2050 Regional Transportation Plan – Guidance Tables for Amendment Applications

Updated May 14, 2025

2050 Regional Transportation Plan Goals and Objectives

2050 Regional Transportation Plan Goals and Objectives	
Goals	**Objectives**
Safety	**A. Crash Reduction –** Reduce severity and number of crashes for all modes.
	B. Road to Zero – Support local government and transit agencies reaching TxDOT Road to Zero metrics.
Mobility	**C. Connectivity –** Reduce network gaps to add connectivity, eliminate bottlenecks, create system redundancy, and enhance seamless use across all modes.
	D. Reliability – Improve the reliability of the transportation network through improved incident management, intelligent transportation systems (ITS), transportation demand management (TDM).
	E. Travel Choices – Offer time-competitive, accessible, and integrated transportation options across the region.
	F. Implementation – Plan and deliver networks for all transportation modes, with reduced project delivery delays.
	G. Regional Coordination – Continue interagency collaboration between transportation planning, implementation, and development entities.
Stewardship	**H. System Preservation –** Use operations, ITS, and optimization techniques to expand the useful lifecycle of the multimodal system elements.
	I. Fiscal Constraint – Strategically prioritize fiscally constrained investments to maximize benefits to the region.
	J. Public Health – Improve public health outcomes through air and water quality protection and active mobility.
	K. Natural Environment – Develop transportation designs that promote system resiliency by avoiding, minimizing, and mitigating negative impacts to water and air quality, as well as habitat.
Economy	**L. Economic Development –** Enhance economic development potential by increasing opportunities to live, work, and play in proximity for residents and visitors.
	M. Value of Time – Enable mode choice and system management to keep people and goods moving and reduce lost hours of productivity.
Equity	**N. Access to Opportunity –** Develop a multimodal transportation system that allows all, including vulnerable populations, to access employment, education, and services.
	O. Impact on Human Environment – Promote transportation investments that have positive impacts and avoid, minimize, and mitigate negative impacts to vulnerable populations.
	P. Valuing Communities – Align system functionality with evolving character and design that is respectful to the community, housing, and environment for current and future generations.
Innovation	**Q. Technology –** Leverage technological advances to increase efficiency of travel across all modes and for users of the network.
	R. Flexibility – Develop a system that is adaptable and flexible to changing needs, conditions, and emerging technologies.

Project Evaluation Criteria Guidance Tables

The following guidance tables provide resources that can be used by applicants to respond to the evaluation criteria prompts. Additionally, the tables indicate what sort of information is requested from the applicant to show if/how the project satisfies a given evaluation criterion (shapefile and/or narrative). A table is provided for each of the standard project types (roadway, transit, ITS/operations, active, and TDM). Definitions of the table fields is provided below:

- **Goal Area:** Desirable regional outcomes related to transportation, as defined by the Transportation Policy Board. See 2050 RTP page 3.
- **Objectives:** Measurable actions to accomplish the goals, as defined by the Transportation Policy Board. See 2050 RTP page 3.
- **Value:** Number of points assigned to each evaluation criteria.
- **Evaluation Criteria:** Used to quantify how well a project satisfies the goals and objectives.
- **Data Location:** Where the data can be found to answer the evaluation criteria.
- **CAMPO Static Map Location:** Where a useful static map can be found in a CAMPO document. These maps can be used as a reference for responding to the evaluation criteria prompts.
- **Data Type Requested:** Defines the type of data that is requested from the applicant to show if/how the project satisfies a given evaluation criteria (shapefile and/or narrative). All Shapefile projections must be NAD 1983 State Plane Texas Central FIPS 4203 Feet.

