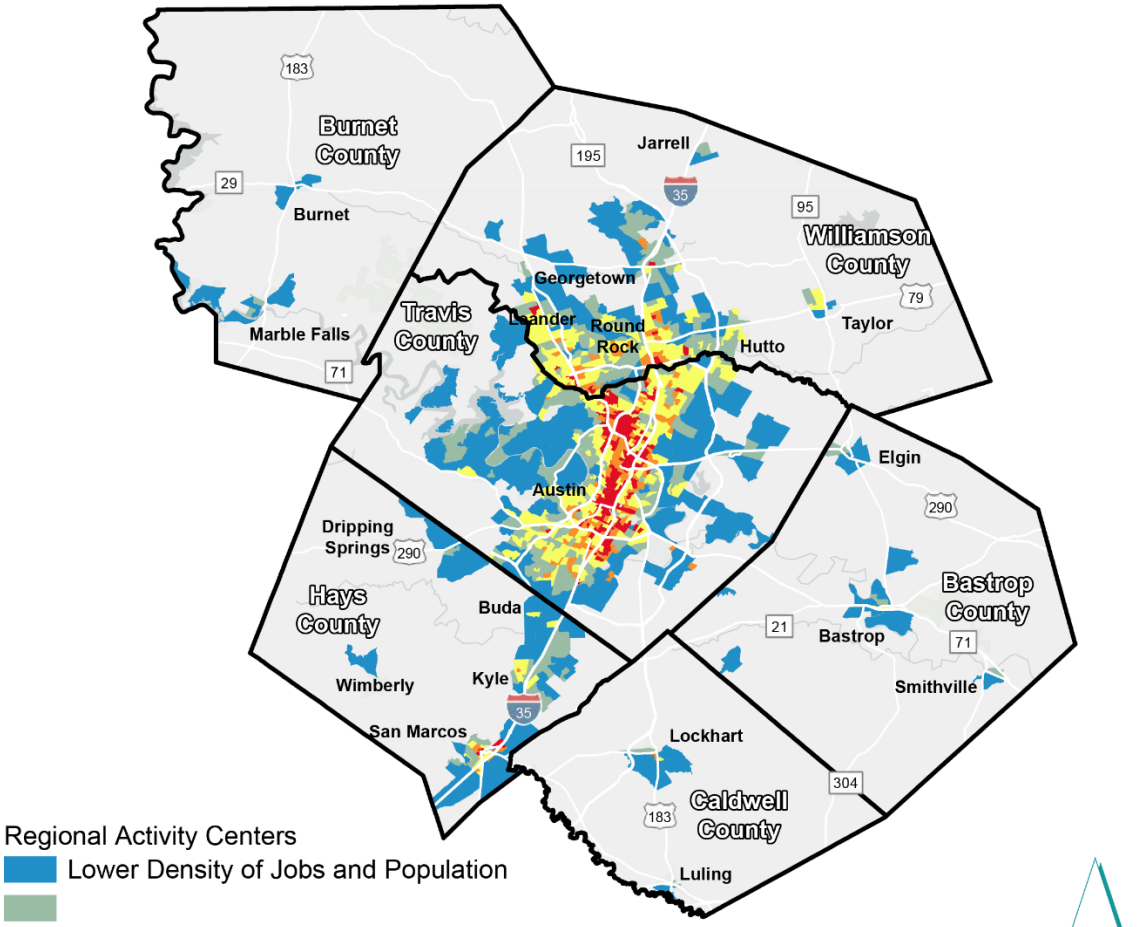
Appendix B: 2050 Regional Transportation Plan Goals and Objectives

