



# 2028 -2031 Call for Projects

Overview of the Project Selection Process



## Introduction

This webinar provides a high-level overview of the 2028-2031 Call for Projects to support sponsor submissions.

- Call for Projects: Introduction
- Federal Funding: Process Overview
- Federal Funding: Program Review
- Call for Projects: Process Overview
- Call for Projects: Resources
- Call for Projects: Application



Microphones are muted by default. Please raise your hand and you will be unmuted at section breaks.





# Project Call Administration

## Webpage

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

## Office Hours

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

## Contact

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

## FAQ

Any questions received through email will be posted to a FAQ table, which will be updated at the end of each week and posted on the webpage through January 7, 2026. Any questions received after this cut-off date, or submitted elsewhere, may not receive a response prior to the application submission deadline.





## Fall 2025 – Application Process

Milestone	Date
Announcement	October 10, 2025
Information Session 1: Process Overview	October 22, 2025
Information Session 2: Project Readiness	October 28, 2025
Information Session 3: Benefit Evaluation	November 5, 2025
Open Office Hours	November 17, 2025
	November 24, 2025
	December 3, 2025
	December 8, 2025
Information Session 4: FAQ Review	January 14, 2026
Application Due by 5:00 P.M. (Central)	January 30, 2026

## Spring 2026 – Review Process

Milestone	Date
Readiness Assessment Evaluation	February - April
Benefit Evaluation	April - May
Technical Advisory Committee	April 27, 2026
Transportation Policy Board	May 11, 2026
Technical Advisory Committee	May 25, 2026
Transportation Policy Board	June 8, 2026

The schedule for the review process will be determined by the number of applications received and complexity of the projects under review.





## Process Background



Regional Approach

Transparent Process

Performance-Based Evaluation

Promotes Stewardship

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





## Considerations for Sponsors

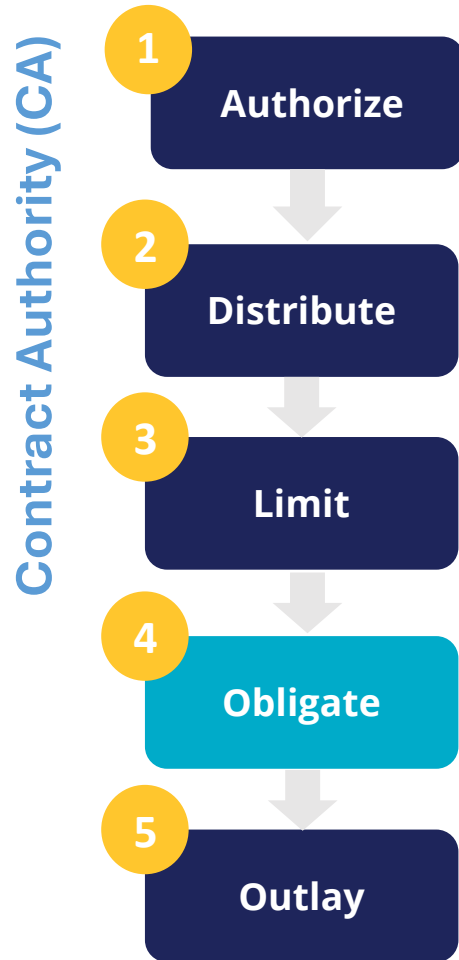
<b>Focus on the Region</b>	Focus on local priorities that are regionally significant and meet the TPB's priorities.
<b>Know the Odds</b>	Funds are limited so it is likely that most projects will not be selected for funding.
<b>Understand Federalization</b>	Consider the significant impacts of federalizing a project. Federal funding is not always appropriate.
<b>Understand Your Project</b>	Be realistic about what the project will take to complete, the development process, and benefits.
<b>Provide Evidence</b>	Applications must be defensible. Always provide clear justification, methodology, and assumptions.
<b>Promote Stewardship</b>	This process is about accountability and stewardship of hundreds of millions of public dollars.

# Federal Funding: Process Overview





## Federal Funding 101



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

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





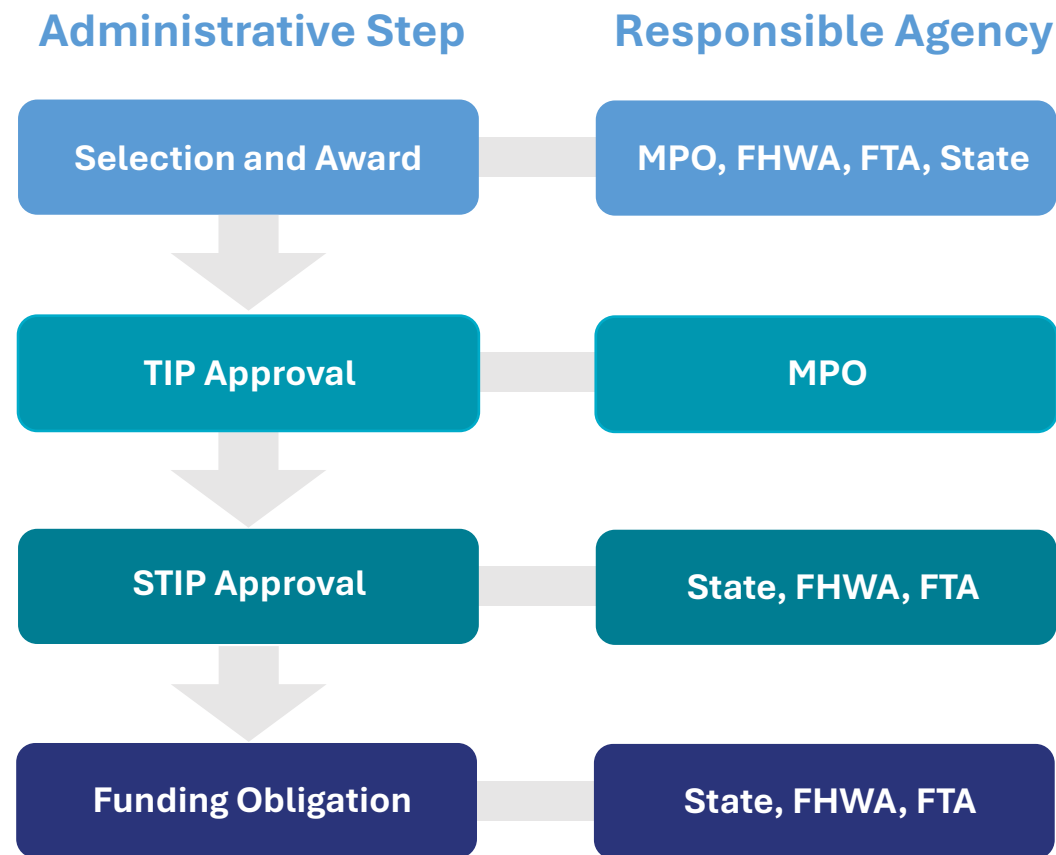


## The Role of the TIP in Federal Funding

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

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

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





## Funding Administration

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

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

No activities are eligible for reimbursement until the Advanced Funding Agreement is executed between the local sponsor and TxDOT and the Notice to Proceed has been issued.

Projects selected for funding must adhere to the TPB policy on continual project progress. Projects must demonstrate meaningful progress through regular quarterly reporting and project check-in or risk being de-obligated at the discretion of the TPB.

