



TECHNICAL ADVISORY COMMITTEE MEETING

Monday, March 26, 2018
University Park, Suite 300
3300 N. IH 35, Austin, Texas 78705
2:00 p.m.
AGENDA

1. Certification of Quorum – Quorum requirement is 13 members.....Chair Ed Polasek

ACTION:

2. [Approval of February 26, 2018 Meeting Summary](#)..... Mr. Ashby Johnson, CAMPO
Mr. Johnson will seek approval of the February 26, 2018 meeting summary.
3. [Concurrence or Adoption of Changes to Definition of Regional Significance](#)
..... Mr. Ashby Johnson, CAMPO
Mr. Johnson will present changes to the existing definition of regional significance and seek concurrence or adoption by the TAC.
4. [Recommendation on Grouped Project Category Eligibility for Transportation Projects](#)
..... Mr. Ryan Collins, CAMPO
Mr. Collins will request a recommendation on adopting TxDOT and FHWA grouped project categories for the Transportation Improvement Program and Regional Transportation Plan.

INFORMATION:

5. [Review of Draft Program of Activities for the 2019-2022 Transportation Improvement Program \(TIP\)](#)..... Mr. Ryan Collins, CAMPO
Mr. Collins will present the draft Program of Activities for the 2019-2022 TIP for TAC review and discussion.
6. [Discussion on Transportation Development Credit Requests](#) Mr. Ryan Collins, CAMPO
Mr. Collins will present the Transportation Development Credit requests for TAC review and discussion.
7. Report on Transportation Planning Activities
8. TAC Chair Announcements
9. Adjournment



**Capital Area Metropolitan Planning Organization
Technical Advisory Committee
Meeting Summary
February 26, 2018**

1. Certification of Quorum.....Chair Polasek

The CAMPO Technical Advisory Committee was called to order by the Chair at 2:00 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Stevie Greathouse	City of Austin	Y	
2.	Cole Kitten	City of Austin	N	Tien-Tien Chan
3.	Robert Spillar	City of Austin	Y	(via phone)
4.	Tom Gdala	City of Cedar Park	N	
5.	Edward Polasek	City of Georgetown	Y	
6.	Trey Fletcher	City of Pflugerville	Y	
7.	Gary Hudder	City of Round Rock	Y	(via phone)
8.	Laurie Moyer	City of San Marcos	Y	
9.	Julia Cleary	Bastrop County	Y	
10.	Amy Miller	Bastrop County (Smaller Cities)	Y	
11.	Greg Haley	Burnet County	Y	
12.	Mike Hodge	Burnet County (Smaller Cities)	N	Caleb Kraenzel
13.	Jacquelyn Thomas	Caldwell County	Y	
14.	Dan Gibson	Caldwell County (Smaller Cities)	Y	(via phone)
15.	Jerry Borcharding	Hays County	N	
16.	David Fowler	Hays County (Smaller Cities)	Y	

17.	Charlie Watts	Travis County	Y	
18.	Alex Amponsah	Travis County (Smaller Cities)	Y	
19.	Bob Daigh	Williamson County	Y	
20.	Terri Crauford	Williamson County (Smaller Cities)	Y	
21.	David Marsh	CARTS	N	Ed Collins
22.	Justin Word	CTRMA	N	Mike Sexton
23.	Todd Hemingson	Capital Metro	N	Joe Clemens
24.	Marisabel Ramthun	TxDOT	Y	

2. Approval of the January 22, 2018 Meeting Summary Chair Polasek

Mr. Bob Daigh moved for approval of the January 22, 2018 meeting summary, as presented.

Ms. Laurie Moyer seconded the motion.

The motion prevailed unanimously.

3. Election of OfficersMr. Ashby Johnson, CAMPO

The TAC Nominating Committee met via conference call on February 22, 2018 to develop a recommendation for a slate of officers for the 2018 TAC membership. Members of the TAC Nominating Committee included Ms. Jacquelyn Thomas (Caldwell County), Ms. Laurie Moyer (City of San Marcos), Mr. Bob Daigh (Williamson County), and Mr. Charlie Watts (Travis County). The Committee recommended that the TAC keep the current Chair, Mr. Ed Polasek and Vice Chair, Ms. Amy Miller for the 2018 membership.

Mr. Bob Daigh made the motion for approval.

Ms. Laurie Moyer seconded the motion.

The motion prevailed unanimously.

4. Recommendation on TxDOT Selected Transportation Alternative Set-Aside Project AmendmentMr. Ryan Collins, CAMPO

Mr. Collins provided an overview of the Transportation Set-Aside Projects Tier 1 amendments and an amendment for the Brushy Creek Regional Trail Project. A brief question and answer followed.

Mr. Bob Daigh later moved for approval of the TxDOT Selected Transportation Alternative Set-Aside Project Amendment.

Mr. Trey Fletcher seconded the motion.

The motion prevailed unanimously.

5. Discussion on Regional Significance.....Mr. Ashby Johnson, CAMPO

Mr. Johnson provided a brief overview of the current definition for regional significance. Mr. Johnson also highlighted additional information included in a handout referencing a regional significant project. Question and answer with comments followed. Mr. Johnson later requested input from the Committee on revisions to the definition for regional significance by close of business March 5, 2018. Additional comments with question and answer followed.

**6. Discussion on Grouped Project Category Eligibility for Transportation Projects
.....Mr. Ryan Collins, CAMPO**

Mr. Collins provided a brief overview of grouped project categories for TxDOT/FHWA and CAMPO transportation projects. Question and answer later followed.

**7. Discussion on TIP Policy Regarding Short-Term Allocation of Additional Funding
.....Mr. Ryan Collins, CAMPO**

Mr. Collins provided a brief overview of the TIP policy regarding the short-term allocation of additional funding. A brief question and answer with comments followed.

8. Report on Transportation Planning Activities

a. Update on CAMPO Call for Projects

Mr. Ryan Collins provided an update on the current status of the CAMPO Call for projects and discussed the timeline for adoption of the 2019-2022 TIP.

b. Capital-Alamo Study Workshop

Mr. Johnson reported that TxDOT is hosting a Capital-Alamo Study Workshop for CAMPO TAC members on March 5, 2018 at 9:30 a.m. in the CTRMA Boardroom. A fact sheet on the Capital-Alamo Study was included in the meeting materials for further details on the study.

9. TAC Chair Announcements

Chair Polasek identified and welcomed new members to the TAC.

10. Adjournment

The February 26, 2018 meeting of the Technical Advisory Committee was adjourned at 2:45 p.m.



Date: March 26, 2018
Continued From: February 26, 2018
Action Requested: Action

To: Technical Advisory Committee
From: Mr. Ashby Johnson, Executive Director
Agenda Item: 3
Subject: Concurrence or Adoption of Changes to Definition of Regional Significance

RECOMMENDATION

Staff seeks concurrence or adoption of changes to the current definition of regional significance. CAMPO staff recommends the following changes to the Regionally Significant Public Transportation Projects section of the definitions document:

Modifications to the Existing Transit Definition

“Fixed guideway bus rapid transit ~~and bus rapid transit utilizing managed lanes;~~”

Proposed Additions to the Existing Definition

“Express bus on managed lanes with ancillary park-and-ride facilities.”

PURPOSE AND EXECUTIVE SUMMARY

CAMPO is currently evaluating applications for the 2019 – 2022 Call for Projects. One of the planning factors for the Roadway and TDM categories includes a question regarding the regional significance of the project, worth 5 percent of an application’s overall score. The current definition of regionally significant, adopted by the TPB in January 2013 represents a period when STBG (formerly STP-MM) funds comprised the largest source of funding for CAMPO projects. Funding from Propositions 1 and 7 now comprise the largest funding sources for CAMPO and carry more stringent requirements.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The current CAMPO definition for regional significance, adopted by the TPB in January 2013 is detailed in the attachment.

Acquiring a definition that corresponds to the transportation network within the CAMPO region likely requires an acknowledgement of projects that are principal arterials or greater, included in the National Highway System, connects multiple jurisdictions, rail transit lines, or bus rapid transit utilizing fixed guideways.

SUPPORTING DOCUMENTS

None.



Date: March 26, 2018
Continued From: February 26, 2018
Action Requested: Recommendation

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning
Agenda Item: 4
Subject: Recommendation on Grouped Project Category Eligibility for Transportation Projects

RECOMMENDATION

Staff is requesting the Technical Advisory Committee recommend the Transportation Policy Board adopt all 11 grouped categories approved for use by FHWA and TxDOT.

PURPOSE AND EXECUTIVE SUMMARY

In the development of the Transportation Improvement Program (TIP), the Capital Area Metropolitan Planning Organization (CAMPO) uses project grouping categories to allow the TIP to more appropriately focus on the most regionally significant projects. It also allows for a more streamlined process for projects undergoing development as it considerably reduces delays and allows for a more efficient method of scheduling and letting projects.

CAMPO has only authorized the use of eight out of the 11 available grouped categories approved for use. These categories are: Preliminary Engineering, Preventive Maintenance and Rehabilitation, Bridge Replacement and Rehabilitation, Railroad Grade Separations, Safety, Landscaping, Intelligent Transportation System Deployment, and Bicycle and Pedestrian.

Because CAMPO reviews each project submitted for inclusion in the TIP to determine project eligibility for grouping, and selection for inclusion in the grouped listing is at the discretion of CAMPO. Staff recommends the approval of all 11 categories authorized by FHWA and TxDOT to give CAMPO maximum flexibility in grouping projects.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The Texas Department of Transportation (TxDOT), in consultation with the Federal Highway Administration (FHWA), developed 11 grouped project categories for use in the TIP and STIP. Chapter 23 part 450.216 of the Code of Federal Regulations defines the general grouping of projects as:

“Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.”

SUPPORTING DOCUMENTS

Attachment A – Grouped Categories

Grouped Projects

The Texas Department of Transportation (TxDOT), in consultation with the Federal Highway Administration (FHWA), developed 11 grouped project categories for use in the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP). Chapter 23 part 450.216 of the Code of Federal Regulations defines the general grouping of projects as:

Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.

In the development of the TIP, the Capital Area Metropolitan Planning Organization (CAMPO) uses project grouping categories to allow the TIP to more appropriately focus on the most regionally significant projects. It also allows for a more streamlined process for projects undergoing development as it considerably reduces delays and allows for a more efficient method of scheduling and letting projects.

CAMPO has only authorized the use of eight out of the 11 available grouped categories approved for use. These categories are: *Preliminary Engineering, Preventive Maintenance and Rehabilitation, Bridge Replacement and Rehabilitation, Railroad Grade Separations, Safety, Landscaping, Intelligent Transportation System Deployment, Bicycle and Pedestrian*. These eight categories and descriptions of each are available in the accompanying list.

CAMPO will review each project submitted for inclusion in the TIP to determine project eligibility for grouping. Regardless of eligibility, selection for inclusion in the grouped listing is at the discretion of CAMPO.

Grouped Project Categories Approved for the CAMPO TIP

CSJ	Group	Definition
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.

