CENTRAL ★ TEXAS

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PLANNING ORGANIZATION

2026 –2029 Call for Projects

Project Call Summary and FAQ Review

Webinar Information

Project Call

Fiscal Years (FY) 2026 through 2029

Carbon Reduction Program
Transportation Alternatives Set-Aside

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Question and Answer (Q&A) segments will occur after the two major modules. During this segment sponsors may raise their hand and will be called on to speak and ask questions.

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Project Call Summary

Project Call Administration

Webpage

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Office Hours

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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

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Project Call

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Carbon Reduction Program
Transportation Alternatives Set-Aside

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— CENTRAL ★ TEXAS —

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

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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)

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Transportation Alternatives Set-Aside

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.

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.
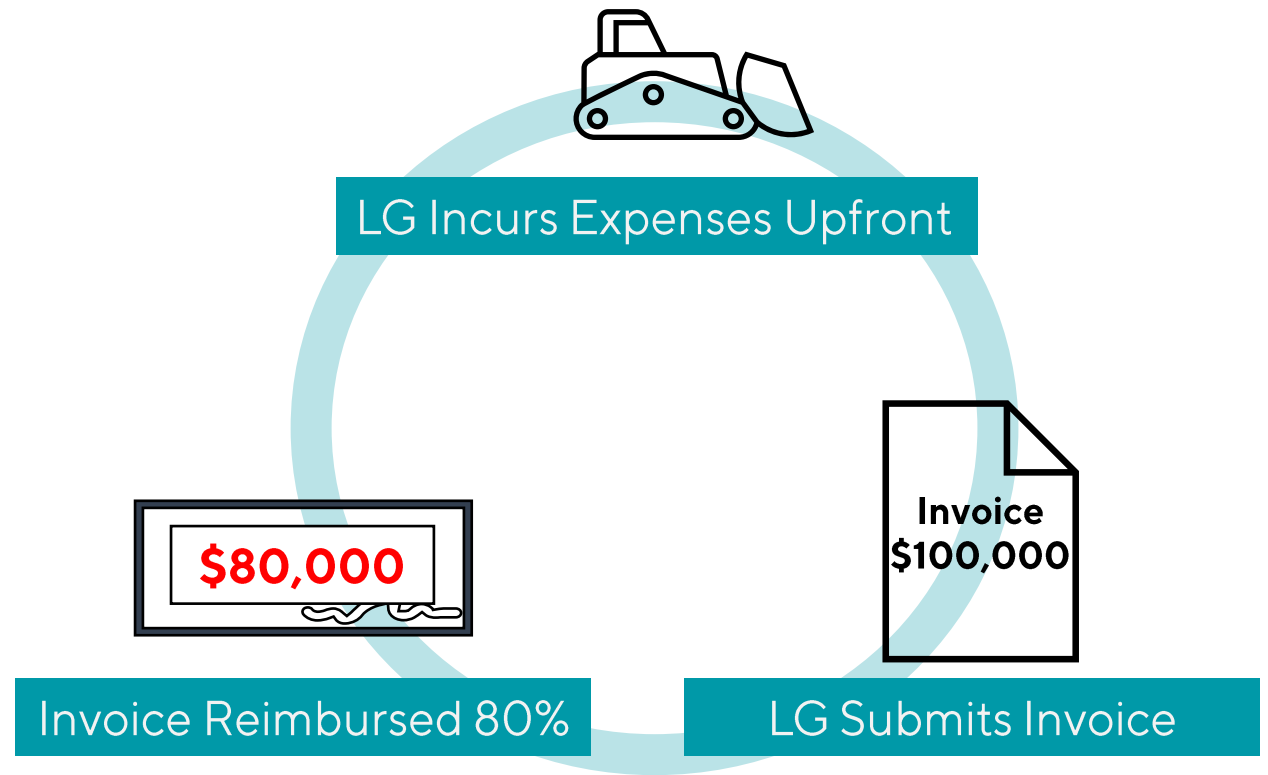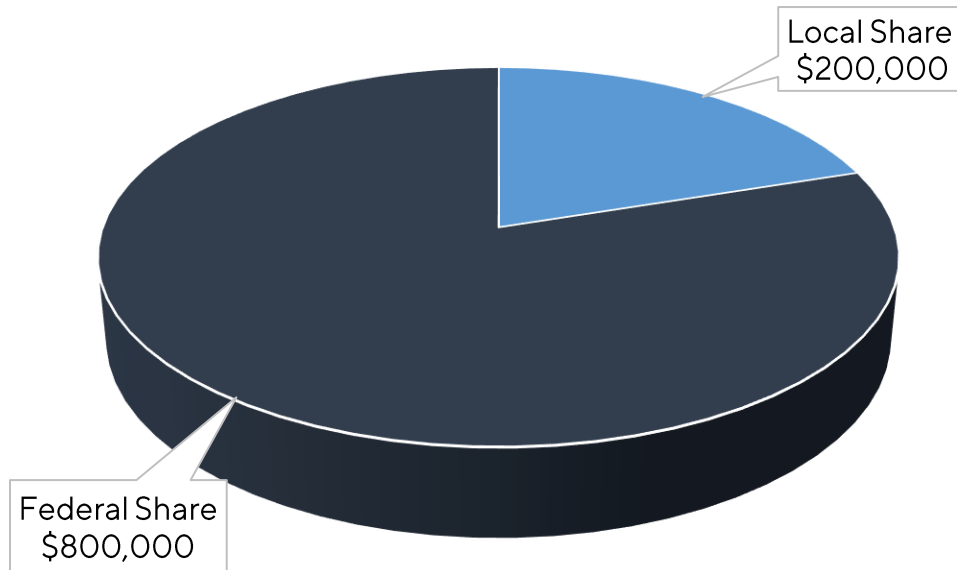
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Federal Reimbursement Process

