Regional Transportation Funding Programs

Guide to the Project Selection Process for Regional Transportation Projects

CAMPO

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

CENTRAL TEXAS

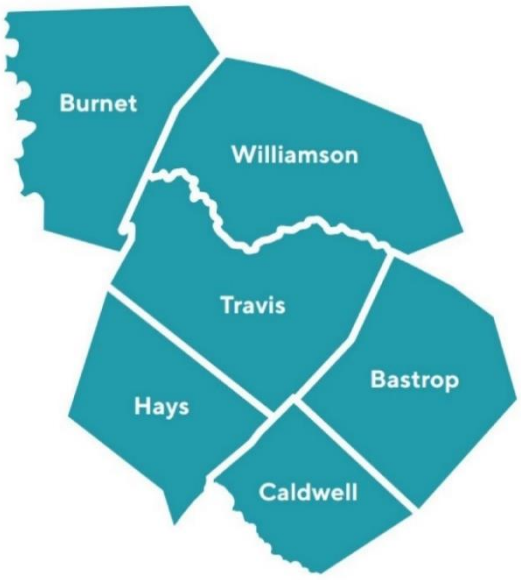
Contents

Introduction

The *Guide to the Project Selection Process for Regional Transportation Projects* provides regional stakeholders and project sponsors important information on federal transportation funding, transportation project development process, and the selection process for funding programs administrated by the Capital Area Metropolitan Planning Organization (CAMPO). This resource also provides links to important resources that expand on the information provided here. It should be noted that the information presented here is based on the most recent laws, regulations, and guidance, and that this resource will be updated as necessary.

Background

The Capital Area Metropolitan Planning Organization (CAMPO), established in 1973, serves as the federally designated Metropolitan Planning Organization (MPO) for the six-county capital region in central Texas. CAMPO coordinates regional transportation planning and funding within Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties.



The Transportation Policy Board is responsible for allocating certain federal and state funds for transportation projects in the six-county capital region. To administer these funding programs and ensure an effective and equitable distribution to project sponsors, CAMPO has developed a project evaluation and selection process with an emphasis on several key factors.

Regional Approach

The six-county CAMPO region includes Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties and includes a diverse mix of urban, suburban, and rural areas, each experiencing unique transportation challenges. CAMPO has strived to ensure that the selection criteria and process take these differences into consideration with a balanced, regional approach to addressing the needs of the transportation system.

Transparency

A major goal for the project scoring and selection process is to provide a mechanism for transparent decision-making in allocating funding to projects in the region. CAMPO will make the process and resulting outcomes clear to all stakeholders including project sponsors and the public.

Performance Based Evaluation

The process has been designed to be an objective evaluation that emphasizes performance-based, results-driven outcomes. Projects will be selected based on objective criteria and analysis that demonstrate the direct, measurable impacts of a project. Project evaluations require robust information to support the project applications and evaluation process. The supporting information will be thoroughly evaluated to ensure that only accurate, verifiable data is considered.

Stewardship

This process was developed because CAMPO is delegated the responsibility for allocating funding and is accountable for selecting projects that provide the most value for the regional transportation system. CAMPO is also accountable for ensuring that the funding is spent efficiently and effectively by project sponsors which will be emphasized through the continual monitoring of projects as they continue through the development process and beyond.

Federal Funding Programs

Federal Transportation Funding

Funding administered directly by the Transportation Policy Board (TPB) are federal-aid programs designated through congressional authority. Most federal transportation funding programs are distributed to the states by formula within funding categories or programs that focus on key areas including safety, congestion, and technology. Many of these programs are administered directly by the states, however there are a few select programs that are managed directly by metropolitan planning organizations (MPO). Regardless of the selection and approval process, all federal surface transportation funding programs and projects must have the approval of the TPB prior to authorization at the project level.

Important characteristics of federal-aid programs is that they generally operate as a reimbursement and matching program. Sponsors are required to incur all expenses and submit for reimbursement, there is no funding provided upfront. Additionally, sponsors are required to contribute local funding, or match, to the total project cost. Typically, this cost share arrangement is 80 percent federal funding with a 20 percent local match, which is administered through the reimbursement process, meaning that the project sponsor will receive a reimbursement of 80 percent on eligible expenses submitted until the federal funding is exhausted.

A summary for the Surface Transportation Block Grant (STBG), Transportation Alternatives Set-Aside (TASA), and Carbon Reduction Program (CRP), the three federal programs administered directly by the Transportation Policy Board, is provided below. Please note that these are summaries based on the most recently authorized laws, regulations, and guidance, are subject to change, and that all projects evaluated by CAMPO for these programs are subject to the most recently approved legislation, rules, and requirements.

Surface Transportation Block Grant (STBG) Program

Surface Transportation Block Grant (STBG) funding is the primary source of funding directly distributed by the Transportation Policy Board (TPB). These funds, distributed by population to urbanized areas, are some of the most flexible funding available to give the TPB and local jurisdictions the ability to address local transportation issues.

Sponsor Eligibility
Surface Transportation Block Grant (STBG) projects must be undertaken by an eligible entity:

- State government
- Local governments
- Tribal governments
- Regional transportation authorities
- Transit agencies
- Other government agencies, non-profits, or entities with oversight of transportation

Location Requirements
Surface Transportation Block Grant (STBG) funding administered by the Transportation Policy Board (TPB) must be for projects located within the six-county CAMPO region.

STBG projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid Highway system on January 1, 1991. Projects on existing bridges or tunnel projects are eligible regardless of functional classification of the roadway. Eligible roadway classifications include:

- Interstates
- Other Freeways and Expressways
- Principal Arterials
- Minor Arterials
- Major Collectors
- Minor Collectors (Urbanized Area Only)

For more information on roadway classification please refer to the Statewide Planning Map and FHWA's Highway Functional Classification resource linked in the resource section of this document.

Eligible Activities
STBG funding is the most flexible funding administered by CAMPO and includes a growing list of eligible activities to address transportation issues in the region. Below is a general summary of the major activities eligible under the program that are applicable to this region, including those new activities authorized in the Infrastructure Investment and Jobs Act (IIJA).

When considering project activities, a barometer for eligibility is that the activities must directly address transportation issues. Generally, projects eligible for STBG funding fall under one of the following over-arching categories:

- Infrastructure construction, repair, replacement, and modification
- Information technology programs and projects
- Operational improvement programs and projects
- Safety programs and projects
- Planning, engineering, design, and environmental activities for eligible activities
- Human resources and training programs

The entire list of eligible activities is linked in the resource section of this document.

Funding Requirements

As a reimbursable, matching program, sponsors must have sufficient funding to initially finance the project expenditures. Federal funding is reimbursed on a progress-payment basis, typically monthly as submitted to the Texas Department of Transportation (TxDOT) by the local sponsor. The cost-share/matching rate for STBG funding is 80 percent federal and 20 percent local meaning that for every dollar submitted for reimbursement the sponsor will be reimbursed 80 cents.

In addition to the match, TxDOT requires an upfront payment for administration of the project through from the initial development of the Advanced Funding Agreement through Close-Out. Administration of the project includes such items as a designated project manager, reimbursement processing, design and environmental reviews and project inspections. This negotiable fee is generally in the range of 1-5% depending on project complexity and overall cost.

For transportation planning activities, sponsors are required to provide the 20 percent match and associated administrative costs directly to CAMPO prior to execution of the Advanced Funding Agreement that will be executed between CAMPO and the TxDOT.