TPB Selection and Award



TIP/STIP Approval (6 Months)



AFA Execution (6 Months - 1 Year)



NEPA Clearance (6 Months - 3 Years)



Obligation - Notice to Proceed



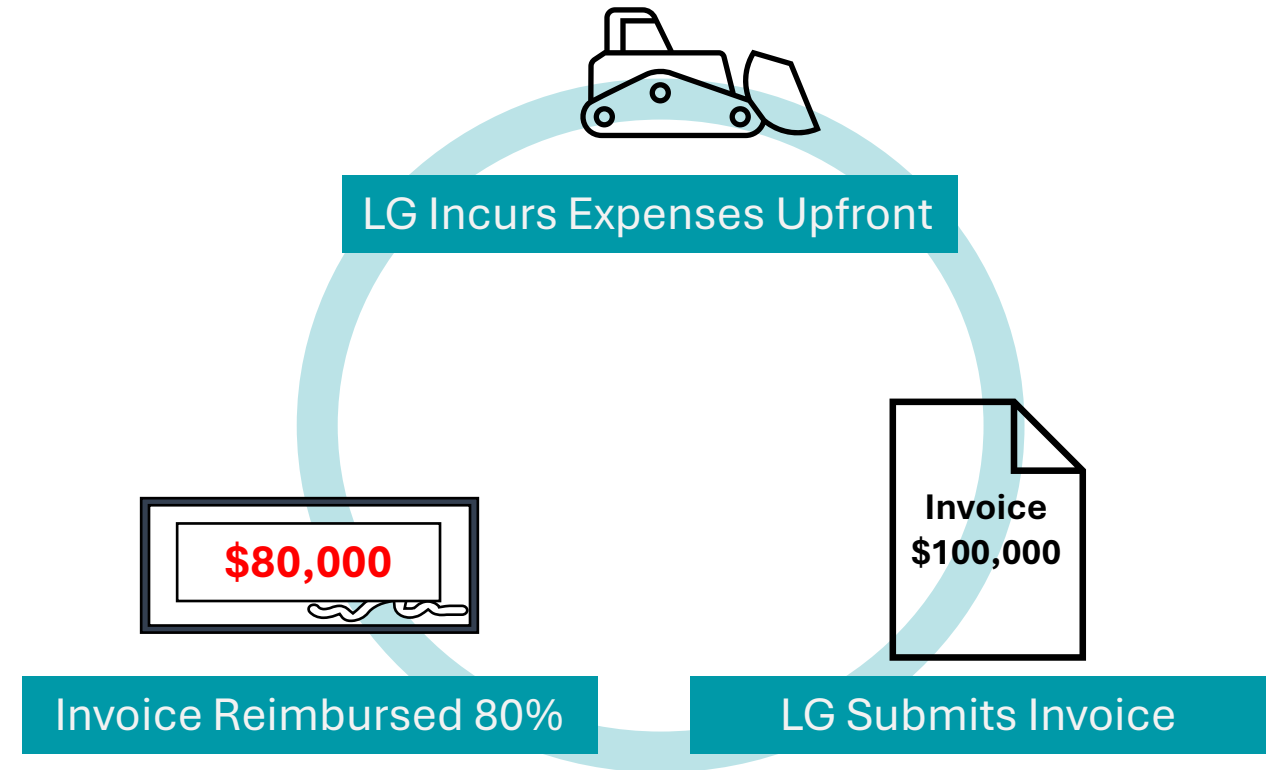
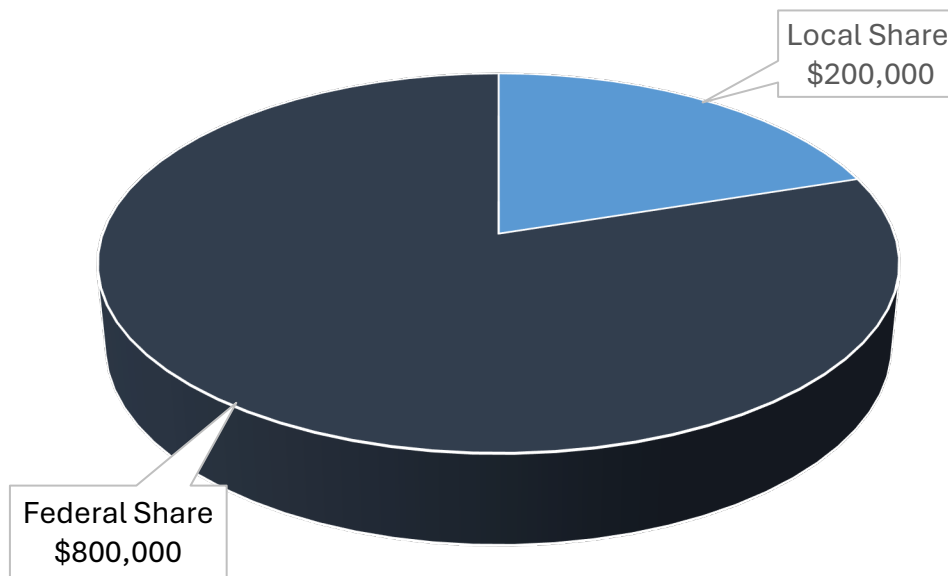
Letting (Construction)



## Federal Funding Process

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

Project Cost: \$1,000,000



# Federal Funding: Program Review





## Funding Program Summary



**Surface Transportation Block Grant (STBG)** provides flexible federal funding for a wide range of transportation projects, including highway construction, bridge repairs, public transit, and pedestrian infrastructure.

**Transportation Alternatives Set Aside (TASA)**, provides funding specifically for smaller-scale transportation projects such as pedestrian and bicycle facilities, safe routes to school projects, and other community improvements

**Carbon Reduction Program (CRP)** provides funding for projects that reduce transportation emissions including all TASA-eligible activities, ITS, TDM, and other measures.



Program	Projected Amounts	Fiscal Years
Surface Transportation Block Grant (STBG)	\$330,129,738	2028-2031
Transportation Alternatives Set-Aside (TASA)	\$40,196,889	2027-2031
Carbon Reduction Program (CRP)	\$13,563,820	2027-2031
Total	\$383,890,447	

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

The recommendation will be influenced by number of ready projects, schedules, and funding requests.

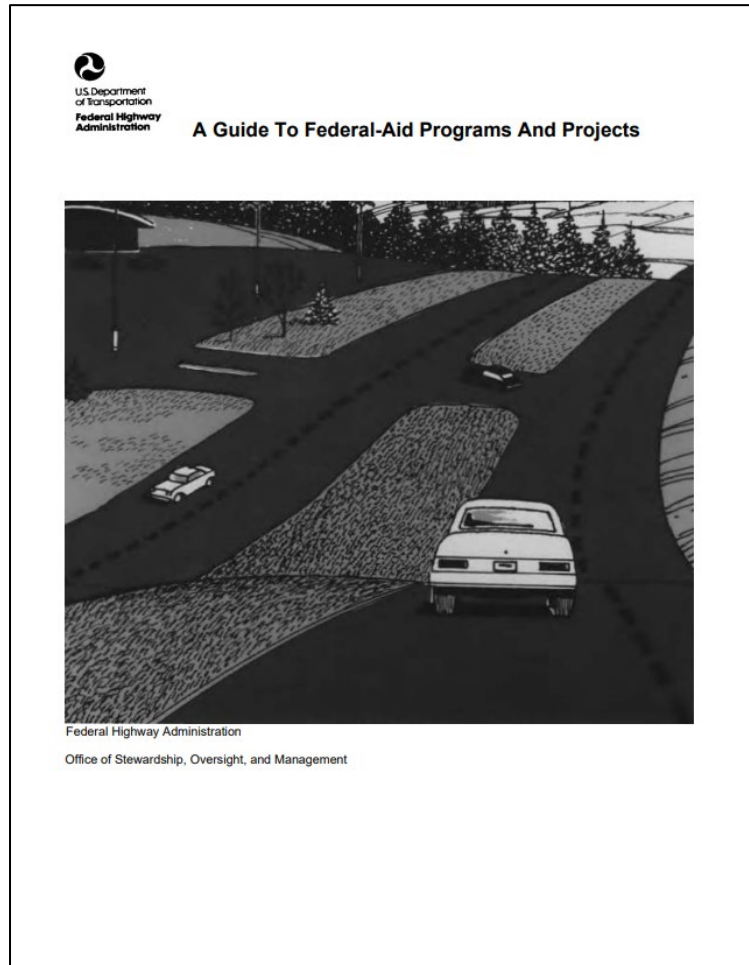
STBG funding is available in FY 2028 (starts on October 1, 2027).

TASA/CRP funding is available in FY 2027 (starts on October 1, 2026)\*

*\*The Post-Award process timeline will limit the ability to program TASA/CRP funding in FY 2027.*



## Funding Program – Important Resource



Federal-Aid highway funds are authorized by Congress to assist the States in providing for construction, reconstruction, and improvement of highways and bridges on eligible Federal-Aid highway routes and for other special purpose programs and projects.

The principal statutes establishing the Federal-Aid Highway Program are found in Title 23, United States Code (23 U.S.C.). Regulatory requirements are generally found in Title 23, Highways, of the Code of Federal Regulations (23 CFR). This guide provides basic information about the Federal-Aid programs, projects, and other program characteristics.