2050 Regional Transportation Plan Goals and Objectives	
Goals	**Objectives**
Safety	**A. Crash Reduction** – Reduce severity and number of crashes for all modes.
	B. Vision Zero – Support local government and transit agencies reaching vision zero metrics.
Mobility	**C. Connectivity** – Reduce network gaps to add connectivity, eliminate bottlenecks, create system redundancy, and enhance seamless use across all modes.
	D. Reliability – Improve the reliability of the transportation network through improved incident management, intelligent transportation systems (ITS), transportation demand management (TDM).
	E. Travel Choices – Offer time-competitive, accessible, and integrated transportation options across the region.
	F. Implementation – Plan and deliver networks for all transportation modes, with reduced project delivery delays.
	G. Regional Coordination – Continue interagency collaboration between transportation planning, implementation, and development entities.
Stewardship	**H. System Preservation** – Use operations, ITS, and optimization techniques to expand the useful lifecycle of the multimodal system elements.
	I. Fiscal Constraint – Strategically prioritize fiscally constrained investments to maximize benefits to the region.
	J. Public Health – Improve public health outcomes through air and water quality protection and active mobility.
	K. Natural Environment – Develop transportation designs that promote system resiliency by avoiding, minimizing, and mitigating negative impacts to water and air quality, as well as habitat.
Economy	**L. Economic Development** – Enhance economic development potential by increasing opportunities to live, work, and play in proximity for residents and visitors.
	M. Value of Time – Enable mode choice and system management to keep people and goods moving and reduce lost hours of productivity.
Equity	**N. Access to Opportunity** – Develop a multimodal transportation system that allows all, including vulnerable populations, to access employment, education, and services.
	O. Impact on Human Environment – Promote transportation investments that have positive impacts and avoid, minimize, and mitigate negative impacts to vulnerable populations.
	P. Valuing Communities – Align system functionality with evolving character and design that is respectful to the community, housing, and environment for current and future generations.
Innovation	**Q. Technology** – Leverage technological advances to increase efficiency of travel across all modes and for users of the network.
	R. Flexibility – Develop a system that is adaptable and flexible to changing needs, conditions, and emerging technologies.

Note: The above goals and objectives were originally adopted as part of the 2045 RTP.

Appendix C: Major Regional Activity Centers

This map can be used to define activity centers and corridors. This map uses a composite of population and employment density at the Census Block Group level to identify areas where daily activities are concentrated. Centers may range from less intensively developed places such as a rural community like Wimberley to large activity centers like Downtown Austin with a high intensity of uses. We recognize that by 2050 there may be other planned regional activity centers that are in the planning phase now but may be fully developed at that time. If an entity has a future center(s) identified through a planning process, please provide information through backup documentation from the referenced plan or policy.



Source
Employment Data: 2020 LEHD Origin-Destination Employment Statistics
Population Data: 2020 American Community Survey

Appendix D: Project Selection Criteria Guidance Tables

The following guidance tables provide resources that can be used by applicants to respond to the performance measure prompts. Additionally, the tables indicate what sort of information is requested from the applicant to show if/how the project satisfies a given performance measure (shapefile and/or narrative). A table is provided for each of the standard project types (roadway, transit, ITS/operations, active, and TDM). Definitions of the table fields is provided below:

- **Goal Area:** Desirable regional outcomes related to transportation, as defined by the Transportation Policy Board. See Appendix B.
- **Objectives:** Measurable actions to accomplish the goals, as defined by the Transportation Policy Board. See Appendix B.
- **Value:** Number of points assigned to each performance measure.
- **Performance Measure:** Used to quantify how well a project satisfies the goals and objectives.
- **Data Location:** Where the data can be found to answer the performance measure.
- **CAMPO Static Map Location:** Where a useful static map can be found in a CAMPO document. These maps can be used as a reference for responding to the Performance Measure prompts.
- **Data Type Requested:** Defines the type of data that is requested from the applicant to show if/how the project satisfies a given performance measure (shapefile and/or narrative). All Shapefile projections must be NAD 1983 State Plane Texas Central FIPS 4203 Feet.