Scheduling

STBG funding does not have an obligation time limit, however projects selected for STBG funding must adhere to the Transportation Policy Board's policy on continual project progress. Projects must demonstrate meaningful progress through regular quarterly reporting and project check-in or risk being de-obligated at the discretion of the TPB. Additionally, FHWA will de-obligate and close any projects deemed inactive over a significant period.

Administration

Projects awarded STBG funding by the Transportation Policy Board are implemented directly by the local sponsor under the oversight and administration of the Texas Department of Transportation. Please note that for transportation planning funding awards, CAMPO is the primary sponsor and lead agency responsible for project implementation in partnership with the requesting entity. The requesting entity will enter an Interlocal Agreement (ILA) and provide the local match and administrative costs directly to CAMPO unless otherwise agreed upon prior to award.

Transportation Alternatives Set Aside (TASA) Program

Transportation Alternatives Set Aside (TASA), a carve-out of the STBG program, includes funding specifically for smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements including historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Sponsor Eligibility
Eligible entities that can receive Transportation Alternatives Set-Aside (TASA) funding include:

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School districts, local education agencies, or schools
- Tribal governments
- A nonprofit entity responsible for the administration of local transportation safety programs
- Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than State agency or MPO in an Urbanized Area)
- State Agency (At the request of any of the eligible entities listed above)

Location Requirements
Transportation Alternatives Set Aside (TASA) funding administered by the Transportation Policy Board (TPB) must be for projects located within the six-county CAMPO region.

Eligible Activities
Transportation Alternatives Set Aside (TASA) is geared towards non-motorized and alternatives to single-occupancy vehicle transportation projects. Below is a general summary of the major activities eligible under the program that are applicable to this region, including those new activities authorized in the Infrastructure Investment and Jobs Act (IIJA).

Generally, projects eligible for TASA funding fall under one of the following over-arching categories as they relate to alternative forms of transportation:

- Infrastructure construction, repair, replacement, and modification
- Community improvements including outdoor advertisements, resilience, and preservation
- Safety programs and projects including Safe Routes to School (SRTS)
- Planning, engineering, design, and environmental activities
- Human resources and training programs

The entire list of eligible activities is linked in the resource section of this document.

Funding Requirements

As a reimbursable matching program, sponsors must have sufficient funding to initially finance the project expenditures. Federal funding is reimbursed on a progress-payment basis, typically monthly as submitted to the Texas Department of Transportation (TxDOT) by the local sponsor. The cost-share/matching rate for TASA funding is 80 percent federal and 20 percent local meaning that for every dollar submitted for reimbursement the sponsor will be reimbursed 80 cents.

In addition to the match, the TxDOT requires an upfront payment for administration of the project through from the initial development of the Advanced Funding Agreement through Close-Out. Administration of the project includes such items as a designated project manager, reimbursement processing, design and environmental reviews and project inspections. This negotiable fee is generally in the range of 1-5% depending on project complexity and overall cost.

For transportation planning activities, sponsors are required to provide the 20 percent match and associated administrative costs directly to CAMPO prior to execution of the Advanced Funding Agreement between CAMPO and TxDOT.

Scheduling

TASA funding also has an obligation limitation of four years from apportionment, meaning that projects awarded TASA funding must be obligated in the federal system within four years of the funding being apportioned to the region. For example, a project selected for federal TASA funding that was apportioned in FY 2024 have until FY 2028 to be obligated, meaning the funding has been committed in the federal system. If a project is not obligated within that time frame, the funding lapses and is no longer available for obligation.

Projects selected for TASA funding must adhere to the Transportation Policy Board's policy on continual project progress. Projects must demonstrate meaningful progress through regular quarterly reporting and project check-in or risk being de-obligated at the discretion of the TPB. Additionally, FHWA will de-obligate and close any projects deemed inactive over a significant period.

Administration

Projects awarded TASA funding by the Transportation Policy Board are implemented directly by the local sponsor under the oversight and administration of the Texas Department of Transportation. Please note that for transportation planning funding awards, CAMPO is the primary sponsor and lead agency responsible for project implementation in partnership with the requesting entity. The requesting entity will enter an Interlocal Agreement (ILA) and provide the local match and administrative costs directly to CAMPO unless otherwise agreed upon prior to award.

Carbon Reduction Program (CRP)

The Carbon Reduction Program (CRP) is a new program established in the Infrastructure Investment and Jobs Act (IIJA) for reducing transportation emissions through the development of carbon reduction strategies and by funding projects designed to reduce transportation emissions. Similar to STBG funding, CRP funds are distributed by formula to urbanized areas for distribution.

Sponsor Eligibility
Eligible entities that can receive Carbon Reduction Program (CRP) funding include:

- State government
- Local governments
- Tribal governments
- Regional transportation authorities
- Transit agencies
- Non-profit agencies (in partnership with an eligible entity above)

Location Requirements
Carbon Reduction Program funding administered by the Transportation Policy Board (TPB) must be located within the six-county CAMPO region.

Eligible Activities
Carbon Reduction Program (CRP) funding supports projects that directly reduce carbon emissions. Below is a general summary of the major activities eligible under the program that are applicable to this region:

- Operational programs, congestion management technology, and ITS infrastructure
- Transportation demand management strategies
- Transit projects
- Non-motorized vehicle infrastructure (TASA eligibilities)
- Replacement of street lighting and traffic control devices with energy-efficient alternatives
- Programs that assist in the deployment of alternative fuel vehicles
- Projects that reduce environmental and community impacts of freight movement
- Other projects that directly demonstrate a reduction in transportation emissions

The entire list of eligible activities is linked in the resource section of this document. Additionally, eligible activities must support those outlined in the Texas Carbon Reduction Strategy.

Funding Requirements
As a reimbursable matching program, sponsors must have sufficient funding to initially finance the project expenditures. Federal funding is reimbursed on a progress-payment basis, typically monthly as submitted to the Texas Department of Transportation (TxDOT) by the local sponsor. The cost-share/matching rate for CRP funding is 80 percent federal and 20 percent local meaning that for every dollar submitted for reimbursement the sponsor will be reimbursed 80 cents.

In addition to the match, TxDOT requires an upfront payment for administration of the project through from the initial development of the Advanced Funding Agreement through Close-Out. Administration of the project includes such items as a designated project manager, reimbursement processing, design and environmental reviews and project inspections. This negotiable fee is generally in the range of 1-5% depending on project complexity and overall cost.

For transportation planning activities, sponsors are required to provide the 20 percent match and associated administrative costs directly to CAMPO prior to execution of the Advanced Funding Agreement between CAMPO and TxDOT.

Scheduling

CRP funding also has an obligation limitation of four years from apportionment, meaning that projects awarded CRP funding must be obligated in the federal system within four years of the funding being apportioned to the region. For example, a project selected for federal CRP funding that was apportioned in FY 2023 have until FY 2026 to be obligated, meaning the funding has been committed in the federal system. If a project is not obligated within that time frame, the funding lapses and is no longer available for obligation.

Projects selected for CRP funding must adhere to the Transportation Policy Board's policy on continual project progress. Projects must demonstrate meaningful progress through regular quarterly reporting and project check-in or risk being de-obligated at the discretion of the TPB. Additionally, FHWA will de-obligate and close any projects deemed inactive over a significant period.