This publication updates information from the past document and includes information resulting from the latest multi-year Federal-Aid authorizing legislative act. This document is in the process of being updated for the IIJA.

**Surface Transportation Block Grant (STBG)**







### STBG - Eligible Sponsors

State Government

Local Government

Regional Transportation Authority

Transit Agency

Other Government Agency

Non-Profit Organizations\*

Other entities with legal oversight of transportation.

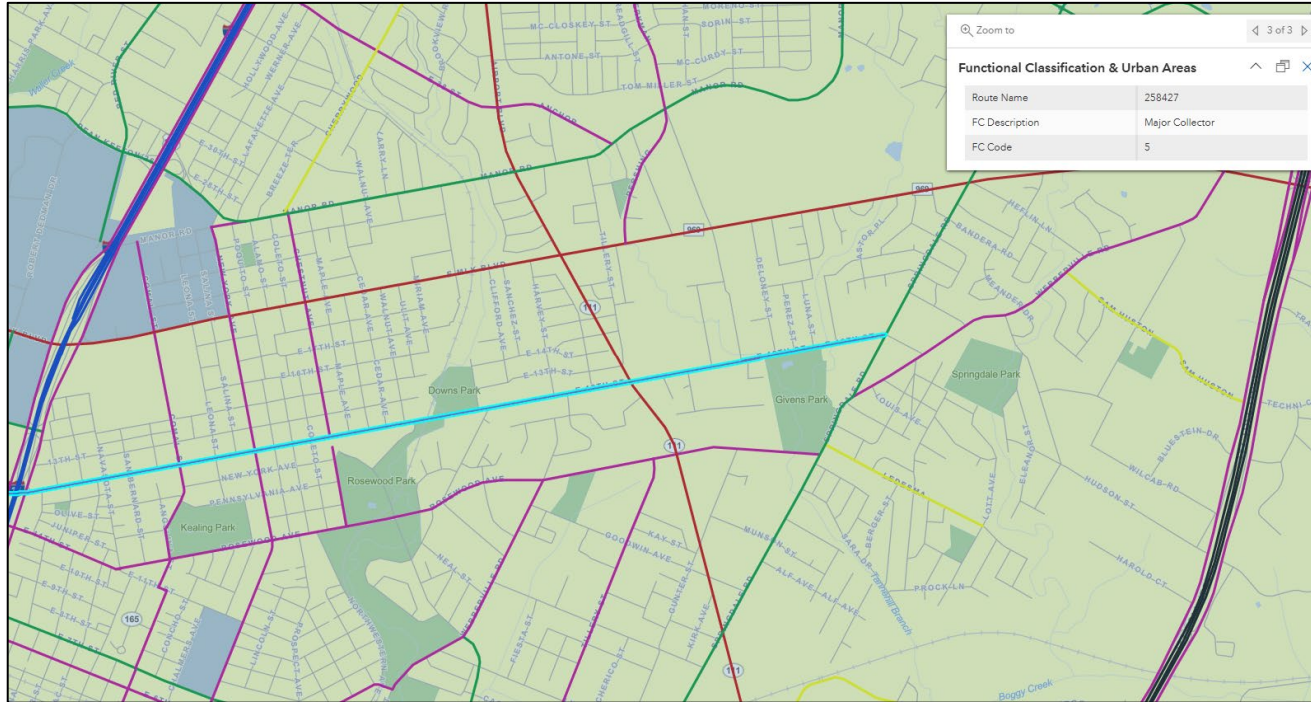
### Surface Transportation Block Grant (STBG)

The Surface Transportation Block Grant (STBG) program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.





## Statewide Planning Map



Sponsors should use TxDOT's Statewide Planning Map to check current facility functional classifications and urban area boundaries.

### STBG – Location Requirements

Interstates

Other Freeways and Expressways

Principal Arterials

Minor Arterials

Major Collectors

Minor Collectors (Urbanized Area Only)

Other Off-System Locations (Specific Activities Only)



## STBG - Eligible Activities

Construction, as defined in 23 U.S.C. 101(a)(4), of the following:

- A. Highways, bridges, and tunnels, including designated routes of the Appalachian development highway system and local access roads
- B. Ferry boats and terminal facilities
- C. Transit capital projects
- D. Infrastructure-based ITS capital improvements, including the installation of vehicle-to-infrastructure communication equipment
- E. Truck parking facilities
- F. Border infrastructure projects

Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.

Environmental measures and transportation control measures.

Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.

Fringe and corridor parking facilities and programs and carpool projects.

Recreational trails projects, pedestrian and bicycle projects with accessibility requirements and the Safe Routes to School Program.

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

These tables represent a summary of the U.S.C. and does not include individual U.S.C. references. Please refer to the text of the U.S.C. (linked in the resources section of the *Guide to the Selection of Regional Transportation Projects*) for all eligibility requirements.





## STBG - Eligible Activities

Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads.

Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.

Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education.

Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.

Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for an STBG-eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects.

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## STBG - Eligible Activities

Replacement of bridges with fill material.

Training of bridge and tunnel inspectors.

Application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels.

Projects to accommodate other transportation modes if such accommodation does not adversely affect traffic safety.

Transit capital projects including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service.

Approach roadways to ferry terminals to accommodate other transportation modes and to provide access into and out of the ports.

Transportation alternatives (TASA-eligible activities)

Projects relating to intersections having disproportionately high accident rates, high levels of congestion (as evidenced by interrupted traffic flow at the intersection and a level of service rating of “F” during peak travel hours, calculated in accordance with the Highway Capacity Manual), and are located on a Federal-aid Highway.

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## STBG - Eligible Activities

Construction and operational improvements for any minor collector if the minor collector and the project to be carried out are in the same corridor and in proximity to an NHS route; the construction or improvements will enhance the level of service on the NHS route and improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the NHS route;

Workforce development, training, and education activities.

Advanced truck stop electrification systems.

Installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife

Electric vehicle and natural gas vehicle infrastructure

Data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk-based asset management and performance-based management, and for similar activities related to the development and implementation of a performance based management program for other public roads.

Construction of any bridge that replaces any low water crossing; any bridge that was destroyed prior to January 1, 1965; or any road bridge that is rendered obsolete as a result of a Corps of Engineers flood control or channelization project and is not rebuilt with funds from the Corps of Engineers.

Actions to preserve or reduce the impact of a project on the historic integrity of a historic bridge if the load capacity and safety features of the historic bridge are adequate to serve the intended use for the life of the historic bridge.

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## STBG - Eligible Activities (Newly Added from the IIJA)

Privately-owned, or majority-privately owned, ferry boats and terminal facilities that, as determined by the Secretary, provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system. Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions.

The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife.

Projects eligible under 23 U.S.C 130 and installation of safety barriers and nets on bridges

Maintenance and restoration of existing recreational trails.

Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure.

Installation and deployment of current and emerging intelligent transportation technologies

Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies such as maglev/hyperloop.

Protective features, including natural infrastructure, to enhance resilience of an eligible transportation facility

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## STBG - Eligible Activities (Newly Added from the IIJA)

Measures to protect an eligible transportation facility from cybersecurity threats.

Conducting value for money analyses or similar comparative analyses of public-private partnerships.

Rural barge landing, docks, and waterfront infrastructure in a rural community or Alaska Native village that is off the road system.

Projects to enhance travel and tourism.

Replacement of low-water crossing with a bridge not on a Federal-aid highway.

Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane.

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**Transportation Alternatives Set-Aside (TASA)**





## Transportation Alternatives Set-Aside (TASA)

Transportation Alternatives Set Aside (TASA), a carve-out of the STBG program, includes funding specifically for smaller-scale transportation projects that offer alternatives to single-occupancy vehicles such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements including historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

### TASA - Eligible Sponsors

State Government
Local Government
Regional Transportation Authority
Transit Agency
Other Government Agency
Non-Profit Organizations*
Other entities with legal oversight of transportation.



## TASA - Eligible Activities

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

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

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

Construction of turnouts, overlooks, and viewing areas.