Roadway Project Selection Criteria						
Goal Area	**Objectives**	**Value**	**Performance Measure**	**Data Location**	**CAMPO Static Map/Figure Location**	**Data Type Requested**
Safety	C. G. J.	10	The project connects to an existing evacuation route or forms a new hurricane or wildfire evacuation route.	CAMPO Map Package/Viewer – TxDOT Hurricane Evacuation Routes	N/A	Shapefile and Narrative
	A. B.	10	The project addresses safety issues. Documentation for this measure can include crash rates and the inclusion of features addressing safety, such as lighting, rumble strips, or others.	TxDOT Crash Query Tool CAMPO CRIS Regional Dashboard	P. 52 (Regional Arterials Concept Inventory): Crash Rates and Dangerous Corridors Map P. 55 (Regional Arterials Concept Inventory): Average Emergency Response Time Service Goal P. 56(Regional Arterials Concept Inventory): Redundancy/Emergency Management Policy Summary Table	Shapefile and Narrative
	A. B. H. P.	10	The project includes access management features such as raised medians, turning movement improvements, driveway consolidations, and other operational/safety features.	Local Plans and Polices	P. 40 (Regional Arterials Concept Inventory): Network Connectivity Policies P. 43 (Regional Arterials Concept Inventory): Intersection Density Map P. 54 (Regional Arterials Concept Inventory): Traffic Generators Map P.164 (Regional Arterials Concept Inventory): Arterials Concept List Glossary P. 165-207 (Regional Arterials Concept Inventory): Arterials Concept List	Narrative
Mobility	C. E.	10	The corridor fills in a gap by creating a new continuously connected or improved facility.	Local Plans and Polices CAMPO Origin-Destination Dashboard 2020	P. 40 (Regional Arterials Concept Inventory): Network Connectivity Policies P. 100 (Regional Arterials Concept Inventory): Existing and Planned Network with Locally-Identified Needs Map P. 101 (Regional Arterials Concept Inventory) Gaps Analysis Example P. 102 (Regional Arterials Concept Inventory) Regional Corridors	Shapefile and Narrative
	C. E.	5	The project provides parallel capacity on corridors with higher-than-average V/C ratios (those with a 0.45 V/C ratio or higher) to supplement existing arterials and limited access roadways.	CAMPO Map Package/Viewer – *AM and PM V/C from 2020 and 2050 CAMPO Travel Model*	P. 105 (Regional Arterials Concept Inventory) V/C Ratio Ranges P.164 (Regional Arterials Concept Inventory): Arterials Concept List Glossary P. 165-207 (Regional Arterials Concept Inventory): Arterials Concept List P. 208 (Regional Arterials Concept Inventory): Interchange Map P. 209-212 (Regional Arterials Concept Inventory): Regional Corridor Inventory Interchange Concept Summary	Shapefile
	C. E.	10	The project crosses physical barriers and enhances network connectivity. One (1) point will be awarded for each barrier traversed. Types of barriers include (up to 10 points): - Railroads (including grade separations) - Limited Access Roads - Major Waterways (e.g. direct branch of the Brazos, Colorado, or Guadalupe Rivers)	CAMPO Map Package/Viewer – *TxDOT Roadway Functional Classifications, Railroads,* and *Major Waterways*	P. 60 (Regional Arterials Concept Inventory): Aquifers and Floodplains Map P. 61 (Regional Arterials Concept Inventory): Prime Farmland Map P. 62 (Regional Arterials Concept Inventory) Soil Plasticity Map P. 63 (Regional Arterials Concept Inventory): Preserved Land Map	Shapefile
	C. E. M.	5	The project connects to one or more roadways of a high functional class (principal arterial or limited access).	CAMPO Map Package/Viewer – *TxDOT Roadway Functional Classifications* FHWA Highway Functional Classification	N/A	Shapefile
	B. E. J. N. P. I.	10	The project improves person throughput by including transit elements, service routes, or other multimodal improvements identified as part of the 2045 Regional Active Transportation Plan, CapMetro Project Connect, Regional Transit Coordinating Committee, or another local or regional transportation plan.	Regional Transit Coordinating Committee Mapping Resource – *Mobility and Access – Transit Desert Analysis* Local Plans and Polices	P. 28 (Regional Transit Study): Transit Service Areas and Service Gaps P. 33 (Regional Transit Study): CARTS 2045 Planned Express Routes and Facilities Upgrade P. 69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers	Shapefile and Narrative

