



2026 -2029 Call for Projects

Overview of the Project Selection Process



Webinar Information

To ensure that the webinar can be completed as scheduled. Chat, microphones, and cameras are disabled by default.

4 moderated Question and Answer (Q&A) segments will occur after major modules. Sponsors can submit questions which will be released one at a time by the moderator and answered in the order received.

You may raise your hand during one of the Q&A segments and the moderator will enable your microphone to be unmuted for additional questions.

Additional questions that do not get answered due to time or require follow up will be provided in the FAQ.

Project Call

Fiscal Years (FY) 2026 through 2029

Carbon Reduction Program
Transportation Alternatives Set-Aside

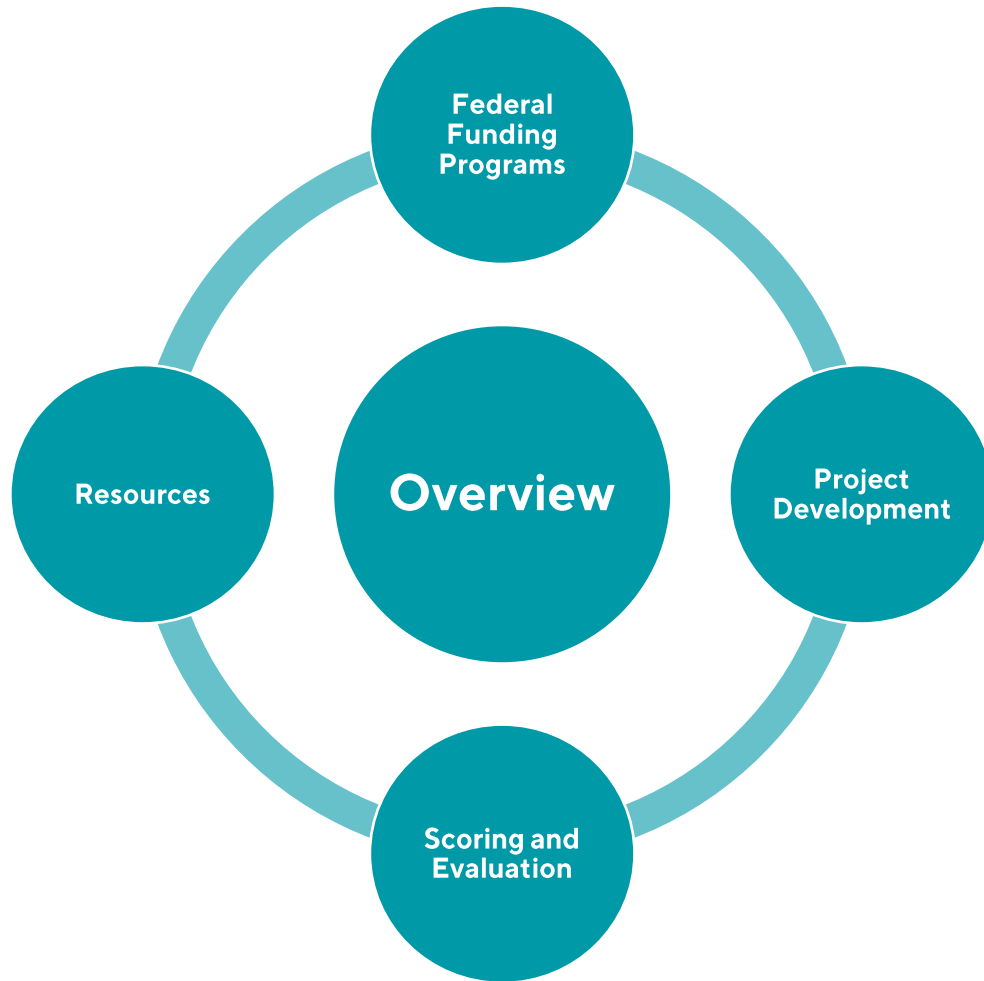




Introduction and Key Considerations

This webinar is designed to give sponsors a high-level overview of the call for project process, provide additional context, and help sponsors decide which of their projects are ready and would be competitive. Key considerations include:

- Fundamentals of the federal funding process
- Requirements of the TASA/CRP programs
- Critical aspects of project development
- When a project is considered ready for funding
- How to position your project to score well





Project Call Administration

Webpage

The Funding Opportunities webpage will host all project call information including reference materials, webinar recordings, open office hour links, and schedule. The information will be updated periodically throughout the call process.

Office Hours

Open office hours will be held online through the project call process and application period. These open office hours are to ensure that sponsors have dedicated opportunities to connect directly with staff during the project call application process. Additional open office hours may be scheduled as needed.

Contact

All questions, comments, or concerns regarding this process must be submitted in writing through the official project call email at **funding@campotexas.org**

FAQ

Any questions received through email will be posted to a FAQ table, which will be updated at the end of each week and posted on the webpage through December 9, 2024. Any questions received after this cut-off date, or submitted elsewhere, may not receive a response prior to the application submission deadline.





Project Call

Fiscal Years (FY) 2026 through 2029

Carbon Reduction Program
Transportation Alternatives Set-Aside



Milestone	Date
Notice of Funding Opportunity Release	September 12, 2024
Webinar: Project Call Overview and Application Tutorial	September 24, 2024
Webinar: Project Call Summary and FAQ Review	October 8, 2024
Online Open Office Hours	October – November
Application Due by 5:00 P.M. (Central)	December 20, 2024
Readiness Assessment and Project Evaluation	January – April
Project Award Approvals/Inclusion in TIP	June 9, 2025
Inclusion in STIP – August Revision (Required for AFA)	July 2025
Advanced Funding Agreement (AFA) Development	August
Earliest Funding Obligation and AFA Execution	October





2026 - 2029 Project Call: Funding Availability

Program	2024	2025	2026	2027	2028	2029	Total
CRP	\$13,941,207	\$5,979,980	\$6,099,587	\$5,865,017	\$5,865,017	\$5,865,017	\$43,615,825
TASA	\$12,737,859	\$5,574,292	\$5,685,785	\$5,467,128	\$5,467,128	\$5,467,128	\$40,399,320
Total	\$26,679,066	\$11,554,272	\$11,785,372	\$11,332,145	\$11,332,145	\$11,332,145	\$84,015,145

Carbon Reduction Program (CRP)	
Committed	\$12,000,000
Available Now	\$1,941,207
Total Available	\$31,615,825

Transportation Alternatives Set-Aside (TASA)	
Committed	\$3,360,000
Available Now	\$9,377,859
Total Available	\$37,039,320

Funding can be programmed as early FY 2026 (starts on October 1, 2025)





Notes on Funding Availability

Project Call

Fiscal Years (FY) 2026 through 2029

Carbon Reduction Program
Transportation Alternatives Set-Aside



Selected projects will be programmed with federal funding currently apportioned or forecast to be apportioned in future fiscal years.

We may recommend funding above or below the forecast amounts based on how many projects are ready, schedule, and progress of current projects.

TASA/CRP funding lapses 4 years after apportionment to the region so funding must be obligated on a project as scheduled. Once obligated, funding is secured and will not lapse.





2028 – 2031 Project Call: Funding Availability

Program	2024	2025	2026	2027	2028	2029	2030	2031	Total
STBG	\$56,696,207	\$48,073,599	\$49,035,132	\$47,149,405	\$47,149,405	\$47,149,405	\$47,149,405	\$47,149,405	\$389,551,963

STBG Funding Usage

Committed	\$215,715,927
Available 2028	\$32,387,821
Total Available	\$173,836,036

Future Funding Opportunity

CAMPO will also release a call for projects for Surface Transportation Block Grant (STBG) funding next September to program FY 2028 – 2031. The information in this webinar will also apply to this future opportunity.