Community improvement activities, including:

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

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## TASA - Eligible Activities

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

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

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

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

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

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

Activities in furtherance of Vulnerable Road User Safety Assessment

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

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

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## TASA – In Eligible Activities

MPO administrative activities except indirect costs outlined in administrative regulations.

Promotional activities except those specified under SRTS.

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

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

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# Carbon Reduction Program (CRP)





### STBG - Eligible Sponsors

State Government
Local Government
Regional Transportation Authority
Transit Agency
Other Government Agency
Non-Profit Organizations*
Other entities with legal oversight of transportation.

### Carbon Reduction Program

The Carbon Reduction Program (CRP) is a new program established in the Infrastructure Investment and Jobs Act (IIJA) for reducing transportation emissions through the development of carbon reduction strategies and by funding projects designed to reduce transportation emissions.



## CRP - Eligible Activities

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

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

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

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## CRP - Eligible Activities

Advanced transportation and congestion management technologies as defined in including:

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

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## CRP - Eligible Activities

A project to replace street lighting and traffic control devices with energy-efficient alternatives

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

Efforts to reduce the environmental and community impacts of freight movement

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

A project for a diesel engine retrofit

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

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

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

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## Note on CRP Eligibility



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

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

**Transportation Development Credit (TDC)**





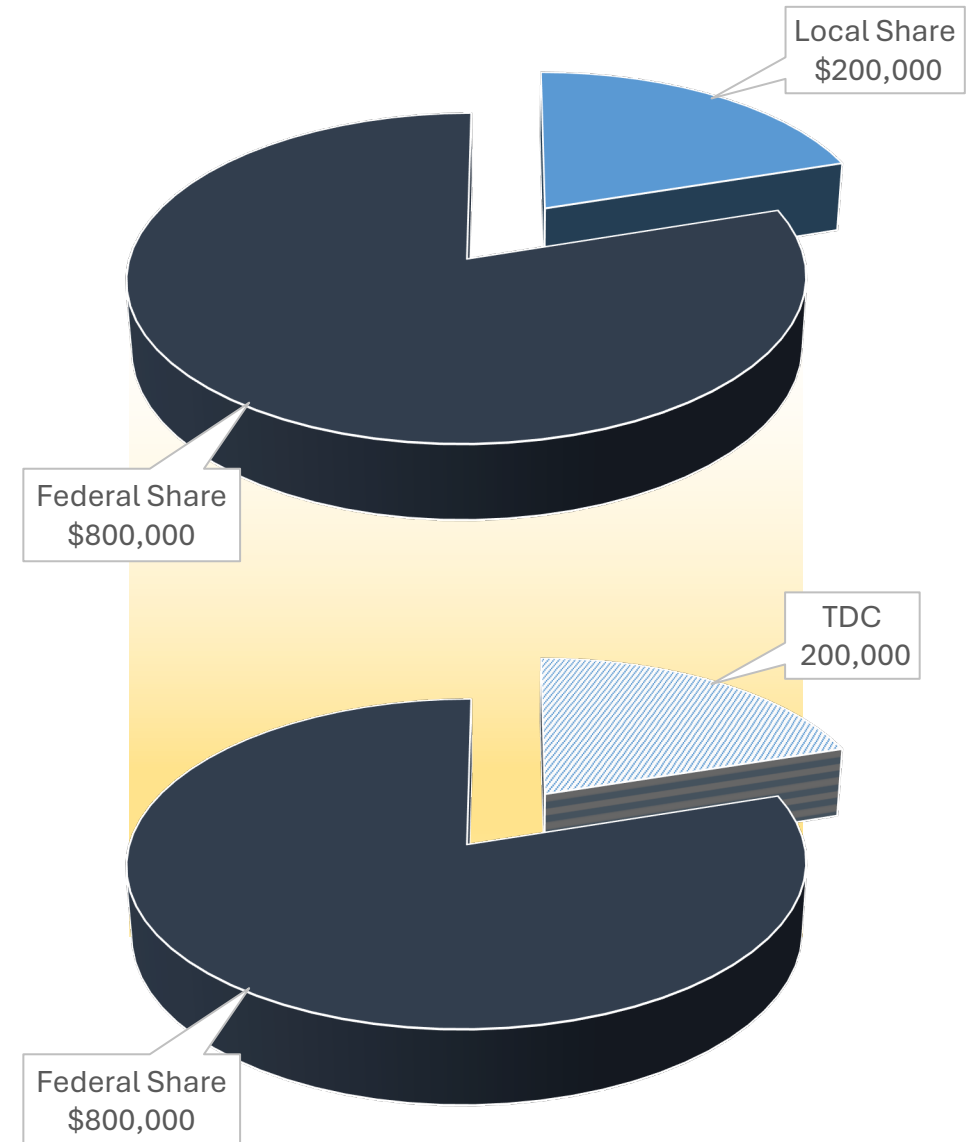
## Transportation Development Credits

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

TDCs are not cash or additional funding for a project.

TDCs change the federal reimbursement rate *not* the reimbursement amount.

TDCs do not remove the requirement of sponsors for the local match (Maintenance of Effort).



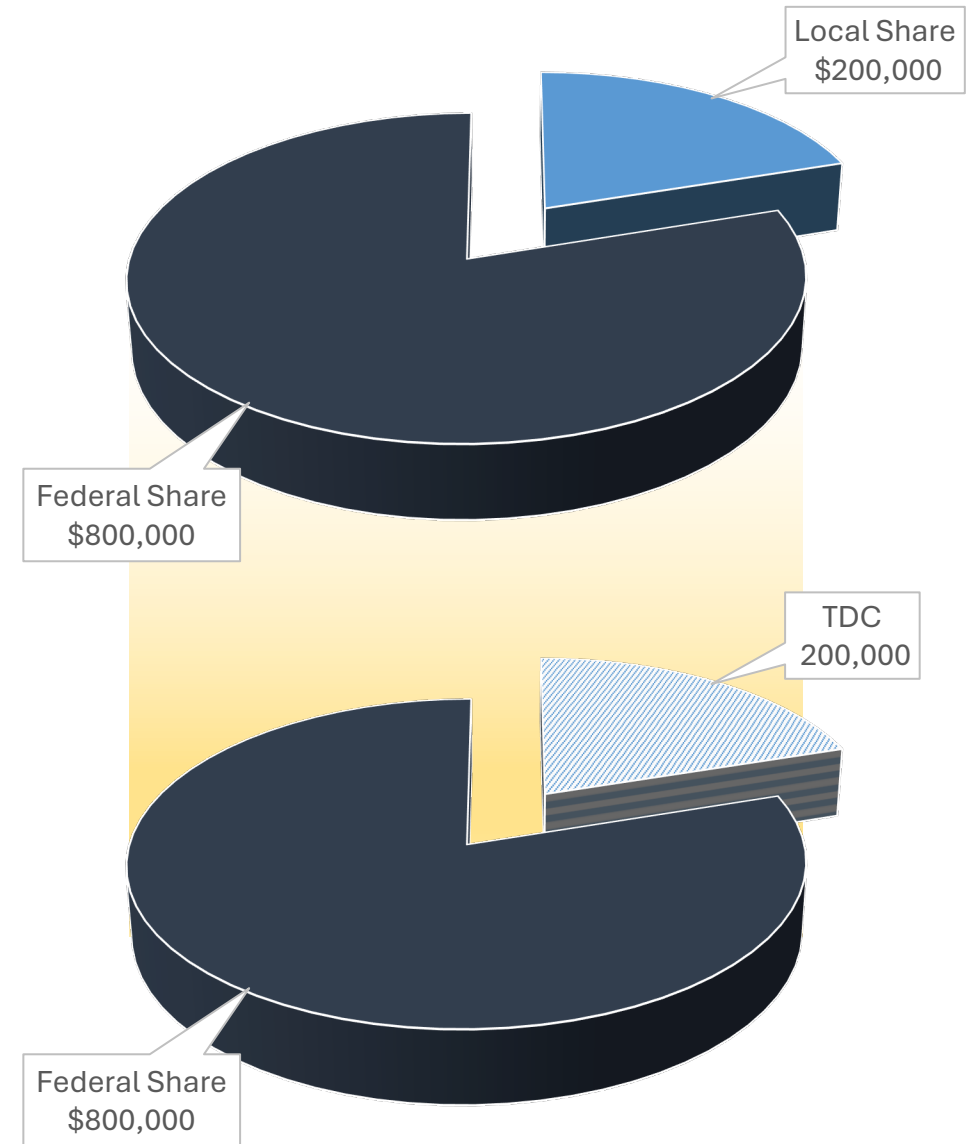


## TDC Process

Sponsors may apply for TDCs for their CFP project by indicating if they are seeking TDCs for a project in the CFP application, and complete a separate TDC application process by the CFP deadline.