Roadway Project Evaluation Criteria						
Goal Area	Objectives	Value	Evaluation Criteria	Data Location	CAMPO Static Map/Figure Location	Data Type Requested
Safety	C. G. J.	10	The project connects to an existing evacuation route or forms a new hurricane or wildfire evacuation route.	CAMPO Map Package/Viewer – *TxDOT Hurricane Evacuation Routes (Roadway Data)* and *Characteristic Fire Intensity Scale*	N/A	Shapefile and Narrative
	A. B.	10	The project addresses safety issues. Documentation for this measure can include crash rates and the inclusion of features addressing safety, such as lighting, rumble strips, or others.	TxDOT Crash Query Tool CAMPO CRIS Regional Dashboard	P. 52 (Regional Arterials Concept Inventory): Crash Rates and Dangerous Corridors Map P. 55 (Regional Arterials Concept Inventory): Average Emergency Response Time Service Goal P. 56 (Regional Arterials Concept Inventory): Redundancy/Emergency Management Policy Summary Table P.37 (2050 Regional Transportation Plan) Figure 24: Roadway Segments with Crash Rates Exceeding the Regional Average	Shapefile and Narrative
	A. B. H. P.	10	The project includes access management features such as raised medians, turning movement improvements, driveway consolidations, and other operational/safety features.	Local Plans and Polices	P. 40 (Regional Arterials Concept Inventory): Network Connectivity Policies P. 43 (Regional Arterials Concept Inventory): Intersection Density Map P. 54 (Regional Arterials Concept Inventory): Traffic Generators Map P.164 (Regional Arterials Concept Inventory): Arterials Concept List Glossary P. 165-207 (Regional Arterials Concept Inventory): Arterials Concept List	Narrative
Mobility	C. E.	10	The corridor fills in a gap by creating a new continuously connected or improved facility.	Local Plans and Polices CAMPO Origin-Destination Dashboard 2020	P. 40 (Regional Arterials Concept Inventory): Network Connectivity Policies P. 100 (Regional Arterials Concept Inventory): Existing and Planned Network with Locally-Identified Needs Map P. 101 (Regional Arterials Concept Inventory): Gaps Analysis Example P. 102 (Regional Arterials Concept Inventory) Regional Corridors	Shapefile and Narrative
	C. E.	5	The project provides parallel capacity on corridors with higher-than-average V/C ratios (those with a 0.45 V/C ratio or higher) to supplement existing arterials and limited access roadways.	CAMPO Map Package/Viewer – *AM and PM V/C from 2020 and 2050 CAMPO Travel Model*	P. 105 (Regional Arterials Concept Inventory): V/C Ratio Ranges P.164 (Regional Arterials Concept Inventory): Arterials Concept List Glossary P. 165-207 (Regional Arterials Concept Inventory): Arterials Concept List P. 208 (Regional Arterials Concept Inventory): Interchange Map P. 209-212 (Regional Arterials Concept Inventory): Regional Corridor Inventory Interchange Concept Summary	Shapefile
	C. E.	10	The project crosses physical barriers and enhances network connectivity. One (1) point will be awarded for each barrier traversed. Types of barriers include (up to 10 points): - Railroads (including grade separations) - Limited Access Roads - Major Waterways (e.g. direct branch of the Brazos, Colorado, or Guadalupe Rivers)	CAMPO Map Package/Viewer – *TxDOT Roadway Functional Classifications, Railroads,* and *Major Waterways*	P. 60 (Regional Arterials Concept Inventory): Aquifers and Floodplains Map P. 61 (Regional Arterials Concept Inventory): Prime Farmland Map P. 62 (Regional Arterials Concept Inventory) Soil Plasticity Map P. 63 (Regional Arterials Concept Inventory): Preserved Land Map	Shapefile
	C. E. M.	5	The project connects to one or more roadways of a high functional class (principal arterial or limited access).	CAMPO Map Package/Viewer – *TxDOT Roadway Functional Classifications* FHWA Highway Functional Classification	N/A	Shapefile