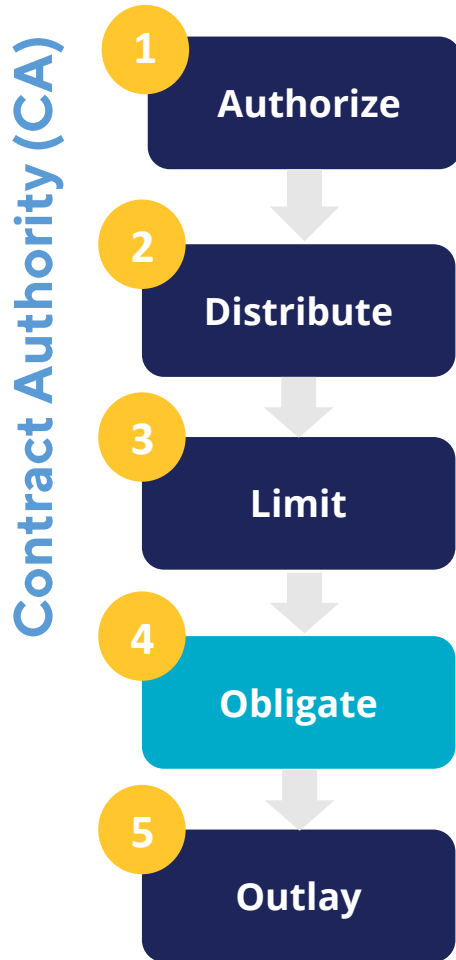


Federal Funding Basics





Federal Funding 101



Federal transportation funding programs are authorized by Congress through the Infrastructure and Investments in Jobs Act (IIJA). The funding is then distributed to the states for administration through annual apportionments to the various programs including TASA and CRP.

The funds are then obligated by the states on individual projects. Obligation is when the funding is formally committed for the specified projects or activities. This obligation establishes a legal commitment to provide the funds and allows the state or local agency to proceed with implementing (letting) the project.



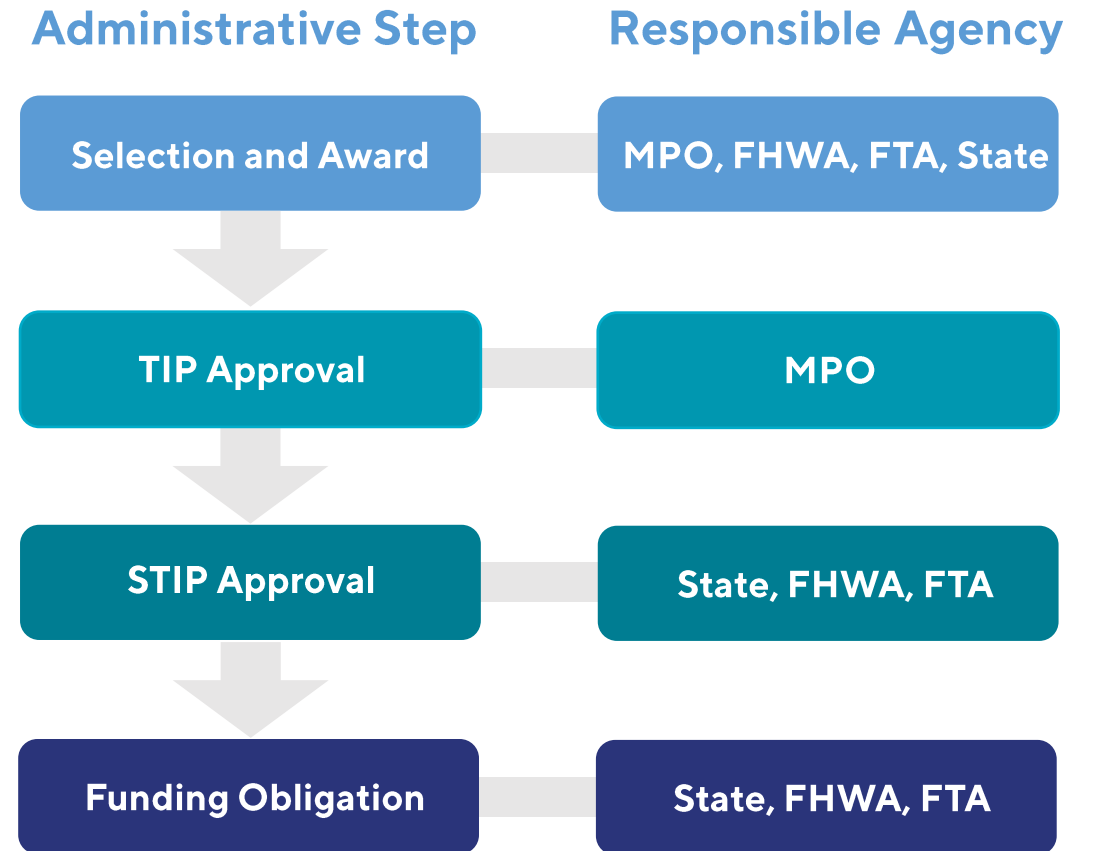


The Role of the TIP in Federal Funding

The TIP is a crucial approval step that occurs early in the administrative process that leads to federal funding obligation on a specific project.

Once projects are selected and awarded federal surface transportation funding, they become eligible for submission and inclusion in the TIP.

Once projects are approved for inclusion in the TIP by the MPO, they are subsequently included in the STIP for approval by the State and Federal Agencies prior to the execution of the FPAA which obligates the funding.





Funding Administration

Projects awarded TASA/CRP funding by the Transportation Policy Board are implemented directly by the local sponsor or CAMPO under the oversight and administration of the Texas Department of Transportation.

In addition to the 20% match, there is a Direct State Cost fee due to TxDOT at the time of AFA execution for the administrative costs of managing the project.

TASA/CRP funding also has an obligation limitation of four years so projects must be obligated as scheduled and awarded or funding will lapse.

Projects selected for TASA/CRP funding must adhere to the TPB 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.

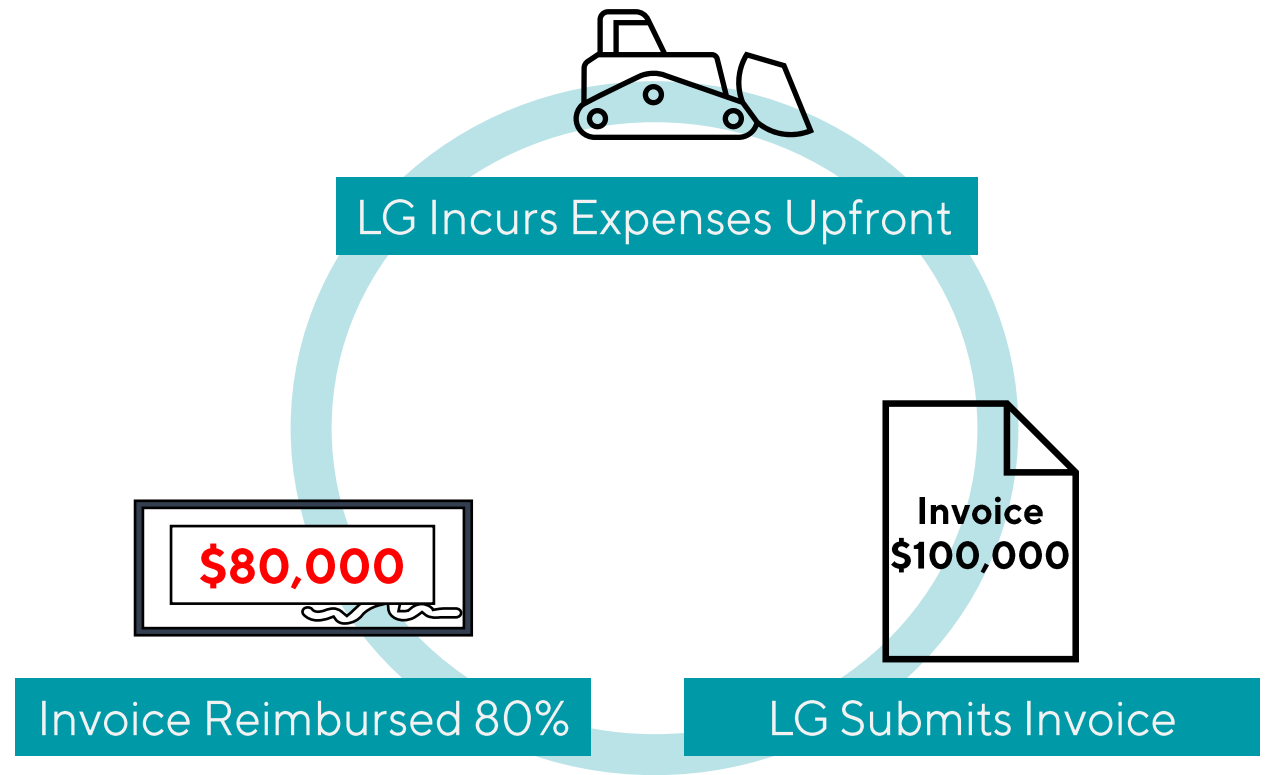
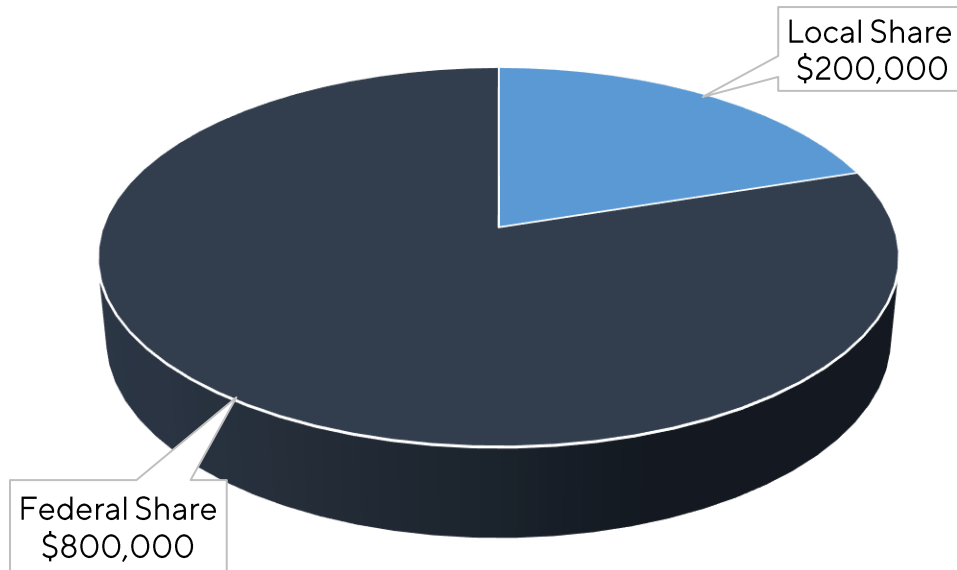