Sponsors applying for TDCS will have a second evaluation of the project completed to determine the adjusted score, rank, and funding impacts.

TDCs are not guaranteed, sponsors must prepare their project call applications under the assumption that TDCs will not be awarded to ensure that all project call requirements are met.



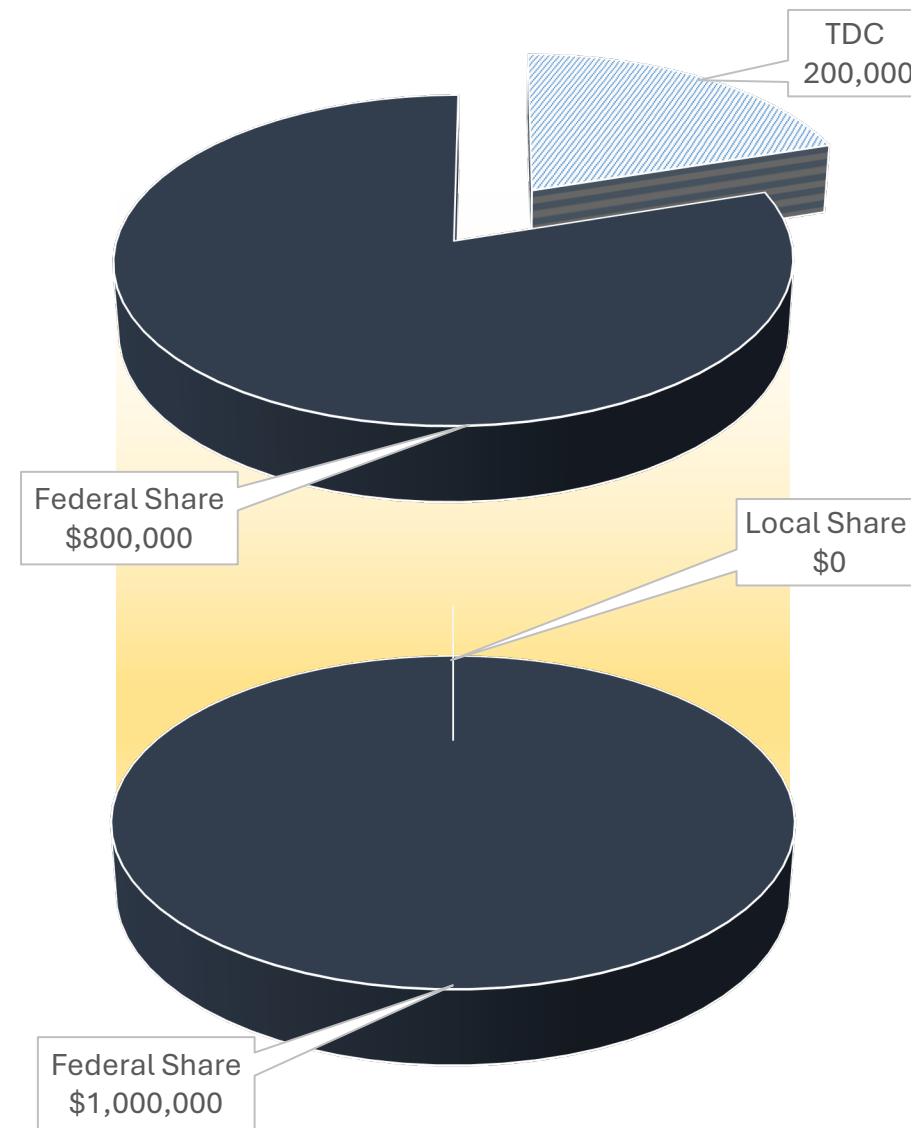


## Regional Impacts

TDCs can benefit a region in specific situations, providing flexibility, and help spend apportioned federal funding in a timely manner, but only if the region has fewer projects and regional needs than it has funding available.

When there are more projects than available federal funding, TDCs can have a significant negative impact and limit funding availability.

Applying TDCs to a project require an adjustment of the federal funding award to cover the cost of the full scope (see chart) thus concentrating the region's funding on fewer projects and limiting the regional distribution of benefits.





## TDC Recommendation

The funding recommendation will include an analysis of TDC impacts on the recommended projects and distribution of transportation benefits, including the specific projects at the cut-off line that will remain unfunded. (Project 4 in example).

TDCs will also negatively impact the benefit evaluation score and cost-benefit analysis of a project due to the higher commitment of federal funding required, so the ranking of a project may drop.

The final recommendation will demonstrate the impact requested TDCs have on project scores, rankings, and funding. With two scenarios provided to the Transportation Policy Board for approval consideration.

### Project Call (Standard Awards)

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

### Project Call (Adjusted Awards)

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



# Call for Projects: Process Overview





## Step 1 - Eligibility

Determines that a project meets the federal funding program requirements

## Step 2 - Readiness

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

## Step 3 – Benefit Evaluation

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

## Step 4 - Recommendation

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



## Need Identified

Planning and Alternative Analysis

Engineering and Design

Environmental Clearance

ROW/Utilities

PS&E

Construction/Implementation

## Step 1 – Eligibility

Both project scopes and sponsors must meet federal, state, and regional eligibility requirements. In addition to these eligibilities, project scopes must be submitted for the appropriate development phase.

Phases eligible for consideration in this project call are:

- **Planning**
- **Engineering and Design (PE through PS&E)**
- **Environmental Clearance**
- **Construction**

Certain combinations of phases may be submitted if the project is at the appropriate for the development.



## Need Identified

Planning and Alternative Analysis

Engineering and Design

Environmental Clearance

ROW/Utilities

PS&E

Construction/Implementation

## Step 2 – Readiness

The core of the readiness process is about risk, uncertainty, and protecting the financial investments of the TPB and ensuring that the regional benefits of those investments are realized.

Investing in projects that are not appropriately developed may result in adversely negative impacts to the region including:

- **Direct loss of funding through appropriation lapses**
- **Funding redistribution (TX Admin Code: Title 43 §16.154)**
- **Rapid devaluation of purchasing power due to inflation**
- **Higher project cost burdens for local sponsors**
- **Opportunity loss for other local sponsors and projects**



## Need Identified

Planning and Alternative Analysis

Engineering and Design

Environmental Clearance

ROW/Utilities

PS&E

Construction/Implementation

## Step 2 – Readiness

Readiness also provides the TPB with the necessary assurance that a project can be built exactly as proposed and evaluated in the project selection process.

Projects that are not sufficiently ready will continue to undergo potentially significant changes through the development process which undermines the results of the evaluation process that drive the recommendation.