	B. E. J. N. P. I.	10	The project improves person throughput by including transit elements, service routes, or other multimodal improvements identified as part of the 2045 Regional Active Transportation Plan, CapMetro Project Connect, Regional Transit Coordinating Committee, or another local or regional transportation plan.	Regional Transit Coordinating Committee Mapping Resource – *Mobility and Access – Transit Desert Analysis* Local Plans and Polices	P. 28 (Regional Transit Study): Transit Service Areas and Service Gaps P. 33 (Regional Transit Study): CARTS 2045 Planned Express Routes and Facilities Upgrade P. 69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers	Shapefile and Narrative
Stewardship	K. P.	5	The project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources. Environmental factors include soil plasticity, aquifers, flood plains, protected lands, and urban-wildfire interface. Cultural resources include parks (state and local), cemeteries, schools, hospitals/health care offices, historic buildings, museums, and civic centers.	CAMPO Map Package/Viewer – *Land Suitability*	P. 60 (Regional Arterials Concept Inventory): Aquifers and Floodplains Map P. 61 (Regional Arterials Concept Inventory): Prime Farmland Map P. 62 (Regional Arterials Concept Inventory) Soil Plasticity Map P. 63 (Regional Arterials Concept Inventory): Preserved Land Map	Narrative
Economy	M.	5	The project is located along a major freight or hazardous materials route.	CAMPO Map Package/Viewer – *National Highway Freight Network* and *Texas Highway Freight Network*	P. 11 (Freight Plan Existing Conditions Report) Figure 3: National Highway Freight Network (NHFN) P. 12 (Freight Plan Existing Conditions Report) Figure 4: Texas Highway Freight Network (THFN) P. 2 (Freight Plan Recommendations Report) Figure 1: Capital Area Multimodal Freight Network P. 6 (Freight Plan Recommendations Report) Figure 2: Key Freight Corridors on the Texas Highway Freight Network P. 9 (Freight Plan Recommendations Report) Figure 3: Project Gap Analysis	Shapefile
	L.	5	The project supports local, regional, or state development plans and strategies.	Local Plans and Polices	N/A	Narrative
	L. M.	5	The project connects to or serves a regional activity center(s) or corridors.	CAMPO Map Package/Viewer – *Regional Activity Centers* Local Plans and Polices	P.9 – Guidance Tables for Amendment Applications (this document) P.12 (2050 Regional Transportation Plan) Figure 6: Activity Centers P. 69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers P. 30 (Regional Transportation Demand Management Plan) Figure 5.3: Major Employers with more than 300 Employees	Shapefile
Equity	N. O.	5	The project serves and does not adversely impact traditionally underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.	CAMPO Map Package/Viewer – *Vulnerability Analysis*	P.32 (2050 Regional Transportation Plan) Figure 18: Title VI, Areas of Persistent Poverty, and Vulnerable Communities	Shapefile and Narrative
Innovation	Q. R.	5	The project is adaptable to operational improvements (including TDM strategies) and new technologies such as connected/autonomous vehicles.	Local Plans and Polices	P. 2 (Regional Transportation Demand Management Plan): Figure 1.1 P. 20 (Regional Incident Management Study): Figure 11 – Summary of Regional Incident Management Recommendations PP. 15-22 (2050 Regional Transportation Plan) Chapter 2 Subsection: Emerging Technologies and Trends	Narrative