Federal Reimbursement Process

The TASA/CRP are reimbursement programs with no funding is provided upfront. Sponsors are responsible for incurring costs up front and must contribute 20% to the total project cost.

Project Cost: \$1,000,000

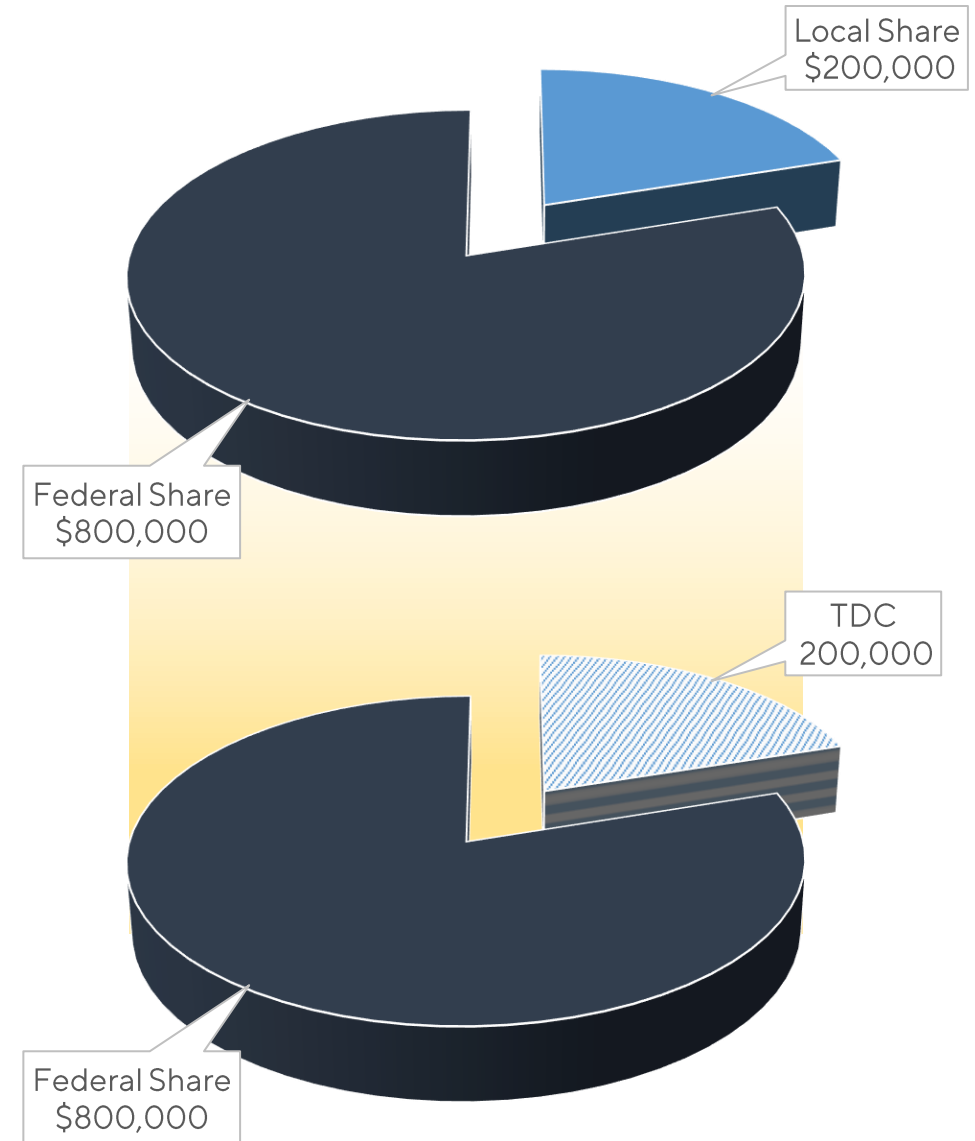




Transportation Development Credits

Transportation Development Credits (TDCs) are a federal finance tool that waives the local match requirements on federally funded projects.

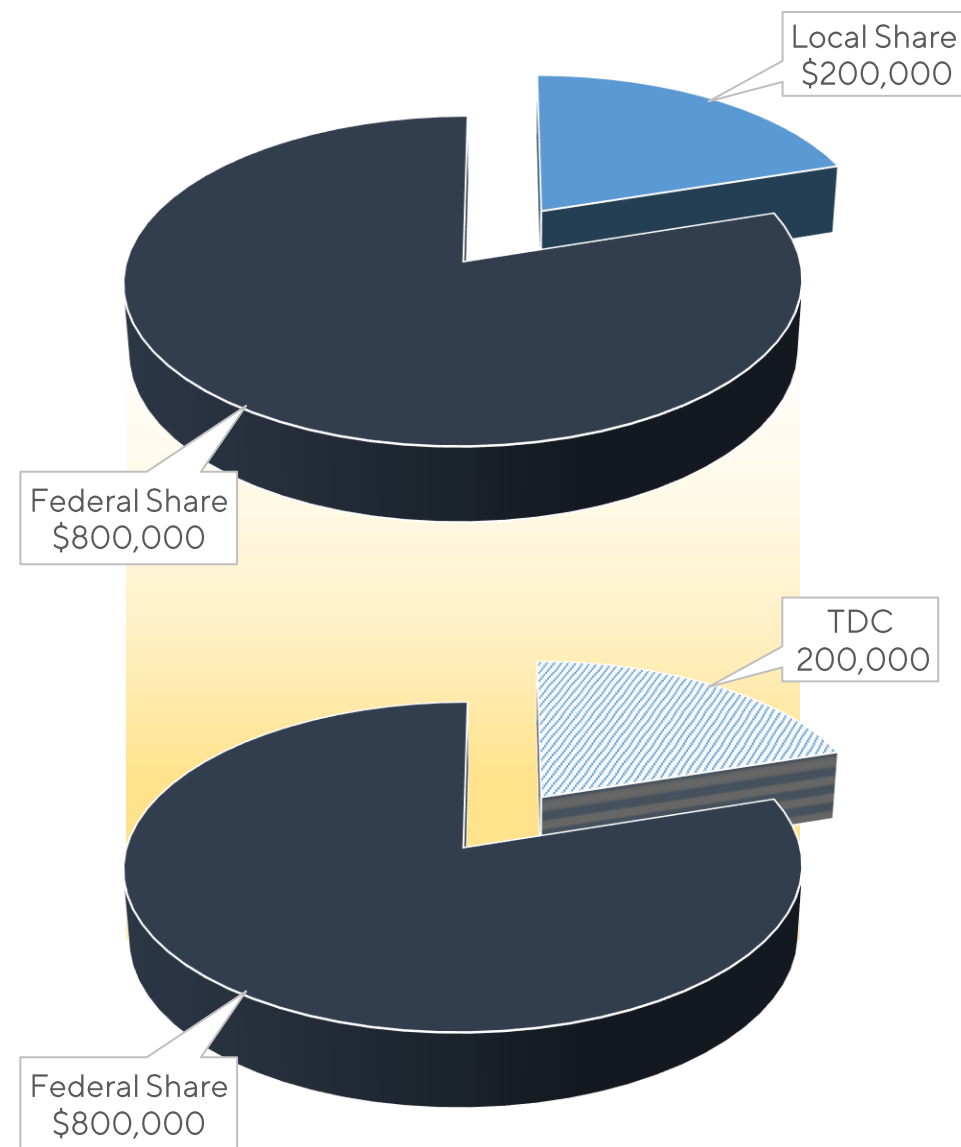
- TDCs are not cash or additional funding for a project.
- TDCs only change the federal reimbursement rate not the reimbursement amount.
- **TDCs do not remove the requirement of sponsors for the local funding/match in the project call (Maintenance of Effort).**
- TDCs can be applied for through the separate TDC application online and will be processed separately but concurrent with this project call process.