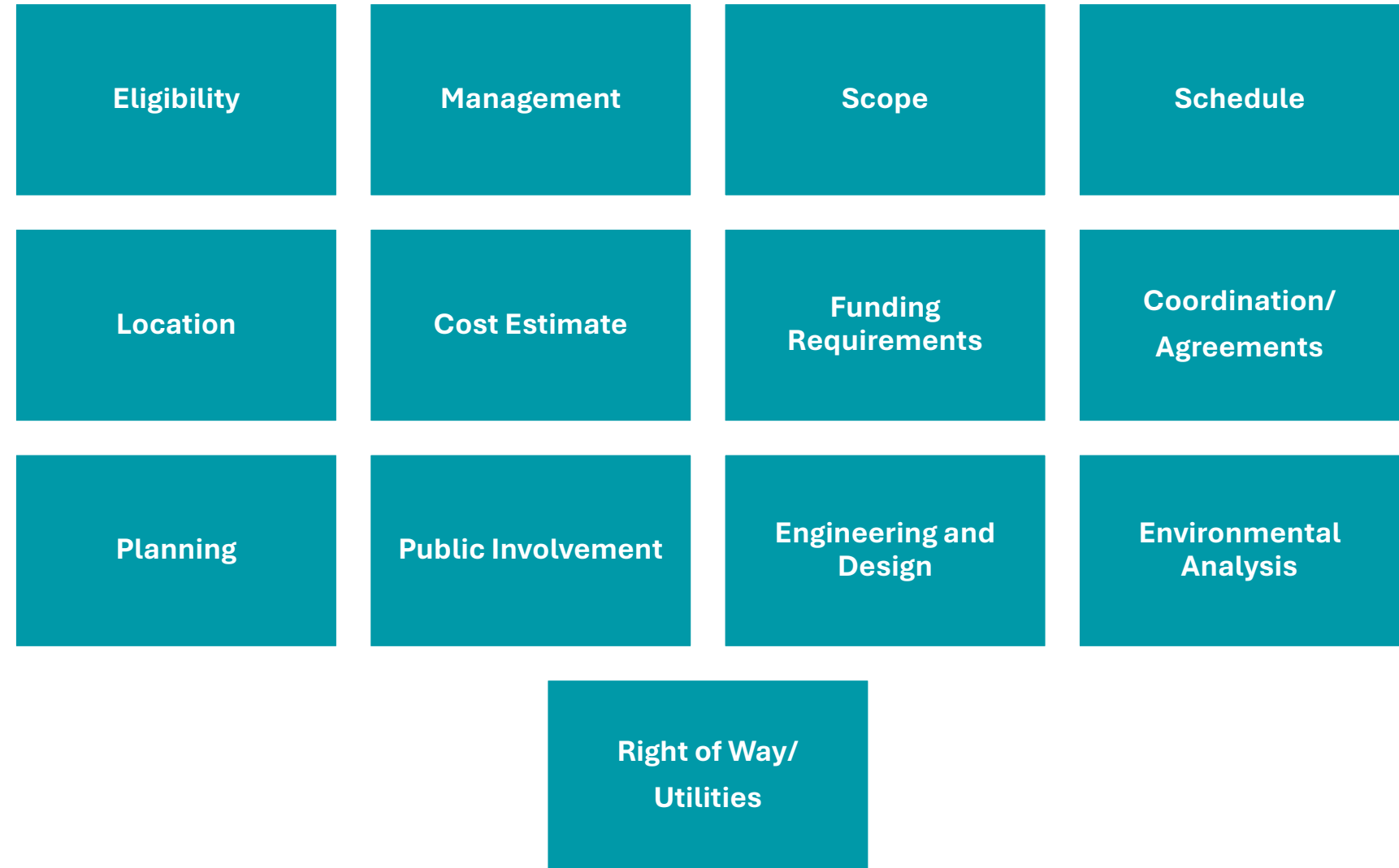
Only when it can be assured that a project can be delivered as designed, can there be trust in the expected regional transportation benefits that are the basis of the scores, ranking, recommendation, and selection.



## Step 2 - Readiness

The readiness evaluation process reviews up to 13 areas of the project and development process.

The evaluation ensures that projects can be successfully implemented as proposed and is the most important part of the evaluation process.





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

### Step 3 - Benefit Evaluation

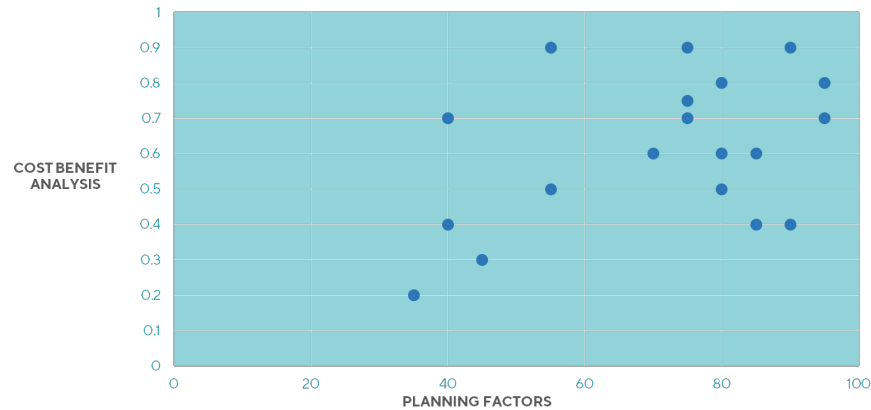
The TPB has adopted project selection criteria for seven categories of projects.

These categories are based on the most significant aspects of the project scope; however, many projects may include elements of multiple categories.

Apart from the transportation planning and other category, all categories have performance-based criteria and a cost-benefit evaluation that are combined to create a total project score used for ranking and recommendation.



## Funding Recommendation (Standard Scenario)



## Step 4 - Recommendation

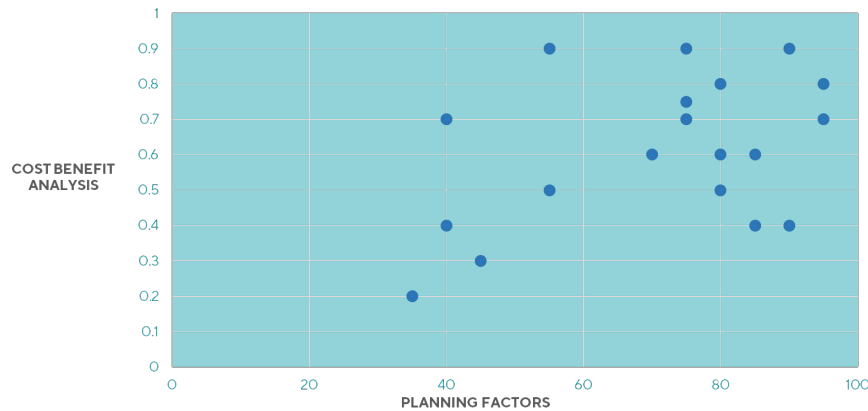
The results of the evaluation process are combined into a single ranked portfolio of projects.

The recommendation matches available funding to projects in order of regional benefit rank.

If there is not enough funding to cover the request of a project, the next ranked project within the funding amounts will be recommended.

\*If TDCs are requested, a second scenario will be developed with alternative ranks and funding impacts.

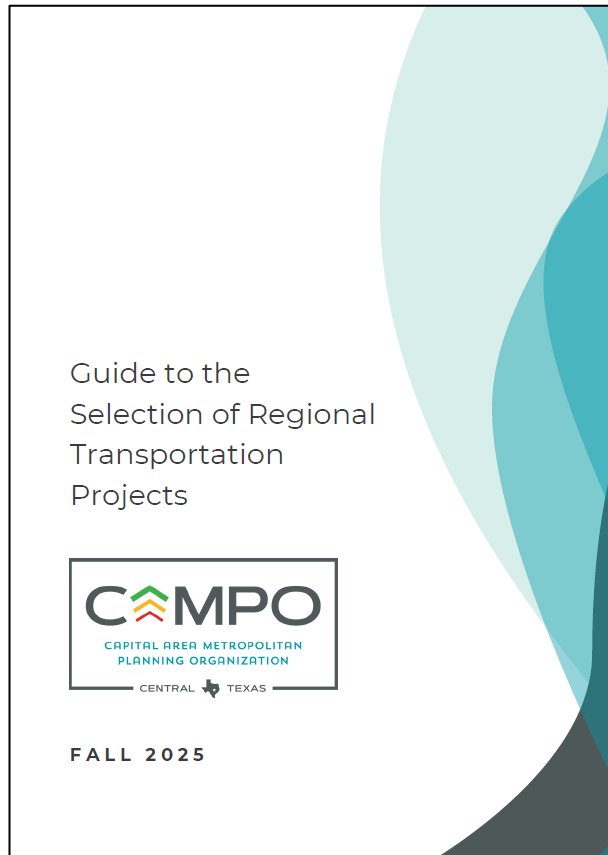
## Funding Recommendation (TDC Scenario\*)





**Call for Projects: Resources**





## Guide to the Selection of Regional Transportation Projects

The *Guide to the Selection of Regional Transportation Projects* provides regional stakeholders and project sponsors a comprehensive resource for federal transportation funding, the transportation project development process, and the selection process.

