



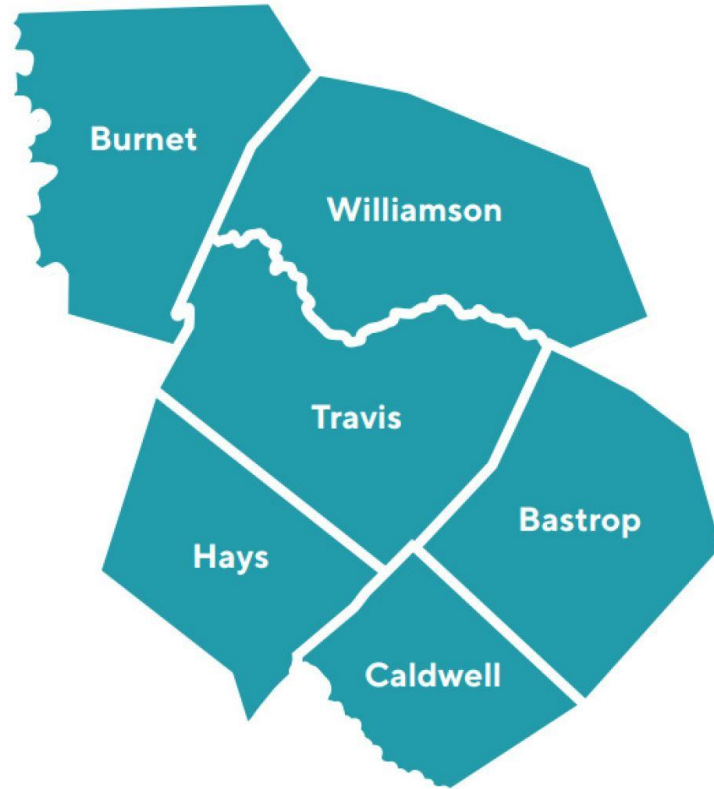
2028 -2031 Call for Projects

Webinar 3 – Benefit Evaluation



Introduction

This webinar provides in depth review of the benefit evaluation process to support sponsor submissions.



- Benefit Evaluation Overview
- Overview of Project Categories
- Planning Factors
- Cost-Benefit Analysis
- Recommendation Development
- Benefit Evaluation Resources
- Next Steps



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**

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.





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



Benefit Evaluation Considerations for Sponsors

Category Selection	Sponsors should select the project category most appropriate for their project.
Regional Projects	This process prioritizes projects with the most regional impacts and primarily focuses on safety and congestion
Provide Sufficient Data	Data, detail, and explanation are critical for your application and assessing potential benefits.
Importance of Planning	The majority of the data required for the evaluation will have been developed in planning.
Providing Balance	Custom criteria for project types creates a balanced competitive process.
Relativity	Recommended projects are based on score and rank. Probability of selection is relative to the other scores.

Benefit Evaluation Overview





Evaluation Score Weights		
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%

Benefit Evaluation Summary

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.

Planning Factors





Roadway		
Criteria	Performance Measure	Value
Planning	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.	10
System Preservation	The project includes work that will help preserve the existing transportation system.	5
Modification	Project includes modifications that improve existing facility operations.	5
Congestion and Mobility	The project removes a bottle neck, improves person per hour throughput in a congested area or reduces vehicle emissions.	10
	The project fills a gap, removes a barrier and enhances network connectivity.	5
	The project creates transportation network redundancy.	5
Safety	The project addresses a severe crash rate higher than CAMPO regional average (including pedestrian and bicycle crash rates).	10
	The project addresses additional safety issues.	5
Regional Impact	The project is located on an existing or proposed regionally significant facility.	10
	The project is on a designated or proposed truck, heavy-cargo, hazardous material or evacuation route.	5
Social and Environmental Impacts	The project serves traditionally underserved populations including low-income, minority, elderly, disabled, and limited English proficiency households.	5
	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources.	5
Multimodal Elements	The project provides pedestrian/bicycle accommodations identified in the Regional Active Transportation Plan or a locally adopted transportation plan.	5
	The project includes transit elements or service routes.	5
Economic Development	The project supports local, regional or state economic development plans and strategies.	5
Funding	The project's local cost share is overmatched. (5% = 1 point)	1-5
Maximum Points Available		100