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

Local Share
$200,000

Federal Share
$800,000

LG Incurs Expenses Upfront

Invoice
$100,000

$80,000

Invoice Reimbursed 80%

LG Submits Invoice

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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

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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.

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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			■

| Project Evaluation Summary		
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%

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.

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Recommendation Development

Project Scores Summary
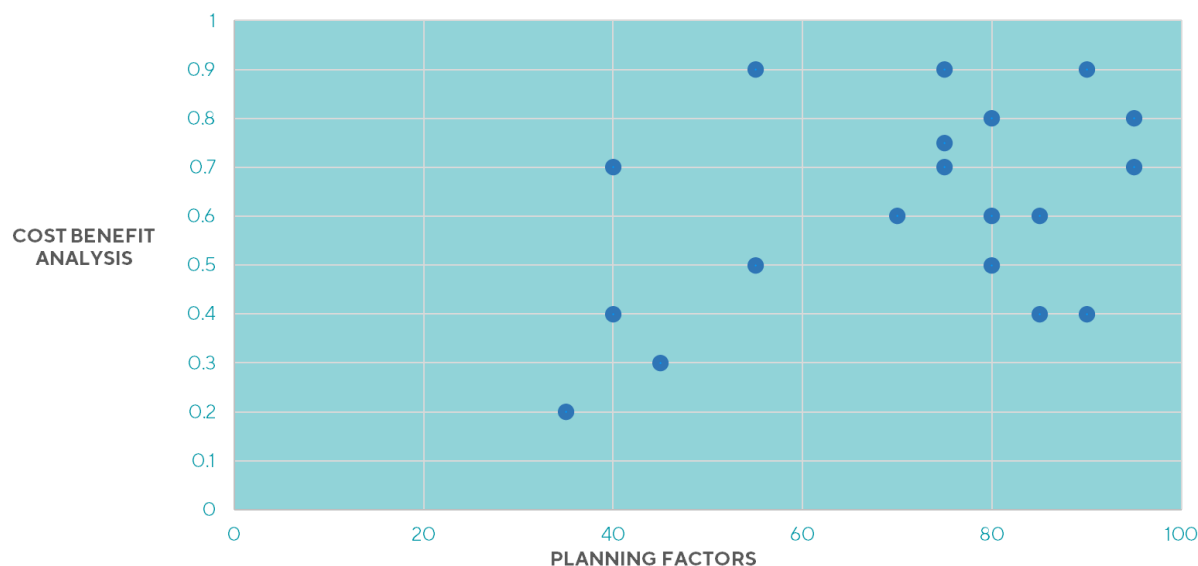
The recommend portfolio of projects will be developed based with consideration of several factors:

