



**CAMPO Call for Projects – Phase 2
REVISED July 22, 2011
General Instructions**

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I. Introduction

I.A. About Proposition 12 Funding

In mid-June, TxDOT informed the 25 Texas Metropolitan Planning Organizations of the likelihood of \$3 billion in Proposition 12 funds becoming available. The passage of the state's budget has made that reality. Riders 42 and 43 of the TxDOT portion of the appropriations bill set forth the legislative intent for these funds (see Proposition 12 briefing paper for more information).

There are five funding categories for the funds:

1. \$500 million for work to replace or rehabilitate a specific list of bridges (**none of these are in the CAMPO region**).
2. \$600 million for projects to be selected by the 25 MPOs (**about \$48 million for the CAMPO region**; see attached breakdown by MPO). These funds may be used for on or off-system work, but only be for roadway projects. TxDOT encourages that any off-system projects funded with these funds be for safety projects or for projects that provide a significant benefit to the state highway system. Projects will be selected by the MPO policy boards in consultation with local TxDOT staff.
3. \$1.4 billion to be distributed to the TxDOT districts (**about \$91 million coming to the Austin District**). The funds may be used for eligible rehabilitation and safety projects, which may include added capacity projects.
4. \$200 million to be used on projects addressing statewide connectivity needs (**none of these are in the CAMPO area**).
5. \$300 million to be sub-allocated to the four largest MPOs in the state (**about \$31 million coming to the CAMPO region**); to be used to develop projects that will have the greatest impact on reducing congestion in these metropolitan areas. The funds may not be used until TTI has prepared and presented a report to the Commission identifying projects in each of these four regions; the report is due to the Commission no later than September 2012. Once the Commission accepts this report these funds may then be used to advance the preliminary engineering, environmental assessment, design and right of way acquisition on these projects. These funds may not be used to pay for construction of any project. Rider 43 was clear that the intent was to use these additional funds during the upcoming biennium.

CAMPO is charged with:

- Providing input to the TxDOT Austin District on projects to fund with the \$91 million in funding available to the District.
- Providing a recommendation to the Texas Transportation Commission on approximately \$48 million in projects to be selected within the MPO area.

Based on a July 10th e-mail from TxDOT, when selecting projects for funding in the Unified Transportation Program, Chapter 43 of the Texas Administrative Code [43 TAC 16.105(d)(1)(A)] requires the commission to consider the following: (A) the potential of the project to:

- (i) increase the safety of the transportation system for all transportation users;
- (ii) maintain and preserve the existing transportation system;
- (iii) provide congestion relief;
- (iv) increase the accessibility and mobility of the transportation system for all

transportation users;

(v) support the economic vitality of the area, especially by enabling global competitiveness, productivity, and efficiency; and

(vi) promote efficient system management and operation.

Based upon these rules, TxDOT suggests these six factors be the primary considerations for project selection and prioritization. However, the email states, different regions of the state may want to consider secondary considerations or factors, as well. Examples might include hurricane evacuation routes, freight corridors, pavement conditions, bridge conditions, closing corridor gaps, fund leveraging opportunities, and previous legislative and local input. Many of these secondary considerations may support the primary ones.

The email also stated that consideration should be given to the timing of bringing projects forward to construction. Issues such as environmental clearance, inclusion in financially constrained portions of MTPs, design, and right of way should be considered in project selection. ***The majority of projects funded from this allocation of \$3 billion of Proposition 12 funds should be under construction by the end of FY 2013 [emphasis added].***

I.B. Who Can Apply

State or local governmental authorities including jurisdictions, departments of transportation, and transit districts/authorities.

I.C. Timeline

Date	Milestone
July 12, 2011	Call For Projects – Phase 2 Issued
July 22, 2011 11:30 am - 1:30 pm	Application Workshop One Texas Center Room 325, 505 Barton Springs Road, Austin, TX
August 5, 2011	Applications Due
August	Review and Scoring of Applications
September 12, 2011	Scored Applications Presented to CAMPO Board
September 26, 2011	Public Hearing
September 28, 2011	CAMPO Technical Advisory Committee Recommends Projects for Funding
October 10, 2011	Board Consideration of Projects (and needed amendments to CAMPO TIP)

II. How to Apply

Application Checklist. Complete Applications will include the following:

<input type="checkbox"/> Cover Letter from Agency Serving as Primary Sponsor
<input type="checkbox"/> Application Form Section I: Eligibility Self-Certification
<input type="checkbox"/> Application Form Section II: General Information
<input type="checkbox"/> Application Form Section III: Project Scope
<input type="checkbox"/> Application Form Section IV: Project Impacts
<input type="checkbox"/> Application Form Section V: List of Attachments
<input type="checkbox"/> Attachments including letters of support (if applicable)

How to apply. Submit one (1) hard copy original and one (1) .pdf format digital copy of the complete application to CAMPO by 5 pm on August 5, 2011. (Applications must be received by the deadline in order to be considered for funding under the call for projects.)