TDC Process

- Eligible sponsors or projects may apply for Transportation Development Credits through the TDC application.
- Applications must be complete and submitted by project call application deadline to be considered.
- The application and project must adhere to federal and state laws, regulations and procedures including Maintenance of Effort (MOE).
- Applications and regional fiscal impacts are evaluated on a case-by-case basis
- **Recommendation will consider any significant impacts to other projects and sponsors including the reduction of federal funding availability to other projects.**





Regional Impacts

Funding awards are adjusted upwards to cover the loss of local match on a projects.

TDCs concentrate federal funding on few projects reducing availability to other sponsors, i.e. larger slices of the same sized funding pie.

A financial impact analysis of any TDCs applications received will be conducted and will inform the recommendation.

TASA/CRP Project Call (Example without TDCs)

	Federal Award	Local Match	Project Cost
Project 1	\$17,163,786	\$4,290,947	\$21,454,733
Project 2	\$17,163,786	\$4,290,947	\$21,454,733
Project 3	\$17,163,786	\$4,290,947	\$21,454,733
Project 4	\$17,163,786	\$4,290,947	\$21,454,733
Total	\$68,655,144	\$17,163,788	\$85,818,932

TASA/CRP Project Call (Example with TDCs)

	Federal Award	TDC	Project Cost
Project 1	\$21,454,733	5,363,683	\$21,454,733
Project 2	\$21,454,733	5,363,683	\$21,454,733
Project 3	\$21,454,733	5,363,683	\$21,454,733
Project 4	\$21,454,733	5,363,683	\$21,454,733
Total	\$64,364,199	16,091,049	\$64,364,199





Consequences of Applying TDCs – Increased Federal Funding per Project

2019 - 2022 Project Call – Actual Example

Federal	Local	TDC	Total	Project that could not be funded
\$209,035,013	\$39,121,138	13,137,615	\$248,156,151	Burnet County - RM 1431 Travis County - Lohman Ford

2019 - 2022 Project Call - Hypothetical Example with TDCs for All Projects.

Federal	Local	TDC	Total	Actual funded projects that would not have been awarded.
\$209,035,013	\$0	52,258,753	\$209,035,013	City of Austin - Slaughter Lane City of Austin - William Cannon Round Rock - Kenney Fort Blvd Burnet County - Wirtz Dam Road Williamson County - RM 2243 Caldwell - FM 150/Yarrington Road Georgetown - Williams Drive





Question and Answer (Q&A) Break – 5 Minutes

Federal Funding Basics and TDCs

Submit questions in the Q&A or Raise Your Hand



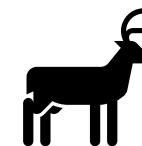
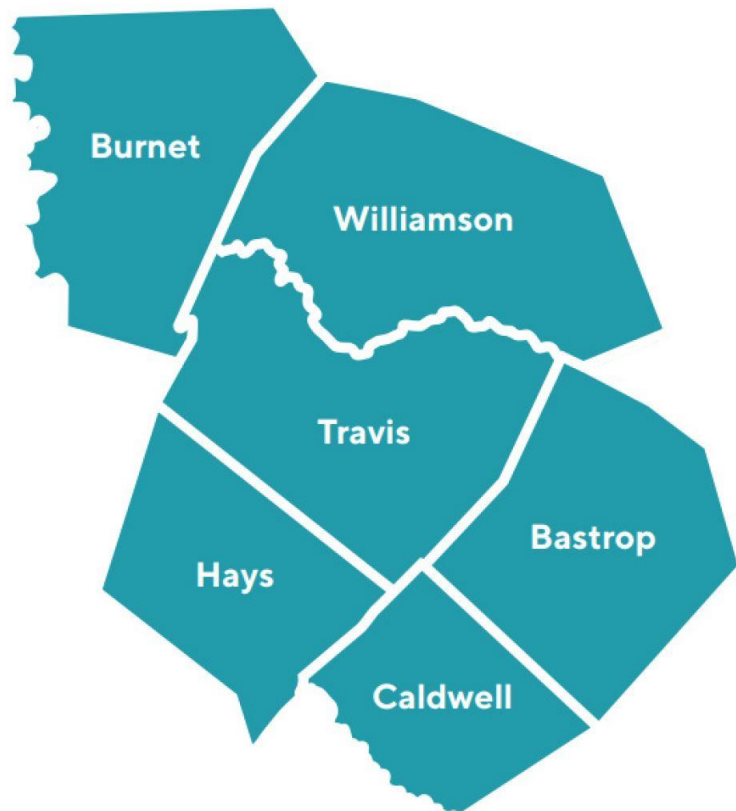
Transportation Alternatives Set-Aside (TASA)





Transportation Alternatives Set-Aside (TASA)

Transportation Alternatives Set Aside (TASA), a carve-out of the STBG program, includes funding specifically for smaller-scale transportation projects that offer alternatives to single-occupancy vehicles 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.





Projects must be located CAMPO region and serve the public.

TASA - Eligible Sponsors

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

State Agency (At the request of any of the eligible entities listed above)





TASA - Eligible Activities

Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the ADA.

Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.

Construction of turnouts, overlooks, and viewing areas.

Community improvement activities, including:

- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
- Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23, U.S.C.

Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:

- Address stormwater management, control, and water pollution prevention
- Abatement related to highway construction or due to highway runoff
- Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.





TASA - Eligible Activities

Any project eligible under the Recreational Trails Program including the maintenance and restoration of existing recreational trails

Any project eligible under the Safe Routes to School (SRTS) Program including:

- Infrastructure-related projects
- Non-infrastructure-related activities
- SRTS coordinators

Planning, designing, or constructing boulevards and other roadways largely in the right of-way of former Interstate System routes or other divided highways.

Activities in furtherance of Vulnerable Road User Safety Assessment

Activities that shift traffic demand to nonpeak hours or other transportation modes, increases vehicle occupancy rates, or otherwise reduces demand for roads through such means as shared micromobility (including bike-sharing and shared scooter systems)

Construction of pedestrian walkways and bicycle and shared micromobility transportation facilities and for carrying out non-construction projects related to safe access for bicyclists and pedestrians.





TASA – In Eligible Activities

MPO administrative activities except indirect costs outlined in administrative regulations.

Promotional activities except those specified under SRTS.

Routine maintenance and operations, except trail maintenance and restoration as permitted under the Regional Trails Program

General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas, pavilions, or other facilities that do not serve an eligible TA Set-Aside, RTP, or SRTS purpose.

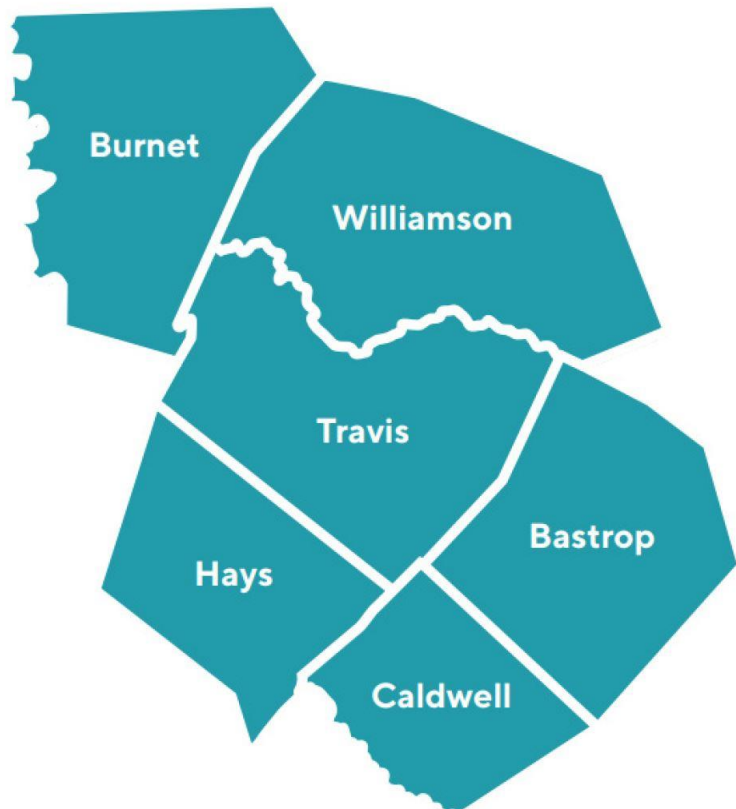
If you have any specific questions about your projects eligibility that is not explicitly stated in the law and regulations, please send your project information and request for eligibility clarification to the project call email.