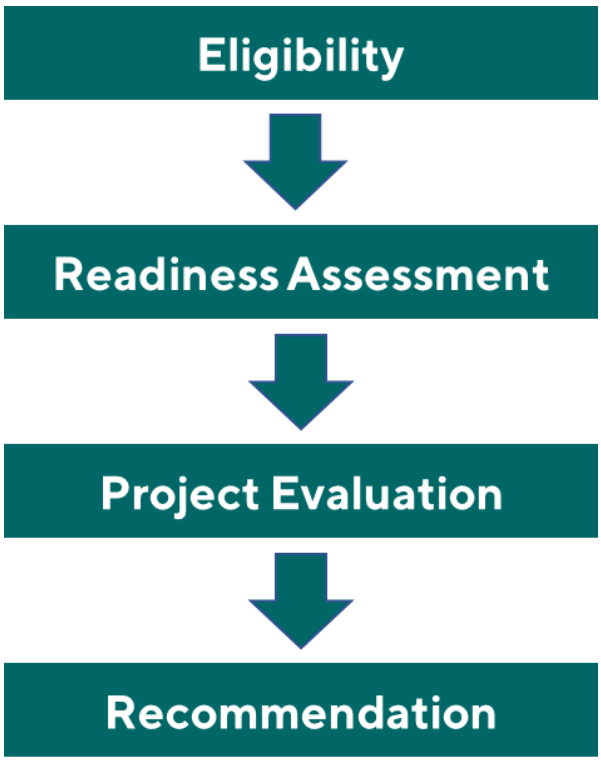
Administration

Projects awarded CRP funding by the Transportation Policy Board are implemented directly by the local sponsor under the oversight and administration of the Texas Department of Transportation. Please note that for transportation planning funding awards, CAMPO is the primary sponsor and lead agency responsible for project implementation in partnership with the requesting entity. The requesting entity will enter an Interlocal Agreement (ILA) and provide the local match and administrative costs directly to CAMPO unless otherwise agreed upon prior to award.

Project Evaluation and Selection Process

Overview

For funding programs directly administered by the Transportation Policy Board (TPB) projects are evaluated through a multi-step process. Initially projects are screened based on eligibility requirements before being assessed for readiness to determine that the project has been developed appropriately, and to the extent necessary, to ensure successful implementation should the project be selected for funding. Projects that successfully pass through this step will then be evaluated using the project selection criteria that includes an evaluation of planning factors and a cost-benefit analysis. Projects will be recommended to the Transportation Policy Board for funding based on the resulting score ranking and funding availability.



Readiness Assessment

Readiness Overview

Readiness will assess projects based on the project development process and the resulting schedule for utilizing the federal funding as it is critical to ensure that projects have completed the necessary steps for the federal funding to be obligated in a timely manner. The end goal of the readiness assessment is to ensure, to the highest degree practicable, that projects moved forward into the evaluation process can be implemented as presented in the application should they be selected for funding.

Each project's unique development process will be considered in context; however, all projects should exhibit a thorough, iterative, and data-driven approach to development that ensures successful implementation. For the readiness evaluation, sponsors will provide a brief narrative summary of the project progress regarding the applicable development phase and include all relevant supporting materials for verification. Because federal funding is administered by the Texas Department of Transportation (TxDOT), the readiness assessment is primarily based on the project development process and requirements outlined in the Local Government Project Procedures.

A summary of the major areas to be evaluated are provided below, for detailed information on the project development process and verifying materials please refer to the resource section of this document.

Readiness Criteria

Eligibility
Projects must meet all applicable federal transportation funding program eligibility requirements including location, sponsor, and activity. Project eligibility will be determined by the information provided in the readiness assessment including current and proposed functional classification, location, scope of activities, and sponsor type. Regardless of selection, final approval of eligibility is determined by the Federal Highway Administration prior to obligation. Because the requirements are occasionally updated through congressional action and the rule-making process, sponsors are encouraged to review eligibility requirements linked in the resources section of this document.

Management
Sponsors must identify key personnel that will be responsible for managing the project. The project manager is the individual directly responsible for the day-to-day implementation of the project and should have relevant experience on similar projects. A qualified person must also be identified who must obtain certification through TxDOT's Local Government Project Procedures (LGPP) course. Sponsors must also provide information on any other individuals that will be involved in project implementation, serve supporting roles, and can step up into direct management of the project should the submitted project manager leave their role. As part of the evaluation of management capabilities, the Local Government Risk Assessments provided by TxDOT and performance on previously awarded projects will be reviewed.

Project Scoping
Project scoping is one of the most critical aspects of the readiness assessment in which sponsors outline the project proposal and identify key components of the project development process. For this process, sponsors are required to provide a succinct description of the project scope including the current facility, proposed facility, proposed program, study scope, and any other major activities and development milestones. To support the scope summary, sponsors must attach a detailed scope of work including an itemized list of activities being proposed for federal funding.

Project Type
Projects are either considered construction or non-construction for purposes of the readiness assessment. Construction projects are any activities or phases that lead to the construction of an infrastructure project. Even if the sponsor is only requested funds for early development phases of an infrastructure project, such preliminary engineering, the project is considered a construction project and is assessed as such. Non-construction projects are any projects that do not involve, or lead directly to, the construction of infrastructure including transportation demand management, safety education, certain operational programs, and transportation planning activities.

Phase of Work
Sponsors must identify which phase or phases for which the funding is being requested. The requested phase will dictate the readiness assessment for the project and will determine which activities will be reviewed. For example, preliminary engineering funding requests must have completed feasibility planning, detailed scoping, public involvement, and early identification of environmental resources. Refer to the readiness checklist in this section for a general summary of the relationship between requested phase and evaluated milestones.

Schedule
The fiscal year for the funding request will be considered in the context of the readiness evaluation included the project schedule of activities provided by the sponsor. The schedule should reflect the amount of time required to complete all required activities to be successfully let in the requested fiscal year. Even if certain development milestones have not been completed, the sponsor must provide sufficient information to ensure that those milestones can be successfully accomplished.

Location
The project location must be provided in detail. Sponsors must provide the county, municipality, primary facilities, limits, or area of impact within the region. Sponsors must also indicate the type of area based on the most recent census data and the current and anticipated functional classification of the facility if applicable. Sponsors must also provide the longitude and latitude from an online website (Bing, Google) and attach maps files provided in digital format including PDFs and GIS-specific files (Shapefiles, KMZ) if available. Map formats are flexible and must clearly and accurately demonstrate the project location, limits, program area, and other geographic features relevant to the evaluation.

Cost Estimate
All projects must include a detailed, line item, and accurate cost-estimate and budget that has been developed by a professional engineer for infrastructure projects or planning professional for non-construction projects or programs. The methodology for the cost-estimate must be provided by submitting sponsor along with clear supporting documentation. The cost-estimate will be reviewed including an assessment of the estimate's assumptions, verification of the cost-data, activity and item descriptions. Regarding inflation and future costs, sponsors must provide estimates for the current cost of implementation or construction at submission. The recommendation process will adjust funding requests for inflation at the current TxDOT rate for the programmed fiscal year being recommended.

Funding Requirements
Sponsors must demonstrate committed funding for the project to support up-front project expenditures, required match, and initial direct payment for project administration. Commitment can be demonstrated through a resolution, certified financial statement, approved budget, or other item.

Coordination and Agreements
Sponsors must demonstrate coordination with relevant stakeholders and provide any applicable agreements required by the project. This can include interlocal agreements between partnering sponsors, On-System Agreement with TxDOT, and letters of support from impacted jurisdictions. Please note that any potential on-system projects not sponsored by the state must have express written approval from TxDOT.