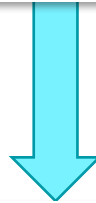
Roadway		
Criteria	Performance Measure	Value
Planning	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.	10
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Economic Development	The project supports local, regional or state economic development plans and strategies.	5
Funding	The project's local cost share is overmatched. (5% = 1 point)	1-5
Maximum Points Available		100



Toggle 'No' to 'Yes' for each criteria applicable to your project

7. The Roadway project addresses a severe crash rate higher than CAMPO regional average (including pedestrian and bicycle crash rates).

☐ No



7. The Roadway project addresses a severe crash rate higher than CAMPO regional average (including pedestrian and bicycle crash rates).

☒ Yes

7. Roadway - Information

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7. Roadway - Attachments 



Click or drag files to this area to upload

General Instructions

In the application you will write a narrative response summarizing how this project addresses the specific criteria and attached supporting documentation for verification.

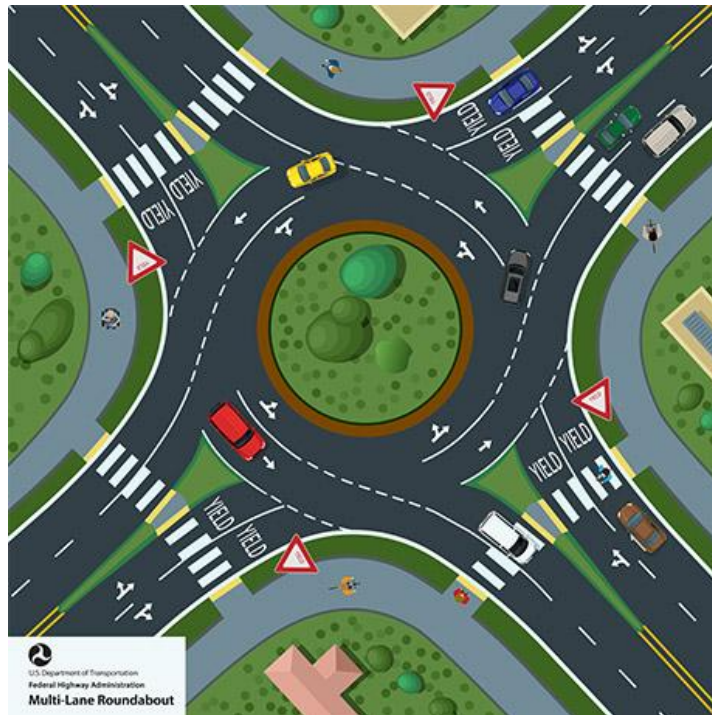
Each criteria has an associated value that will be awarded to a project once the data has been verified.

Additional guidance is provided for each category and criteria section (system preservation, safety).



Project (Fictional Example)

Install a roundabout at the current intersection of Avenue A and Avenue B in Bastrop County. The current configuration is four-way signalized intersection and will be reconstructed as a roundabout with shared-use path, ADA accommodations, and signage.



Individual Criteria

Safety	The project addresses a severe crash rate higher than CAMPO regional average (including pedestrian and bicycle crash rates).	10
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Criteria Guidance

Provide documentation on current crash rates that demonstrate that the corridor is higher than the regional crash rates as provided. Describe how the project will directly improve safety through design elements and/or other associated safety strategies. Include information on vehicular, pedestrian, and bicycle safety and provide information on proven safety counter-measures that will be included in the project.



Narrative Description (Fictional Example)

Installing a roundabout will address the dangerous intersection of Avenue A and Avenue B which has a demonstrated record of serious injury and fatal crashes above the regional average. This intersection has also been identified in CAMPO's Regional Safety Action Plan (RSAP). According to the RSAP, the fatal and serious injury crash rate for intersection related crashes in Bastrop County is 169 (per 100k population) well over the CAMPO regional average of 119. Further, this specific intersection was identified as part of the High – Injury Network due to the disproportionate impact of fatal and serious injuries occurring at this location accounting for less than 1% of total crashes but 34% of all fatal and serious injuries within the County.