- Project Score and Combined Rank

- Funding Source

- Fiscal Year of Implementation/Availability

The development of the final project recommendation prioritizes the projects that provide the most value to the region and the ability to be implemented as proposed. In addition to the scores, the final recommendation will weigh project schedules, availability of funding, and other factors as determined necessary.

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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.

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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.

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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
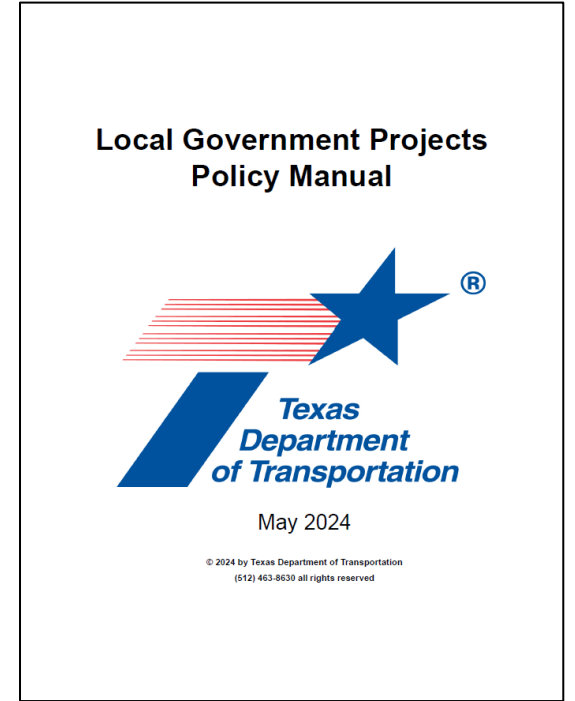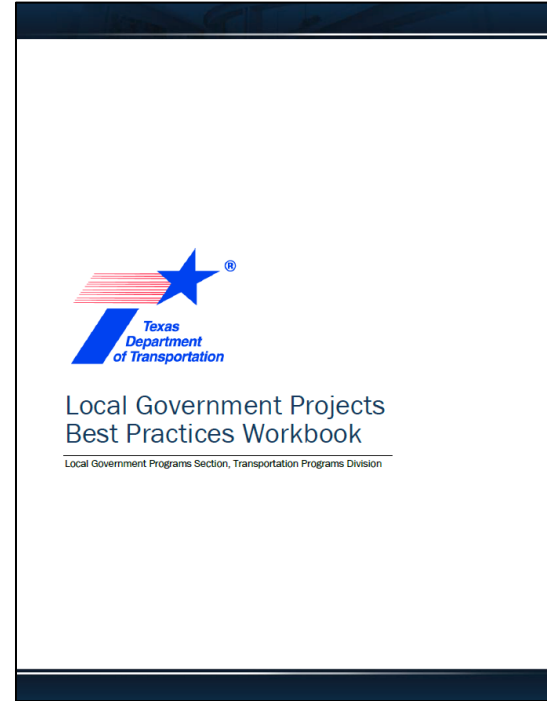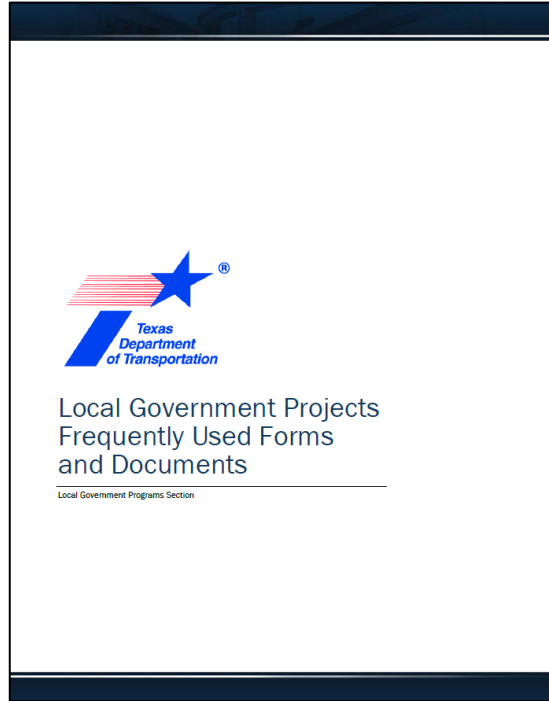Tool to conduct cost-benefit analysis for ITS/Operational projects.
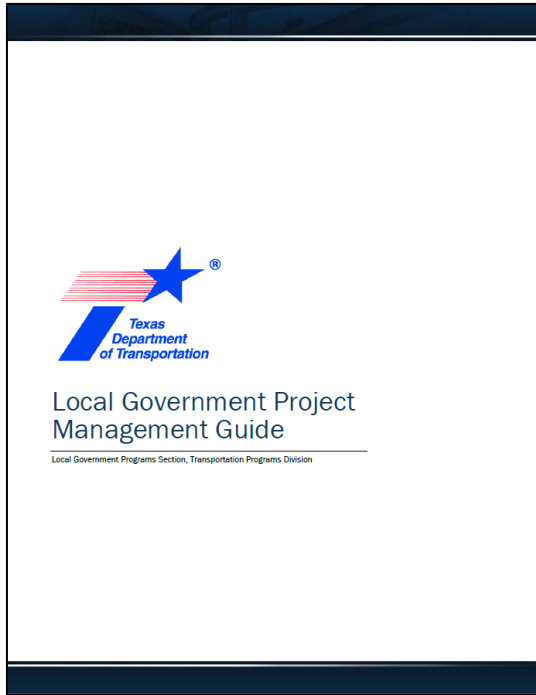
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| Eligibility Resources | Project Readiness Resources | Project Evaluation Resources |