Transcit Project Evaluation Criteria						
Goal Area	**Objectives**	**Value**	**Evaluation Criteria**	**Data Location**	**CAMPO Static Map/Figure Location**	**Data Type Requested**
Safety	E. A. O.	20	The project enhances transit vehicle safety, safe transit stops and connections, and accessible facilities.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices	N/A	Narrative
Mobility	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.	Cap Metro Plans CARTS Plans Local Plans and Polices	N/A	Shapefile and Narrative
	E. D. J. M. N. O. R.	10	The project provides connections to other transit services and/or modes of transportation.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices CAMPO Origin-Destination Dashboard 2020	P. 2-6 (Regional Active Transportation Plan) Demand for Bicycling and Walking Across the Region P. 2-11 (Regional Active Transportation Plan) Tier 1, 2, and 3 Vision Connectors	Shapefile
	C. D. E. M. N. O. P.	15	The project fills a service gap, expands coverage, or increases the frequency of a route.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices Regional Transit Coordinating Committee Mapping Resource – *Mobility and Access – Transit Desert Analysis* CAMPO Origin-Destination Dashboard 2020	P. 23 (Regional Transit Study): 2010 Traffic Flows P. 24 (Regional Transit Study): 2040 Traffic Flows P. 28 (Regional Transit Study): Transit Service Areas and Service Gaps P. 33 (Regional Transit Study): CARTS 2045 Planned Express Routes and Facilities Upgrade P. 69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers	Shapefile
	D. E. H. J. M. N. O. P. R.	5	The project has documentation showing potential ridership. This can be a planning level estimate.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices	N/A	Narrative
Stewardship	D. E. H. I.	10	The project addresses maintenance needs to maintain state of good repair.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices	N/A	Narrative
Economy	E. N. O. P.	5	The project integrates with existing or planned transit-supportive land uses and infrastructures.	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Policies	N/A	Narrative
	L.	5	The project supports local, regional, or state development plans and strategies.	Local Plans and Policies	N/A	Shapefile and Narrative
Equity	N. O. P.	10	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.	CAMPO Map Package/Viewer – *Vulnerability Analysis*	P.32 (2050 Regional Transportation Plan) Figure 18: Title VI, Areas of Persistent Poverty, and Vulnerable Communities	Shapefile and Narrative
Innovation	E. Q. R.	10	The project demonstrates innovative design, technology, or service	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices	PP. 15-22 (2050 Regional Transportation Plan) Chapter 2 Subsection: Emerging Technologies and Trends	Narrative

ITS/Operations Project Evaluation Criteria						
Goal Area	Objectives	Value	Evaluation Criteria	Data Location	CAMPO Static Map/Figure Location	Data Type Requested
Safety	D. H. M.	15	The project contributes to improvements in incident management.	Local Plans and Policies Regional Incident Management Study	P. 20 (Regional Incident Management Study): Figure 11 – Summary of Regional Incident Management Recommendations	Shapefile and Narrative
	D. E. H. L. M. Q. R.	15	The project will be used for management of special events or emergencies.	Local Plans and Policies	P. 55 (Regional Arterials Concept Inventory): Average Emergency Response Time Service Goal P. 56(Regional Arterials Concept Inventory): Redundancy/Emergency Management Policy Summary Table	Narrative
Mobility	F.	10	The project is a part of an overall concept that is identified through a comprehensive local or regional transportation planning process.	Local Plans and Policies	N/A	Narrative
	C. E. M.	10	The project will provide system and redundancy and ensure continuity in operations.	Local Plans and Policies	N/A	Narrative
Stewardship	D. I. M. Q.	5	The project lifecycle is greater than five years.	Local Plans and Policies	N/A	Narrative
	D. I. Q.	5	The project has a formal maintenance program in place.	Local Plans and Policies	N/A	Narrative
Economy	D. M.	5	The project will help reduce delays and travel time in the network.	CAMPO Map Package/Viewer – *AM and PM V/C from 2020 and 2050 CAMPO Travel Model*	P. 34 (Regional Arterials Concept Inventory) Most Congested Roadways in Capital Area Region	Narrative
Equity	O.	5	The project will positively impact vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.	CAMPO Map Package/Viewer – *Vulnerability Analysis*	P.32 (2050 Regional Transportation Plan) Figure 18: Title VI, Areas of Persistent Poverty, and Vulnerable Communities	Shapefile and Narrative
Innovation	D. H. Q. M.	10	The project will improve or expand the regional transportation ITS network	Local Plans and Policies Austin Regional Intelligent Transportation Systems Architecture	N/A	Narrative
	D. H. Q. R. M.	10	The project will utilize technology compatible with other relevant systems.	Local Plans and Policies Austin Regional Intelligent Transportation Systems Architecture	N/A	Narrative
	D. H. Q. M.	5	The project will tie into a centralized operations center.	Local Plans and Policies	N/A	Narrative
	D. H. Q. M.	5	The project will collect and provide publicly accessible data.	Local Plans and Policies	N/A	Narrative