Notes

1. Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.
2. Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

Appendix G

Grouped Projects

The Texas Department of Transportation, in consultation with the Federal Highway Administration, has developed 11 grouped project categories for use in the Transportation Improvement Program (TIP) and the Statewide TIP (STIP). Chapter 23 part 450.216 of the Code of Federal Regulations defines the grouping of projects as:

Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.

CAMPO uses the grouped projects categories to allow for a more efficient method of scheduling and letting projects. Using the grouped projects categories also considerably reduces the need for TIP and STIP amendments. CAMPO has approved the use of eight of the 11 available grouped projects categories in the TIP. A full listing and description of the approved grouped projects categories can be found in Appendix A of the TIP document.

NOTE: Appendix G-1 is for informational purposes only and is subject to change. While the listed projects are scheduled to go to contract in the current fiscal year, there is no guarantee that the project will go to contracting in their scheduled letting year.

Grouped Project CSJs - Definition of Grouped Projects for use in the STIP

5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination.

Notes

1. Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.
2. Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).



Date: March 26, 2018
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning
Agenda Item: 5
Subject: Review of the Draft Program of Activities for the 2019-2022 Transportation Improvement Program

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

Project Call

CAMPO initiated a call for projects in December 2017. Previously, CAMPO administered calls for the individual programs separately; however, this call was bundled and administered simultaneously to expedite the leveraging of funding and streamline the selection and allocation processes. The project call allocates the projected funding for the next four years.

In order to administer these programs and ensure an effective and equitable distribution of funding, CAMPO evaluated projects through criteria developed by staff, reviewed by the Technical Advisory Committee, and approved by the Transportation Policy Board. The selection criteria, dependent on the project type, focused on three major areas: performance measures, cost/benefit analysis, and project readiness.

From October 2017 through January 2018, CAMPO provided workshops and webinars for local project sponsors to provide training on the updated project selection criteria, applications process, federal program requirements, project readiness, and local government project procedures. The project call closed on January 19, 2018 and staff have evaluated the submittals, conducted analyses and produced a recommended portfolio of projects to be presented to the public, Technical Advisory Committee and finally the Transportation Policy Board for approval.

The draft recommended portfolio, draft project rankings, and draft evaluation summary are attached. Staff will continue to produce additional material for public outreach including but not limited to maps, graphs and charts. These materials are subject to change as the recommendations go through the public involvement process. Additionally, staff currently is working with TxDOT-Austin District in finalizing appropriate funding assignments to the individual projects.

Spring Amendment Cycle

The spring amendment cycle, an opportunity to submit projects for inclusion in the 2019-2022 TIP and 2040 RTP as required by law for certain projects, was opened on February 27, 2018 and closed on March 14, 2018. Staff is continuing to work with sponsors on the information submitted but anticipate a complete draft 2019-2022 TIP and revisions for current projects ready for public outreach.

Development of the 2019-2022 Transportation Improvement Program

From the Project Call and Spring Amendment Cycle, CAMPO will develop the 2019-2022 Transportation Improvement Program (TIP). The 2019-2022 TIP will incorporate federally mandated performance measures, projects awarded funding through the project call, and additional projects required to be in the new TIP. Final adoption of the 2019-2022 TIP is anticipated in May 2018.

FINANCIAL IMPACT

The project call will allocate an estimated 4-year, \$400 million program of transportation funding. A financial summary for the entire program of projects will be included in the 2019-2022 TIP.

SUPPORTING DOCUMENTS

Attachment A – *Project Evaluation and Recommendation Report (Draft)*

Attachment B – *Spring Amendment Cycle Instructions*

Attachment C – *Amendment Submissions (To be provided at the TAC meeting)*

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Project Evaluation and Recommendation Report

April 2018



Table of Contents

Table of Contents.....	2
Overview.....	3
Scoring Process.....	4
Schedule.....	5
Readiness Evaluations.....	6
Planning Factor Evaluations	7
Cost-Benefit Analysis	8
Recommendation Development.....	9
Recommended Portfolio Map.....	10
Recommended Portfolio Map (Region)	11
Recommended Portfolio Map (ITS Intersections).....	12
Funding by County.....	13
Funding by Phase	14
Funding by Sponsor	15
Appendix A: Recommended Projects	16
Appendix B: Project Rankings	17

Overview

The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for allocating certain federal and state funds for transportation projects in the six-county capital region. In order to administer these funding programs and ensure an effective and equitable distribution to project sponsors, CAMPO developed a project evaluation and selection process with an emphasis on several key factors.

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

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

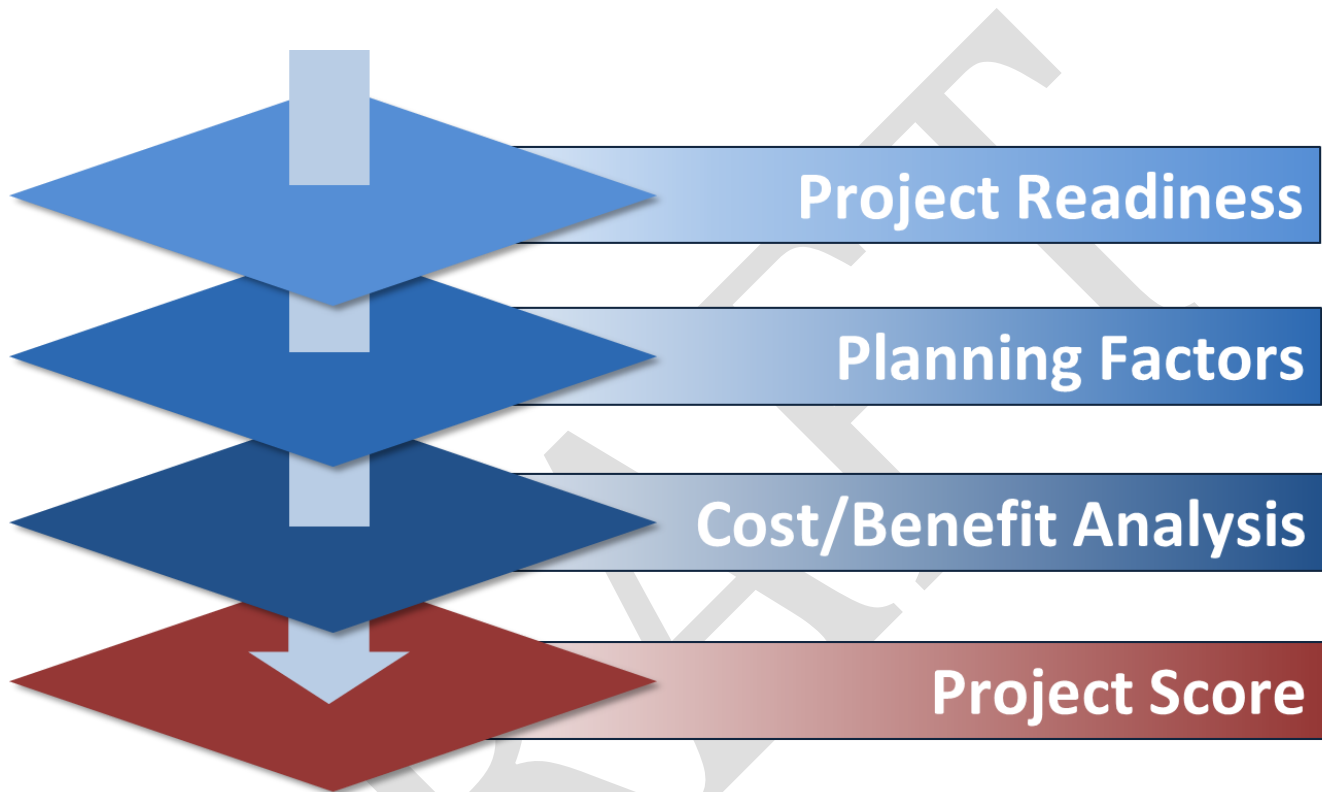
Objectivity – The process has been designed to be an objective evaluation that emphasizes performance-based, results-driven outcomes. Projects are being recommended based on objective criteria and analysis that demonstrate the direct, measurable impacts of a project.

Data-Support – Project evaluations require robust information to support the project applications and evaluation process. The supporting information has been thoroughly evaluated to ensure that only accurate, informative data was used to evaluate a project.

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

Scoring Process

The scoring process evaluated submitted projects in three important areas. The first part of the process determined if the project were ready for the phase and fiscal year in which the project sponsor was requesting funding. If a project was determined to be ready, it was then scored through Planning Factors and a Cost/Benefit Analysis.



Schedule

Date	Item
10/23/2017	Sponsor Workshop (Travis County)
10/25/2017	Sponsor Workshop (Hays, Caldwell, Bastrop County)
11/3/2017	Sponsor Workshop (Williamson and Burnet County)
11/7/2017	Sponsor Workshop (ACEC)
11/13/2017	Project Selection Criteria Approval
11/22/2017	Sponsor Webinar (Criteria Review)
12/8/2017	Sponsor Webinar (Application Form Review)
12/11/2017	Application Period Opens
1/3/2018	Sponsor Webinar (Project Call Guidance)
1/10/2018	Sponsor Webinar (Project Call Guidance and TDC Information)
1/19/2018	Application Period Closes (COB, 5:00 p.m. Central Time)
1/19/2018	Cost-Benefit Analysis, Planning Factor Scoring and Portfolio Development
3/26/2018	Technical Advisory Committee – Information
4/2/2018	Public Comment Period Opens
4/9/2018	Transportation Policy Board – Information
4/9/2018	Public Hearing
4/23/2018	Technical Advisory Committee – Recommendation
4/30/2018	Public Comment Period Closes
5/7/2018	Transportation Policy Board – Approval
TBD	Project Call Sponsor Workshop (Awarded Sponsors)

Readiness Evaluations

During the initial evaluation period, project applications were reviewed for readiness to determine which projects should move forward in the scoring process. Applications that successfully moved forward provided sufficient information both in the application and supporting documentation that demonstrated that the fundamental development steps had been taken to achieve the phase of the project being requested.

Preliminary Engineering:

Projects that requested preliminary engineering funding were required to demonstrate sufficient planning for the proposed project. Projects were not considered ready for the preliminary engineering phase if the project and application did not demonstrate sufficient planning including adequate identification of the project need and development of the proposed project design.

Right-of-Way:

No stand-alone Right-of-Way (ROW) projects were submitted through the project call, however many sponsors requested ROW acquisition funds in conjunction with the preliminary engineering phase, construction phase, or both. In order for ROW acquisition to be considered, projects were evaluated on whether or not the ROW needs had been definitively identified and assessed and how the phase would impact the implementation of the project. Many projects were not considered ready for ROW acquisition funding if the project was not far enough along in development to provide an accurate cost estimate of ROW acquisition.

Construction Phase:

Projects that requested construction funding were required to demonstrate that the project was far enough along in the development process to ensure successful construction implementation. This determination was dependent on various factors including scope complexity, design progress, ROW acquisition, environmental issues, and stakeholder support. In short, projects funded for construction required a clear, defined path to implementation. Projects were not considered ready if fundamental decisions about the project were not in place or demonstrated by the application and supporting documentation including unidentified design, scope of work elements, or ROW acquisition needs.