This project will directly address the identified safety issues and improve intersection safety by reducing the number of conflict points (from 38 to 8), providing lower vehicle speeds, and prohibiting the most severe crash types that occur at this intersection (head-on and right-angle collisions). Please refer to the project design (100% PS&E) attached in the engineering section, intersection planning alternatives analysis, syncro-analysis documentation, and excerpts from the RSAP and Bastrop County Safety Action Plan, all attached in this section.



Supporting Attachments (Fictional Example)



CAMPO Regional Safety Action Plan



AUGUST 2025

PATTERNS BY COUNTY

This section highlights how fatal and serious injury crashes were distributed across key emphasis areas in each county, using both proportional breakdowns and population-adjusted crash rates to reveal distinct safety patterns across the region.

Figure 28 shows the fatal and serious injury crash rate by population across the six county CAMPO region, highlighting that the more rural counties of Burnet, Bastrop, and Caldwell experienced the highest crash rates relative to their population. This disparity may be partly explained by higher vehicle miles traveled (VMT) within these counties relative to their population size. Using VMT data from 2022, Burnet had the highest VMT per capita ratio, over 43 miles per person per day, compared to 23 to 28 miles per person in the more urban counties of Travis, Hays, and Williamson. However, it is important to note that VMT reflects total travel within a county and not solely travel by residents. Rural counties may experience high through-traffic volumes from commuters and freight, which increases exposure to crash risk regardless of resident population. Additional factors, such as roadway characteristics (for example, higher posted speeds, limited lighting, or shoulders), emergency response times, or statistical variability due to smaller populations, may also contribute to elevated crash rates.

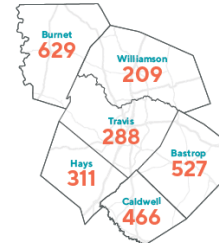


FIGURE 28: FATAL AND SERIOUS INJURY CRASH RATE PER 100K POPULATION BY COUNTY (2019-2023)

Table 4 below presents crash rates adjusted for population size, revealing the relative severity of safety issues. While urban counties often had more fatal and serious injury crashes, more rural counties like Bastrop, Burnet, and Caldwell saw significantly higher crash rates in nearly every emphasis area, especially for speed-related, roadway and lane departures, and dark condition crashes, highlighting the disproportionate risk in lower-population areas.

TABLE 4: FATAL AND SERIOUS INJURY CRASH RATES BY EMPHASIS AREA IN EACH COUNTY (2019-2023)

EMPHASIS AREAS	FATAL AND SERIOUS INJURY CRASH RATES (PER 100K POPULATION)					
	BASTROP	BURNET	CALDWELL	HAYS	TRAVIS	WILLIAMSON
DARK CONDITIONS	255	258	235	158	139	87
INTERSECTION RELATED	169	132	118	101	110	85
ROADWAY AND LANE DEPARTURES	220	364	246	140	85	71
SPEED RELATED	168	254	144	129	55	58
VULNERABLE ROAD USERS	36	39	31	32	60	21
MOTORCYCLISTS	46	116	39	59	43	34

Note: Bold numbers indicate highest crash rate per population for each emphasis area.