Active Transportation Project Evaluation Criteria						
Goal Area	Objectives	Value	Evaluation Criteria	Data Location	CAMPO Static Map/Figure Location	Data Type Requested
Safety	A. B.	25	The project will enhance pedestrian and bicyclist safety.	TxDOT Crash Query Tool CAMPO CRIS Regional Dashboard	P. 5-10 (Regional Active Transportation Plan) Bicycle and Pedestrian Crash Density P. 52 (Regional Arterials Concept Inventory): Crash Rates and Dangerous Corridors Map P.37 (2050 Regional Transportation Plan) Figure 24: Roadway Segments with Crash Rates Exceeding the Regional Average	Shapefile and Narrative
Mobility	F.	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan, such as the 2045 Regional Active Transportation Plan.	Regional Active Transportation Plan Local Plans and Polices CAMPO Map Package/Viewer – *Regional Active Transportation Plan Priority Network* Bicycle and Pedestrian Facilities Inventory Update Viewer – Updated Inventory	P. 2-6 (Regional Active Transportation Plan) Demand for Bicycling and Walking Across the Region P. 2-11 (Regional Active Transportation Plan) Tier 1, 2, and 3 Vision Connectors	Shapefile and Narrative
	A. B. C. D.	5	Project removes a barrier or provides a connection that did not exist previously.	Bicycle and Pedestrian Facilities Inventory Update Viewer – Updated Inventory	P. 2-8 (Regional Active Transportation Plan): Barriers for Biking and Difficult Biking Routes P. 2-8 (Regional Active Transportation Plan): Gaps Identified by CAMPO Staff	Shapefile and Narrative
	A. B. C. E. J. M. N. O. P.	10	Project connects to existing facilities such as schools, community facilities, residential, employment centers, etc.	CAMPO Map Package/Viewer – *Points of Interest*	P. 69 (Regional Arterials Concept Inventory): Urban Transit Proximity to Jobs Centers P. 30 (Regional Transportation Demand Management Plan) Figure 5.3: Major Employers with more than 300 Employees P.12 (2050 Regional Transportation Plan) Figure 6: Activity Centers	Shapefile and Narrative
	A. B. C. J. M. N. O. P.	15	The project directly links to a transit connection or is within: *15 points*, if .25 miles or less or *10 points*, if . 26 to . 5 miles or *5 points*, if the project demonstrates a potential for future connection to a transit system	Cap Metro Plans and Data CARTS Plans and Data Local Plans and Polices	N/A	Shapefile and Narrative
Stewardship	A. B. J.	15	The project improves public health through the provision of active transportation facilities that are safe and accessible.	Local Plans and Polices	N/A	Narrative
	K. O.	5	The project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.	CAMPO Map Package/Viewer – *Land Suitability* Local Plans and Polices	P. 60 (Regional Arterials Concept Inventory): Aquifers and Floodplains Map P. 61 (Regional Arterials Concept Inventory): Prime Farmland Map P. 62 (Regional Arterials Concept Inventory) Soil Plasticity Map P. 63 (Regional Arterials Concept Inventory): Preserved Land Map	Narrative
Equity	N. O. P.	10	The project serves vulnerable populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.	CAMPO Map Package/Viewer – *Vulnerability Analysis*	P.32 (2050 Regional Transportation Plan) Figure 18: Title VI, Areas of Persistent Poverty, and Vulnerable Communities	Shapefile and Narrative
Innovation	A. B. C. D. E. H. I. J. M. N. O. P. R.	5	The project is innovative in design to address safety or has other unique elements such as designing around transit, innovative intersection designs, or a pilot project.	Local Plans and Polices	PP. 15-22 (2050 Regional Transportation Plan) Chapter 2 Subsection: Emerging Technologies and Trends	Narrative