Planning
The initial development of a project begins with the early planning activities that identify the need for the project. Planning efforts should include a data-driven approach that evaluates specific transportation issues and provide information on how the project will directly address the identified problems. Sponsors will need to demonstrate that the project has undergone the planning process and provide relevant documentation including excerpts from local planning efforts and regional transportation plans. This section does not apply to requests for planning activities and studies.

Public Involvement
Projects must have undergone a robust and meaningful public engagement process. This process must ensure that the public is aware of the project, has had sufficient opportunity for input, and that comments received have been resolved appropriately. Sponsors will need to provide documentation related to public engagement including any from the early planning stages, environmental process, public hearings, MAPOs, and other opportunities that show public engagement. For planning projects, sponsors must provide the proposed public engagement process that demonstrates a robust and meaningful process.

Preliminary Engineering and Design
Sponsors seeking construction phase funding must have completed all preliminary engineering and design activities for the project. This includes a complete preliminary schematic, typical sections, geometric schematic, utility and right-of-way determination, and other requirements outlined in the TxDOT Project Development Manual. Projects seeking funding for the preliminary engineering phase must have undergone previous development milestones and outline future milestones to thoroughly demonstrate the sponsor has the capacity to move this project through subsequent phases to implementation should funding be awarded specifically for preliminary engineering and design.

Environmental Analysis
Because all federally funded projects are required to undergo the National Environmental Protection Act (NEPA) process, sponsors must, at a minimum, have preliminary activities related to the environmental process underway including environmental scoping, identification of major environmental factors, potential permitting requirements, and preliminary determination of environmental classification. Because the environmental process is unique to each project, consideration will be given to the scope and complexity of the project, anticipated classification, and identified environmental risk factors that may impact project implementation. This section does not apply to requests for planning activities and studies.

Right-of-Way and Utilities
Sponsors seeking construction funding must have identified all right-of-way and utilities relocation requirements through the engineering process. Sponsors must have, or be in the process of, acquiring all right-of-way parcels and relocating utilities for construction at the time of submission. Sponsors must provide all supporting documentation that outlines these requirements including the demonstration of dedicated funding for completion.

Construction Design
Sponsors seeking construction funding should have construction design including Planning, Specifications and Estimates (PS&E) completed or sufficiently underway enough to provide sufficient confidence in the project cost estimates and risk factors that could impact implementation.

Readiness Check List

Below is a general summary of applicable readiness assessment factors regarding the project type and phase. Each project is unique, and the applicability of readiness factors will be considered in context of the individual development circumstances, degree of completion, and other information as provided by the applicant. Please refer to the Project Type and Phase of Work section above for information regarding this checklist.

Readiness Assessment Checklist			
Activity	**Non-Construction**	**Preliminary Engineering**	**Construction**
Eligibility			
Management			
Scope			
Schedule			
Location			
Cost Estimate			
Funding Requirements			
Coordination/Agreements			
Planning			
Public Involvement			
Preliminary Engineering			
Environmental Analysis			
Right of Way/Utilities			
Construction Design			

Please note that the environmental process runs concurrently throughout the project development process. For project seeking preliminary engineering funding, environmental constraints and anticipated environmental classification should be identified through the planning and scoping process.

Project Evaluation Criteria

Evaluation Overview

The Transportation Policy Board as adopted project selection criteria for seven categories of projects that include roadway, transit, intelligent transportation systems, active transportation, transportation demand management, transportation planning, and other. These categories are based on the most significant aspects of the project scope; however, many projects may include elements of multiple categories. Apart from the transportation planning and other category, all categories have performance-based criteria and a cost-benefit evaluation that are combined to create a total project score used for ranking and recommendation.

Evaluation Weighting		
Project Type	**Planning Factors**	**Cost-Benefit Analysis**
Roadway	50%	50%
ITS/Operations	50%	50%
Transit	50%	50%
Active Transportation	75%	25%
Transportation Demand Management	50%	50%
Transportation Planning	100%	N/A
Other	50%	50%

Roadway Projects

Roadway projects predominately serve vehicular traffic including cars, trucks, freight, and transit vehicles. Roadway projects can include elements of other categories.

Criteria	Performance Measure	Value
Planning	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.	10
System Preservation	The project includes work that will help preserve the existing transportation system.	5
Modification	Project includes modifications that improve existing facility operations.	5
Congestion and Mobility	The project removes a bottle neck, improves person per hour throughput in a congested area or reduces vehicle emissions.	10
	The project fills a gap, removes a barrier and enhances network connectivity.	5
	The project creates transportation network redundancy.	5
Safety	The project addresses a severe crash rate higher than CAMPO regional average (including pedestrian and bicycle crash rates).	10
	The project addresses additional safety issues.	5
Regional Impact	The project is located on an existing or proposed regionally significant facility.	10
	The project is on a designated or proposed truck, heavy-cargo, hazardous material or evacuation route.	5
Social and Environmental Impacts	The project serves traditionally underserved populations including low-income, minority, elderly, disabled, and limited English proficiency households.	5
	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources.	5
Multimodal Elements	The project provides pedestrian/bicycle accommodations identified in the Regional Active Transportation Plan or a locally adopted transportation plan.	5
	The project includes transit elements or service routes.	5
Economic Development	The project supports local, regional or state economic development plans and strategies.	5
Funding	The project's local cost share is overmatched. (5% = 1 point)	1-5
	Maximum Points Available	**100**

Roadway Guidance

Congestion and Mobility
Provide detail on the current and forecast levels of congestion in the corridor and how this project will improve or manage congestion. Include documentation of the proposed design section and its context in the corridor and region in addressing bottlenecks, gaps, or redundancy.

Economic Development
Describe how the project impacts economic development plans. Sponsors should include specific information on new or planned developments, key industries, or commercial and freight interests that will directly benefit from the transportation project.

Funding
Describe how the sponsor is contributing more than the required 20 percent local match to the project. Provide documentation that demonstrates the committed funding for the project.

Modification
Describe how the project will modify an existing roadway and enhance its functioning. Note the current roadway configuration, any deficiencies, the proposed changes, and the expected outcomes to make more efficient use of existing infrastructure.

Multimodal Elements
Describe how the project includes multimodal elements. Multimodal elements include bicycle and pedestrian facilities, transit supporting infrastructure and other elements that directly server non-motorized and single-occupancy vehicular travel. Support for these elements must be included in the design plans, budget and other project development materials.

Planning
Projects should be identified in locally or regionally adopted plans, including city or county thoroughfare plans, city comprehensive plans, or CAMPO documents including the long-range Regional Transportation Plan (RTP). Provide the name of the plan(s) in which the project is included, its date of adoption or approval, and include any additional identifying information which may be needed to locate the corridor.

Regional Impact
Note if the project is designated on the National Highway System or if it is a Principal Arterial in CAMPO's RTP. If the corridor is an identified or proposed designated route (evacuation, truck, etc.), include information on any related study or analysis for this designation.

Safety
Provide documentation on current crash rates that demonstrate that the corridor is higher than the regional crash rates as provided. Describe how the project will directly improve safety through design elements and/or other associated safety strategies. Include information on vehicular, pedestrian, and bicycle safety and provide information on proven safety countermeasures that will be included in the project.

Social and Environmental Impacts

Describe how the project will directly benefit vulnerable populations. Sponsors must provide meaningful analysis and supporting documentation including such items as community outreach materials, GIS-based analysis and other community planning efforts that show direct identification, engagement, and support for these vulnerable communities through the transportation project.

Demonstrate that environmental factors have been identified and that all necessary measures to protect and enhance the environment have been taken into consideration and incorporated into the project. Supporting documentation for this effort include environmental studies, technical reports, permits and resulting design elements.