DRAFT CAMPO REGIONAL SAFETY ACTION PLAN - CHAPTER 3: REGIONAL SAFETY ANALYSIS

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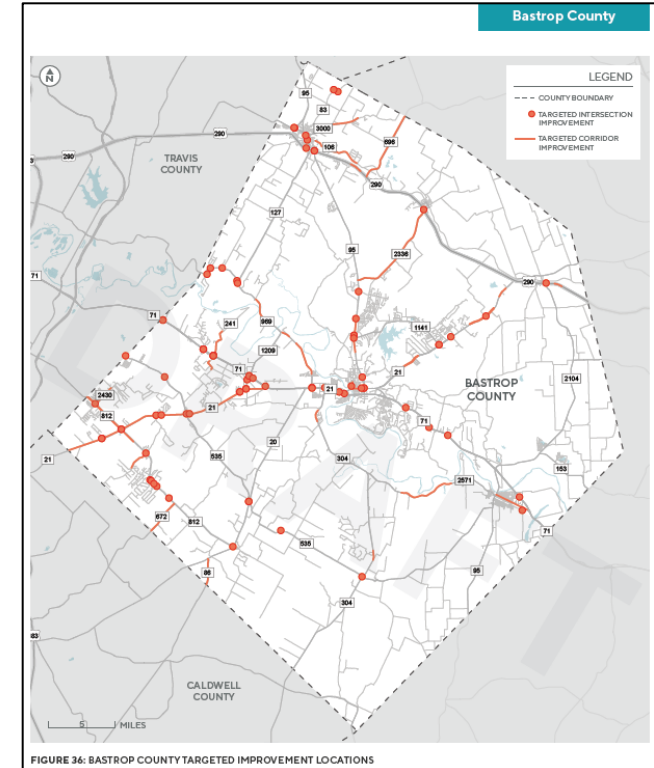
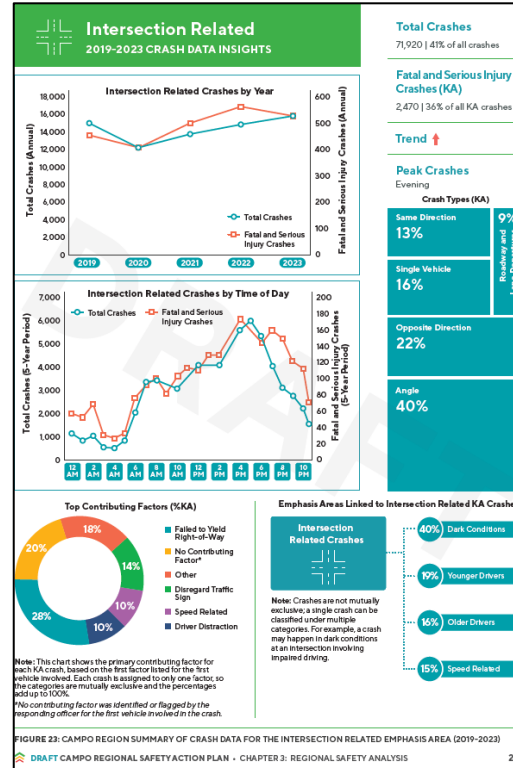


FIGURE 36: BASTROP COUNTY TARGETED IMPROVEMENT LOCATIONS

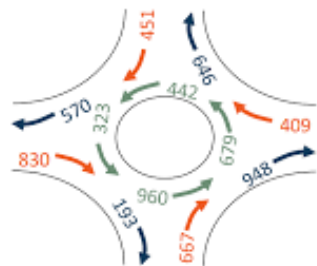


Supporting Attachments (Fictional Example)