Transportation Demand Management Project Evaluation Criteria						
Goal Area	Objectives	Value	Evaluation Criteria	Data Location	CAMPO Static Map/Figure Location	Data Type Requested
Mobility	F.	15	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.	Local Plans and Polices Regional Transportation Demand Management Plan	N/A	Narrative
	G. P.	10	The planning process or document had an outreach component addressing commuting patterns and traveler engagement.	Local Plans and Polices Regional Transportation Demand Management Plan	N/A	Narrative
	A. D. E. G. L. M. N.	10	The project has a regional scope, impacts key regional congested roadways, or impacts activity centers and key employment centers.	CAMPO Map Package/Viewer – *AM and PM V/C from 2020 and 2050 CAMPO Travel Model* CAMPO Map Package/Viewer – *Regional Activity Centers* Local Plans and Polices Regional Transportation Demand Management Plan	P.9 – Guidance Tables for Amendment Applications (this document) P.12 (2050 Regional Transportation Plan) Figure 6: Activity Centers P. 30 (Regional Transportation Demand Management Plan) Figure 5.3: Major Employers with more than 300 Employees P. 34 (Regional Transportation Demand Management Plan) Figure 5.8: The Most Congested Roadways in Texas: Austin – Round Rock	Narrative
	A. D. E. K. M. N.	15	The project reduces vehicle miles traveled, single-occupant vehicle travel, or congested peak period travel.	Local Plans and Polices Regional Transportation Demand Management Plan CAMPO Origin-Destination Dashboard 2020 CAMPO Roadway Inventory Dashboard – Route Summaries (DVMT)	P. 34 (Regional Transportation Demand Management Plan) Figure 5.8: The Most Congested Roadways in Texas: Austin – Round Rock P. 37 (Regional Transportation Demand Management Plan) Figure 5.11: Percent of Commuters Using Modes Other Than SOV P. 39 (Regional Transportation Demand Management Plan) Figure 5.12: Percent of Commuters Using Public Transit	Narrative
	A. B. C. D. E. M.	15	The project or activity reduces vehicle trips or manages demand through strategies such as carpools, vanpools, managed lanes, corridor improvements, ITS installation, signal optimization, or park and rides.	Local Plans and Polices Regional Transportation Demand Management Plan	P. 2 (Regional Transportation Demand Management Plan) Figure 1.1	Narrative
	G.	10	The project or activity includes the direct participation of other federal, state, and/or local jurisdictions.	Local Plans and Polices Regional Transportation Demand Management Plan	P. 24 (Regional Transportation Demand Management Plan) Figure 5.1	Narrative
	G. I. M.	10	The project or activity includes participation from regional employers and other trip generators impacting commuting/travel patterns.	Local Plans and Polices Regional Transportation Demand Management Plan	P. 30 (Regional Transportation Demand Management Plan) Figure 5.3: Major Employers with more than 300 Employees	Narrative
Equity	N. O. P.	15	The project has a positive impact (e.g. reduction in transportation costs and emissions, improvements to public health) on underserved populations including low-income, minority, seniors, persons with disabilities, zero-car households, and limited English proficiency households.	CAMPO Map Package/Viewer – *Vulnerability Analysis*	P.32 (2050 Regional Transportation Plan) Figure 18: Title VI, Areas of Persistent Poverty, and Vulnerable Communities	Narrative

Major Regional Activity Centers

This map can be used to define activity centers and corridors. This map uses a composite of population and employment density at the Census Block Group level to identify areas where daily activities are concentrated. Centers may range from less intensively developed places such as a rural community like Wimberley to large activity centers like Downtown Austin with a high intensity of uses. We recognize that by 2050 there may be other planned regional activity centers that are in the planning phase now but may be fully developed at that time. If an entity has a future center(s) identified through a planning process, please provide information through backup documentation from the referenced plan or policy.

An interactive version of this map is available on the [2050 RTP Call for Projects Resources Map](#).