System Preservation

Describe how the project will maintain or modernize existing roadways or extend a road or bridge's expected design life. Provide data on the roadway's current age and deficiencies and describe how the project will address these.

ITS/Operations Projects

Intelligent Transportation Systems (ITS)/Operations projects are technology solutions and operational programs that improve the functionality of the existing transportation system.

Criteria	Performance Measure	Value
Planning	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan	10
Redundancy	The project will provide system redundancy and ensure continuity in operations.	10
Expandability	The project will expand the regional transportation ITS network.	10
Integration	The project will utilize technology compatible with other relevant systems.	10
	The project will tie into a centralized operations center.	10
	The project will collect and provide data available to the public.	10
Incident Management	The project is part of an incident management system.	10
	The project will be used for management of special events or emergencies.	10
Lifecycle	The project lifecycle is greater than five years.	10
Maintenance	The project has a formal maintenance program in place.	5
Funding	The project's local cost share is overmatched. (5% = 1 point)	1-5
	Maximum Points Available	**100**

ITS/Operations Guidance

Expandability
Describe how the project will adapt to and expand the regional transportation ITS network as defined in the Regional ITS Architecture Update or other ITS master plan document that references the regional architecture. Describe how the functional requirements and operational concepts will coordinate with existing systems and the overall transportation network.

Funding
Describe how the sponsor is contributing more than the required 20 percent local match to the project. Provide documentation that demonstrates the committed funding for the project.

Incident Management
(1) Describe how this project contributes to the larger incident management system and include documentation including how this project is included in an incident management plan and/or address a larger incident management strategy. (2) Describe how this project will be used for special events and emergency activities.

Integration
(1) Describe how the project will integrate with existing and proposed equipment and technology. (2) Provide information on how this project will tie into a centralized operations center including any agreements or planning documentation that details this relationship. (3) Provide information on how data collected will be collected and how it will be shared with the public.

Lifecycle
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. It is important that technology and equipment is functionally compatible with existing and proposed systems and to understand the lifetime of the functionality.

Maintenance
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.

Planning
Projects should be identified in locally or regionally adopted plans, including city or county thoroughfare plans, city comprehensive plans, or CAMPO documents including the long-range Regional Transportation Plan (RTP). Provide the name of the plan(s) in which the project is included, its date of adoption or approval, and include any additional identifying information which may be needed to locate the corridor.

Redundancy

Describe how the project will provide redundancy to the existing or proposed transportation system in order that traffic operations can be continued in the event of an incident including special events, crashes or other disruption. Provide data on current operational deficiencies, including delays and crashes and describe how the project will address these.

Social and Environmental Impacts

Describe how the project will directly benefit vulnerable populations. Sponsors must provide meaningful analysis and supporting documentation including such items as community outreach materials, GIS-based analysis and other community planning efforts that show direct identification, engagement, and support for these vulnerable communities through the transportation project.

Demonstrate that environmental factors have been identified and that all necessary measures to protect and enhance the environment have been taken into consideration and incorporated into the project. Supporting documentation for this effort include environmental studies, technical reports, permits and resulting design elements.

Transit Projects

Transit projects are infrastructure projects, transportation programs, and other services that provide transportation to the public.

Criteria	Performance Measure	Value
Planning	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan	10
Interagency Coordination	The project has been coordinated with other agencies maintaining roadways and connecting transit services.	5
Connections	The project provides connections to other transit services and/or modes of transportation	10
ITS	The project includes an Intelligent Transportation System (ITS) component and enhances the system through technology.	5
Safety	The project enhances transit vehicle safety.	10
	The project includes safety and security measures that will provide safe connections and facilities.	5
Service	The project fills a service gap, expands coverage, or increases frequency of a route.	10
Innovation	The project demonstrates innovative design, technology, or service.	5
Land Use	The project integrates existing or planned transit-supportive land use and infrastructure.	5
Economic Development	The project supports local, regional, or state economic development plans and strategies.	5
Ridership	The project has documentation showing anticipated ridership and potential growth.	10
State of Good Repair	The project meets the life expectancy thresholds established by the FTA, preventative maintenance schedules, or an existing maintenance plan.	5
	The project addresses maintenance needs to maintain FTA State of Good of Repair requirements.	5
Social Impact	The project serves traditionally underserved populations including low-income, minority, elderly, disabled, and limited English proficiency households.	5
Funding	The project's local cost share is overmatched. (5% = 1 point)	1-5
	Maximum Points Available	**100**

Transit Guidance

Connections
Note how the project enhances the current transit system through new or enhanced connections. Include route information from other transit providers if applicable. Provide data on expected outcomes through new connections.

Economic Development
Describe how the project impacts economic development plans. Sponsors should include specific information on new or planned developments, key industries, or commercial and freight interests that will directly benefit from the transportation project.

Funding
Describe how the sponsor is contributing more than the required 20 percent local match to the project. Provide documentation that demonstrates the committed funding for the project.

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.

Interagency Coordination
Provide documentation that coordination has occurred with other agencies to ensure the project can be implemented. Include information on studies undertaken with partner agencies, inter-local agreements, or official communication between the various agencies.

ITS
Provide details on the project's Intelligent Transportation System (ITS) elements, such as dynamic signs providing real-time information to customers, route monitoring technology for operations centers, or other enhancements.

Land Use
Provide references to comprehensive plans, zoning ordinances, site-specific or large-area plans, or other documents which explain the connection between land use and this transit project. Include a description of the project's role in furthering transit-supportive land use and reducing vehicular travel.

Planning
Projects should be identified in locally or regionally adopted plans, including city or county thoroughfare plans, city comprehensive plans, or CAMPO documents including the long-range Regional Transportation Plan (RTP). Provide the name of the plan(s) in which the project is included, its date of adoption or approval, and include any additional identifying information which may be needed to locate the corridor.

Ridership
Provide documentation of expected ridership improvements 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.

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.

Service
Describe the current service deficiencies which the project is intended to address. Provide current route information and documentation which explains how the project will improve transit service in the corridor or study area.

Social Impacts
Describe how the project will directly benefit vulnerable populations. Sponsors must provide meaningful analysis and supporting documentation including such items as community outreach materials, GIS-based analysis and other community planning efforts that show direct identification, engagement, and support for these vulnerable communities through the transportation project.

State of Good Repair
Refer to the 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.

Active Transportation

Active transportation projects provide non-motorized travel facilities and programs that allow and encourage travel through physical activity such as walking and bicycling.

Criteria	Performance Measure	Value
Planning	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.	10
Distribution/ Innovation	Project that is innovative in design to address safety or other unique elements such as designing around transit, innovative intersection designs, or a pilot project.	10
Connectivity	Project removes a barrier or provides a connection that did not exist previously.	10
	Project connects to existing facilities such as schools, community facilities, residential, employment centers, etc.	10
	The project directly links to a transit connection or is within: • *20 points,* if .25 miles or less • *15 points,* if .26 to .5 miles • *10 points,* if the project demonstrates potential for future connection to a transit system.	20
Safety	The project improves pedestrian and cyclist safety.	15
Social and Environmental Impact	The project serves traditionally underserved populations including low-income, minority, elderly, disabled, and limited English proficiency households.	10
	The project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.	10
Funding	The project's local cost share is overmatched. (5% = 1 point)	1-5
	Maximum Points Available	**100**

Active Transportation Guidance

Connectivity
Project provides new connections or connections that increase access connectivity and reduce the functional network distance between two points for non-auto transportation. Project allows users to travel between points faster or overcome a barrier such as a river, roadway, or elevation change. Provide the distance of the shortest, safe alternative route compared to the distance with the project.