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Local Government Project Resource Manuals

Local Government Project Management Guide

Local Government Programs Section, Transportation Programs Division

Local Government Projects Frequently Used Forms and Documents

Local Government Programs Section

Local Government Projects Best Practices Workbook

Local Government Programs Section, Transportation Programs Division

Local Government Projects Policy Manual

Texas Department of Transportation

May 2024

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LGPP Management Guide	Frequent Forms and Documents	Best Practices Workbook	LG Policy Manual

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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 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.

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

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Question and Answer (Q&A) Break

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FAQ Review

Responses and Clarifications	
Category	**Information**
TASA Sponsor	All non-profit agencies are eligible for TASA funding.
Direct State Costs	Sponsors must account for the direct state costs in their budgets and indicate whether they are requesting federal assistance to cover this cost. Actual direct state costs are determined by TxDOT and are based several factors including project size, complexity, and risk factors requiring additional oversight. For this project call, sponsors are being asked to use 15% of the total project cost as the standard rate to include in the project budget. CAMPO will make adjustments as determined by TxDOT's review and determination of the projects oversight requirements.
Schedule Format	Schedule formatting is flexible, but it must be clearly organized and include all aspects of the project development process.

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Responses and Clarifications

Category	Information
LGPP Certification	The LGPP Certification date field is for the date of certification or anticipated date of certification based on enrollment.
Sponsor Section Attachments	The sponsor attachment field is for the LGPP completion certificate, enrollment verification, resumes, organizational charts, and other documents that demonstrate that the sponsor has the appropriate project management experience.
Scope	The narrative section of the scope section is meant for a summary of the project. This can range from a sentence or two, to a few of paragraphs. The supporting attachments will require full detail and including a line-item list of activies being proposed. These attachments may also be part of the budget but should be attached here as well. This section for verifying eligibility and its important to note that the provided scope is binding once selected for funding and any changes will need to be approved by the Policy Board.

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Responses and Clarifications

Category	Information
Project Costs (Planning Only)	For planning projects put the costs in the PE field for the Project Cost section. You can leave ROW and Construction blank. For planning projects, the scope and cost estimate do not have to be developed by a licensed engineer, a professional planner with experience developing scopes will suffice. It must be clear how the costs were developed and that the numbers represent reason assumptions.
Attachments	Attachments are relative to the response you provide. Some responses have the potential to be self evident and do not require attachments. Sponsors should think about attachments from the reviewer perspective who is going to be looking at your response and asking themselves: 'Is this valid and true based on the information provided?' If the response alone doesn't provide a unequivocable 'Yes' then you need to provide backup documentation. As a competitive process everyone will be trying to get the most points possible and it's the job of the reviewers to make sure the points accurately represent the project. If there is doubt about a response and attachments are not provided, the project will not receive the points.

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Responses and Clarifications	
Category	**Information**
Project Match	Sponsors are required to have the 20% match for their projects. In-Kind contributions will not be considered as match through this process. Additionally, the match requirements still apply even if you are applying for TDCs due to the federal Maintenance of Effort (MOE) requirements.
Engineering Readiness	The amount of engineering required to be completed by sponsors to be considered ready will vary by project. Engineering readiness determination will be based on the complexity of the design and construction and associated risk-factors regarding implementation. As engineering progresses the more unknowns become known and cost estimates become more refined. The further along the engineering process a project is the more accurate the estimate and risk factors are mitigated which minimizes issues with implementation.

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Responses and Clarifications	
Category	**Information**
Overages	Regarding the awards, the amount awarded to a project is definitive and will not be adjusted after award. Sponsors are responsible for all costs above and beyond the original amount and any activities outside of the approved scope.
Progress	Sponsors and projects must adhere to CAMPO's policy on continual progress. The original award amounts and fiscal year of implementation are binding. Any changes to project scope, schedule, or other factors from the original approval may be requested but must be approved by the Transportation Policy Board directly.

Responses and Clarifications	
Category	**Information**
Planning Projects	For planning projects, the sponsoring agency's responsibilities for planning studies are providing the cash match, TxDOT administrative fees, and in-kind staff support as agreed upon with CAMPO prior to execution of the study. The agency is expected to participate in all aspects of the study including consultant procurement, joint-management activities, steering committee, and other support to help execute the project. The exact responsibilities are laid out in the negotiated Interlocal Agreement (ILA) executed between CAMPO and the sponsoring agency, but its important to note that CAMPO is the lead agency in the planning effort and that the Advanced Funding Agreement (AFA) will be executed between CAMPO and TxDOT.

Responses and Clarifications	
Category	**Information**
Phases	For this call we are not combining multiple phases for awards (i.e. planning and engineering, or engineering and construction) because the success of the selected phase is dependent on the previous phase outcomes. For example, we would not want to fund PE for a project that does not have all environmental constraints identified because some constraints can kill a project. This also impacts the accuracy of the cost estimates underlying the funding requests. For these reasons we take a distinctly phase by phase approach in funding awards and only awarding the next very next phase in the process.

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Next Steps

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The first office hour segment will be on October 16, 2024, from 9:00am to 10:00am. (Link will be provided on webpage)

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