Stewardship	K. P.	5	The project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. See Appendix A for full list of environmental factors and cultural resources.	CAMPO Map Package/Viewer – *Land Suitability*	P. 60 (Regional Arterials Concept Inventory): Aquifers and Floodplains Map P. 61 (Regional Arterials Concept Inventory): Prime Farmland Map P. 62 (Regional Arterials Concept Inventory) Soil Plasticity Map P. 63 (Regional Arterials Concept Inventory): Preserved Land Map	Narrative
Economy	M.	5	The project is located along a major freight or hazardous materials route.	CAMPO Map Package/Viewer – *National Highway Freight Network* and *Texas Highway Freight Network*	P. 11 (DRAFT Freight Plan Existing Conditions Report) Figure 3: National Highway Freight Network (NHFN) P. 12 (DRAFT Freight Plan Existing Conditions Report) Figure 4: Texas Highway Freight Network (THFN) P. 2 (DRAFT Freight Plan Recommendations Report) Figure 1: Capital Area Multimodal Freight Network P. 6 (DRAFT Freight Plan Recommendations Report) Figure 2: Key Freight Corridors on the Texas Highway Freight Network P. 9 (DRAFT Freight Plan Recommendations Report) Figure 3: Project Gap Analysis	Shapefile
	L.	5	The project supports local, regional, or state development plans and strategies.	Local Plans and Polices	N/A	Narrative
	L. M.	5	The project connects to or serves a regional activity center(s) or corridors.	CAMPO Map Package/Viewer – *Regional Activity Centers* Local Plans and Polices	Appendix C (2050 RTP Project Call – Project Submittal Instructions and Evaluation Criteria): Regional Activity Centers P. 69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers P. 30 (Regional Transportation Demand Management Plan) Figure 5.3: Major Employers with more than 300 Employees	Shapefile
Equity	N. O.	5	The project serves traditionally underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.	CAMPO Map Package/Viewer – *Environmental Justice and Vulnerability* Justice40 – USDOT Equitable Transportation Community Explorer	N/A	Shapefile and Narrative
Innovation	Q. R.	5	The project is adaptable to operational improvements (including TDM strategies) and new technologies such as connected/autonomous vehicles.	Local Plans and Polices	P. 2 (Regional Transportation Demand Management Plan): Figure 1.1 P. 20 (Regional Incident Management Study): Figure 11 – Summary of Regional Incident Management Recommendations	Narrative

Transit Project Selection Criteria						
Goal Area	**Objectives**	**Value**	**Performance Measure**	**Data Location**	**CAMPO Static Map/Figure Location**	**Data Type Requested**
Safety	E. A. O.	20	The project enhances transit vehicle safety, safe transit stops and connections, and accessible facilities.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices	N/A	Narrative
Mobility	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.	Cap Metro Plans CARTS Plans Local Plans and Polices	N/A	Shapefile and Narrative
	E. D. J. M. N. O. R.	10	The project provides connections to other transit services and/or modes of transportation.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices CAMPO Origin-Destination Dashboard 2020	P. 2-6 (Regional Active Transportation Plan) Demand for Bicycling and Walking Across the Region P. 2-11 (Regional Active Transportation Plan) Tier 1, 2, and 3 Vision Connectors	Shapefile
	C. D. E. M. N. O. P.	15	The project fills a service gap, expands coverage, or increases the frequency of a route.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices Regional Transit Coordinating Committee Mapping Resource – *Mobility and Access – Transit Desert Analysis* CAMPO Origin-Destination Dashboard 2020	P. 23 (Regional Transit Study): 2010 Traffic Flows P. 24 (Regional Transit Study): 2040 Traffic Flows P. 28 (Regional Transit Study): Transit Service Areas and Service Gaps P. 33 (Regional Transit Study): CARTS 2045 Planned Express Routes and Facilities Upgrade P. 69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers	Shapefile
	D. E. H. J. M. N. O. P. R.	5	The project has documentation showing potential ridership. This can be a planning level estimate.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices	N/A	Narrative
Stewardship	D. E. H. I.	10	The project addresses maintenance needs to maintain state of good repair.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices	N/A	Narrative
Economy	E. N. O. P.	5	The project integrates with existing or planned transit-supportive land uses and infrastructures.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Policies	N/A	Narrative
	L.	5	The project supports local, regional, or state development plans and strategies.	Local Plans and Policies	N/A	Shapefile and Narrative
Equity	N. O. P.	10	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.	CAMPO Map Package/Viewer – *Environmental Justice and Vulnerability* Justice40 – USDOT Equitable Transportation Community Explorer	N/A	Shapefile and Narrative
Innovation	E. Q. R.	10	The project demonstrates innovative design, technology, or service	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices	N/A	Narrative