Connectivity
Provide list of existing school, community facilities, residential cluster, neighborhood, or employment center name along the project alignment (directly affected) and that would peripherally benefit from the project (within 0.25 mile).

Connectivity
List transit service or station served within 0.25 miles, or 0.5 miles. Provide map or other visual image such as an aerial screen capture with supporting measurement, along with graphical location of the transit line, service or station noted. Physical barriers, such as water crossing, fence, or building, should be avoided in measurement. Planned future transit improvements should be noted, with reference to the plan or estimated service start date.

Distribution/ Innovation
Provide map or other visual image such as an aerial screen capture with supporting dimensioning or scale, with 5-mile buffer and jurisdiction boundary represented or approximated graphically. Completed preliminary planning documentation referencing that the project is the first facility of its type within the jurisdiction, or 5-mile radius also applies. If the project is a pilot project or includes new and innovative design elements. Describe this innovation, any supporting studies or analyses and the expected results.

Funding
Describe how the sponsor is contributing more than the required 20 percent local match to the project. Provide documentation that demonstrates the committed funding for the project.

Planning
Projects should be identified in locally or regionally adopted plans, including city or county thoroughfare plans, city comprehensive plans, or CAMPO documents including the long-range Regional Transportation Plan (RTP). Provide the name of the plan(s) in which the project is included, its date of adoption or approval, and include any additional identifying information which may be needed to locate the corridor.

Safety
Project provides additional separation from travel lanes, illumination, all-weather surface treatment. Project demonstrably serves both pedestrians and cyclists or separates the two modes through its implementation in a way that similar projects have documented safety improvement.

Social and Environmental Impacts

Describe how the project will directly benefit vulnerable populations. Sponsors must provide meaningful analysis and supporting documentation including such items as community outreach materials, GIS-based analysis and other community planning efforts that show direct identification, engagement, and support for these vulnerable communities through the transportation project.

Demonstrate that environmental factors have been identified and that all necessary measures to protect and enhance the environment have been taken into consideration and incorporated into the project. Supporting documentation for this effort include environmental studies, technical reports, permits and resulting design elements.

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is a collection of strategies designed to reduce automobile trips, roadway congestion, and parking demand by redirecting travel towards other modes, times, and routes.

Criteria	Performance Measure	Value
Planning	The project or activity has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.	10
	The planning process or document identifies an outreach component addressing commuting patterns and traveler engagement.	10
Regional Impact	The project or activity is located on or directly affects an existing or proposed regionally significant corridor.	10
Safety	The project or activity addresses transportation safety.	10
Congestion and Mobility	The project or activity reduces vehicle miles traveled (VMT) or vehicle hours traveled (VHT).	10
	The project or activity addresses periods of peak travel.	5
	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.	5
Social and Environmental Impacts	The project or activity has a positive impact (e.g. reduction in transportation costs and emissions, improvements on public health) on underserved populations including low-income, minority, elderly, persons with disabilities, and limited English proficiency households.	5
Multimodal Elements	The project or activity decreases single occupancy vehicles usage or increases transit access.	10
Interagency Coordination	The project or activity includes the direct participation of other federal, state, or local jurisdictions.	10
	The project or activity includes participation from regional employers and other trip generators impacting travel patterns.	10
Funding	The project or activity's local cost share is overmatched. (5% = 1 point)	5
	Maximum Points Available	**100**

Transportation Demand Management (TDM) Guidance

Congestion and Mobility
Provide detail and documentation on how the project or activity reduces vehicle miles traveled (VMT). For example, documentation detailing (actual or estimated) number of participants in the project or activity and/or anonymized origin-destination data to calculate the amount of VMT reduction.

Congestion and Mobility
Provide detail and documentation on how the project or activity reduces congested peak period travel. For example, provide documentation detailing (actual or estimated) employers or travelers participating in the project or activity that altered departure times based on the project.

Congestion and Mobility
Provide detail and documentation on how the project or activity includes operational improvements that improve traffic flow such as ITS implementation, signal optimization, real-time incident notifications, corridor improvements, managed lanes, or park and rides.

Funding
Describe how the sponsor is contributing more than the required 20 percent local match to the project. Provide documentation that demonstrates the committed funding for the project.

Interagency Coordination
Provide documentation, in the form of resolutions, inter-local agreements, or memoranda of understanding among local agencies that demonstrates a combined effort in the project or activity such as pooling resources and data sharing programs.

Interagency Coordination
Provide documentation, in the form of a signed agreement or other official documentation, demonstrating employer (or other traffic generators) commitment to the project or activity such as the provision of transit incentives, telework or flexible work schedule policies, carpool incentives, or other TDM strategies of project activities that will engage regional employers (or agencies) to impact commuting patterns.

Multimodal Elements
Refer to CAMPO's Regional Active Transportation Plan and note how the project or activity advances its goals. Alternatively, if a project or activity is not in regional plans (including transit, active transportation, and others) but is included in a locally adopted transportation plan, provide the plan name and date of adoption or approval. Describe the ways the project or activity uses alternative modes, increases transit access or includes active transportation modes.

Planning
Projects should be identified in locally or regionally adopted plans, including city or county thoroughfare plans, city comprehensive plans, or CAMPO documents including the long-range Regional Transportation Plan (RTP). Provide the name of the plan(s) in which the project is included, its date of adoption or approval, and include any additional identifying information which may be needed to locate the corridor.

Planning
Planning efforts should also include and identify specific outreach goals and coordination activities conducted with employers (and other agencies and institutions) in the region to promote TDM principles. The projects or activity should also include the identification of entities approached, the types of efforts used to engage and coordinate with them, and the measure to determine program effectiveness.

Regional Impact
Note if the project is designated on the National Highway System or if it is a Principal Arterial in CAMPO's RTP. If the corridor is an identified or proposed designated route (evacuation, truck, etc.), include information on any related study or analysis for this designation.

Regional Impact
Note if the project or activity is located on or directly affects a facility designated on the National Highway System or is a Principal Arterial in CAMPO's current RTP

Safety
Describe safety enhancements that the project or activity will include to reduce the potential for crashes and create a safer, more secure experience for travelers.

Social and Environmental Impacts
Describe how the project will directly benefit vulnerable populations. Sponsors must provide meaningful analysis and supporting documentation including such items as community outreach materials, GIS-based analysis and other community planning efforts that show direct identification, engagement, and support for these vulnerable communities through the transportation project.

Demonstrate that environmental factors have been identified and that all necessary measures to protect and enhance the environment have been taken into consideration and incorporated into the project. Supporting documentation for this effort include environmental studies, technical reports, permits and resulting design elements.

Transportation Planning

Transportation planning projects include the development plans and studies that result in the identification of regionally significant infrastructure improvements, programs, and strategies for future implementation.