Hard copies may be hand delivered to: Attn: Art Zamorano, CAMPO 505 Barton Springs Rd, Suite 700, Austin, TX 78704

Hard copies may be mailed to: Attn: Art Zamorano, CAMPO PO Box 1088, Austin, TX 78767

Digital copies may be: included on a CD and submitted with the hard copy, or e-mailed to campo@campotexas.org by the deadline.

NOTE:

Phase 1 - Previously submitted applications will be considered for eligibility under STP-MM and Proposition 12 funding categories. (Complete)

Phase 2 - New or revised applications will be limited for eligibility under Proposition 12 ONLY.
Note

III. Policy Framework

The combined project call is intended to prioritize for funding those projects that best meet the goals of the CAMPO 2035 Regional Transportation Plan. The selection criteria included in this application gauge performance against the following goals:

CAMPO 2035 Regional Transportation Plan Goals

Goal 1-Safety: Increase the safety of the transportation system.

Goal 2-Mobility and Access: Maintain and enhance mobility and access of goods and people within the region.

Goal 3-Connectivity: Improve connectivity within and between the various transportation modes for goods and for people of all ages and abilities.

Goal 4-Efficiency: Improve the efficiency and performance of the transportation system.

Goal 5-System Preservation: Ensure that the transportation system can be maintained and operated over time.

Goal 6-Economy: Maximize the economic competitiveness of the region.

Goal 7-Land Use and Economic Development: Support economic development and efficient use of land.

Goal 8-Cost Effectiveness: Maximize the affordability of the transportation system.

Goal 9-Air Quality, Climate Protection, and Energy: Minimize air pollution, greenhouse gas emissions, and energy consumption related to the transportation system.

Goal 10-Environment, Noise, and Neighborhood Character: Minimize negative impacts to environmental resources, noise, and neighborhood character.

Goal 11-Social Equity: Ensure that the benefits and impacts of the transportation system are equitably distributed regardless of income, age, race, or ethnicity.

Goal 12-Security: Increase the security of the transportation system.

IV. Technical Evaluation Process

IV.A. Overall Process and Summary of Criteria

Projects will be scored against criteria for each funding category for which they are eligible. A project may receive scores against more than one set of criteria. *Project scores will be based solely on information provided in the application by the application deadline. Evaluated scores will be considered final for the purposes of developing a staff recommendation to the CAMPO Transportation Policy Board.*

General Criteria		Points (100 Max)
	Safety	23
S1	Project will identify and provide preventative measures for systemic safety issues	3
S2	Crash Reduction Factor	4
S3	Project crash reduction factors address Texas Strategic Highway Safety Plan "Crash Type and Location" Emphasis Areas	2
S4	Project would provide safety improvements to non-motorized / active transportation road users	1
S5	Project would implement demand management and system management measures	4
S6	Project would eliminate bottlenecks and gaps in the existing transportation network	5
S7	Project would support incident management.	2
S8	ITS	2
	Mobility	37
M1	Project would reduce or help maintain travel times in the corridor and would minimize the number of roadways experiencing congestion.	12
M2	Project would increase the capacity of the transportation system	8
M3	Project would support reduction of vehicle miles traveled	7
M4	Project would increase arterial connectivity and help support alternative routes	4
M5	Project would help support a seamless, interconnected public transportation system	4
M6	Project would enhance freight connections	2
	Environment	25
E1	The project reduces transportation related air emissions (including VOC, Nox, and CO2) and energy consumption by reducing per capita vehicle miles traveled, increasing fuel efficiency and improving the overall energy efficiency of the transportation system.	15
E2	The project avoids or minimizes negative impacts to environmental or cultural resources, noise, and neighborhood character.	5
E3	The project will support equitable distribution of the transportation impacts and benefits of the transportation system regardless of income, age, or ethnicity.	5
	Economy	15
EC1	Project would increase access to employment and education.	3