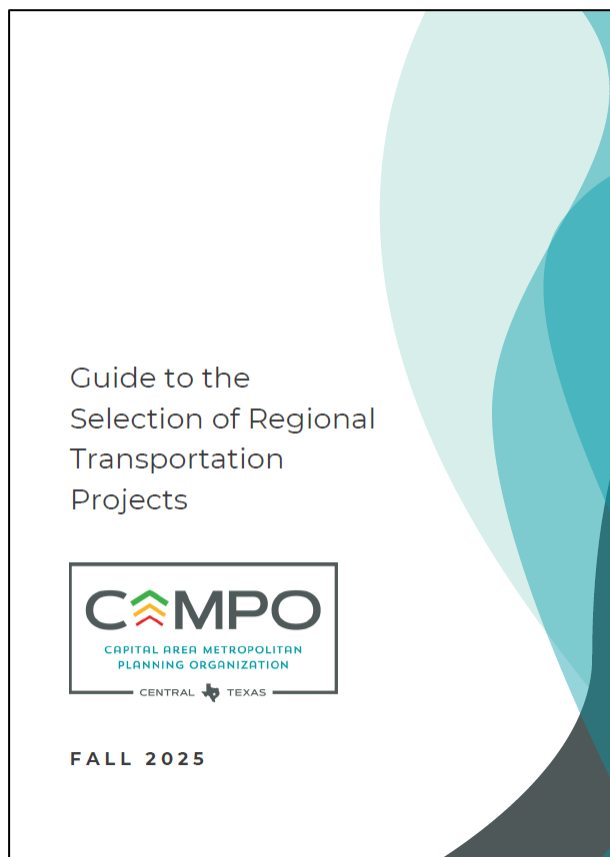
- Federal Funding Programs
- Project Evaluation and Selection Process
- Readiness Assessment
- Project Evaluation Criteria
- Resources
- Appendices A through F



## Guide to the Selection of Regional Transportation Projects

This document has been updated in support of the 2028-2031 Call for Projects process and includes updated policies, additional guidance, examples, and resources.

- Updated sponsor eligibility requirements.
- New TDC section under funding programs.
- Expanded funding requirement information.
- Expanded readiness criteria guidance.
- Inclusion of review checklist templates.
- Updated resource section and links.
- Addition of Appendices A through F.

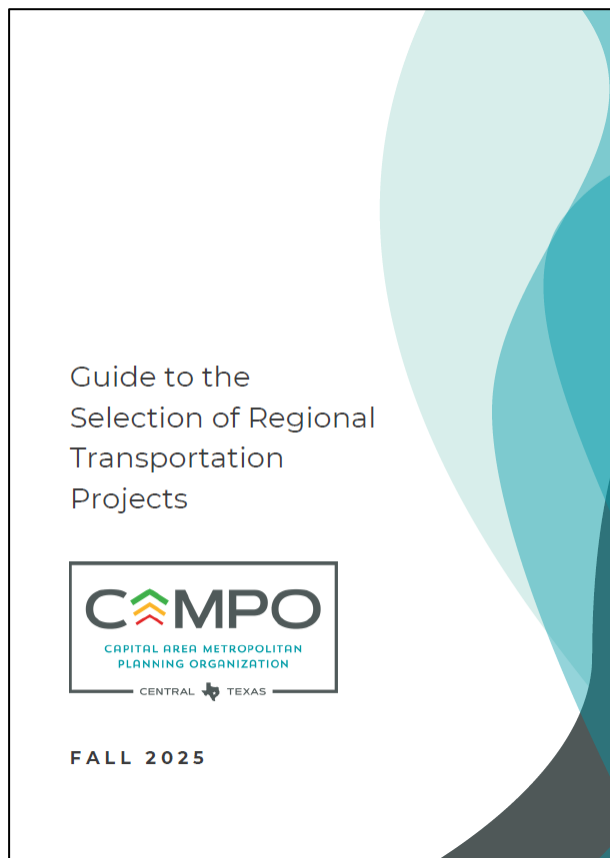




## Guide to the Selection of Regional Transportation Projects

Appendices A through E are designed to expand on the underlying principals that guide the project selection process. Understanding these fundamentals will support the development of better applications.

- Appendix A – Calculating the Funding Request
- Appendix B – Fundamentals of Scoping and Cost Estimation
- Appendix C – Principals of the Application Review
- Appendix D – Readiness Review Checklist
- Appendix E – Benefit Evaluation Checklist





### Federal Resources

The eligibility of projects and the associated activities under consideration are determined by the underlying laws provided in the United States Code which are supported by associated regulations and guidance issued by the Federal Highway Administration. Because this information is updated regularly, projects will be reviewed for eligibility based on the most recent laws, regulations, and guidance.

#### Guide to Federal Aid Programs and Projects

Comprehensive resource on the Federal Highway Administration's funding programs including those directly administered by the Transportation Policy Board.

#### United States Code (U.S.C.)

The United States Code (U.S.C.) is the codification by subject matter of the general and permanent laws of the United States. This site contains virtual main editions of the U.S.C. including those that contain the funding programs administered by the Transportation Policy Board.

#### Federal Highway Administration (FHWA) – Bipartisan Infrastructure Law (BIL) Webpage

This website includes FHWA's resource page for the Infrastructure and Investment in Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL) and includes additional guidance, regulations, and other resources that support program administration for all programs including STBG, TASA, and CRP programs.

#### Federal Highway Administration (FHWA) – STBG Webpage

This website includes FHWA's Surface Transportation Block Grant (STBG) resource page which includes additional guidance, regulations, and other resources that support program administration.

#### Federal Highway Administration (FHWA) – TASA Webpage

This website includes FHWA's Transportation Alternatives Set-Aside (TASA) resource page which includes additional guidance, regulations, and other resources that support program administration.

#### Federal Aid Essentials for Local Public Agencies

Comprehensive resource developed by the Federal Highway Administration to guide local governments through the federal funding process and requirements.

### Project Development Resources

Below are some core resources and tools that can support the project development process. These resources can provide specific support for sponsors developing transportation projects and directly address the local government project development process required of projects selected for federal funding by CAMPO.

#### Federal Aid Essentials for Local Public Agencies

Comprehensive resources developed by the Federal Highway Administration to guide local governments through the federal funding process and requirements.

#### Highway Functional Classification (FHWA)

General overview of the functional classification categories to meet federal eligibility requirements.

#### Local Government Project Management Guide

Provides processes and procedures to successfully accomplish all project development phases.

#### Local Government Project Procedures Training and Qualification

TxDOT's LGPP Qualification Program is implemented through two training and qualification classes LGP-101 and LGP-102. Participants who successfully complete these classes will receive a certificate as proof of qualification.

#### Local Government Best Practices Workbook

Provides a quick reference tool and workbook for project administration.

#### Local Government Projects Policy Manual

Provides information on federal and state laws and regulations relevant to project development.

#### Local Government Project Procedures Toolkit

The Local Government Projects Toolkit provides organized access to rules, regulations and procedures for projects managed by local governments.

#### Project Scoping Guidebook for Transportation Projects

Guidebook that outlines the process for scoping and developing a project schedule and cost estimate.

#### Local Government Risk Assessment

Process guidance for the evaluation of local government's ability to manage federal projects.

#### Regional Planning Documentation

Regional planning efforts that provide regional analysis, best practices, and project planning lists.

#### Statewide Planning Map

TxDOT GIS resource outlines currently approved functional classifications along with other transportation planning information layers.

### Project Evaluation Resources

Below are some additional resources and tools that can support the project development process and planning factor analysis. These resources can provide more general support for sponsors developing transportation projects but are less specific to the local government project development process required of projects selected for federal funding by CAMPO.

#### American Association of State Highway and Transportation Officials (AASHTO)

AASHTO represents highway and transportation departments across the country and sets technical standards in the development of infrastructure and provides technical resources for project development including design standards and environmental procedures.

#### ArcGIS Online

Mapping resources for the creation of visual aids.

#### Core Highway Topics

General resource list organized by topic by the Federal Highway Administration including resources on planning, project development, and construction.

#### Crash Record Information System

Database for the record and analysis of roadway crashes.

#### Federal Highway Administration

Website of the Federal Highway Administration includes resources for project development and information on the federal funding process.

#### Federal Transit Administration (FTA)

Website of the Federal Transit Administration includes resources for project development and information on the federal funding process.

#### Funding Federal Aid Highways

Report on the federal-aid funding and finance process.