Avenue A and Avenue B Intersection Traffic and Safety Analysis

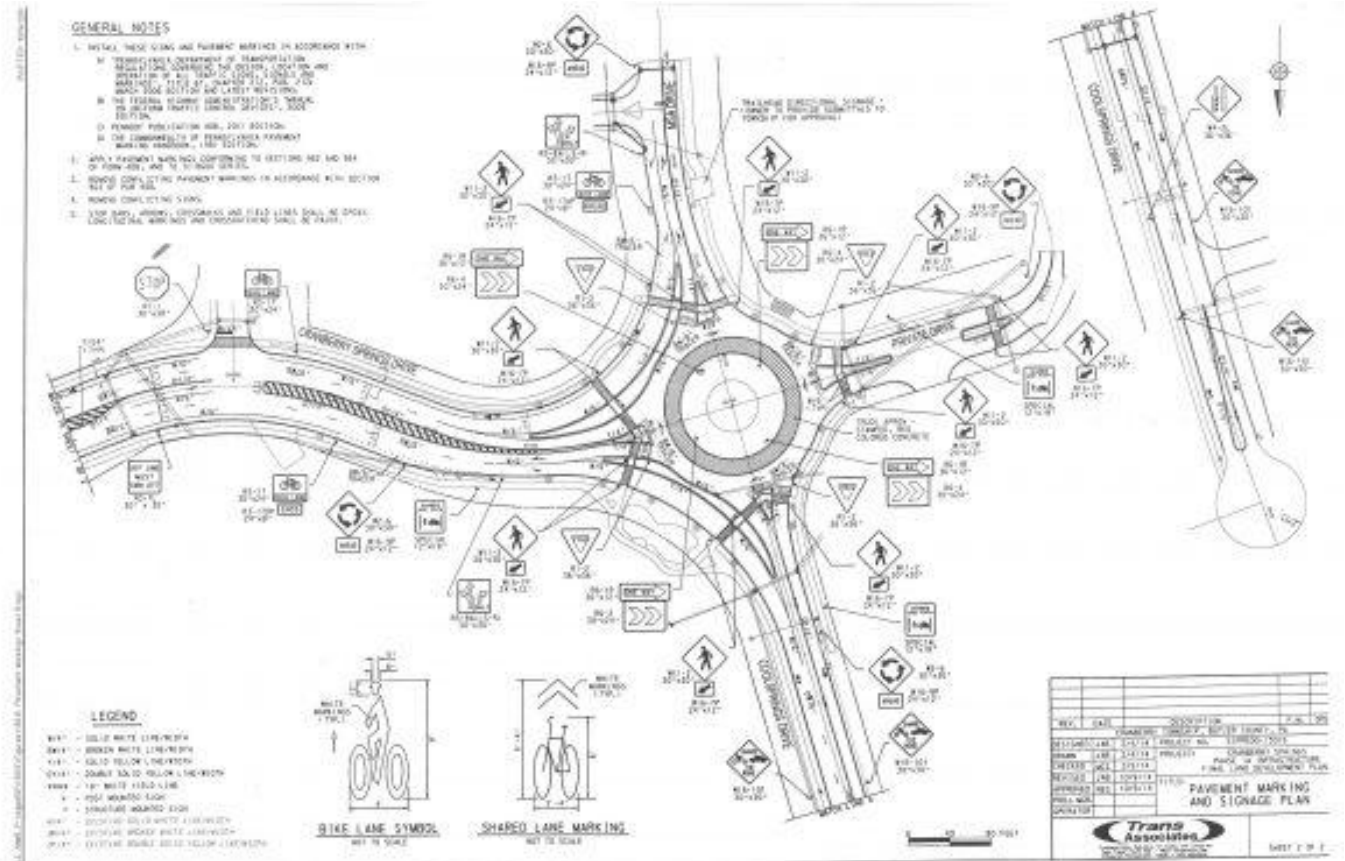


REGIONAL STATE OF SAFETY REPORT



Legend

Blue	Exiting Flows
Orange	Entering Flows
Green	Circulating Flows





ITS/Operations

Criteria	Performance Measure	Value
Planning	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan	10
Redundancy	The project will provide system redundancy and ensure continuity in operations.	10
Expandability	The project will expand the regional transportation ITS network.	10
Integration	The project will utilize technology compatible with other relevant systems.	10
	The project will tie into a centralized operations center.	10
	The project will collect and provide data available to the public.	10
Incident Management	The project is part of an incident management system.	10
	The project will be used for management of special events or emergencies.	10
Lifecycle	The project lifecycle is greater than five years.	10
Maintenance	The project has a formal maintenance program in place.	5
Funding	The project's local cost share is overmatched. (5% = 1 point)	1-5
Maximum Points Available		100



Transit

Criteria	Performance Measure	Value
Planning	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan	10
Interagency Coordination	The project has been coordinated with other agencies maintaining roadways and connecting transit services.	5
Connections	The project provides connections to other transit services and/or modes of transportation	10
ITS	The project includes an Intelligent Transportation System (ITS) component and enhances the system through technology.	5
Safety	The project enhances transit vehicle safety.	10
	The project includes safety and security measures that will provide safe connections and facilities.	5
Service	The project fills a service gap, expands coverage, or increases frequency of a route.	10
Innovation	The project demonstrates innovative design, technology, or service.	5
Land Use	The project integrates existing or planned transit-supportive land use and infrastructure.	5
Economic Development	The project supports local, regional, or state economic development plans and strategies.	5
Ridership	The project has documentation showing anticipated ridership and potential growth.	10
State of Good Repair	The project meets the life expectancy thresholds established by the FTA, preventative maintenance schedules, or an existing maintenance plan.	5
	The project addresses maintenance needs to maintain FTA State of Good of Repair requirements.	5
Social Impact	The project serves traditionally underserved populations including low-income, minority, elderly, disabled, and limited English proficiency households.	5
Funding	The project's local cost share is overmatched. (5% = 1 point)	1-5
Maximum Points Available		100