ITS/Operations Project Selection Criteria						
Goal Area	**Objectives**	**Value**	**Performance Measure**	**Data Location**	**CAMPO Static Map/Figure Location**	**Data Type Requested**
Safety	D. H. M.	15	The project contributes to improvements in incident management.	Local Plans and Policies Regional Incident Management Study	P. 20 (Regional Incident Management Study): Figure 11 – Summary of Regional Incident Management Recommendations	Shapefile and Narrative
	D. E. H. L. M. Q. R.	15	The project will be used for management of special events or emergencies.	Local Plans and Policies	P. 55 (Regional Arterials Concept Inventory): Average Emergency Response Time Service Goal P. 56(Regional Arterials Concept Inventory): Redundancy/Emergency Management Policy Summary Table	Narrative
Mobility	F.	10	The project is a part of an overall concept that is identified through a comprehensive local or regional transportation planning process.	Local Plans and Policies	N/A	Narrative
	C. E. M.	10	The project will provide system and redundancy and ensure continuity in operations.	Local Plans and Policies	N/A	Narrative
Stewardship	D. I. M. Q.	5	The project lifecycle is greater than five years.	Local Plans and Policies	N/A	Narrative
	D. I. Q.	5	The project has a formal maintenance program in place.	Local Plans and Policies	N/A	Narrative
Economy	D. M.	5	The project will help reduce delays and travel time in the network.	CAMPO Map Package/Viewer – *AM and PM V/C from 2020 and 2050 CAMPO Travel Model*	P. 34 (Regional Arterials Concept Inventory) Most Congested Roadways in Capital Area Region	Narrative
Equity	O.	5	The project will positively impact vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.	CAMPO Map Package/Viewer – *Environmental Justice and Vulnerability* Justice40 – USDOT Equitable Transportation Community Explorer	N/A	Shapefile and Narrative
Innovation	D. H. Q. M.	10	The project will improve or expand the regional transportation ITS network	Local Plans and Policies	N/A	Narrative
	D. H. Q. R. M.	10	The project will utilize technology compatible with other relevant systems.	Local Plans and Policies Austin Regional Intelligent Transportation Systems Architecture	N/A	Narrative
	D. H. Q. M.	5	The project will tie into a centralized operations center.	Local Plans and Policies	N/A	Narrative
	D. H. Q. M.	5	The project will collect and provide publicly accessible data.	Local Plans and Policies	N/A	Narrative

Active Transportation Project Selection Criteria						
Goal Area	**Objectives**	**Value**	**Performance Measure**	**Data Location**	**CAMPO Static Map/Figure Location**	**Data Type Requested**
Safety	A. B.	25	The project will enhance pedestrian and bicyclist safety.	TxDOT Crash Query Tool CAMPO CRIS Regional Dashboard	P. 5-10 (Regional Active Transportation Plan) Bicycle and Pedestrian Crash Density P. 52 (Regional Arterials Concept Inventory): Crash Rates and Dangerous Corridors Map	Shapefile and Narrative
Mobility	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan, such as the 2045 Regional Active Transportation Plan.	Regional Active Transportation Plan Local Plans and Polices CAMPO Map Package/Viewer – *Regional Active Transportation Plan Priority Network* Bicycle and Pedestrian Facilities Inventory Update Viewer – Updated Inventory	P. 2-6 (Regional Active Transportation Plan) Demand for Bicycling and Walking Across the Region P. 2-11 (Regional Active Transportation Plan) Tier 1, 2, and 3 Vision Connectors	Shapefile and Narrative
	A. B. C. D.	5	Project removes a barrier or provides a connection that did not exist previously.	Bicycle and Pedestrian Facilities Inventory Update Viewer – Updated Inventory	P. 2-8 (Active): Barriers for Biking and Difficult Biking Routes P. 2-8 (Active): Gaps Identified by CAMPO Staff	Shapefile and Narrative
	A. B. C. E. J. M. N. O. P.	10	Project connects to existing facilities such as schools, community facilities, residential, employment centers, etc.	CAMPO Map Package/Viewer – *Points of Interest*	P. 69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers P. 30 (Regional Transportation Demand Management Plan) Figure 5.3: Major Employers with more than 300 Employees Appendix C (2050 RTP Project Call – Project Submittal Instructions and Evaluation Criteria): Regional Activity Centers	Shapefile and Narrative
	A. B. C. J. M. N. O. P.	15	The project directly links to a transit connection or is within: *15 points*, if .25 miles or less or *10 points*, if . 26 to . 5 miles or *5 points*, if the project demonstrates a potential for future connection to a transit system	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices	N/A	Shapefile and Narrative
Stewardship	A. B. J.	15	The project improves public health through the provision of active transportation facilities that are safe and accessible.	Local Plans and Polices	N/A	Narrative
	K. O.	5	The project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. See Appendix A.	CAMPO Map Package/Viewer – *Land Suitability* Local Plans and Polices	P. 60 (Regional Arterials Concept Inventory): Aquifers and Floodplains Map P. 61 (Regional Arterials Concept Inventory): Prime Farmland Map P. 62 (Regional Arterials Concept Inventory) Soil Plasticity Map P. 63 (Regional Arterials Concept Inventory): Preserved Land Map	Narrative
Equity	N. O. P.	10	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households. See Appendix A.	CAMPO Map Package/Viewer – *Environmental Justice and Vulnerability* Justice40 – USDOT Equitable Transportation Community Explorer	N/A	Shapefile and Narrative
Innovation	A. B. C. D. E. H. I. J. M. N. O. P. R.	5	The project is innovative in design to address safety or has other unique elements such as designing around transit, innovative intersection designs, or a pilot project.	Local Plans and Polices	N/A	Narrative