EC2	Project would leverage local investments and economic development and encourage development of walkable, mixed use and efficient land use patterns.	2
EC4	Funding Commitment and Private Sector Investment	5
EC5	Project would result in implementation of a lower cost transportation improvement	5

IV.B. Criteria for General Funding

Safety, Security, Efficiency, and System Preservation

(23 points)

Safety		10 points
S1	Project will identify and provide preventative measures for systemic safety issues	3 points
	<u>Capital Projects</u> 3 points= Detailed description of identified safety issues and documentation of indicated improvements to identified issues is provided 1 point=Detailed description of identified safety issues is provided	
S2	Crash Reduction Factor	4 points
	<u>Capital Projects</u> 1-4 points = Provided Output Summary of TTI Roadway Safety Design Model <u>or</u> 1-3 points = Estimated number of (injury+fatal) crashes eliminated per 3 years per mile. (Points assigned by range of projects received.)	
S3	Project crash reduction factors address Texas Strategic Highway Safety Plan 'Crash Type and Location' Emphasis Areas	2 points
	<u>Capital Projects</u> 2 points=Project provides new, substantive safety improvements to SHSP Roadway Safety Emphasis Areas that do not currently meet plan goals. 1 point=Project provides new, substantive safety improvements to SHSP Roadway Safety Emphasis Areas that currently meet plan goals.	
S4	Project would provide safety improvements to non-motorized/active transportation road users	1 point
	<u>Capital Projects</u> Projects will receive points for reducing the conflict points between motorized and non-motorized modes by exceeding minimum AASHTO/ADA/ITE bicycle and pedestrian accommodation standards 1 point=Project would include bicycle and pedestrian accommodations appropriate to average motor vehicle operating speed and average annual daily traffic volume based upon the CAMPO Bicycle Facility Selection Guide.	

Efficiency		9 points																						
S5	Project would implement demand management and system management measures	4 points																						
	<p>TDM and TSM Measures:</p> <table border="0"> <tr> <td><i>Access Management</i></td> <td><i>Intelligent Transportation Systems</i></td> </tr> <tr> <td><i>Bicycle Improvements</i></td> <td><i>Land Use Planning</i></td> </tr> <tr> <td><i>Commuter Trip Reduction Programs</i></td> <td><i>Multi-Modal Facilities</i></td> </tr> <tr> <td><i>Congestion Pricing</i></td> <td><i>Park and Ride Facilities</i></td> </tr> <tr> <td><i>Motorist Information Systems</i></td> <td><i>Parking Management and Pricing</i></td> </tr> <tr> <td><i>Express Lanes</i></td> <td><i>Pedestrian Improvements</i></td> </tr> <tr> <td><i>Freight Movement Management</i></td> <td><i>Ramp Metering</i></td> </tr> <tr> <td><i>Grade Separation</i></td> <td><i>Rideshare Programs</i></td> </tr> <tr> <td><i>HOV/HOT Lanes</i></td> <td><i>Traffic Calming</i></td> </tr> <tr> <td><i>Incident Management</i></td> <td><i>Transit Improvements</i></td> </tr> <tr> <td><i>Intersection Improvements</i></td> <td><i>Other Improvements</i></td> </tr> </table> <p><u>Capital Projects (Added Capacity Roadways)</u> 4 points=Project would implement 5 or more measures 3 points=Project would implement 3 to 4 measures 1 point=Project would implement 2 to 3 measures</p> <p><u>Capital Projects (Other)</u> 4 points=Project would implement 5 or more measures 3 points=Project would implement 3 to 4 measures 1 point=Project would implement 1 to 2 measures</p>	<i>Access Management</i>	<i>Intelligent Transportation Systems</i>	<i>Bicycle Improvements</i>	<i>Land Use Planning</i>	<i>Commuter Trip Reduction Programs</i>	<i>Multi-Modal Facilities</i>	<i>Congestion Pricing</i>	<i>Park and Ride Facilities</i>	<i>Motorist Information Systems</i>	<i>Parking Management and Pricing</i>	<i>Express Lanes</i>	<i>Pedestrian Improvements</i>	<i>Freight Movement Management</i>	<i>Ramp Metering</i>	<i>Grade Separation</i>	<i>Rideshare Programs</i>	<i>HOV/HOT Lanes</i>	<i>Traffic Calming</i>	<i>Incident Management</i>	<i>Transit Improvements</i>	<i>Intersection Improvements</i>	<i>Other Improvements</i>	
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S6	Project would eliminate bottlenecks and gaps in the existing transportation network	5 points																						
	<p><u>Capital Projects</u> Project will receive points each for any of the following characteristics, up to a maximum total of 5 points: 2 points=Project removes a bottleneck or completes a gap on a segment that has been identified as congested in CAMPO's 2008/2009 Roadway Congestion Analysis (i.e. congestion index of <.75.) 2 points=Project removes a bottleneck identified by the Bottleneck Study Committee 1 point=Project removes a bottleneck or completes a gap on a</p>																							