Application: Sponsors will select one of the funding programs (TASA or CRP) and acknowledge the program eligibilities. Projects will be assigned funding from either program regardless of selection as eligibility and funding is available.



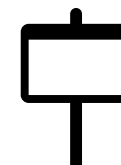
Carbon Reduction Program (CRP)

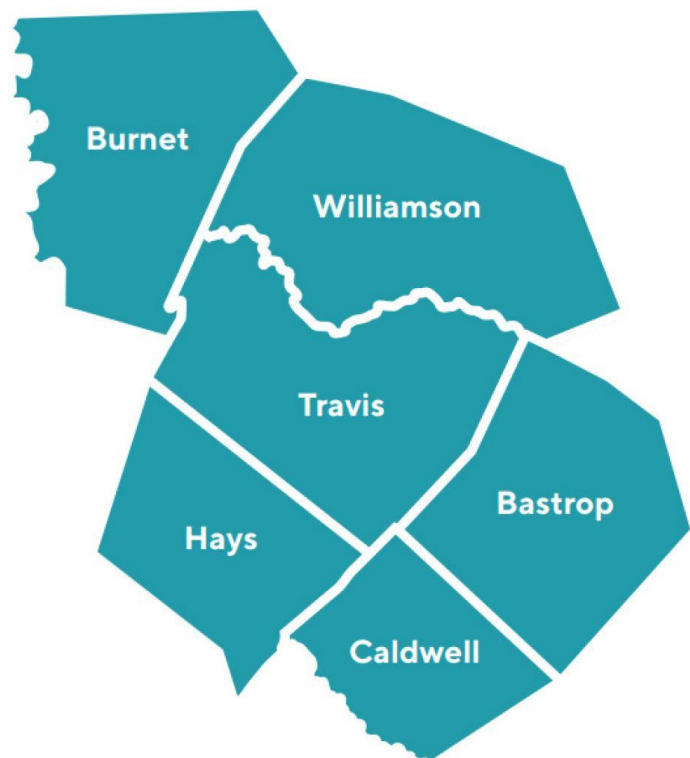




Carbon Reduction Program

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.





Projects must be located CAMPO region and must serve the public.

CRP - Eligible Sponsors

State Government

Local Governments

Tribal Governments

Regional Transportation Authorities

Transit Agencies

Non-profit agencies (in partnership with an eligible entity above)





CRP - Eligible Activities

A project to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems.

A public transportation project that encourages the development, improvement, and use of public mass transportation systems operating buses on Federal-aid highways for the transportation of passengers, so as to increase the traffic capacity of the Federal-aid highways for the movement of persons, the construction of exclusive or preferential high occupancy vehicle lanes, highway traffic control devices, bus passenger loading areas and facilities (including shelters), and fringe and transportation corridor parking facilities, which may include electric vehicle charging stations or natural gas vehicle refueling stations, to serve high occupancy vehicle and public mass transportation passengers.

- Capital transit project eligible for assistance under chapter 53 of title 49, capital improvement to provide access and coordination between intercity and rural bus service, and construction of facilities to provide connections between highway transportation and other modes of transportation.
- Bus corridors.— Capital project for the construction of a bus rapid transit corridor or dedicated bus lanes, including the construction or installation of:
 - (A) traffic signaling and prioritization systems
 - (B) redesigned intersections that are necessary for the establishment of a bus rapid transit corridor
 - (C) on-street stations
 - (D) fare collection systems
 - (E) information and wayfinding systems
 - (F) depots.





CRP - Eligible Activities

Advanced transportation and congestion management technologies as defined in including:

- Advanced traveler information systems
 - Advanced transportation management technologies
 - Advanced transportation technologies to improve emergency evacuation and response by Federal, State, and local authorities
 - Infrastructure maintenance, monitoring, and condition assessment
 - Advanced public transportation systems
 - Transportation system performance data collection, analysis, and dissemination systems
 - Advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure communications, technologies associated with autonomous vehicles, and other collision avoidance technologies, including systems using cellular technology
 - Integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems
 - Integrated corridor management systems
 - Advanced parking reservation or variable pricing systems
 - Electronic pricing, toll collection, and payment systems
 - Technology that enhances high occupancy vehicle toll lanes, cordon pricing, or congestion pricing
 - Integration of transportation service payment systems
 - Advanced mobility, access, and on-demand transportation service technologies, such as dynamic ridesharing and other shared-use mobility applications and information systems to support human services for elderly and disabled individuals
 - Retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology, subject to the condition that the retrofitted technology operates only within the existing spectrum allocations for connected vehicle systems
 - Advanced transportation technologies, in accordance with the research areas described in section 6503 of title 49.
-
- A project to replace street lighting and traffic control devices with energy-efficient alternatives





CRP - Eligible Activities

A project or strategy that is designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs

Efforts to reduce the environmental and community impacts of freight movement

A project to support deployment of alternative fuel vehicles, including the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities

A project for a diesel engine retrofit

If the program or project improves traffic flow, including projects to improve signalization, construct high occupancy vehicle lanes, improve intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement intelligent transportation system strategies and such other projects that are eligible for assistance under this section on the day before the date of enactment of this paragraph, including programs or projects to improve incident and emergency response or improve mobility, such as through real-time traffic, transit, and multimodal traveler information;

A project that reduces transportation emissions at port facilities, including through the advancement of port electrification

Other projects that can demonstrate a reduction in transportation emissions on the federal-aid highway system

Application: Sponsors will select one of the funding programs (TASA or CRP) and acknowledge the program eligibilities. Project will be assigned funding from either program regardless of selection as eligibility and funding is available.





Note on CRP Eligibility



CRP is a new program with additional eligibility rules and processes regarding the listed activities:

- Projects must support those adopted strategies in the TxDOT's Carbon Reduction Strategies.
- The projects must serve the public and provide clearly demonstrate direct reduction in emissions.
- Potential CRP projects are submitted to FHWA through TxDOT monthly for eligibility review. This is a new process outside of the normal TIP submission process.
- Eligible activities are restricted to the federal definitions.

Application: For projects not explicitly listed, sponsors must provide emission reduction information in the Cost-Benefit Analysis section.





Question and Answer (Q&A) Break – 5 Minutes

TASA and CRP Funding

Submit questions in the Q&A or Raise Your Hand



Project Evaluation Process





Process Background



Regional Approach

Transparent Process

Performance-Based Evaluation

Promotes Stewardship

The project call process was designed to emphasize several key factors that balance the diverse regional needs, promotes financial accountability, and ultimately leads to better transportation outcomes for the region.





Step 1 - Eligibility

Determines that a project meets the federal funding program requirements

Step 2 - Readiness

Determines that a project can complete all required milestones and be implemented as scheduled

Step 3 - Evaluation

Determines the regional value of a project and how well it meets the goals/objectives of the TPB

Step 4 - Recommendation

Recommends project based on evaluation results, ranking, and funding availability



Readiness Evaluation





Readiness Overview

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			

Readiness will assess projects based on the project development process and the resulting schedule for utilizing the federal funding.

The end goal of the readiness assessment is to ensure can be implemented as presented in the application should they be selected for funding.

Funding projects that are not ready negatively impacts the region by risking lapsing of funds, withholding funding from other projects that could move forward, and increases costs.

Application: Sponsors will provide a brief narrative summary of the project regarding the applicable development phase and include all relevant supporting materials for verification. Project without extensive verification documentation will not be considered.





Eligibility



Project eligibility will be determined by the information provided in the readiness assessment including current and proposed functional classification, location, and sponsor type, scope, and budget.