Transportation Demand Management Project Selection Criteria						
Goal Area	**Objectives**	**Value**	**Performance Measure**	**Data Location**	**CAMPO Static Map/Figure Location**	**Data Type Requested**
Mobility	F.	15	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.	Local Plans and Polices Regional Transportation Demand Management Plan	N/A	Narrative
	G. P.	10	The planning process or document had an outreach component addressing commuting patterns and traveler engagement.	Local Plans and Polices Regional Transportation Demand Management Plan	N/A	Narrative
	A. D. E. G. L. M. N.	10	The project has a regional scope, impacts key regional congested roadways, or impacts activity centers and key employment centers.	CAMPO Map Package/Viewer – *AM and PM V/C from 2020 and 2050 CAMPO Travel Model* CAMPO Map Package/Viewer – *Regional Activity Centers* Local Plans and Polices Regional Transportation Demand Management Plan	Appendix C (2050 RTP Project Call – Project Submittal Instructions and Evaluation Criteria): Regional Activity Centers P. 30 (Regional Transportation Demand Management Plan) Figure 5.3: Major Employers with more than 300 Employees P. 34 (Regional Transportation Demand Management Plan) Figure 5.8: The Most Congested Roadways in Texas: Austin – Round Rock	Narrative
	A. D. E. K. M. N.	15	The project reduces vehicle miles traveled, single-occupant vehicle travel, or congested peak period travel.	Local Plans and Polices Regional Transportation Demand Management Plan CAMPO Origin-Destination Dashboard 2020 CAMPO Roadway Inventory Dashboard – Route Summaries (DVMT)	P. 34 (Regional Transportation Demand Management Plan) Figure 5.8: The Most Congested Roadways in Texas: Austin – Round Rock P. 37 (Regional Transportation Demand Management Plan) Figure 5.11: Percent of Commuters Using Modes Other Than SOV P. 39 (Regional Transportation Demand Management Plan) Figure 5.12: Percent of Commuters Using Public Transit	Narrative
	A. B. C. D. E. M.	15	The project or activity reduces vehicle trips or manages demand through strategies such as carpools, vanpools, managed lanes, corridor improvements, ITS installation, signal optimization, or park and rides.	Local Plans and Polices Regional Transportation Demand Management Plan	P. 2 (Regional Transportation Demand Management Plan) Figure 1.1	Narrative
	G.	10	The project or activity includes the direct participation of other federal, state, and/or local jurisdictions.	Local Plans and Polices Regional Transportation Demand Management Plan	P. 24 (Regional Transportation Demand Management Plan) Figure 5.1	Narrative
	G. I. M.	10	The project or activity includes participation from regional employers and other trip generators impacting commuting/travel patterns.	Local Plans and Polices Regional Transportation Demand Management Plan	P. 30 (Regional Transportation Demand Management Plan) Figure 5.3: Major Employers with more than 300 Employees	Narrative
Equity	N. O. P.	15	The project has a positive impact (e.g. reduction in transportation costs and emissions, improvements to public health) on underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.	CAMPO Map Package/Viewer – *Environmental Justice and Vulnerability* Justice40 – USDOT Equitable Transportation Community Explorer	N/A	Narrative