	segment identified by the TxDOT 100 Most Congested Roadways Report.	
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Security		4 points
S7	Project would support incident management	2 points
	<u>Capital Projects</u> Project will receive points each for any of the following characteristics, up to a maximum total of 2 points: 1 point=Project provides infrastructure or equipment that increases responder safety, including dynamic message signs 1 point=Project improves interagency communications through the deployment of ITS, interoperable radio systems, or other technology	
S8	ITS	2 points
	<u>Capital Projects</u> 2 points=Project provides for data capture and management through ITS technology <u>or</u> 2 points=Project provides for arterial/freeway management systems or traffic incident management systems using ITS technology	

Mobility, Access, and Connectivity (37 points)

Mobility and Access		27 points
M1	Project would reduce or help to maintain travel times in the corridor and would minimize the number of roadways experiencing congestion	12 points
	<p><u>Capital Projects</u></p> <p>Existing and Future Congestion and Travel Time Delay: Project will receive points for each of the following factors, up to a maximum total of 9 points: 3 points=Project is located in a corridor that has been identified as congested in CAMPO's 2008/2009 Roadway Congestion Analysis (i.e. congestion index of <.75.) 3 points=Project is located in a corridor that has been identified as highly congested in CAMPO 2010 Travel Demand Model 2 points=Project is located in a corridor that has been identified as moderately congested in CAMPO 2010 Travel Demand Model 3 points=Project is located in a corridor that has been identified as highly congested in CAMPO 2015, 2025, or 2035 Travel Demand Model 2 points = Project is located in a corridor that has been identified as moderately congested in CAMPO 2015, 2025, or 2035 Travel Demand Model</p> <p>Improvement Type: Project will receive points for each of the following factors, up to a maximum total of 3 points: 3 points=Project would make operational and safety improvements such as signal synchronization, addition of turn lanes or medians, completion of freeway interchanges, or other improvements that would support reduced intersection delay and reduced vehicle congestion in the corridor. 3 points=Project would remove a roadway bottleneck by adding one or more vehicle lanes at an existing choke point. 3 points=Project would support transit queue jumping, busses on shoulders, signal preemption or other transit project that would reduce transit travel times in the corridor 3 points=Project would support rail, brt, or other project that provides a parallel non-roadway alternative to congested regional corridors 3 points=Project would support Intelligent Transportation Systems 2 points=Project would add new vehicle lanes or facility in a congested area, but would not remove a bottleneck.</p>	
M2	Project would increase the capacity of the transportation system	8 points
	<p><u>Capital Projects</u></p> <p>Project will receive 0-8 points based on estimate of the additional maximum daily person throughput that would be accommodated by the project.</p>	

M3	Project would support reduction of vehicle miles traveled	7 points
	<u>Capital Projects</u> Project will receive points for each of the following factors, up to a maximum total of 7 points: 7 points=Project would provide transit service 4 points=Project would make operational or safety improvements to a roadway which support transit, biking, and walking in the corridor (excludes addition of general purpose lanes) 2 point=Project would include the addition of one or more managed lanes	
Connectivity		10 points
M4	Project would increase arterial connectivity and help support alternative routes	4 points
	<u>Capital Projects</u> Project will receive points for each of the following factors, up to a maximum total of 4 points: 2 points=Gap completion projects (including new alignment road projects, and projects that complete gaps in the bicycle and pedestrian system) 1 point=Intersection improvement projects or ITS projects supporting routing along alternative routes during incident congestion Project will receive 1 additional point for each new roadway intersection created by the project (up to maximum points)	
M5	Project would help support a seamless, interconnected public transportation system	4 points
	<u>Capital Projects</u> 4 points=New intermodal facility or park and ride providing connections between 2 or more transit routes or providing enhanced access to transit from outlying areas 3 points=Rail or bus transit project or travel demand management program that would allow more people to connect to public transportation for more trips 2 points=Added capacity that would support an existing or planned transit route and would prioritize transit (i.e. managed lane, bus only lane, intersection improvement with queue jumping / transit signal preemption) 1 point=Added capacity or roadway operational improvement that would support an existing or planned transit route	
M6	Project would enhance freight connections	2 points
	<u>Capital Projects</u> Project will receive points for each of the following factors, up to a maximum total of 2 points: 2 points=Project would directly lead to improvements between freight modes (i.e. local truck, long haul truck, rail, and air) 1 point=Project would directly lead to addition of capacity or operational improvements on roadways included on the National Highway System. 1 point=Project would support improvements identified as needed by the CAMPO Freight Study.	

	1 point=Project would make operational improvements supporting larger vehicle maneuvering on regional roadways	
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Environment, Air Quality, and Social Equity

(25 points)

Air Quality and Energy Consumption		15 points
E1	The project reduces transportation related air emissions (including VOC, NOx and CO2) and energy consumption by reducing per capita vehicle miles traveled, increasing fuel efficiency and improving the overall energy efficiency of the transportation system.	15 points maximum
	<p><u>Capital Projects</u> Project will receive points each for any of the following characteristics, up to a maximum total of 15 points:</p> <p>8 points=The project does not add general purpose lanes and includes more than one of the following project types:</p> <ul style="list-style-type: none"> • Bicycle facilities • Pedestrian facilities • Transit project that provides expanded service (route or frequency) • Intersection improvements (not including signals) • Traffic flow improvements (not at intersections) • Traffic signal improvements or synchronization • Park and ride lot or multi-modal transit center (new or expanded) • High occupancy lanes <p>6 points=The project does not add general purpose lanes and is one of the following project types:</p> <ul style="list-style-type: none"> • Transit project that provides expanded service (route or frequency) • Intersection improvements • Traffic flow improvements • Traffic signal improvements or synchronization • Park and ride lot or multi-modal transit center (new or expanded) • High occupancy lanes <p>5 points=The project adds general purpose lanes to an existing congested road (road is identified in CAMPO's 2008/2009 Roadway Congestion Analysis with a congestion index of <.75 or is identified as highly congested in the CAMPO 2010 model) and includes one or more of the following project types:</p> <ul style="list-style-type: none"> • Bicycle facilities • Pedestrian facilities • Transit project that provides expanded service (route or 	

	<p>frequency)</p> <ul style="list-style-type: none"> • Intersection improvements • Traffic flow improvements • Traffic signal improvements or synchronization • Park and ride lot or multi-modal transit center (new or expanded) • High occupancy lanes <p>3 points=the project qualifies for a categorical exclusion in the environmental review process</p> <p>2 points=the project reduces extended vehicle idling of heavy vehicles (14,000 lbs or more) that occurs when the driver is taking his federally mandated rest period or when the vehicle is waiting to deliver or pick up goods or passengers?</p> <p>2 points=the project replaces public transit vehicles solely powered with gasoline or diesel with lower emission alternative fuel vehicles, hybrid vehicles or electric vehicles.</p> <p>2 points=the project adds general purpose lanes to an existing congested road (road is identified in CAMPO's 2008/2009 Roadway Congestion Analysis with a congestion index of <.75 or is identified as highly congested in the CAMPO 2010 model)</p> <p>2 points=the project paves previously unpaved roads with low VOC asphalt or other low emitting pavement material</p>	
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Environment, Noise and Neighborhood Character		5 points
E2	The project avoids or minimizes negative impacts to environmental or cultural resources, noise and neighborhood character	5 points maximum
	<p><u>Capital Projects</u> Project will receive points for any of the following characteristics, up to a maximum total of 5 points:</p> <p>2 points =The project is wholly located in a low environmental sensitivity area and there are no identified historical features located within project limits.</p> <p>1 point =The project is not located in the Edwards Aquifer contributing or recharge zones.</p> <p>1 point=The project is partially or wholly located over the Edwards Aquifer contributing or recharge zone and the project sponsor has an approved TCEQ Edwards Aquifer Plan that exceeds standard mitigation requirements (will remove more than 80% of additional total suspended solids).</p> <p>1 point=The project qualifies for a categorical exclusion in the environmental review process</p> <p>1 point=The project has been, or will be, developed using the context sensitive solutions process. Applicant will provide documentation indicating how, and to what extent, context sensitive solutions have been or will be used.</p>	
Environmental Justice and Equity		5 points
E3	The project will support equitable distribution of the impacts and benefits of the transportation system regardless of income, age or ethnicity.	5 points maximum
	<p><u>Capital Projects</u> Project will receive points each for any of the following characteristics, up to a maximum total of 5 points:</p> <p>3 points=The project is partially or wholly located within, or adjacent to, an EJ area and will increase <i>non-tolled</i> access to jobs, healthcare, cultural, educational and/or recreational opportunities (employers, schools, hospitals, places of worship, parks or recreational facilities within 1/2 mile of the project). Applicant will provide documentation explaining how the project increases access to employers, schools, hospitals, places of worship, parks or recreational facilities within 1/2 mile of the project.</p> <p>2 points=The project will increase access and mobility for those who cannot drive or do not have ready access to a personal vehicle</p>	

	<p>(elderly, disabled, transit dependent). Applicant will provide documentation explaining how the project will increase access and mobility for the elderly, disabled and transit dependent</p> <p>2 points=The project is partially or wholly located within, or adjacent to, an EJ area and will increase <i>tolled</i> access to jobs, healthcare, cultural, educational and/or recreational opportunities (schools, hospitals, places of worship, parks or recreational facilities within 1/2 mile of the project). Applicant will provide documentation explaining how the project increases access to employers, schools, hospitals, places of worship, parks or recreational facilities within 1/2 mile of the project.</p> <p>2 points =The project is <i>not</i> partially or wholly located within, or adjacent to, an EJ area and will increase <i>non-tolled</i> or tolled access to jobs, healthcare, cultural, educational and/or recreational opportunities (schools, hospitals, places of worship, parks or recreational facilities within 1/2 mile of the project). Applicant will provide documentation explaining how the project increases access to employers, schools, hospitals, places of worship, parks or recreational facilities within 1/2 mile of the project.</p>	
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Economy, Cost Effectiveness, Land Use, and Economic Development (15 points)

Economy and Land Use		5 points
EC1	Project would increase access to employment and education	3 points
	<p><u>Capital Projects</u> Points are awarded for providing direct access to an existing school, park, library, community center, college or university, large employer (100+ employees), commercial center (5+ businesses), or high-density residential area (20+ units per acre). 3 points=project provides a direct access to 5 or more separate destinations listed above 1 point=project provides direct access to at least 1 destination listed above.</p>	
EC2	Project would leverage local investments and economic development and encourage development of walkable, mixed use and efficient land use patterns	2 points
	<p><u>Capital Projects</u> 2 points=application provides documentation of how the project would leverage local investments to support significant economic development that included mixed use, walkable redevelopment of a developed area 1 point=application provides documentation of how the project, program or study would support economic development.</p>	
Cost Effectiveness		10 points
EC3	Funding Commitment and Private Sector Investment	5 points
	<p>Up to 3 points will be awarded based on the amount of local match identified: 3 points=>40% local match 1 point=>25% local match</p> <p>1 point will be awarded for documentation of private sector investment in the project including developer contributions, toll revenue bonding, advertising revenues, or other funding generated through private sector contributions.</p> <p>Up to 1 point will be awarded for each additional project co-sponsor.</p>	
EC4	Project would result in implementation of a lower cost transportation improvement	5 points
	Up to 5 points will be awarded based on the cost/benefit of the project, program or study. $Cost / Benefit = Points\ Subtotal / Total\ Project\ Cost$	

Projects Submitted Under Phase 2 will also be evaluated based on the extent to which they relate to the following TxDOT factors:

- (i) increase the safety of the transportation system for all transportation users;
- (ii) maintain and preserve the existing transportation system;
- (iii) provide congestion relief;
- (iv) increase the accessibility and mobility of the transportation system for all transportation users;
- (v) support the economic vitality of the area, especially by enabling global competitiveness, productivity, and efficiency; and
- (vi) promote efficient system management and operation.

V. Resources

STP MM Project Eligibility and Funding Requirements

General Eligibility Requirements

http://www.law.cornell.edu/uscode/html/uscode23/usc_sec_23_00000133----000-.html

Bicycle/Pedestrian Facility Requirements

http://www.law.cornell.edu/uscode/html/uscode23/usc_sec_23_00000217----000-.html

FTA Funding Requirements

Federal Transit Administration Guidance on the Job Access Reverse Commute Program:

http://www.fta.dot.gov/laws/circulars/leg_reg_6623.html

Federal Transit Administration Guidance on the New Freedom Grant Program:

http://www.fta.dot.gov/laws/circulars/leg_reg_6624.html

Federal Transit Administration Guidance on the Americans With Disabilities Act:

http://www.fta.dot.gov/civilrights/civil_rights_2360.html

Assurances and Certifications Required for FTA Funding:

http://www.fta.dot.gov/funding/apply/grants_financing_93.html

Data Sources and Other Resources

CAMPO Map Data Viewer:

http://www.ci.austin.tx.us/CAMPO/CAMPO_MapApp.html

CAMPO Centers Map:

Page 23 of CAMPO 2035 Regional Transportation Plan:

http://campotexas.org/pdfs/CAMPO_2035_Plan_Adopted_May_24,2010wMods.pdf

Mobility Data:

CAMPO Approved 2035 Travel Demand Model:
http://www.campotexas.org/programs_gis.php

CAMPO CMP:
http://www.campotexas.org/pdfs/2008_2009_CAMPO_Report.pdf

CAMPO Bottleneck Study Committee Project List
http://www.campotexas.org/programs_cms.php

TxDOT 100 Most Congested Roadways:
<http://apps.dot.state.tx.us/apps/riders56/list.htm>

CAMPO Freight Map/National Highway System:
Page 46 of CAMPO 2035 Regional Transportation Plan
http://www.campotexas.org/pdfs/CAMPO_2035_Plan_Adopted_May_24,2010wMods.pdf

CAMPO Freight Study:
http://www.campotexas.org/pdfs/TR-7_Austin_Area_Freight_Study.pdf

Safety Data:

TTI Roadway Safety Design Model:
<http://www.tcd.tamu.edu/documents/rsd.htm>

Texas Strategic Highway Safety Plan:
ftp://ftp.dot.state.tx.us/pub/txdot-info/library/pubs/gov/final_shsp_2009.pdf

Capital Area Regional Transit Coordination Plan:
<http://www.capitalareartcc.org/>

Travel Demand Management and Transportation Systems Management Strategies:
<http://www.vtpi.org/tdm/>
http://plan4operations.dot.gov/reg_trans_sys.htm

Traffic Incident Management Strategic Plan – AIMHigh Team:
http://www.campotexas.org/pdfs/MOWP_TIM.pdf

Regional ITS Architecture and Deployment Plan, CAMPO CMP Program
<http://www.consystec.com/texas/web/austin/austinintro.htm>

Environmental Data:

CAMPO Environmental Sensitivity Map:
<http://www.campotexas.org/pdfs/Environmental%20Sensitivity%20Analysis%20with%202035%20System%20reduced.pdf>

Edwards Aquifer Map:
http://www.tceq.state.tx.us/compliance/field_ops/eapp/viewer.html

CAMPO Environmental Justice Area Map:

<http://www.campotexas.org/pdfs/Map%2016%20Environmental%20Justice.pdf>

Context Sensitive Solutions:

http://www.fhwa.dot.gov/context/css_primer/whatis.htm

Bicycle and Pedestrian Data:

CAMPO Bicycle Facility Selection Guide:

Tables 1&2, Appendix 11, CAMPO 2035 Regional Transportation Plan:

http://campotexas.org/pdfs/CAMPO2035_Appendices.pdf

NACTO Urban Bikeway Design Guide.

<http://nacto.org/cities-for-cycling/design-guide/>

CAMPO Bicycle and Pedestrian Crash Maps:

http://campotexas.org/programs_rd_maps.php

CAMPO 2035 Priority Bicycle Corridor and Pedestrian District Maps:

http://campotexas.org/programs_bicped.php

VI. Glossary

4A/4B - Sales taxes which cities may impose for economic development authorized pursuant to the Development Corporation Act of 1979. Cities must hold a sales tax election to adopt either a section 4A or 4B sales tax, subject to a two percent (2%) local sales tax limit (Moore 2006).

Bottleneck - Highway [or arterial] sections that experience operational problems such as congestion. Bottlenecks may result from factors other than reduced roadway width. For example, the close spacing of exit and entrance ramps can cause a weaving pattern that result in congestion. A less obvious example is a steep freeway grade that can slow trucks and cause a localized bottleneck (TxDOT 2010).

Bus Rapid Transit – (BRT) is a flexible, rubber-tired rapid transit mode that combines stations, vehicles, service, running-ways, and intelligent transportation system (ITS) elements into an integrated system with a positive identity and a unique image. In many respects, BRT is “rubber-tired” light-rail transit, but it has greater operating flexibility and potentially lower capital and operating costs than light rail (APA 2007).

Categorical Exclusions – (CEs) CE are actions which meet the definition contained in 40 CFR 1508.4, and, based on past experience with similar actions, do not involve significant environmental impacts. They are actions which: do not induce significant impacts to planned growth or land use for the area, do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; and do not otherwise, either individually or cumulatively, have any significant environmental impacts (FHWA 2011) .

Context Sensitive Solutions – (CSS) Collaborative, interdisciplinary process that involves all stakeholders to design a transportation facility that fits its applicable setting and preserves scenic, aesthetic, historic and environmental resources while maintaining safety and mobility. CSS respects design objectives for safety, efficiency, capacity and maintenance while integrating community objectives and values relating to compatibility, livability, sense of place, urban design, cost and environmental impacts (ITE 2010).

Capital Improvement Program – (CIP) is a five to ten-year plan that shows where facilities will be provided, and enable local governments to match their capital expenditures with development needs (ICMA 2000).

Congestion Pricing - involves charging users of transportation or transportation-related facilities (e.g., parking) a fee for the purpose of reducing congestion. Congestion pricing may take the form of variable toll pricing (peak-period surcharges and off-peak discounts) or variable parking price rates (TxDOT 2010).

Direct Access - The ability to reach a destination on the transportation network. For the purpose of this application, an improvement must touch the land parcel of the destination.

Geographic Information System – (GIS) A tool that connects databases to maps, combining layers of information about where things are located with descriptive data about those things and their surroundings (APA 2007).

High Occupancy/Toll lane – (HOT lane) serve both HOV users and those willing to pay a toll to use the restricted lane (typically during hours of peak demand)(TxDOT 2010).

Intelligent Transportation System – (ITS) is an integrated system that uses video and other electronic detection devices to monitor traffic flows on major freeways. When problems (called "incidents") are detected, operators may use remote controls to redirect traffic, inform motorists (through the use of dynamic message signs) and notify emergency response services as appropriate (TxDOT 2010).

ITS improves transportation safety and mobility and enhances American productivity through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. Intelligent transportation systems (ITS) encompass a broad range of wireless and wire line communications-based information and electronics technologies (Intelligent Transportation Systems Joint Program Office).

Match - A match is state or local funds used to match federal-aid funds for federal-aid program projects. The majority of federal-aid programs require a 20 percent state/local match. Safety projects or those on the Interstate system may have a 10 percent match requirement (TxDOT 2010).

Queue Jumpers - provide priority treatment for buses along arterial streets by allowing buses to bypass traffic queued at congested intersections (ITE 2010).

Set-aside - A requirement that a certain percentage of a program's funds are reserved for a specific purpose (Shoup & Lang 2011).

Transportation Control Measure – (TCM) A transportation control measure is a measure used for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Vehicle technology-based, fuel-based, and maintenance-based measures that control emissions from vehicles under fixed traffic conditions are not considered TCMs (TxDOT 2010).

Transportation Demand Management – (TDM) Actions or programs which encourage people to travel at alternative times, or with fewer vehicles to reduce congestion. TDM reduces traffic volumes through methods including: ridesharing, park-and-ride operations, staggered work hours, and transit improvements (TxDOT 2010).

Transportation System Management – (TSM) is a program to reduce congestion and improve traffic flow through traffic signal synchronization, freeway operations improvements (e.g., changeable message signs and ramp metering), incident management (clearing accidents and breakdowns quickly), and other methods (TxDOT 2010).

Transit-Oriented Development – (TOD) development that is located within a 10-minute walk, or approximately .5 mile, from a light rail, heavy rail, or commuter rail station. A mix of uses, including housing, retail, office, research, civic, and others, characterizes TOD projects (APA 2007).

VII. References

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