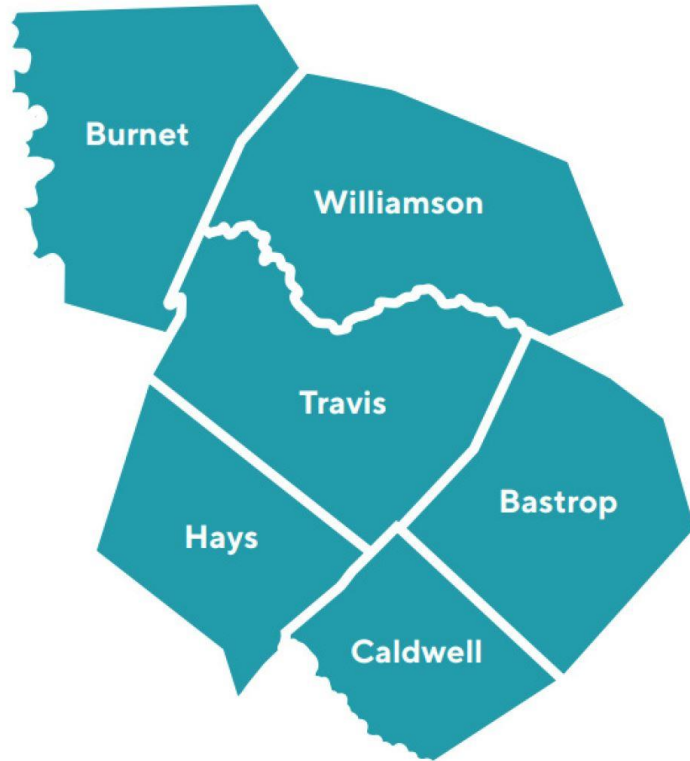
Sponsors are responsible for checking eligibility requirements prior to submission linked in the resources section of this document.

Final approval of eligibility is determined by the FHWA. Because the requirements are occasionally updated through congressional action and the rule-making process





Scoping



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.

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.

Application: The itemized list of activities may be included as part of the project budget but should still be attached in this section even if its redundant to the budget section attachments.





Project Type



Non-Construction

Non-construction projects are any projects that do not involve, or lead directly to, the construction of infrastructure including TDM, education, operational programs, and planning activities.

Construction

Construction projects are any activities or phases that lead to the construction of an infrastructure project.





Phase of Work



Implementation

Planning
Activities and
Program
Implementation



Engineering

Preliminary
Engineering and
Environmental
Activities



Construction

Infrastructure
Construction and
Technology
Installation

Application: You will select one of these three phases as part of the project funding request.





Management



Local Government Project Procedures Qualification for TxDOT

Trains and qualifies local government individuals to work on projects performed through an Advanced Funding Agreement. Also trains TxDOT employees on oversight of LG-managed project development tasks.

LGP101

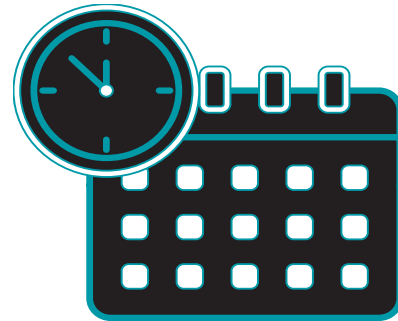
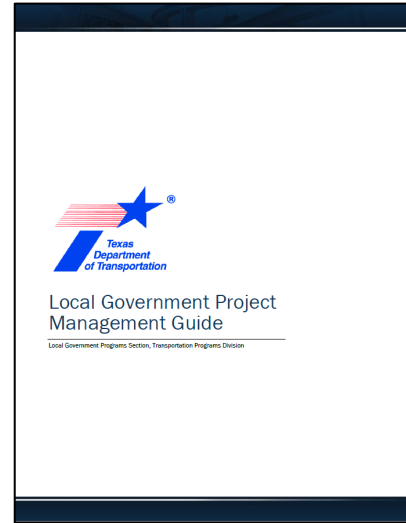
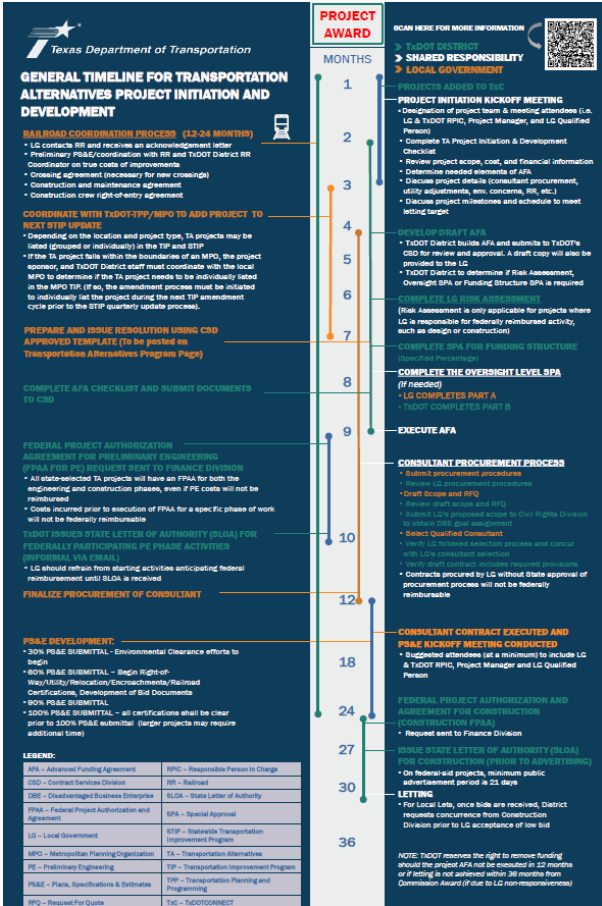
Project Manager - Individual directly responsible for the day-to-day implementation of the project and should have relevant experience on similar projects.

RPIC - A responsible person in charge (RPIC) is a qualified person certified through TxDOT's Local Government Project Procedures (LGPP) course.

Support Staff - 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.

History and Risk - Local Government Risk Assessments provided by TxDOT and performance and reporting on previously awarded projects will be reviewed.





Schedule

Sponsors must provide a fully developed project development schedule that outlines the key milestones and anticipated dates of completion.

Schedules must reflect the requirements outlined in TxDOT LGPP procedures for the project type (construction or non-construction).

The schedule must reflect the amount of time required to complete all required activities to be successfully let in the requested fiscal year.






Location



Sponsors must provide the following information for the project:

- County
- Municipality
- Primary facilities
- Limits (To, From, or At)
- Area of Impact (For programs)
- Area Type (Urban, Suburban, Rural)
- Current and anticipated functional classification (if applicable)
- Longitude and latitude from an online website (Bing, Google) 
- Attachments include maps files provided in digital format including PDFs and GIS-specific files (Shapefiles, KMZ) if available.



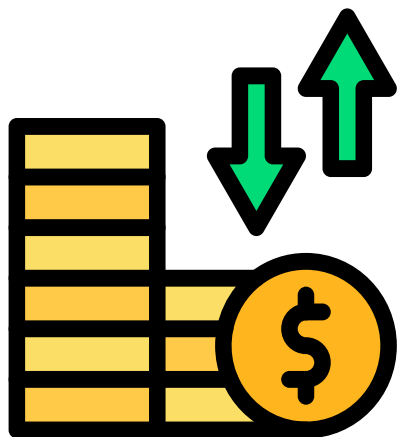


Cost Estimate



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.

- Professionally Developed
- Itemized
- Current Costs Only (Do not include inflation in your cost-estimates)
- Industry Standard Methodology



Inflation adjustments will be incorporated into the funding recommendation using a standard rate for consistency across projects. Do not include inflation in your cost-estimates.





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 shows financial ability and commitment.



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.





Luling

TRANSPORTATION STUDY

Summary Report – July 2019



Bergstrom Spur

Corridor Study



austin
MOTION
2016 MOBILITY BOND
December 2020

Planning

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 that ensures that:

- Public is aware of the project
- Had sufficient opportunity for input
- 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.