#### Operations Benefit/Cost Analysis TOPS-BC

Tool to conduct cost-benefit analysis for ITS/Operational projects.

#### Regional Safety Dashboard

Dashboard and analysis tool for crash data in the CAMPO region.

#### Transportation Research Board Publications

The Transportation Research Board (TRB) disseminates transportation research resources that provide best practices, research results, and policy analysis on every aspect of the transportation planning and project development process.

## Federal Resources

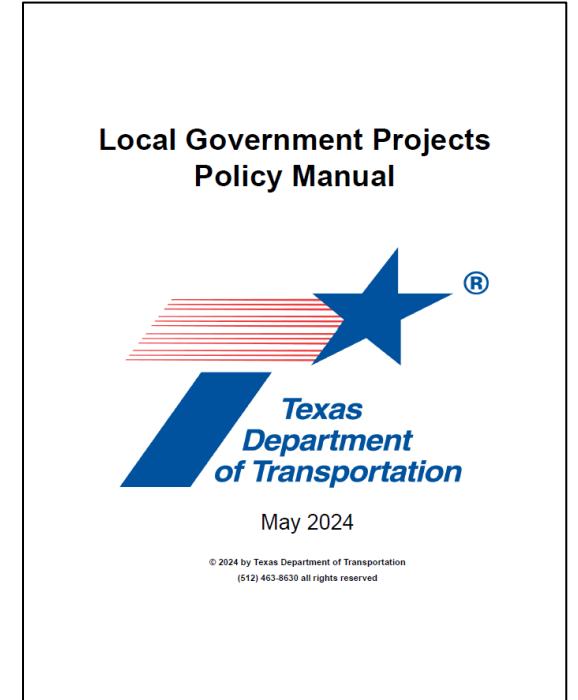
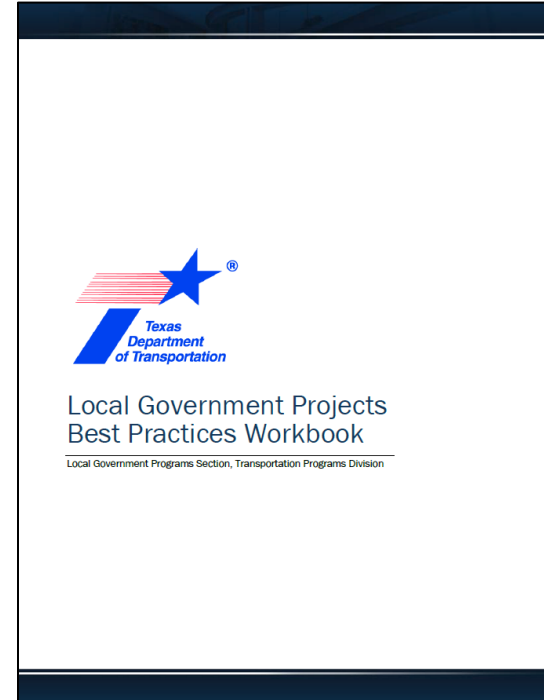
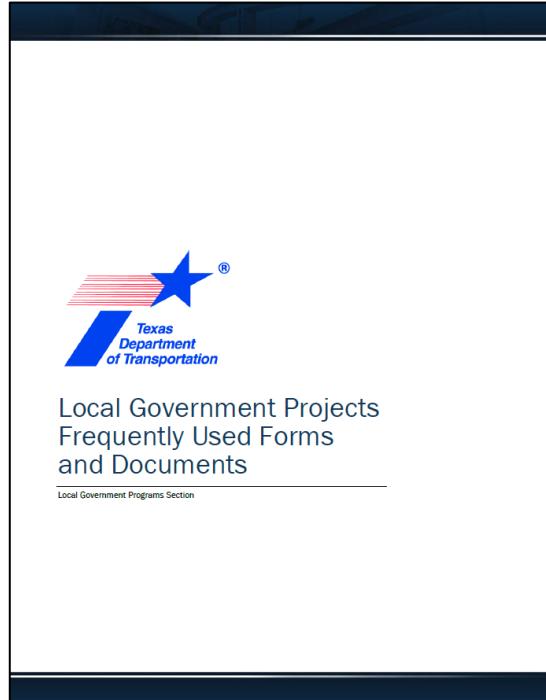
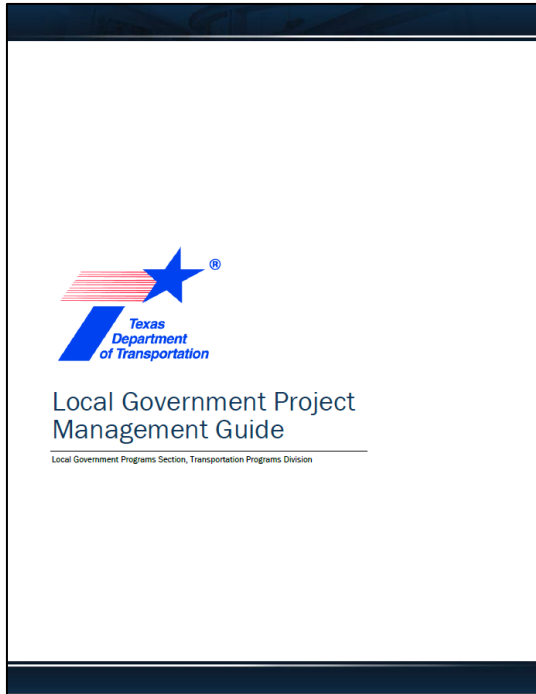
## Project Development Resources

## Project Evaluation Resources





## Local Government Project Resource Manuals



LGPP Management Guide

Frequent Forms and Documents

Best Practices Workbook

LG Policy Manual



**Call for Projects: Application**





## Online Application

### FUNDING OPPORTUNITIES

CAMPO is requesting applications for transportation projects that serve the six-county CAMPO region. This competitive project call will select projects for federal transportation funding through the Surface Transportation Block Grant (STBG), Transportation Alternative Set-Aside (TASA), and Carbon Reduction Program (CRP) funding programs.

#### Project Call Information

- [CAMPO 2028-2031 Call for Projects Announcement](#)
- [Guide to the Selection of Regional Transportation Projects \(Fall 2025\)](#)

[Online Project Application Form](#)

#### Project Call Information Sessions

- [Information Session 1: Process Overview Registration](#)
- [Information Session 2: Project Readiness Registration](#)
- [Information Session 3: Benefit Evaluation Registration](#)
- [Information Session 4: Application Finalization and FAQ Review Registration](#)
- Contact: [funding@campotexas.org](mailto:funding@campotexas.org)

### 2028-2031 Call for Projects



This application is provided for eligible sponsors to submit projects for funding consideration through the federal transportation programs directly administered by CAMPO's Transportation Policy Board (TPB). For a project to be deemed eligible for consideration, sponsors must submit complete applications and follow all process instructions and requirements outlined in the Guide to the Project Selection Process for Regional Transportation Projects and provided directly in the application form. Incomplete applications or non-ready projects will not be eligible for federal funding consideration.

- **Save/Resume** – Applications can be saved and resumed throughout the project call. You will receive a link for your custom application upon saving.
- **Updates** – The application has been updated from the previous project call to streamline the submittal.
- **Attachments** – Large files are permissible. If the file is too large, break it up into smaller files. There is no limit on number of files.
- **Back Up** – As a best practice, it is advised to keep a separate copy of application materials.

*If you are having trouble opening the application, right-click and open in new tab or window.*



**Call for Projects: Next Steps**





Milestone	Date
Announcement	October 10, 2025
Information Session 1: Process Overview	October 22, 2025
Information Session 2: Project Readiness	October 28, 2025
Information Session 3: Benefit Evaluation	November 5, 2025
Open Office Hours	November 17, 2025
	November 24, 2025
	December 3, 2025
	December 8, 2025
Information Session 4: FAQ Review	January 14, 2026
Application Due by 5:00 P.M. (Central)	January 30, 2026

## Next Steps

The next webinar will be held on October 28, 2025 at 10:00am to 11:30am.

Please register on the funding opportunities webpage and review the readiness section of the *Guide to the Selection of Regional Transportation Projects* and appendices.

Please send any questions to [funding@campotexas.org](mailto:funding@campotexas.org)

Webinar presentation and recording will be posted online.



# Thank You