Criteria	Performance Measure	Value
Safety	The planning effort will address transportation safety issues in the study area.	10
	The planning effort will advance projects that reduce the severity and number of crashes across all modes of travel.	10
Mobility	The planning effort will address network gaps by considering added connectivity, elimination of bottlenecks, and modal integration enhancements.	5
	The planning effort will address multimodal reliability, accessibility, and enhance mode choice.	10
	The planning effort will provide robust inter-agency collaboration for transportation planning, implementation, and development entities.	10
Stewardship	The planning effort will consider fiscal constraint and lay out an implementation strategy for the identified improvements.	5
	The planning effort will aim to promote public health outcomes and minimize/mitigate negative impacts to the natural environment.	5
Economy	The planning effort will contribute to economic development and the efficient movement of people and goods.	10
Equity	The planning effort will promote transportation investments that have positive impacts and avoid, minimize, and mitigate negative impacts to vulnerable populations.	10
	The planning effort will explore multimodal transportation solutions that improve access to opportunity for all.	10
	The planning effort will consider the context of the community and environment.	5
Innovation	The planning effort will be adaptable to changing needs and conditions and consider the impact of new and emerging technologies and trends.	5
	Maximum Points Available	100

Transportation Planning Guidance

Safety

(1) Describe safety issues within the study area and how the planning effort will use crash data, public input, and other information sources to develop solutions. (2) Describe how the study would advance projects, strategies, and/or policies that would reduce the severity and number of crashes experienced by all modes of travel.

Mobility

(1) Describe network gaps within the study area and how the planning effort will approach the identification of multimodal connectivity solutions. (2) Describe how the planning effort will address network reliability, accessibility, and mode choice. (3) Describe how the planning effort will collaborate with relevant local governments and regional agencies.

Stewardship

(1) Describe the approach and financial techniques this planning effort will utilize for fiscal constraint and develop an implementation strategy for the identified improvements, including consideration of techniques to expand the useful lifecycle of multimodal system elements (e.g., ITS, Transportation Systems Management and Operation). (2) Describe the natural environment of the study region and how the planning effort will help promote public health outcomes and minimize/mitigate impacts to the natural environment.

Economy

Describe how the planning effort will incorporate economic development (particularly the ability to live, work, and play in proximity) and promote the efficient, multimodal movement of people and/or goods. that enhance economic development by increasing opportunities to live, work, and play in proximity.

Equity

(1) Describe the demographics and characteristics of the population within the study region and how the planning effort will have a positive impact on vulnerable communities or otherwise avoid, minimize, and mitigate negative impacts to vulnerable populations. (2) Describe how the planning effort will improve access to opportunity for all, particularly in terms of access to employment, education, and social services. (3) Describe how the planning effort will align with the evolving context of the community and environment for current and future generations

Innovation

Describe how the planning effort will incorporate flexibility to the changing needs and conditions of the study area and consider the impact of new and emerging technologies and trends.

Other Projects

Projects that do not readily fit any of the six project categories are provided an opportunity to apply, however because there are no set criteria for these projects, they will be recommended based on how well the project addresses the goals and objectives prioritized by the Transportation Policy Board as represented through the other category criteria. As with all other project categories, the benefits must be supported with sufficient data and supporting documentation that illustrates the value of the project to the region including cost-benefit analysis materials.

To be considered for the other category, sponsors must address the criteria and performance measures common across all categories in addition to any other criteria relevant and applicable to the proposed project.

Criteria	Performance Measure	Value
Planning	The project or activity has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.	10
Funding	The project or activity's local cost share is overmatched. (5% = 1 point)	5
Additional Criteria	The project addresses additional criteria from the other categories.	TBD
	Maximum Points Available	TBD

Other Projects Guidance

Planning

Projects should be identified in locally or regionally adopted plans, including city or county thoroughfare plans, city comprehensive plans, or CAMPO documents including the long-range Regional Transportation Plan (RTP). Provide the name of the plan(s) in which the project is included, its date of adoption or approval, and include any additional identifying information which may be needed to locate the corridor.

Funding

Describe how the sponsor is contributing more than the required 20 percent local match to the project. Provide documentation that demonstrates the committed funding for the project.

Additional Criteria

In addition to the common criteria and performance measures, sponsors should address all other criteria from the available categories that are applicable to the project including, but not limited, to those that demonstrate how this project will address safety, congestion, connectivity, provide regional impact, and address environmental and social impacts.

Cost Benefit Analysis Overview

Projects will be evaluated through a cost-benefit analysis that will provide a value based on the anticipated benefits relative to the overall cost of the project. The type of cost benefit analysis conducted will be dependent on the project category and type and will use the most appropriate industry standard methodology to assess the value of a project. Below is a high-level summary of the category benefits that will be measured, with all resulting benefits being evaluated relative to the project cost to ultimately determine the return on investment.

Category	Benefit Evaluation
Roadway	Travel Time Savings and Crash Reduction
ITS/Operations	Travel Time Savings and Travel Time Reliability
Transit	Vehicle Miles Traveled (VHT) Reduction
Active Transportation	Traffic Area Zone (TAZ) Impact
TDM	Vehicle Miles Traveled (VHT) Reduction
Planning	None
Other	To Be Determined

Sponsors are also encouraged to provide any applicable cost-benefit analysis information developed in the local planning and project development process including results and methodology. Verifiable and replicable results can be used as part of the evaluation and recommendation process.

Cost Benefit Analysis Methodology

Roadways – Travel Time Savings (Add Capacity Methodology)
For larger capacity projects, the congestion impacts will be evaluated in travel-time savings by measuring impacts to the regional travel demand model (TDM) both with and without the project using the base year and out year of the current model outputs. The resulting vehicle hours traveled (VHT) and annual daily traffic (ADT) will be put into the cost-benefit analysis savings calculator with the benefits beginning in the year the project is projected to be complete and open to traffic to when the facility reaches capacity. Each year's travel savings benefit is calculated, and summed up, with a net present value of the total. If the project is projected to exceed capacity in the TDM results, only years below a volume/capacity ration of 1 will be included in the valuation.

Roadway – Travel Time Savings (Transportation System Management Methodology)
Roadway projects that are not of the appropriate scale to be evaluated in the travel demand model (TDM) will be analyzed using the most appropriate tool such as Synchro or methodologies provided by the Highway Capacity Manual (HCM). Examples of these type projects include auxiliary lanes, grade separated intersections, access management, and intersection capacity improvements. Depending upon the type of project, the measure of effectiveness used to calculate the project benefit would be travel time savings or reduction in delay on average day operations, extrapolated to the service life of the project or with a 20-year horizon, whichever is lower. If traffic volumes are not available, current peak-hour turning movement counts will be utilized. Future traffic volumes will be calculated using TDM growth rates for one or more corridors near the location of the TSM project. The base and future conditions are then entered into the CBA value calculator and a net present value determined.

Roadway – Travel Time Savings (Railroad Grade Separations Methodology)
Project that proposes grade separation of roadway from a rail line along a corridor will be evaluated using a proxy calculation since they are not currently coded in the travel demand model. The existing annual daily traffic (ADT) will be grown over a 20-year period using the growth rates from the TDM for the corridor. The ADT combined with average daily trains and length of delay to calculate a travel-time savings benefit.

Roadway – Safety (Roadway Project Methodology)
All roadway projects will be evaluated for safety benefits using ranking methodology that evaluates the need, effectiveness, and cost. The need for the project will be based on the regional crash rate average for the facility type. The effectiveness is measured by the estimate for reduction in crash rates due to project design elements (also known as crash modification factor). The project cost will be used to allocate the project into one of three cost tiers, which will then be used in the overall calculation that will determine the safety benefit of the project.

ITS/Operations (Cost-Benefit Analysis Methodology)
The cost-benefit for ITS/Operational projects will be evaluated for travel time-savings and travel time reliability benefits relative to project cost. Benefits will be determined using the Federal Highway Administration's Operations Tool for Operations Benefit/Cost (TOPS-BC). Resulting values of the submitted and scored projects will then be normalized, based on range of benefit value for projects submitted across the category, with the highest scored project being awarded full points, and the lowest 1 point, with intervening projects awarded points based on their ordinal ranking.

Transit (Cost-Benefit Analysis Methodology)
Transit projects will be evaluated based on their estimated reduction in vehicle miles traveled from mode choice relative to project cost. Projects that are represented in the travel demand model can be evaluated through conversion of trips to the transit mode or other non-auto mode from the addition of the project which can then calculate the reduction in vehicle miles traveled. For transit projects that are not significant enough for the model, sponsor must present the ridership estimates, and underlying methodology, for new transit projects or modifications to existing services and programs. Resulting values of the presented projects will then be normalized, based on range of VMT travel savings for projects submitted across the category, with the highest scored project being awarded full points, and the lowest 1 point, with intervening projects awarded based on their ordinal ranking.

Active Transportation (Cost-Benefit Analysis Methodology)
Transit projects will be evaluated based on their impact on traffic area zones (TAZ) relative to project cost. The project limits will be mapped and will be overlaid on the current TDM Traffic Area Zones layer to determine the amount of impacted TAZs which serves as an approximate measurement of active transportation opportunities provided by the project. In the instance two projects impact the same number of TAZs, an additional step of comparing a combined, existing population density plus employment density for the highest density-value TAZ the project touches will be used to determine which of the two projects is proximate to the greater combination of potential users, and the greater value will be ranked the higher of the two.

Transportation Demand Management (Cost-Benefit Analysis Methodology)
Transportation Demand Management (TDM) projects will be evaluated based on their estimated reduction in vehicle miles traveled relative to project cost. Based on verifiable information provided in the application, benefits will be calculated using an appropriate evaluation model such as the EPA COMMUTER Model, TDM Effectiveness Evaluation Model (TEEM), Worksite Trip Reduction Model (WTRM) or Trip Reduction Impacts of Mobility Management Strategies (TRIMMS).

Other (Cost-Benefit Analysis Methodology)
Projects submitted through the Other Category will be evaluated based on their estimated impacts on congestion (travel time savings or travel time reliability), safety, and/or carbon emission reduction benefits (if applying for CRP funding) relative to the project cost. Sponsors are required to provide the benefits analysis information including the industry standard methodology and tools used for the analysis, all quantifiable results, and any other information required to verify and replicate the analysis.

Resources

Eligibility Resources

The eligibility of projects and the associated activities under consideration are determined by the underlying laws provided in the United States Code which are supported by associated regulations and guidance issued by the Federal Highway Administration. Because this information is updated regularly, projects will be reviewed for eligibility based on the most recent laws, regulations, and guidance.

Guide to Federal Aid Programs and Projects
Comprehensive resource on the Federal Highway Administration's funding programs including those directly administered by the Transportation Policy Board.

United States Code (U.S.C.)
The United States Code (U.S.C.) is the codification by subject matter of the general and permanent laws of the United States. This site contains virtual main editions of the U.S.C. including those that contain the funding programs administrated by the Transportation Policy Board.

Title 23 – Highways
This title of the United States Code includes the funding programs administered by the Transportation Policy Board and other codified aspects of the federal funding process. 23 U.S.C. Section 133 outlines the Surface Transportation Block Grant (STBG) program and includes the Transportation Alternatives Set-Aside (TASA) Program. 23 U.S.C. Section 175 outlines the Carbon Reduction Program (CRP).

Federal Highway Administration (FHWA) – Bipartisan Infrastructure Law (BIL) Webpage
This website includes FHWA's resource page for the Infrastructure and Investment in Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL) and includes additional guidance, regulations, and other resources that support program administration for all programs including STBG, TASA, and CRP programs.

Federal Highway Administration (FHWA) – STBG Webpage
This website includes FHWA's Surface Transportation Block Grant (STBG) resource page which includes additional guidance, regulations, and other resources that support program administration.

Federal Highway Administration (FHWA) – TASA Webpage
This website includes FHWA's Transportation Alternatives Set-Aside (TASA) resource page which includes additional guidance, regulations, and other resources that support program administration.

Project Readiness Resources

Below are some core resources and tools that can support the project development process. These resources can provide specific support for sponsors developing transportation projects and directly address the local government project development process required of projects selected for federal funding by CAMPO.

Federal Aid Essentials for Local Public Agencies
Comprehensive resource developed by the Federal Highway Administration to guide local governments through the federal funding process and requirements.

Highway Functional Classification (FHWA)
General overview of the functional classification categories to meet federal eligibility requirements.

Local Government Project Management Guide
Provides processes and procedures to successfully accomplish all project development phases.

Local Government Project Procedures Training and Qualification
TxDOT's LGPP Qualification Program is implemented through two training and qualification classes LGP-101 and LGP-102. Participants who successfully complete these classes will receive a certificate as proof of qualification.

Local Government Best Practices Workbook
Provides a quick reference tool and workbook for project administration.

Local Government Projects Policy Manual
Provides information on federal and state laws and regulations relevant to in project development.

Local Government Project Procedures Toolkit
The Local Government Projects Toolkit provides organized access to rules, regulations and procedures for projects managed by local governments. This toolkit provides the Policy Manual, Project Management Guide, and Best Practices Workbook for local governments.

Project Scoping Guidebook for Transportation Projects
Guidebook that outlines the process for scoping and developing a project schedule and cost estimate.

Local Government Risk Assessment
Process guidance for the evaluation of local government's ability to manage federal projects.

Regional Planning Documentation
Regional planning efforts that provide regional analysis, best practices, and project planning lists.

Statewide Planning Map
TxDOT GIS resource outlining currently approved functional classifications along with other transportation planning information layers.

Project Evaluation Resources

Below are some additional resources and tools that can support the project development process and planning factor analysis. These resources can provide more general support for sponsors developing transportation projects but are less specific to the local government project development process required of projects selected for federal funding by CAMPO.

American Association of State Highway and Transportation Officials (AASHTO)
AASHTO represents highway and transportation departments across the country and sets technical standards in the development of infrastructure and provide technical resources for project development including design standards and environmental procedures.

ArcGIS Online
Mapping resource for the creation of visual aids.

Climate and Economic Justice Screening Tool
This tool identifies communities that are marginalized, underserved, and overburdened by pollution. These communities are in census tracts that are at or above the thresholds in one or more of eight categories of criteria.

Core Highway Topics
General resource list organized by topic by the Federal Highway Administration including resources on planning, project development, and construction.

Crash Record Information System
Database for the record and analysis of roadway crashes.

EJScreen
EPA has developed an environmental justice (EJ) mapping and screening tool called EJScreen. It is based on nationally consistent data and an approach that combines environmental and demographic indicators in maps and reports.

Federal Highway Administration
Website of the Federal Highway Administration including resources for project development and information on the federal funding process.

Federal Transit Administration (FTA)
Website of the Federal Transit Administration including resources for project development and information on the federal funding process.

Funding Federal Aid Highways
Report on the federal-aid funding and finance process.

Operations Benefit/Cost Analysis TOPS-BC
Tool to conduct cost-benefit analysis for ITS/Operational projects.

Regional Safety Dashboard
Dashboard and analysis tool for crash data in the CAMPO region.

Transportation Research Board Publications
The Transportation Research Board (TRB) disseminates transportation research resources that provide best practices, research results, and policy analysis on every aspect of the transportation planning and project development process.

Traffic Count Database System (TCDS)
The Traffic Count Database System (TCDS) module is a tool to organize an agency's traffic count data. It provides access to upload data from a traffic counter, view graphs, lists and reports of historic traffic count data, search for count data using either the database or the Google map, and print or export data.