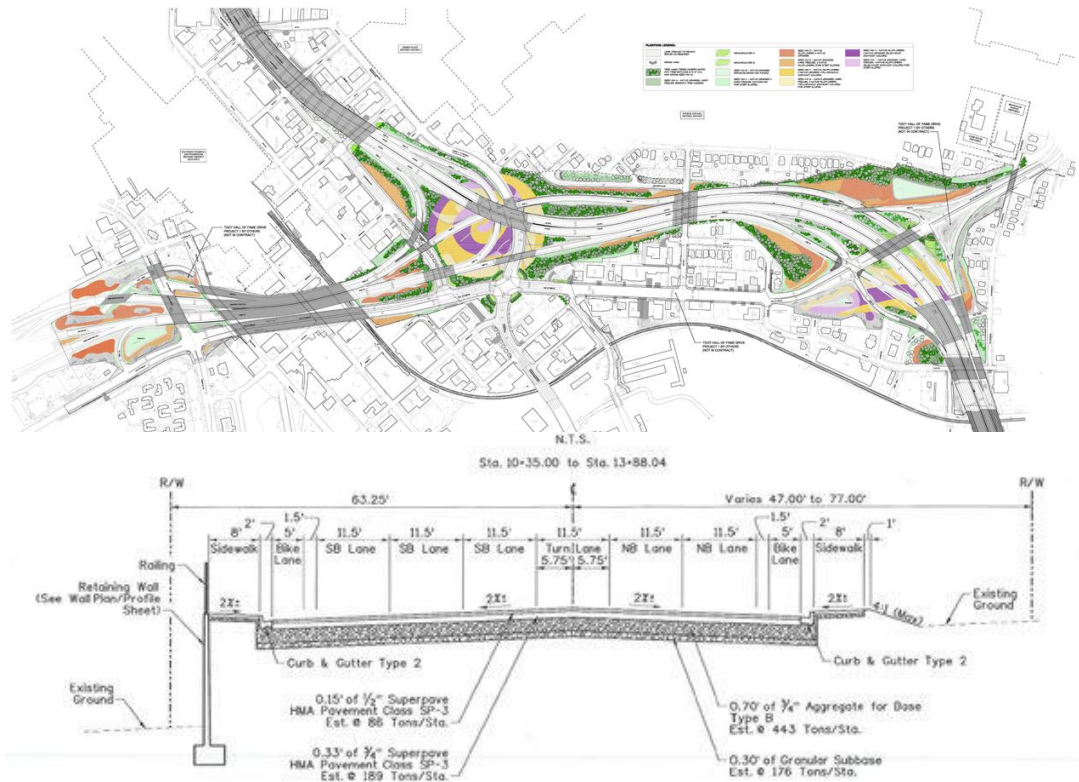




Preliminary Engineering and Design

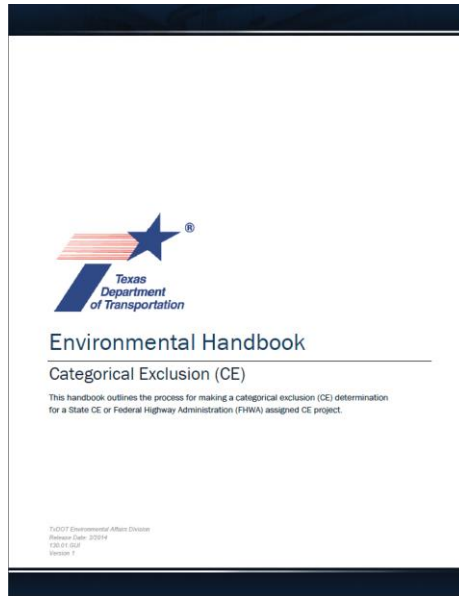
Sponsors seeking construction phase funding must have completed all preliminary engineering and design activities for the project. This includes a complete preliminary schematic with:

- Typical sections
- Drainage profiles
- Utility Identification
- Right-of-Way Determination
- **Meet federal and state standards and specifications**





Environmental Analysis (NEPA)



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
- Preliminary determination of environmental classification

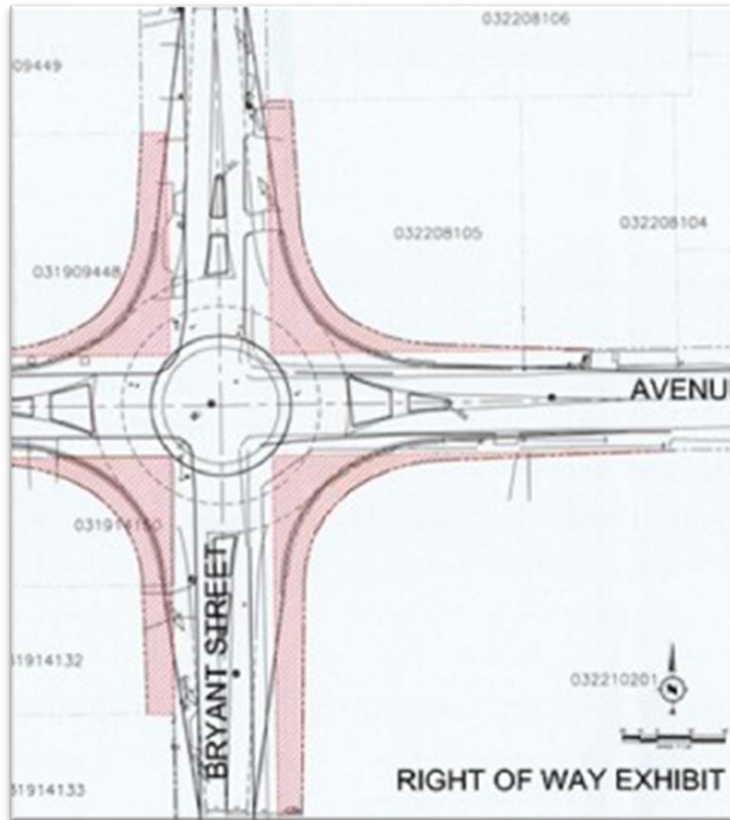
This section does not apply to requests for planning activities and studies.





Right-of-Way and Utility Relocation

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.



Construction Design (PS&E)

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.





Question and Answer (Q&A) Break – 5 Minutes

Project Readiness

Submit questions in the Q&A or Raise Your Hand



Project Evaluation





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

Project Evaluation Summary

The TPB has adopted project selection criteria for seven categories of projects.

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.





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: <ul style="list-style-type: none"> • 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

Planning Factors – Criteria Matrix

Each category has specific criteria and performance measures that will need to be addressed in the application.

Sponsors will be asked if the specific performance measure applies to their projects and then prompted to summarize how the project applies.

The sponsor must then provide backup documentation for verification purposes.

If staff cannot verify the response, then the project will not be assigned the corresponding point valuation.

Application: Sponsors will provide a brief narrative summary of the project regarding the applicable performance measure and include all relevant supporting materials for verification. Project without verification documentation will not be awarded the points.





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.

Planning Factors – Criteria Guidance

Each performance measure has additional guidance provided that details the requirements for each criteria.





Planning Factors – Other Category Projects

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

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 as represented through the other category criteria.

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.

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.

Application: Sponsors will create their own planning factor application document and attach it in the online application.





Cost Benefit Analysis Summary

Category	Benefit Evaluation	Data Analysis and Responsibility
Roadway	Travel Time Savings and Crash Reduction	CAMPO conducts analysis based on application information.
ITS/Operations	Travel Time Savings and Travel Time Reliability	CAMPO conducts analysis based on application information.
Transit	Vehicle Miles Traveled (VHT) Reduction	CAMPO conducts analysis based on application information.
Active Transportation	Traffic Area Zone (TAZ) Impact	CAMPO conducts analysis based on application information.
TDM	Vehicle Miles Traveled (VHT) Reduction	CAMPO conducts analysis based on application information.
Planning	None	None
Other	To Be Determined	Sponsor conducts analysis and provides the information in application.

Application: Sponsors are 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.





Question and Answer (Q&A) Break – 5 Minutes

Project Evaluation

Submit questions in the Q&A or Raise Your Hand



Project Application



myProjects

Project Funding Application





Question and Answer (Q&A) Break – 5 Minutes

Project Application

Submit questions in the Q&A or Raise Your Hand



Resource Review





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 administered 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.