Planning Factor Evaluations

All applications were evaluated for planning factors regardless of readiness determination to ensure a balanced and complete evaluation of the project. The application forms self-scored the projects dependent on the responses provided by the sponsor. This self-score was illustrative only to provide the sponsor an idea of how the project would score. The final score was only assigned after dual, independent reviews of the responses and supporting materials had taken place.

As a competitive point-based process, the planning factor section responses and self-scores varied substantially by sponsor and project. Application evaluations focused on verifying that the response was sufficient, addressed the planning factor, and that supporting documentation was provided as needed. Points were deducted from the application for two primary causes:

Insufficient Response

Responses were deemed insufficient if they did not adequately address the planning factor and question; the responses had to clearly correspond to the planning factor and provide sufficient detail. If the response did not provide enough information or address the intent of the planning factor, points were deducted.

Insufficient Supporting Documentation

Supporting documentation was required for verification of the responses in the application. If information provided in the response was not able to be verified by the supporting documentation, points were deducted. In cases where the supporting documentation did not clearly verify the response, reviewers would verify information ascertainable through readily available resources.

Cost-Benefit Analysis

Once readiness and planning factors were considered, applications were evaluated with a cost-benefit analysis (CBA) step. The purpose of the CBA step was determine investment value relative to other submittals relative to each other by category. The methodology for the analysis, outlined in the project call materials on the CAMPO website in greater detail, was distinct by project type but included common elements of understanding submittals in terms of benefits due to travel time savings, safety improvement cost-effectiveness, reduced fuel consumption, and/or increased travel time reliability. As an example, roadway category projects were evaluated for increased travel time savings as independent projects in either the regional travel demand model or Syncro analysis, depending on project size and scale, in order to consider the project in the context of anticipated growth. Applications submitting previously prepared CBA evaluations were independently verified to the extent possible for consistency.

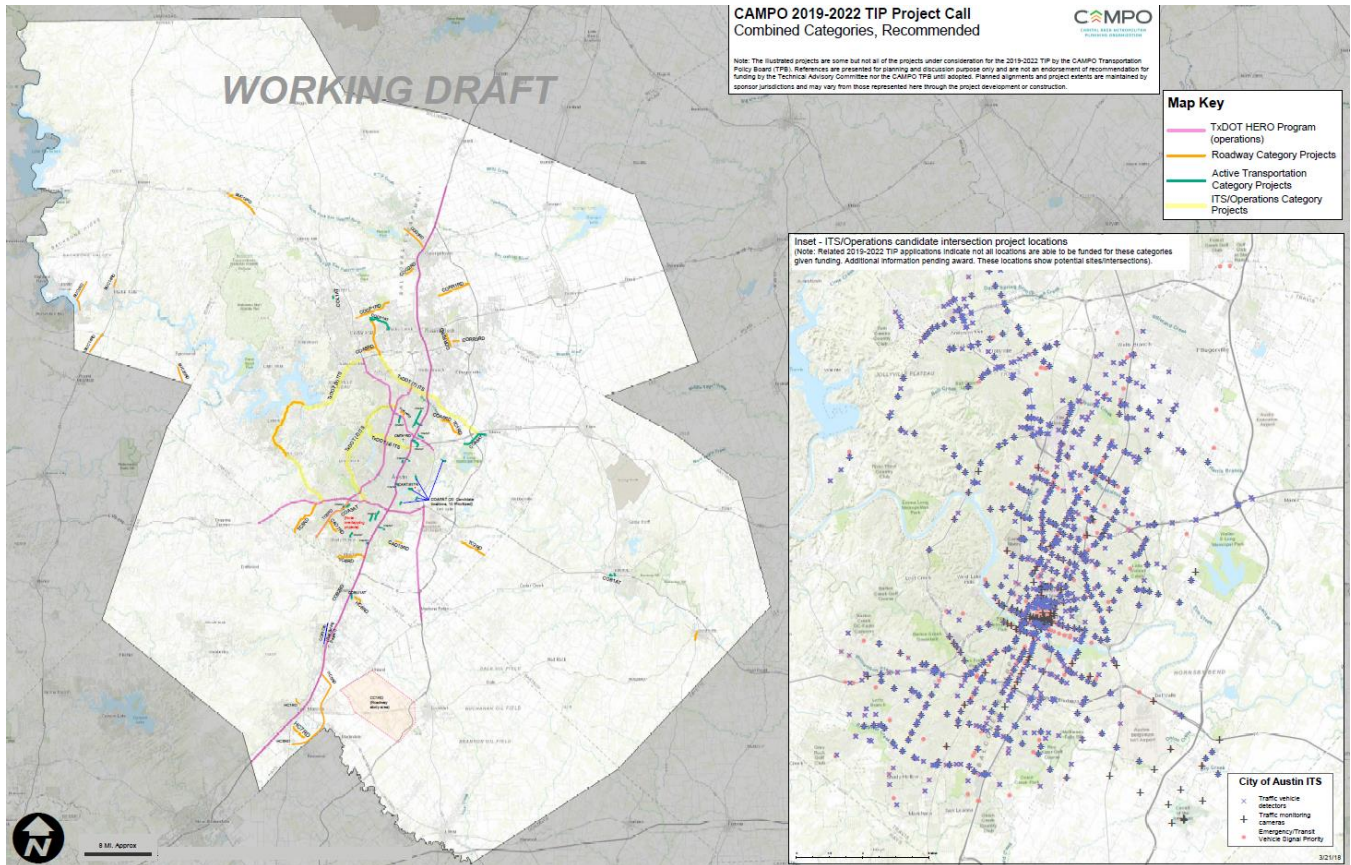
Though all projects were scored from the planning factor perspective, not all applications were able to receive a cost-benefit analysis score for various reasons including: insufficient progress of the project regarding the scope, insufficient supporting details on expected or design demand, readiness issues, or other factors. Results of the overall project scoring show that due to the split Planning Factor-CBA weighting of the overall adopted process from the multiple steps, not all projects required a full CBA-based score to receive recommendation.

As noted at the project call, this step is not intended to represent a full cost-benefit analysis of the projects for their independent merit, rather a framework to rank and compare projects with each other by incorporating a CBA-based methodology to the evaluation process as approved by the CAMPO Transportation Policy Board. The Transportation Policy Board retains the final authority on recommending projects for the 2019-2022 TIP.

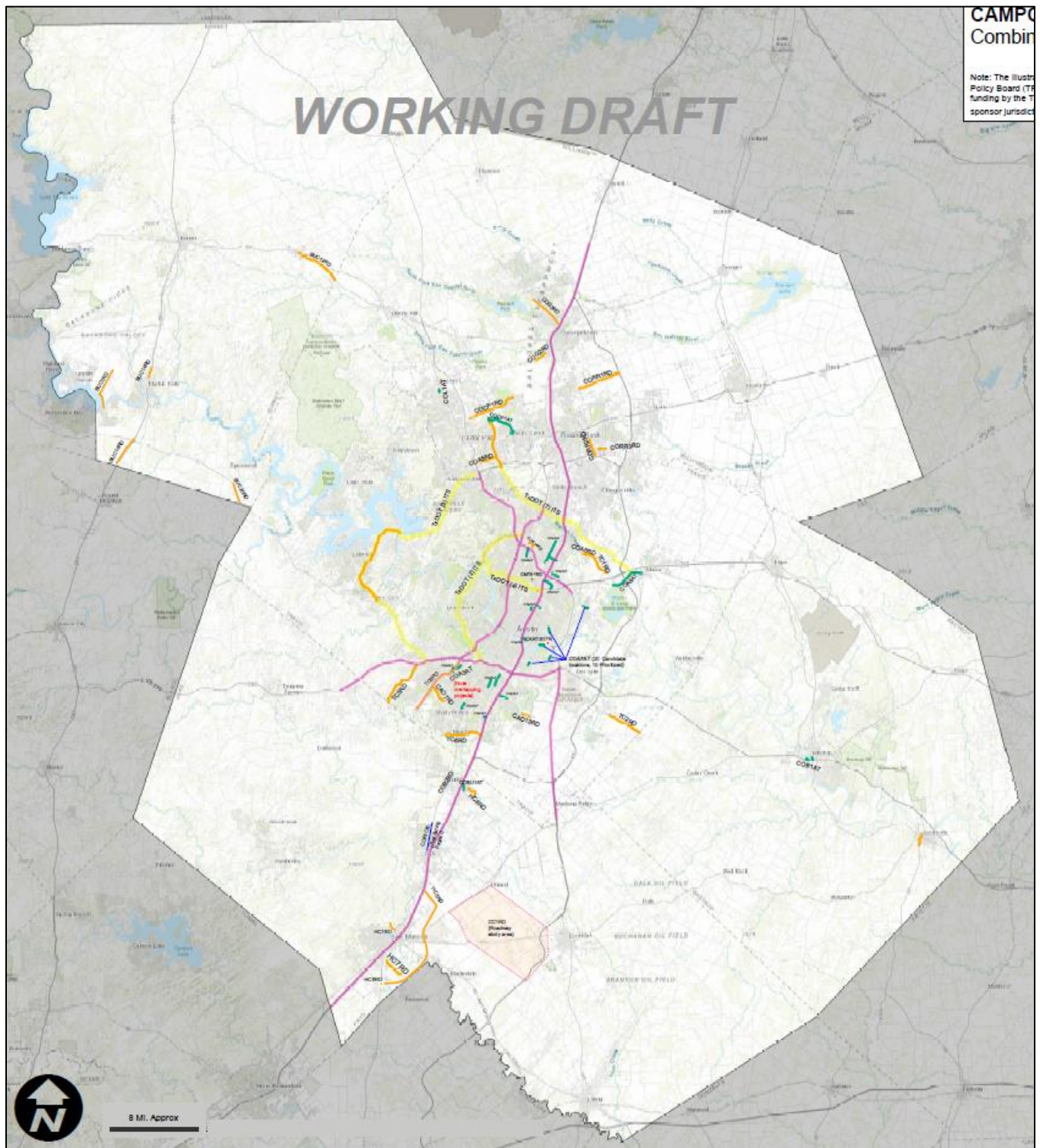
Recommendation Development

The proposed portfolio has been developed using all objective information available to make the most informed recommendation possible. Projects that passed the initial screening were ranked by category based on the planning factors scores and cost-benefit analysis as applicable. The rankings were the primary foundation in the development of the project recommendations, however other factors influenced the final determination including, but not limited to, sponsor and funding eligibility, regional significance, potential conflicts with other transportation projects, concerns with project development status, or cost-effectiveness.

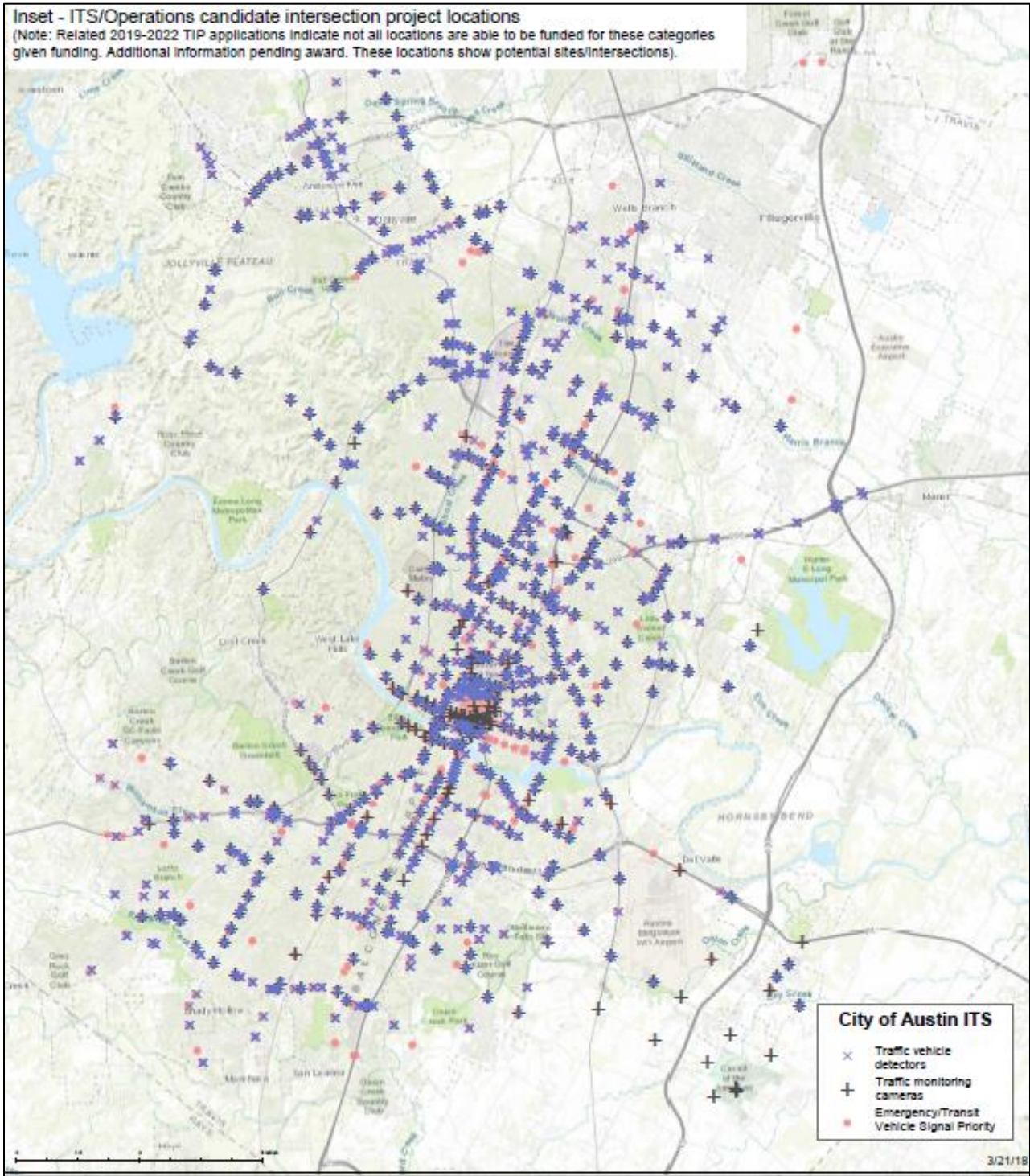
Recommended Portfolio Map



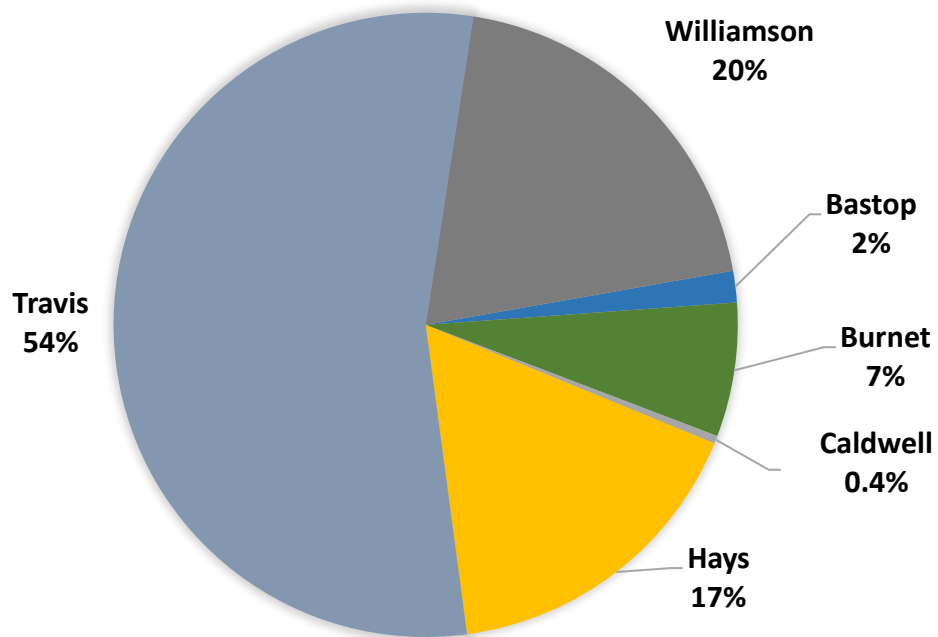
Recommended Portfolio Map (Region)



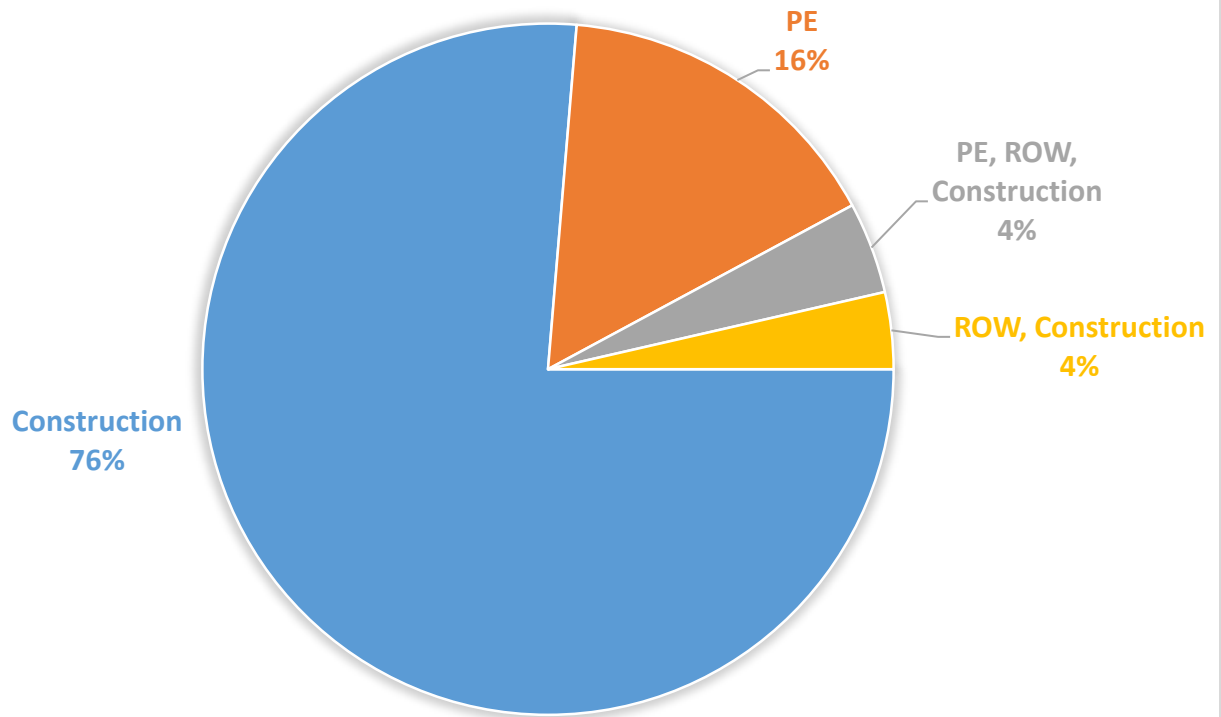
Recommended Portfolio Map (ITS Intersections)



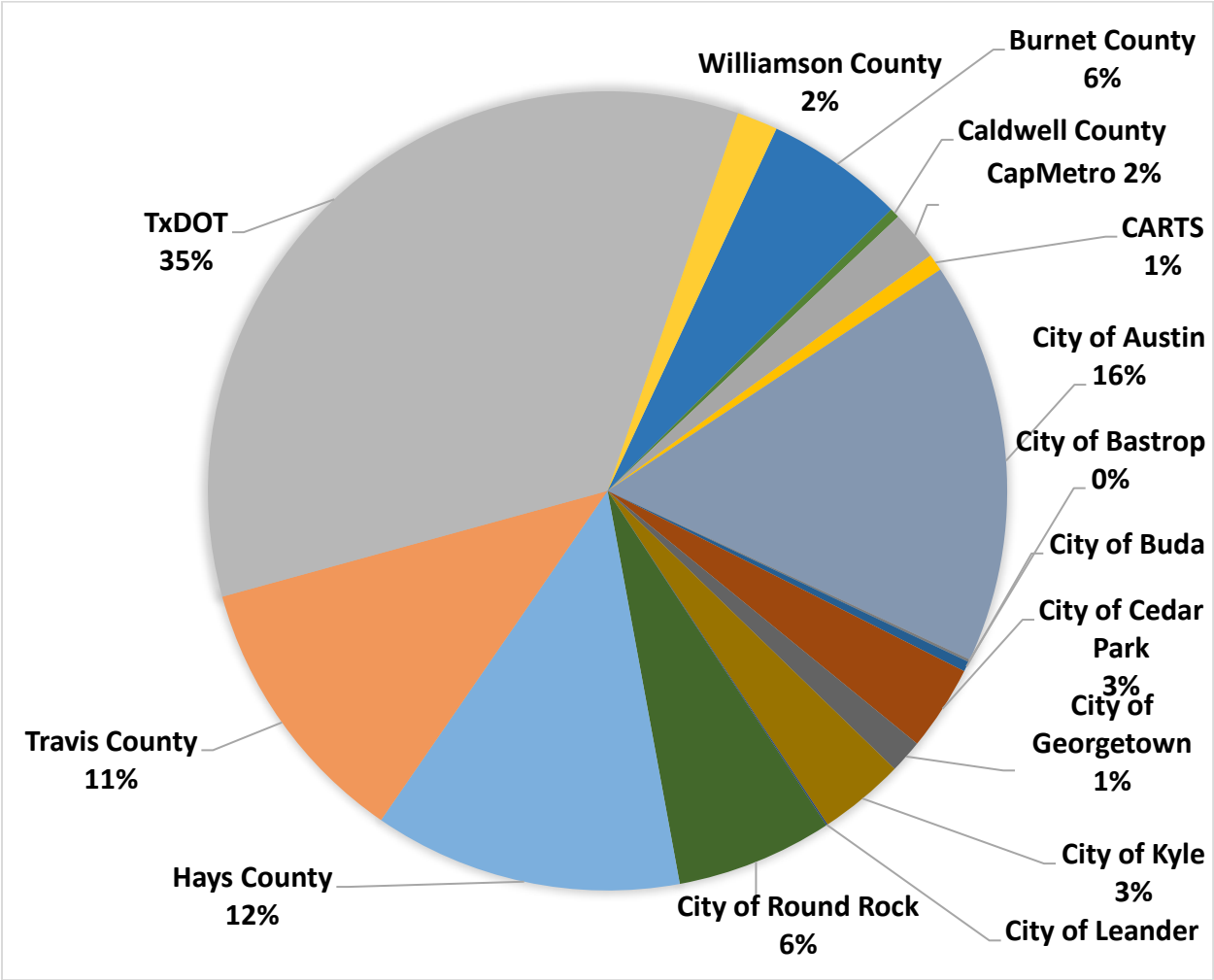
Funding by County



Funding by Phase



Funding by Sponsor



Appendix A: Recommended Projects

DRAFT

Recommended Projects											
Application ID	Sponsor	Co-Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	FY	Phase	Project Cost	Funding Request
CMTA1RD	Capital Metro		Travis	North Lamar/Airport Blvd	Airport Blvd	N. Lamar	Grade separation of Metrorail Red Line and N. Lamar Blvd.	2019	PE	\$5,872,181.00	\$4,697,745.00
HC8RD	Hays County		Hays	FM 2001	Sun Bright Blvd.	FM 2001	Upgrade to a four-lane divided with new traffic signals and pedestrian improvements	2019	Construction	\$8,818,000.00	\$5,808,000.00
TC6RD	Travis County	TxDOT	Travis	FM 1626	Brodie Lane	Manchaca Rd. (FM 2304)	Widen from a two-lane to a five-lane road with continuous turn-lane	2019	PE, ROW, Construction	\$16,812,400.00	\$14,000,000.00
CORR1RD	City of Round Rock	Williamson County	Williamson	University Boulevard	A.W. Grimes (FM 1460)	Co. Rd. 110	Reconstruct two-lane facility with shoulders to four-lane divided roadway with left-turn lanes	2019	Construction	\$11,900,000.00	\$6,300,000.00
COB2RD	City of Buda		Hays	RM 967 (Main St.)	Austin St.	China/Ash St	Intersection improvements	2019	Construction	\$1,730,000.00	\$1,384,000.00
COA14RD	City of Austin		Travis	West Rundberg Lane	Burnet Road	Metric Blvd.	Extend current roadway as a four-lane major divided arterial with sidewalks, bike lanes, and new signalized intersection	2019	Construction	\$10,592,884.00	\$8,800,000.00
HC7RD	Hays County		Hays	FM 621	De Zavala Drive	CR 266/ Old Bastrop Hwy	Widen roadway with center turn lane	2019	Construction	\$5,144,000.00	\$4,080,000.00
COA5RD	City of Austin		Travis	Lakeline Blvd	Lyndhurst Blvd	Parmer Lane	Add two additional travel lanes and upgrade bicycle facilities and sidewalks	2019	PE, Construction	\$23,100,000.00	\$13,700,000.00
HC2RD	Hays County		Hays	RM 967	FM 1626	Oak Forest Drive	Widen roadway with center turn lane	2019	Construction	\$5,824,000.00	\$4,252,000.00
HC6RD	Hays County		Hays	FM 110	Intersection at SH 123		Grade separated overpass	2019	Construction	\$7,279,000.00	\$5,217,000.00
HC1RD	Hays County		Hays	Lime Kiln Road	Post Road	Hilliard Road	Realignment and intersection improvements	2019	Construction	\$5,786,000.00	\$4,178,000.00
HC5RD	Hays County		Hays	FM 110	East of SH 123	East of I-35 at Yarrington	Construct two-lane roadway	2019	Construction	\$118,380,000.00	\$30,000,000.00
COA7RD	City of Austin		Travis	Slaughter Lane	N. Mopac Expressway	Brodie Lane	Convert existing four-lane to six-lane divided roadway with shared use path and intersection improvements	2019	PE, Construction	\$22,875,000.00	\$12,581,000.00

COA13RD	City of Austin		Travis	William Cannon	Running Water Drive	McKinney Falls Pkwy	Convert existing two-lane to four-lane divided roadway with shared use path and intersection improvements	2019	PE, Construction	\$21,364,000.00	\$11,750,000.00
CORR2RD	City of Round Rock	Williamson County	Williamson	Kenney Fort Blvd, Seg. 2. 3	Forest Creek Drive	SH 45 North	Construction of a limited access six-lane divided major arterial with shared use path	2019	Construction	\$27,430,180.00	\$12,250,000.00
BUC1RD	Burnet County	TxDOT	Burnet	Wirtz Dam Road	RM 1431	RM 2147	Bridge and approaches	2019	PE	\$2,981,250.00	\$2,981,250.00
WC6RD	Williamson County		Williamson	RM 2243	183A	IH 35	New location roadway	2019	PE	\$158,300,000.00	\$8,900,000.00
HC4RD	Hays County		Hays	US 290	Intersection at Trautwein Rd.		Intersection improvements	2019	Construction	\$1,508,000.00	\$1,049,000.00
CC1RD	Caldwell County		Caldwell	FM 150/Yarrington Road	SH 21 (Hays)	SH 130 (Caldwell)	7-mile extension of FM 150, 10-mile extension of Yarrington road	2019	PE	\$121,933,935.00	\$1,725,000.00
COG3RD	City of Georgetown		Williamson	Williams Drive			Access Management	2019	PE, Construction	\$1,930,000.00	\$1,380,000.00
TxDOT (1) ITS	TxDOT			HERO Program Expansion			Continue and expand the HERO Program	2019	Construction	\$30,576,704.00	\$24,461,363.00
TxDOT (7) ITS	TxDOT			FM 734 (Parmer)	SH 45-N	US 290-E	ITS Deployment	2019	Construction	\$9,144,100.00	\$6,192,225.00
CARTS (1) Transit	CARTS			Eastside Bus Plaza	Shady at E. Cesar Chavez		Construction of a bus plaza and passenger terminal	2019	Construction	\$5,000,000.00	\$3,000,000.00
COA3AT	City of Austin		Travis	Violet Crown Trail North	Home Depot Boulevard	MoPac Expressway and William Cannon Drive	1.2 mile 12-foot wide natural composite trail	2019	Construction	\$2,600,000.00	\$1,177,000.00
COB1AT	City of Bastrop		Bastop	Loop 150/SH 71/Water St/Main St	Old Austin Highway	Walnut Street	Complete 1.8 mile 'River Loop' shared-use path	2019	Construction	\$664,000.00	\$475,200.00
COA7AT	City of Austin	Capital Metro	Travis	Pedestrian Safety and Transit Connections Project			Construct 10 pedestrian hybrid beacons	2019	PE, Construction	\$1,668,000.00	\$1,167,600.00
COL1AT	City of Leander		Williamson	S. West Drive Sidewalk	Horseshoe Dr.	Lion Dr	Construct .23 mile sidewalk on S West Drive	2019	PE, Construction	\$244,610.00	\$244,610.00
COA5AT	City of Austin	Travis County	Travis	Austin to Manor Phase II Urban Trail	Decker and Lindell Lane	Ben E. Fisher Park	12-foot concrete trail from Lindell Ln to Manor, Texas (approximately 2.9 miles)	2019	Construction	\$7,800,000.00	\$3,773,000.00
CAMPO(5)ST	CAMPO	Movability Austin		Regional Transportation Demand Management (TDM Study)			Development of regional TDM implementation strategies	2019	Construction	\$360,000.00	\$300,000.00
City of Austin (1) ITS	City of Austin		Travis	Vehicle Detection			Procure and install vehicle detection at 400 signalized intersections	2019-2022	Construction	\$11,200,000.00	\$8,960,000.00

Roadway

ITS/Operations

Transit

Active Transportation

Other

TDM

Studies

TxDOT (3) ITS	TxDOT			RM 620/SH 71	US 183	US 290	ITS Deployment	2019-2022	Construction	\$15,581,173.00	\$10,544,227.00
City of Austin (3) ITS	City of Austin		Travis	Traffic Monitoring System			Expand the Traffic Monitoring System including 275 CCTV cameras and video management system	2019-2022	Construction	\$1,400,000.00	\$1,120,000.00
TxDOT (5) ITS	TxDOT			SH 71	SH 130	Norwood Lane	ITS Deployment	2019-2022	Construction	\$1,223,200.00	\$826,450.00
TxDOT (4) ITS	TxDOT			RM 2222	Loop 360	I-35	ITS Deployment	2019-2022	Construction	\$5,809,800.00	\$3,934,903.00
City of Austin (4) ITS	City of Austin		Travis	Emergency/Transit Vehicle Signal Priority			Enhance the Advanced Transportation Management System (ATMS)	2019-2022	Construction	\$7,280,000.00	\$5,824,000.00
TC5RD	Travis County	TxDOT	Travis	RM 1826	US 290 West	Travis County Line	Improve current facility to a four-lane divided arterial with bicycle and pedestrian facilities	2020	PE	\$49,240,000.00	\$4,320,000.00
CORR3RD	City of Round Rock		Williamson	Gattis School Road, Seg. 6	Sonoma Trail	Red Bud Lane	Widen from four to six-lanes including intersection improvements, raised median and turn-lanes	2020	Construction	\$22,120,000.00	\$9,100,000.00
COA8RD	City of Austin		Travis	Braker Lane	Dawes Place	Samsung Blvd.	Extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities	2020	Construction	\$19,800,000.00	\$11,240,000.00
TC1RD	Travis County		Travis	Braker Lane North	Samsung Blvd.	Harris Branch Parkway	Widen current and extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities	Any	ROW, Construction	\$22,715,790.00	\$11,737,000.00
COC1RD	City of Cedar Park		Williamson	New Hope Dr.	Ronald Reagan Blvd.	CR 175/Sam Bass Rd.	Widen and extend as a new four-lane divided roadway with bicycle and pedestrian facilities	2020	Construction	\$20,778,100.00	\$12,403,200.00
TxDOT (2) ITS	TxDOT			Loop 360	Loop 1 (MoPac)	SH 71	ITS Deployment	2020	Construction	\$8,274,044.00	\$5,599,304.00
COBU1AT	City of Buda		Hays	FM 2001	Overpass Road/FM 2001	FM 119/Old Goforth Road	Construct a 10' wide multi-use path for pedestrian and bicycle traffic along the east side of FM 2001 and Overpass Road	2020	PE, Construction	\$500,000.00	\$400,000.00
City of Kyle (1) Other	City of Kyle	Hays County	Hays	Center Street Rail Siding Project	Burleson Street	Kohlers Crossing	Center Street Rail Siding Relocation	2020	PE, ROW, Construction	\$15,209,034.00	\$15,209,034.00

COG2RD	City of Georgetown		Williamson	RM 2243 (Leander Rd)	Norwood Drive	SW Bypass	Upgrade to a four-lane divided with new traffic signals and pedestrian improvements	2021	Construction	\$9,583,000.00	\$4,500,000.00
TC2RD	Travis County		Travis	Pearce Lane	Kellam Road	Travis/Bastrop County Line	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks	2021	Construction	\$25,520,000.00	\$17,600,000.00
TxD8RD	TxDOT	Burnet County	Burnet	SH 29	RM 243	Burnet/Williamson County Line	Add five-foot shoulder and a continuous left turn lane	2021	Construction	\$6,929,243.00	\$5,192,778.00
BUC14RD	Burnet County	TxDOT	Burnet	US 281	SH 71	Blanco County Line	Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders	2021	Construction	\$5,616,000.00	\$5,616,000.00
BUC20RD	Burnet County	TxDOT	Burnet	SH 71	Spur 191	Blanco County Line	Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders	2021	Construction	\$9,720,000.00	\$9,720,000.00
BUC12RD	Burnet County	TxDOT	Burnet	SH 29	RM 243 North	Williamson County Line	Reconstruct to four 11-foot lanes, 12-foot continuous turn lane and 5-foot shoulders	2021	Construction	\$5,184,000.00	\$5,184,000.00
BUC18RD	Burnet County	TxDOT	Burnet	US 281	Nature Heights Drive	Lantana Drive	Curb and gutter, sidewalks and shoulders	2021	Construction	\$1,080,000.00	\$1,080,000.00
TxD6RD	TxDOT	City of Smithville	Bastrop	SH 95	LP 230	FM 535	Upgrade from a 2-lane rural to a 3-lane urban roadway with continuous left-turn lane	2021	Construction	\$8,985,397.00	\$6,537,686.00
COCP1AT	City of Cedar Park		Williamson	Brushy Creek North Fork Trail	Parmer Lane	Brush Creek Road	Construct 3-mile shared-use path along Brushy Creek North Fork	2021	Construction	\$4,152,510.00	\$2,672,408.00
CAMPO(1)ST	CAMPO	City of Buda		FM 1626/RM 957 Intersection			Land use and transportation nodal analysis	2021	Construction	\$200,000.00	\$160,000.00
CAMPO(2)ST	CAMPO	City of Buda		Garlic Creek Parkway			Corridor and connectivity analysis	2021	Construction	\$350,000.00	\$280,000.00
CAMPO(3)ST	CAMPO	City of Austin		Bergstrom Spur			Feasibility analysis of an abandoned rail corridor	2021	Construction	\$1,200,000.00	\$960,000.00
TxD11RD	TxDOT	City of Cedar Park	Williamson	FM 734	RM 1431	SH 45	Upgrade to a six-lane divided roadway	2022	Construction	\$62,430,286.00	\$28,800,000.00
TxD16RD	TxDOT	City of Lakeway	Travis	RM 620	SH 71	Aria Dr/Cavalier Dr.	Upgrade existing four-lane roadway to a six-lane divided roadway	2022	Construction	\$37,039,200.00	\$18,000,000.00
TxD17RD	TxDOT	City of Lakeway	Travis	RM 620	Aria Dr/Cavalier Dr.	Oak Grove Blvd.	Upgrade existing four-lane roadway to a six-lane divided roadway	2022	Construction	\$60,827,900.00	\$41,000,000.00

CAMPO(4)ST	CAMPO	City of Dripping Springs		US 290/RM 12 & Mercer District			Land use, corridor and node analysis	2022	Construction	\$450,000.00	\$360,000.00
CAMPO(6)ST	CAMPO	City of San Marcos		Southwestern Hays Sub-Regional Study				2022	Construction	\$1,000,000.00	\$800,000.00
									Total	\$1,079,016,921.00	\$445,504,983.00

Appendix B: Project Rankings

DRAFT

Roadway Project Rankings											
Application ID	Sponsor	Co-Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	PF Aggregate	Safety	VHT Savings	Total Score
CMTA1RD	Capital Metro		Travis	North Lamar/Airport Blvd	Airport Blvd	N. Lamar	Grade separation of Metrorail Red Line and N. Lamar Blvd.	40	24.1	18.75	82.85
HC8RD	Hays County		Hays	FM 2001	Sun Bright Blvd.	FM 2001	Upgrade to a four-lane divided with new traffic signals and pedestrian improvements	39	25	17.4	81.4
COG2RD	City of Georgetown		Williamson	RM 2243 (Leander Rd)	Norwood Drive	SW Bypass	Upgrade to a four-lane divided with new traffic signals and pedestrian improvements	30	23.1	23.6	76.7
COA6RD	City of Austin		Travis	North Lamar	Parmer Lane	Howard Lane	Implement safety and multimodal improvements	45	11.4	18	74.4
TC6RD	Travis County	TxDOT	Travis	FM 1626	Brodie Lane	Manchaca Rd. (FM 2304)	Widen from a two-lane to a five-lane road with continuous turn-lane	37.5	19.8	15.5	72.8
CORR1RD	City of Round Rock	Williamson County	Williamson	University Boulevard	A.W. Grimes (FM 1460)	Co. Rd. 110	Reconstruct two-lane facility with shoulders to four-lane divided roadway with left-turn lanes	28.5	17.9	25	71.4
TC5RD	Travis County	TxDOT	Travis	RM 1826	US 290 West	Travis County Line	Improve current facility to a four-lane divided arterial with bicycle and pedestrian facilities	32.5	14.2	24.3	71
COB2RD	City of Buda		Hays	RM 967 (Main St.)	Austin St.	China/Ash St	Intersection improvements	23.5	22.2	21.5	67.2
COA12RD	City of Austin		Travis	South Pleasant Valley Rd.	Slaughter Lane	River Plantation Drive	Expand and extend roadway to a four-lane divided arterial with bicycle and pedestrian facilities	32.5	19.75	11.1	63.4
COA14RD	City of Austin		Travis	West Rundberg Lane	Burnet Road	Metric Blvd.	Extend current roadway as a four-lane major divided arterial with sidewalks, bike lanes, and new signalized intersection	32.5	11.11	19.4	63.0
HC7RD	Hays County		Hays	FM 621	De Zavala Drive	CR 266/ Old Bastrop Hwy	Widen roadway with center turn lane	33	24.1	5.6	62.7

*Recommended projects are highlighted in blue.

TC2RD	Travis County		Travis	Pearce Lane	Kellam Road	Travis/Bastrop County Line	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks	37.5	13.3	11.8	62.6
COA5RD	City of Austin		Travis	Lakeline Blvd	Lyndhurst Blvd	Parmer Lane	Add two additional travel lanes and upgrade bicycle facilities and sidewalks	34	10.8	16.7	61.5
HC2RD	Hays County		Hays	RM 967	FM 1626	Oak Forest Drive	Widen roadway with center turn lane	33	23.5	4.2	60.7
CC1RD	Caldwell County		Caldwell	FM 150/Yarrington Road	SH 21 (Hays)	SH 130 (Caldwell)	7-mile extension of FM 150, 10-mile extension of Yarrington road	38	19.1	1.4	58.5
COG3RD*	City of Georgetown		Williamson	Williams Drive			Access Management	35	22.8	0	57.8
TC1RD	Travis County		Travis	Braker Lane North	Samsung Blvd.	Harris Branch Parkway	Widen current and extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities	35	10.5	12.2	57.7
HC6RD	Hays County		Hays	FM 110	Intersection at SH 123		Grade separated overpass	32.5	24.7	0	57.2
CORR3RD	City of Round Rock		Williamson	Gattis School Road, Seg. 6	Sonoma Trail	Red Bud Lane	Widen from four to six-lanes including intersection improvements, raised median and turn-lanes	36	12.3	8.3	56.6
HC1RD	Hays County		Hays	Lime Kiln Road	Post Road	Hilliard Road	Realignment and intersection improvements	31	24.4	0.7	56.1
HC5RD	Hays County		Hays	FM 110	East of SH 123	East of I-35 at Yarrington	Construct two-lane roadway	27.5	13.6	13.9	55
COA7RD	City of Austin		Travis	Slaughter Lane	N. Mopac Expressway	Brodie Lane	Convert existing four-lane to six-lane divided roadway with shared use path and intersection improvements	32.5	6.5	16	55
COA13RD	City of Austin		Travis	William Cannon	Running Water Drive	McKinney Falls Pkwy	Convert existing two-lane to four-lane divided roadway with shared use path and intersection improvements	30	14.20	9	53.2

*Recommended projects are highlighted in blue.

COA8RD	City of Austin		Travis	Braker Lane	Dawes Place	Samsung Blvd.	Extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities	29	10.5	13.2	52.7
TxD8RD	TxDOT	Burnet County	Burnet	SH 29	RM 243	Burnet/Williamson County Line	Add five-foot shoulder and a continuous left turn lane	27.5	17.3	7.6	52.4
CORR2RD	City of Round Rock	Williamson County	Williamson	Kenney Fort Blvd, Seg. 2. 3	Forest Creek Drive	SH 45 North	Construction of a limited access six-lane divided major arterial with shared use path	22.5	7.7	20.8	51
TxD6RD	TxDOT	City of Smithville	Bastrop	SH 95	LP 230	FM 535	Upgrade from a 2-lane rural to a 3-lane urban roadway with continuous left-turn lane	27.5	22.8	N/A	50.3
HC4RD	Hays County		Hays	US 290	Intersection at Trautwein Rd.		Intersection improvements	31	4.6	14.6	50.2
BUC1RD	Burnet County	TxDOT	Burnet	Wirtz Dam Road	RM 1431	RM 2147	Bridge and approaches	17.5	9.6	22.9	50
TxD11RD	TxDOT	City of Cedar Park	Williamson	FM 734	RM 1431	SH 45	Upgrade to a six-lane divided roadway	30	9.6	10.4	50
BUC14RD	Burnet County	TxDOT	Burnet	US 281	SH 71	Blanco County Line	Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders	32.5	17.3	0	49.8
BUC20RD	Burnet County	TxDOT	Burnet	SH 71	Spur 191	Blanco County Line	Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders	32.5	17.3	0	49.8
COC1RD	City of Cedar Park		Williamson	New Hope Dr.	Ronald Reagan Blvd.	CR 175/Sam Bass Rd.	Widen and extend as a new four-lane divided roadway with bicycle and pedestrian facilities	20	7.4	22.2	49.6
BUC12RD	Burnet County	TxDOT	Burnet	SH 29	RM 243 North	Williamson County Line	Reconstruct to four 11-foot lanes, 12-foot continuous turn lane and 5-foot shoulders	27.5	20.7	0	48.2
WC6RD	Williamson County		Williamson	RM 2243	183A	IH 35	New location roadway	32.5	15.4	0	47.9

*Recommended projects are highlighted in blue.

BUC18RD	Burnet County	TxDOT	Burnet	US 281	Nature Heights Drive	Lantana Drive	Curb and gutter, sidewalks and shoulders	42.5	5.2	0	47.7
COB3RD	City of Buda		Hays	New Collector	Cabelas Dr.	Goforth Rd	Build a two-lane collector with bicycle and pedestrian facilities	25	21.6	0	46.6
BUC10RD	Burnet County	TxDOT	Burnet	RM 1431	The Manzano Mile	4.9 Miles East	Reconstruct to two 12-foot lanes and 12-foot paved shoulders	25	20.1	0.7	45.8
TC3RD	Travis County		Travis	Lohman Ford Road	Lago Vista City Limit	Point Venture City Limits	Widen existing facility	22.5	21.9	0.7	45.1
BUC8RD	Burnet County	TxDOT	Burnet	US 281	PR 4	RM 1855	Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders	37.5	4	0	41.5
BUC16RD	Burnet County	TxDOT	Burnet	US 281	At 1431		Intersection improvements	37.5	4	0	41.5
TC7RD	Travis County		Travis	Cuernavaca Drive	RM 2244	Mecca Road	Widen existing lanes, add shoulders, and turn lanes at intersections	22.5	18.2	0.7	41.4
HC3RD	Hays County		Hays	RM 3237	RM 150	RM 12	Construct turn-lanes at intersections and new roundabout	21	20.4	0	41.4
TxD1RD	TxDOT	Caldwell County	Caldwell	SH 304	Bastrop County Line	Caldwell County Line	Add additional paved surface and add 10-foot shoulders and turn lanes	22.5	18.5	0	41
BUC2RD	Burnet County	TxDOT	Burnet	Wirtz Dam Road	RM 1431	RM 2147	Bridge and approaches	17.5	9.6	12.5	39.6
BUC4RD	Burnet County	TxDOT	Burnet	SH 29	Longhorn Railroad	RM 243 North	Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 5-foot shoulders	30	9.6	0	39.6
BUC6RD	Burnet County	TxDOT	Burnet	SH 71	US 281	Spur 191	Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders	35	4	0	39
WC1RD	Williamson County		Williamson	Corridor C	Sam Houston at Patriot Way	SH 29	New location roadway	22.5	15.4	0.7	38.6
TxD16RD	TxDOT	City of Lakeway	Travis	RM 620	SH 71	Aria Dr/Cavalier Dr.	Upgrade existing four-lane roadway to a six-lane divided roadway	25	6.5	6.9*	38.4

*Recommended projects are highlighted in blue.

TxD17RD	TxDOT	City of Lakeway	Travis	RM 620	Aria Dr/Cavalier Dr.	Oak Grove Blvd.	Upgrade existing four-lane roadway to a six-lane divided roadway	25	6.5	4.9*	36.4
COK3RD	City of Kyle		Hays	N. Burleson Street	Miller Street	Marketplace/Burelson Roundabout	Reconstruct existing two-lane roadway to three-lane roadway	20	14.5	0.7	35.2
COC2RD	City of Cedar Park	TxDOT	Williamson	RM 1431/ Whitestone Blvd	Bagdad Road	West of Anderson Mill Rd.	Widen existing four-lane to a six-lane divided roadway with turn lane and pedestrian facilities	25	9.9	0	34.9
TxD2RD	TxDOT	Bastrop County	Bastrop	SH 304	FM 535	Caldwell County Line	Add additional paved surface and add 10-foot shoulders and turn lanes	22.5	8.6	3.5	34.6
COA11RD	City of Austin		Travis	South Pleasant Valley Rd.	Onion Creek Drive	Nuckols Crossing Rd.	Extend roadway as a four-lane divided arterial with bicycle and pedestrian facilities and includes a bridge over Onion Creek	22.5	11.73	0	34.2
TxD18RD	TxDOT		Travis	FM 812	US 183	SH 130	Upgrade existing two-lane roadway to a four-lane divided roadway	17.5	13.3	2.8	33.6
TxD7RD	TxDOT	Burnet County	Burnet	SH 29	Summit Ridge	RM 243 South	Add five-foot shoulder and a continuous left turn lane	22.5	4	6.3	32.8
TxD12RD	TxDOT	City of Austin	Travis	SH 71	Dalton Lane	Thornberry Rd.	Construct westbound frontage roads	30	2.5	0	32.5
COA10RD	City of Austin		Travis	Pearce Lane	FM 973	Kellam Road	Add two additional travel lanes, bicycle facilities, sidewalks, and raised median	30	0.9	0.7	31.6
TxD19RD	TxDOT		Travis	FM 812	SH 130	Piland Triangle	Upgrade existing two-lane roadway to a four-lane divided roadway	17.5	13.3	0	30.8
TxD3RD	TxDOT	Bastrop County	Bastrop	SH 304	Trigg Road	FM 535	Add additional paved surface and add 10-foot shoulders and turn lanes	22.5	5.6	2	30.1
WC4RD	Williamson County		Williamson	Southeast Corridor	SH 130/FM 3349/Corridor A	FM 3349/SH 95/US79	New location roadway	25	2.2	0	27.2
TxD13RD	TxDOT	City of Austin	Travis	FM 973	US 290	SH 130	Realign and widen from a two-lane minor	7.5	19.1	0	26.6

*Recommended projects are highlighted in blue.

							arterial to a four-lane divided major arterial				
TxD9RD	TxDOT	Burnet County	Burnet	US 281	Park Road 4	RM 1855	Add 10-foot shoulders and a continuous left turn lane	22.5	4	0	26.5
TxD10RD	TxDOT	City of Round Rock	Williamson	FM 1431	Sam Bass Road	IH 35	Upgrade existing four-lane roadway to a six-lane divided roadway	17.5	7.4	0	24.9
TxD20RD	TxDOT		Travis	RM 2244	Rollingwood Drive	Motebello Road	Add left-turn lane	12.5	8.6	0	21.1
TxD5RD	TxDOT	City of Lockhart	Caldwell	SH 142 Courthouse Square	Main Street	Commerce Street	Roadway realignment and sidewalk improvement projects	17.5	1.5	0.7	19.7

*Recommended projects are highlighted in blue.

ITS/Operations Project Rankings									
Application ID	Sponsor	Co-Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	Planning Factor	CBA Ratio
City of Austin (1) ITS	City of Austin		Travis	Vehicle Detection			Procure and install vehicle detection at 400 signalized intersections	95	24.8
TxDOT (5) ITS	TxDOT			SH 71	SH 130	Norwood Lane	ITS Deployment	85	16
City of Austin (3) ITS	City of Austin		Travis	Traffic Monitoring System			Expand the Traffic Monitoring System including 275 CCTV cameras and video management system	95	15.1
City of Austin (4) ITS	City of Austin		Travis	Emergency/Transit Vehicle Signal Priority			Enhance the Advanced Transportation Management System (ATMS)	85	14.2
TxDOT (2) ITS	TxDOT			Loop 360	Loop 1 (MoPac)	SH 71	ITS Deployment	90	13.5
TxDOT (7) ITS	TxDOT			FM 734 (Parmer)	SH 45-N	US 290-E	ITS Deployment	85	13.5
TxDOT (1) ITS	TxDOT			HERO Program Expansion			Continue and expand the HERO Program	95	9.8
TxDOT (3) ITS	TxDOT			RM 620/SH 71	US 183	US 290	ITS Deployment	95	8.3
TxDOT (6) ITS	TxDOT			Loop 111	I-35	US 183	ITS Deployment	85	3.8
TxDOT (4) ITS	TxDOT			RM 2222	Loop 360	I-35	ITS Deployment	85	2.8
TxDOT (8) ITS	TxDOT			FM 969	Lamar Boulevard	SH 130	ITS Deployment	85	2.8

Transit Project Rankings									
Application ID	Sponsor	Co-Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	Planning Factor	CBA
Capital Metro (1) Transit	Capital Metro			MetroRail Platform Extensions	Plaza Saltillo Station	Leander Station	Modify eight Metrorail stations to accommodate 2-car trains	75	N/A
Capital Metro (2) Transit	Capital Metro	CARTS		Regional Fare System			Installation of a regional fare collection system	70	N/A
CARTS (1) Transit	CARTS			Eastside Bus Plaza	Shady at E. Cesar Chavez		Construction of a bus plaza and passenger terminal	90	N/A
City of Round Rock (1) Transit	City of Round Rock			Bus Stop Lighting			Purchase of solar bus stop lighting systems.	50	N/A

*Recommended projects are highlighted in blue.

Active Transportation Project Rankings											
Application ID	Sponsor	Co-Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	Planning Factor	CBA	Total Score	Rank
COA7AT	City of Austin	Capital Metro	Travis	Pedestrian Safety and Transit Connections Project			Construct 10 pedestrian hybrid beacons	0.87	0.94	0.89	1
COA3AT	City of Austin		Travis	Violet Crown Trail North	Home Depot Boulevard	MoPac Expressway and William Cannon Drive	1.2 mile 12-foot wide natural composite trail	0.85	0.59	0.78	2
COA6AT	City of Austin	Bike Share of Austin	Travis	Bike Share Expansion			Install 25 new bikeshare stations in Austin's central core	0.71	1	0.78	3
COBA1AT	City of Bastrop		Bastrop	Loop 150/SH 71/Water St/Main St	Old Austin Highway	Walnut Street	Complete 1.8 mile 'River Loop' shared-use path	0.76	0.82	0.78	4
COSM3AT	City of San Marcos		Hays	Sessom Drive	Yale Street	N. Comanche Street	Roundabout and intersection improvements	0.79	0.47	0.71	5
COBU1AT	City of Buda		Hays	FM 2001	Overpass Road/FM 2001	FM 119/Old Goforth Road	Construct a 10' wide multi-use path for pedestrian and bicycle traffic along the east side of FM 2001 and Overpass Road	0.65	0.88	0.71	6
COA1AT	City of Austin		Travis	YBC Trail Segment 1	MoPac Mobility Bridges	Southwest Parkway	1.46-mile 12-foot wide concrete trail and Southwest Parkway overpass	0.9	0.06	0.69	7
COSM1AT	City of San Marcos		Hays	Wonder World Drive	At Hunters Road		Intersection improvements	0.68	0.71	0.69	8
COA4AT	City of Austin		Travis	Shoal Creek Trail	W 10th Street	W 15th Street	Reconstruct existing trail as 12-foot concrete section meeting ADA standards	0.85	0.12	0.67	9
COA5AT	City of Austin	Travis County	Travis	Austin to Manor Phase II Urban Trail	Decker and Lindell Lane	Ben E. Fisher Park	12-foot concrete trail from Lindell Ln to Manor, Texas (approximately 2.9 miles)	0.8	0.24	0.66	10
COA2AT	City of Austin		Travis	Shoal Creek Trail	W 5th Street	W 10th Street	Reconstruct existing trail as 12-foot concrete section meeting ADA standards	0.75	0.35	0.65	11
COSM2AT	City of San Marcos		Hays	Sessom Drive	N. Comanche Street	N. LBJ Drive	Construct shared-use path	0.65	0.65	0.65	12
COL1AT	City of Leander		Williamson	S. West Drive Sidewalk	Horseshoe Dr.	Lion Dr	Construct .23 mile sidewalk on S West Drive	0.55	0.76	0.6	13
CODS1AT	City of Dripping Springs		Hays	Old Fitzhugh Road	Mercer Street	RM 12	Multimodal design enhancement	0.66	0.29	0.57	14
COCP1AT	City of Cedar Park		Williamson	Brushy Creek North Fork Trail	Parmer Lane	Brush Creek Road	Construct 3-mile shared-use path along Brushy Creek North Fork	0.55	0.53	0.54	15
TSU1AT	Texas State University		Hays	Comanche Street	Woods Street	Student Center Drive	Construct new pedestrian bridge	0.55	0.18	0.46	16
HC1AT	Hays County		Hays	Sawyer Ranch Road	Meadow Creek Drive	Belterra Drive	Design and construct a shared use path	0.46	0.41	0.45	17

*Recommended projects are highlighted in blue.

TDM Project Rankings									
Application ID	Sponsor	Co-Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	Planning Factor	CBA
CAPCOG1TDM	CAPCOG			Regional Commute Solutions Program			Implement the Commute Solution program	85	N/A
CM1TDM	Capital Metro			MetroRideShare Vanpool Program			Expand the MetroRideShare program within the CAMPO region	85	N/A
COA1TDM	City of Austin	Capital Metro	Travis	Smart Trips Austin			Implement the Smart Trips program for four additional neighborhoods	85	N/A
TSU1TDM	Texas State University		Hays	None given	Woods St - Comanche St	Woods St-Moon St	Purchase of Autonomous Vehicle	45	N/A

Other Project Rankings									
Application ID	Sponsor	Co-Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	Planning Factor	CBA
City of Bastrop (1) Other	City of Bastrop		Bastrop	Agnes Street Extension	Agnes Street	SH 304	Extend Agnes Street as a MAD-4	N/A	N/A
City of Kyle (1) Other	City of Kyle	Hays County	Hays	Center Street Rail Siding Project	Burleson Street	Kohlers Crossing	Center Street Rail Siding Relocation	N/A	N/A

*Recommended projects are highlighted in blue.

2019-2022 Transportation Improvement Program 2040 Regional Transportation Plan

Spring Amendment Submissions

March 2018



Table of Contents

Table of Contents.....	2
General Information.....	3
Project Information	4
Highway Project Funding.....	5
Funding Sources:.....	5
Funding Categories	5
Transit Project Funding.....	6
Submission Spreadsheet Instructions.....	7

General Information

The 2019-2022 Transportation Improvement Program (TIP) is currently being developed with an anticipated approval by the Transportation Policy Board on May 7, 2018. Sponsors wishing to include their projects in the 2019-2022 TIP should download the application spreadsheet and submit by March 14, 2018.

Eligible Projects

All federally funded projects are required to be in the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).

Locally Funded Projects

Regionally significant projects that do not have any federal or state funding attached to the project will be included in the TIP for informational purposes only. The funding source for these is Local Contribution and funding category is Category 3.

Joint TIP and RTP Amendments

Any submissions and amendments approved for inclusion in the TIP will automatically be added or amended to the RTP. For TIP submissions there is no need for a separate RTP submission.

Project Call Projects

Projects that get approved for federal funding through the 2019-2022 Project Call do not need to submit, CAMPO will automatically include the approved projects in the 2019-2022 TIP and RTP if they are not already included.

Project Information

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) hold final authority in approving projects in the TIP/STIP. In order to facilitate federal approval, it is important that project sponsors submit complete and accurate information.

Project Limits

Provide accurate and clear project limits and facilities.

Project Descriptions

Project descriptions must provide a before and after description of the project that adequately describes the project in plain language. Please refrain from acronyms. Example: *Widen from a two-lane undivided roadway to a four-lane divided highway with center turn-lane.*

Project Phase

Identify the funded phase or phases of the project (Preliminary Engineering (PE), Right-of-Way (ROW), or Construction(C). For non-construction projects, please select Construction (C) as this is considered the implementation phase of the project. Please note that the phases listed must be covered by the amount of funding identified for the project, i.e. if the project is only identified for the construction, the funding amount must cover the construction costs.

Project Costs

Please provide a complete picture estimate of the project costs regardless of funding amounts.

Project Funding

Please provide all of the project funding amounts and sources obligated to the project. Additional information is below.

Highway Project Funding

Identify the funding obligated to the project in the appropriate columns. For highway projects, there are 12 funding categories and 5 funding sources for each.

Funding Sources:

Highway and highway-related projects and programs are funded from the following sources:

Federal – Federal funding amount

State – State funding amount

Regional – Regional funding amount

Local – Local sponsor funding that is the required match for the federal portion

Local Contribution – Local sponsor funding not tied to the match

Funding Categories

Highway and highway-related projects and programs are funded through the following categories:

Category 1 – Preventive Maintenance and Rehabilitation

Category 2 – Metropolitan and Urban Area Corridor Projects

Category 3 – Non-Traditionally Funded Transportation Projects (Local Funding)

Category 4 – Statewide Connectivity Corridor Projects

Category 5 – Congestion Mitigation and Air Quality Improvement

Category 6 – Structures Replacement and Rehabilitation

Category 7 – Metropolitan Mobility and Rehabilitation (STBG)

Category 8 – Safety

Category 9 – Transportation Enhancements (TASA)

Category 10 – Supplemental Transportation Projects

Category 11 – District Discretionary

Category 12 – Strategic Priority

Transit Project Funding

Transit and transit-related projects and programs are funded under the following FTA programs:

Section 5307 – Urbanized Area Formula Grants

Section 5309 – Capital Investment Grants

Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities

Section 5311 – Formula Grants for Rural Areas

Section 5337 – State of Good Repair Grants

Section 5339 – Buses and Bus Facilities Grant Program

Submission Spreadsheet Instructions

For submissions sponsors should download the Excel spreadsheet and fill out the appropriate fields in the spreadsheet. Leave fields empty if that do not apply or you do not have the information. The spreadsheet is divided into five project submission types, listed below. Selected the appropriate tab and fill in the information. Note: *All tabs have an Amendment Type column, please enter (Add) for new projects or (Revision) for a revision to an existing project.*

Highway Projects (2019-2022 TIP)

Roadway projects that need to be individually listed in the 2019-2022 Transportation Improvement Program (TIP). This includes new federal and state funded projects for Fiscal Years (FY) 2019 through 2022. Additionally, projects that are in the current 2017-2020 TIP for FY 2019 and FY 2020 that need to be amended or rolled-over.

Transit Projects (2019-2022 TIP)

Transit projects that need to be individually listed in the 2019-2022 Transportation Improvement Program (TIP). This includes new federal and state funded projects for Fiscal Years (FY) 2019 through 2022. Additionally, projects that are in the current 2017-2020 TIP for FY 2019 and FY 2020 that need to be amended or rolled-over.

Grouped Projects (2019-2022 TIP)

Group eligible projects that will to be listed in the 2019-2022 Transportation Improvement Program (TIP). Grouping eligibility is at the final discretion of CAMPO. Grouped projects will not be individually listed in the 2019-2022 Statewide Transportation Improvement Program (STIP).

Highway Projects (2040 Regional Transportation Plan)

Highway projects that need to be added, removed or amended in the 2040 Regional Transportation Plan. A reminder that if the project is being submitted for inclusion in the TIP a separate submittal for the RTP is not needed.

Transit Projects (2040 Regional Transportation Plan)

Transit projects that need to be added, removed or amended in the 2040 Regional Transportation Plan. A reminder that if the project is being submitted for inclusion in the TIP a separate submittal for the RTP is not needed.



Date: March 26, 2018
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Ryan Collins, Short-Range Planning
Agenda Item: 6
Subject: Discussion on Transportation Development Credit Requests

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO is currently administering the 2019-2022 Project Call, in which the Transportation Policy Board will allocate federal and state funding over the next four years. In a separate process, several sponsors submitted Transportation Development Credit Applications for their projects submitted through the call. Those projects recommended and subsequently approved for federal funding (Category 7 and 9) are eligible for consideration to receive TDC's. The TDC application recommendation is based on the contingency that the projects recommended receive federal funding through the call and that the TDC application and all associated TDC policy criteria, including Maintenance of Effort (MOE) are met.

TDC Applications (Received)				
Sponsor	Project	Federal Request	Match	TDC
Burnet County	Wirtz Dam Rd.	\$2,981,250.00	\$596,250.00	596,250
Burnet County	Wirtz Dam Rd	\$19,537,500.00	\$3,907,500.00	3,907,500
CAPCOG	Commute Solutions	\$1,845,000.00	\$461,250.00	461,250
City of Cedar Park	New Hope Drive	\$12,403,200.00	\$3,100,800.00	3,100,800
City of Cedar Park	Brushy Creek	\$2,672,408.00	\$668,102.00	668,102
City of Georgetown	Williams Drive	\$741,000.00	\$148,400.00	148,400
Travis County	Pearce Lane	\$22,000,000.00	\$4,400,000.00	4,400,000
Travis County	Howard Lane	\$12,478,000.00	\$2,495,600.00	2,495,600
Travis County	Lohman Ford Road	\$1,320,000.00	\$264,000.00	264,000
Travis County	Cuernavaca Drive	\$1,947,000.00	\$389,4000.00	389,4000
Williamson County	RM 2243	\$8,900,000.00	\$2,225,000.00	2,225,000
Williamson County	SH 29 E	\$107,040,000.00	\$19,500,000.00	19,500,000
Williamson County	SH 29 E	\$29,600,000.00	\$7,400,000.00	7,400,000
		\$223,465,358.00	\$49,060,902.00	49,060,902

TDC Applications (Recommended Projects Only)				
Sponsor	Project	Federal Request	Match	TDC
Burnet County	Wirtz Dam Rd.	\$2,981,250.00	\$596,250.00	596,250
City of Cedar Park	New Hope Drive	\$12,403,200.00	\$3,100,800.00	3,100,800
City of Cedar Park	Brushy Creek	\$2,672,408.00	\$668,102.00	668,102
City of Georgetown	Williams Drive	\$741,000.00	\$148,400.00	148,400
Travis County	Pearce Lane	\$22,000,000.00	\$4,400,000.00	4,400,000
Williamson County	RM 2243	\$8,900,000.00	\$2,225,000.00	2,225,000
		\$49,697,858.00	\$11,138,552.00	11,138,552

FINANCIAL IMPACT

CAMPO's estimated TDC balance was 701,497,005.as of May 2016. With the approval and allocation of the requested 11,138,552 credits the balance would be 690,358,453.

BACKGROUND AND DISCUSSION

Transportation Development Credits (TDCs) are a federal financing tool that permits the non-Federal share of a project's cost to be met through a "soft match" of TDCs. This allows the TDC program to create more flexibility in state and local transportation programs by providing the ability to shift funds available for local match requirements to other transportation related expenses.

The use of federal highway and transit reimbursements for eligible activities typically require the project sponsor to match a percentage of the total project cost. Though it varies by program, the typical cost share breakdown is 80 percent federal with a 20 percent match from the project sponsor.

TDCs effectively fulfill the sponsor match requirements by providing a "soft match" for the non-federal share, meaning the TDCs do not provide additional federal funding or replace the sponsor's funds with more federal funding, the TDCs effectively only erase the requirement for the sponsor to provide a match for the project. Because TDCs remove the local match requirement, the federal share of the project funding increases to 100 percent, though the funding amount remains the same.

Furthermore, the sponsor must identify a transportation project or projects that it will be funded with the local dollars that would have otherwise been used for the federally-required local match. The transportation project or projects identified must also support program goals and meet the requirements outlined in the TDC policy.

SUPPORTING DOCUMENTS

None.