Active Transportation

Criteria	Performance Measure	Value
Planning	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.	10
Distribution/Innovation	Project that is innovative in design to address safety or other unique elements such as designing around transit, innovative intersection designs, or a pilot project.	10
Connectivity	Project removes a barrier or provides a connection that did not exist previously.	10
	Project connects to existing facilities such as schools, community facilities, residential, employment centers, etc.	10
	The project directly links to a transit connection or is within: <ul style="list-style-type: none">20 points, if .25 miles or less15 points, if .26 to .5 miles10 points, if the project demonstrates potential for future connection to a transit system.	20
Safety	The project improves pedestrian and cyclist safety.	15
Social/Environmental Impact	The project serves traditionally underserved populations including low-income, minority, elderly, disabled, and limited English proficiency households.	10
	The project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.	10
Funding	The project's local cost share is overmatched. (5% = 1 point)	1-5
Maximum Points Available		100



Transportation Demand Management		
Criteria	Performance Measure	Value
Planning	The project or activity has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.	10
	The planning process or document identifies an outreach component addressing commuting patterns and traveler engagement.	10
Regional Impact	The project or activity is located on or directly affects an existing or proposed regionally significant corridor.	10
Safety	The project or activity addresses transportation safety.	10
Congestion and Mobility	The project or activity reduces vehicle miles traveled (VMT) or vehicle hours traveled (VHT).	10
	The project or activity addresses periods of peak travel.	5
	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.	5
Social/Environmental Impacts	The project or activity has a positive impact (e.g. reduction in transportation costs and emissions, improvements on public health) on underserved populations including low-income, minority, elderly, persons with disabilities, and limited English proficiency households.	5
Multimodal Elements	The project or activity decreases single occupancy vehicles usage or increases transit access.	10
Interagency Coordination	The project or activity includes the direct participation of other federal, state, or local jurisdictions.	10
	The project or activity includes participation from regional employers and other trip generators impacting travel patterns.	10
Funding	The project or activity's local cost share is overmatched. (5% = 1 point)	5
Maximum Points Available		100



Transportation Planning

Criteria	Performance Measure	Value
Safety	The planning effort will address transportation safety issues in the study area.	10
	The planning effort will advance projects that reduce the severity and number of crashes across all modes of travel.	10
Mobility	The planning effort will address network gaps by considering added connectivity, elimination of bottlenecks, and modal integration enhancements.	5
	The planning effort will address multimodal reliability, accessibility, and enhance mode choice.	10
	The planning effort will provide robust inter-agency collaboration for transportation planning, implementation, and development entities.	10
Stewardship	The planning effort will consider fiscal constraint and lay out an implementation strategy for the identified improvements.	5
	The planning effort will aim to promote public health outcomes and minimize/mitigate negative impacts to the natural environment.	5
Economy	The planning effort will contribute to economic development and the efficient movement of people and goods.	10
Equity	The planning effort will promote transportation investments that have positive impacts and avoid, minimize, and mitigate negative impacts to vulnerable populations.	10
	The planning effort will explore multimodal transportation solutions that improve access to opportunity for all.	10
	The planning effort will consider the context of the community and environment.	5
Innovation	The planning effort will be adaptable to changing needs and conditions and consider the impact of new and emerging technologies and trends.	5
Funding	The project or activity's local cost share is overmatched. (5% = 1 point)	5
Maximum Points Available		100



Other		
Criteria	Performance Measure	Value
Planning	The project or activity has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.	10
Funding	The project or activity's local cost share is overmatched. (5% = 1 point)	5
Additional Criteria	The project addresses additional criteria from the other categories.	TBD
Maximum Points Available		TBD

To be considered for the other category, sponsors must address the criteria and performance measures common across all categories in addition to any other criteria relevant and applicable to the proposed project.

As with all other project categories, the benefits must be supported with sufficient data and supporting documentation that illustrates the value of the project to the region including cost-benefit analysis materials.



Cost Benefit Analysis





Cost Benefit Analysis Summary

Category	Benefit Evaluation	Data Analysis and Responsibility
Roadway	Travel Time Savings and Crash Reduction	CAMPO conducts analysis based on application information.
ITS/Operations	Travel Time Savings and Travel Time Reliability	CAMPO conducts analysis based on application information.
Transit	Vehicle Miles Traveled (VMT) Reduction	CAMPO conducts analysis based on application information.
Active Transportation	Traffic Area Zone (TAZ) Impact	CAMPO conducts analysis based on application information.
TDM	Vehicle Miles Traveled (VMT) Reduction	CAMPO conducts analysis based on application information.
Planning	None	None
Other	To Be Determined	Sponsor conducts analysis and provides the information in application.

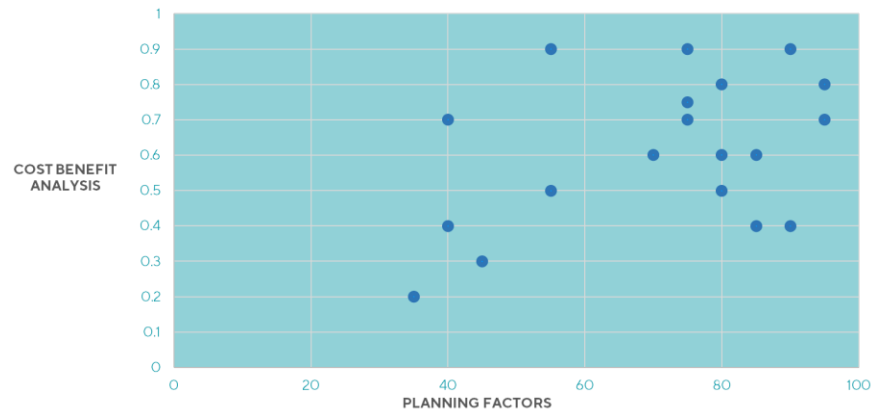


Recommendation Development

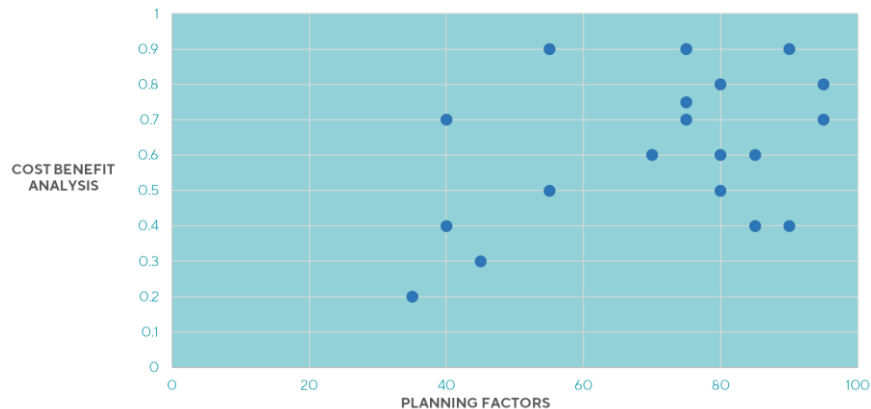




Funding Recommendation (Standard Scenario)



Funding Recommendation (TDC Scenario*)



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.

Benefit Evaluation Resources





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.

Benefit Evaluation Resources

The Guide to the Selection of Regional Transportation Projects provides links to project development resources relevant to the development process evaluated through project readiness.

Links and resources are updated frequently so please refer to the host sites for additional resources or updated links. There are also many additional resources available online so please refer to TxDOT and FHWA's webpage for additional information.

Call for Projects: Next Steps





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Next Steps

Office hours will be conducted through the end of the year. Links for the office hours will be posted on the funding opportunities webpage

Please send any questions to funding@campotexas.org

Webinar presentation and videos will be posted online next week with notification sent to attendee emails from the webinars.

Thank You