Eligibility Resources

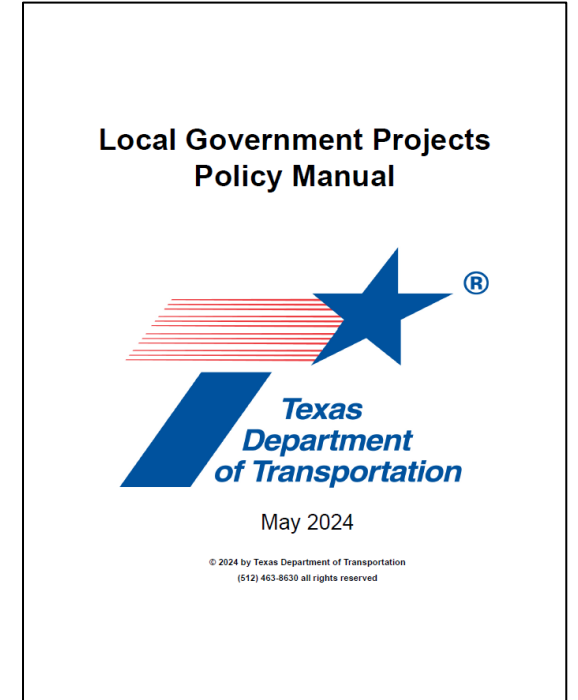
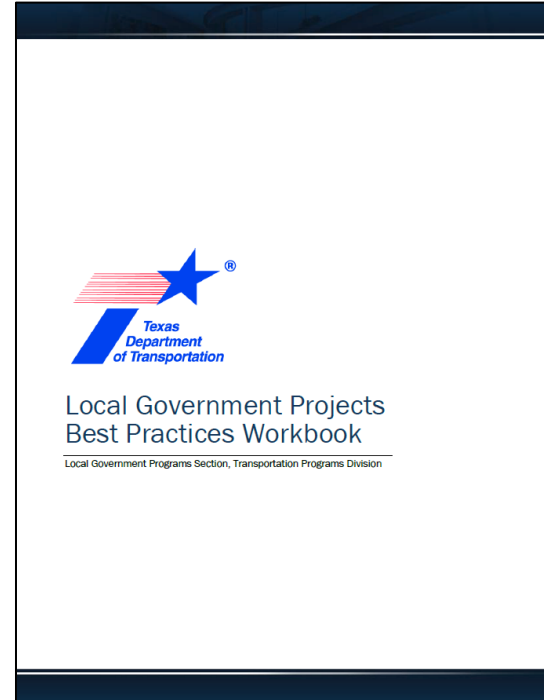
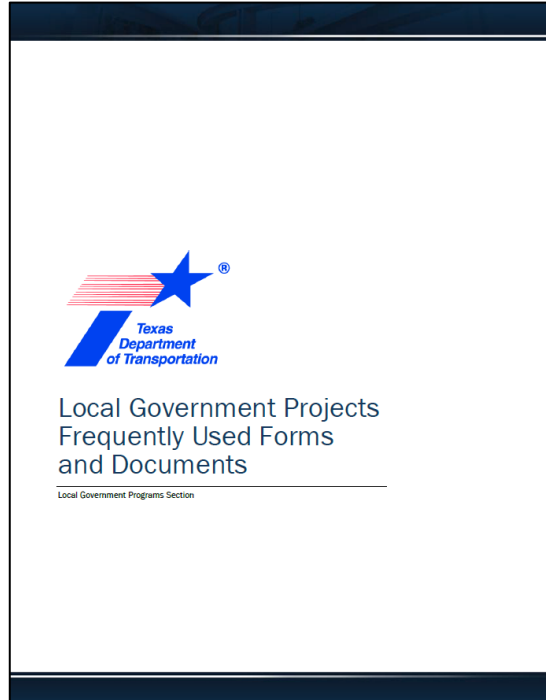
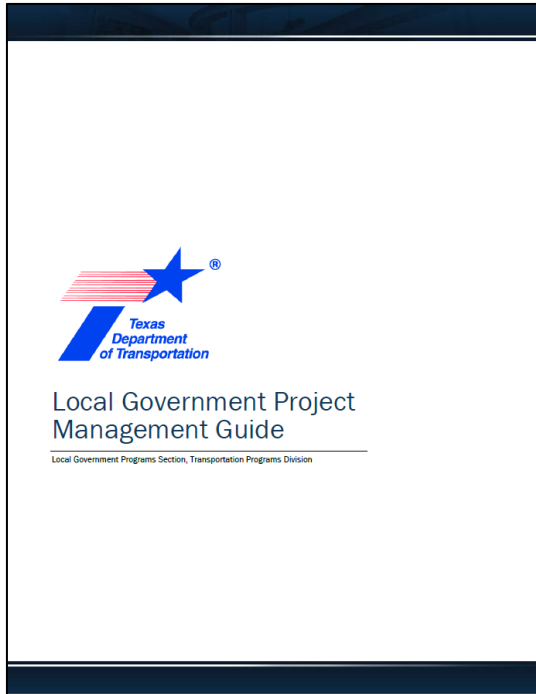
Project Readiness Resources

Project Evaluation Resources





Local Government Project Resource Manuals



LGPP Management Guide

Frequent Forms and Documents

Best Practices Workbook

LG Policy Manual



UNIQUE ASPECTS OF TRANSPORTATION ALTERNATIVES

BACKGROUND

As a result of the Infrastructure Act (IIA) signed into law in 2021, Texas for planning and building its networks has increased substantially. This federal funding program, along with other federal funding programs, offers unique aspects, opportunities, and other eligible entities that can apply for these funds.

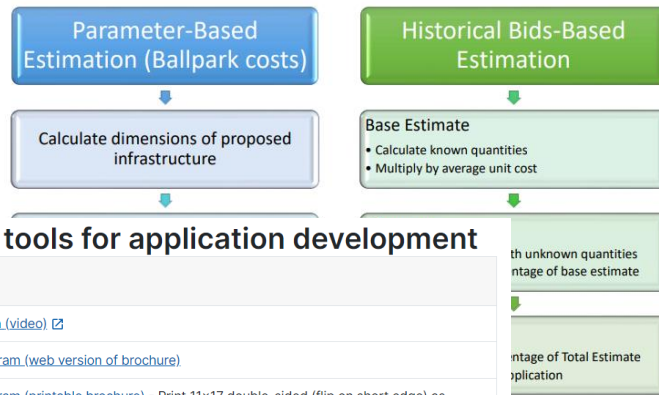
ELEMENTS OF FUNDING DISTRIBUTION

FHWA distributes TA funds to the Texas Dept of Transportation and 10 large metropolitan planning organizations.

TxDOT selects subrecipients of TA funding throughout the state based on a competitive process.

Construction Cost Estimate Assistance Tool

The purpose of this document is to supplement TxDOT's Construction Cost Estimating Guide (CCEG) with recommended practices for the Preliminary Application (PA) and Detailed Application (DA) phases of TxDOT's 2023 Transportation Alternatives Program (TA) Call for Projects. The CCEG is published by TxDOT's Transportation Programs Division (TPD) Project and Portfolio Management Section and is available on txdot.gov (Construction Cost Estimating Guide). The objective of this document in coordination with the CCEG is to enhance the accuracy of the preliminary construction cost estimates prepared for the 2023 TA Program Call.



Technical assistance tools for application development

Title
Unique aspects and overview of the TA Program (video)
Unique aspects and overview of the TA Program (web version of brochure)
Unique aspects and overview of the TA Program (printable brochure) - Print 11x17 double-sided (flip on short edge) as landscape and fold in half
Decision tree for determining project category
Tutorial for creating and sharing a google map
Tutorial for creating maps for TA Program project applications
Unique aspects and overview of the TA Program (video)
Unique aspects and overview of the TA Program (web version of brochure)
Unique aspects and overview of the TA Program (printable brochure) - Print 11x17 double-sided (flip on short edge) as landscape and fold in half
Construction Cost Estimate Assistance Tool
Guidance for Initiating Railroad Coordination

TxDOT – TA Program Resources

TxDOT provides extensive resources for its Transportation Alternatives Set-Aside (TASA) funding program that can be utilized for this project call including support for the following items:

- Budget and Cost Estimate Development
- Timeline Support
- Mapping Tools
- Railroad Coordination Support





Local Government Project Procedures Qualification for TxDOT

Trains and qualifies local government individuals to work on projects performed through an Advanced Funding Agreement. Also trains TxDOT employees on oversight of LG-managed project development tasks.

LGP101



Local Government Projects Construction Administration

Provides participants with tools, resources, and an understanding of the responsibilities and requirements for successfully administering a locally let construction project.

LGP102

Local Government Training

All local entities are required to have an individual qualified by TxDOT in Local Government Project Procedures (LGPP) assigned to each project being performed through an Advanced Funding Agreement.

Through its LGPP Qualification Program, TxDOT offers a 12-hour course (virtual or in-person) that trains and qualifies individuals to work on these projects. TxDOT requires all "qualified" persons to successfully complete the LGPP qualification course at least once every three years.



Thank You

funding@campotexas.org



CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION