



# 2028 -2031 Call for Projects

Webinar 2 – Project Readiness



## Introduction

This webinar provides in depth review of the project readiness evaluation to support sponsor submissions.

- The Project Development Process
- Principals of Readiness
- Readiness Evaluation Criteria
- Readiness Review Process
- Readiness 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](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.





## 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



Readiness Considerations for Sponsors

Due Diligence	Demonstrating readiness requires diligent and thoughtful consideration of project needs.
Providing Sufficient Detail	Detail and explanation are critical for your application and assessing readiness.
The Review Process	The review process asks simple questions: “Why?/How?”. The application should answer these questions.
Providing Flexibility	The process requirements some provide flexibility for sponsors, but that doesn’t mean anything goes.
Basic Guidance Principles	Sponsors that understand, and adhere, to the basic principals of the process will pass readiness.
Unknowns = Risk	Unknown aspects of a project = risk; some unknowns pose unacceptable risk to project implementation.



# The Project Development Process





## The Project Development Process

The project development process is primarily a sequential and iterative process with the outcomes of each phase directly informing the next phase of development.

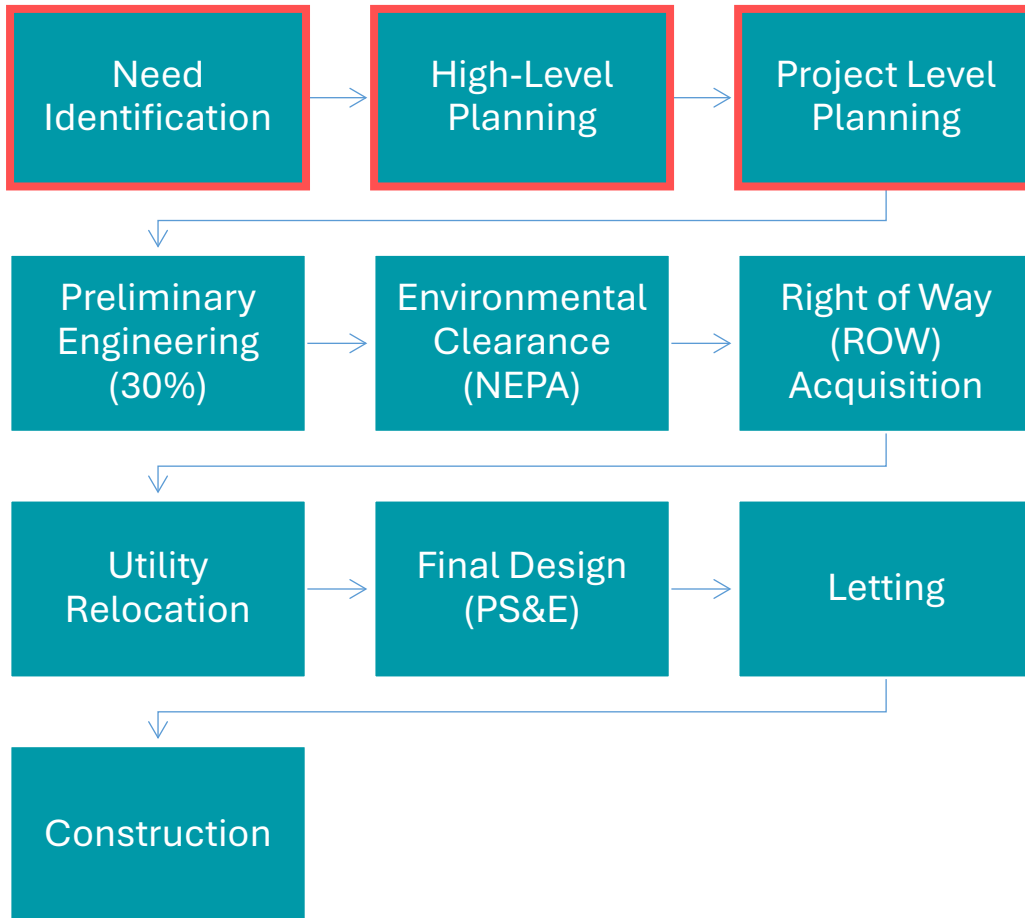
Because of the potential impacts the outcomes of one phase can have on another, funding requests are only for the next viable phase(s) of a project in relation to the current development status.

**Each project is wholly unique and may follow a variation of the development process outlined here. Regardless, every project must demonstrate a defensible, deliberative development process relative to the phase requested for funding.**





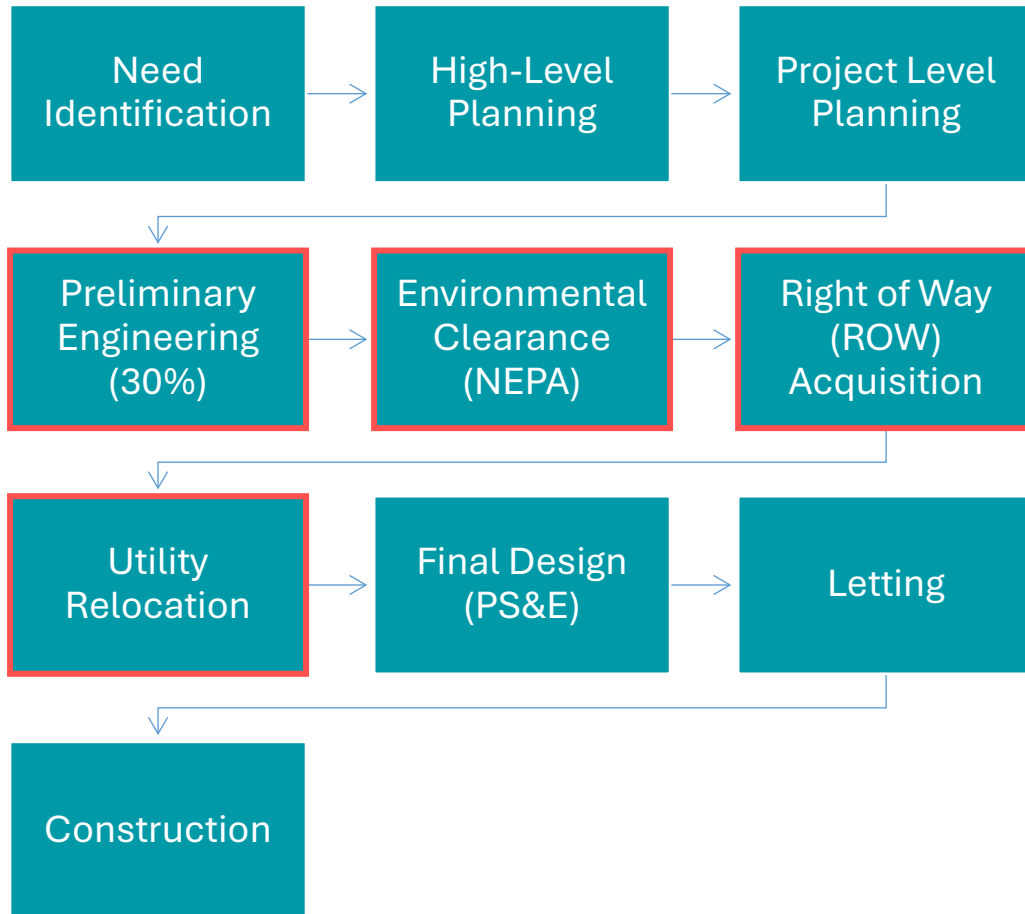
## The Project Development Process



**Need Identification** –Transportation problem identification

**High-Level Planning** – Once a need is identified, a high-level concept is typically included in planning documentation (city-wide strategic plans, county plans, and the regional transportation plan).

**Project Level Planning** – In this phase, sponsors conduct a project specific planning process including an analysis of existing and future conditions, develop potential project concepts, and then evaluate these concepts for feasibility to determine the most effective solution to move forward into engineering and design. This step includes opportunities for public engagement on the potential concepts and the identification of constraints including environmental factors.

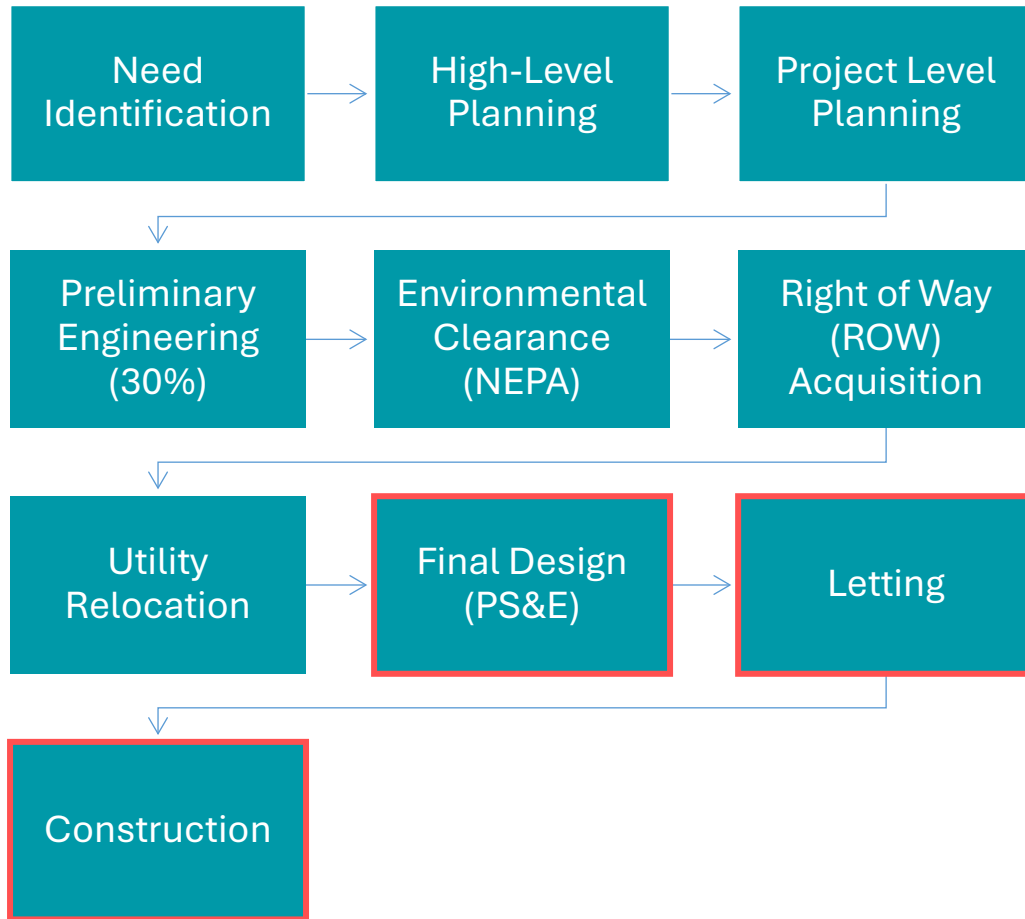


## The Project Development Process

**Preliminary Engineering** – Once a viable alternative has been selected, the project moves into preliminary engineering. This engineering establishes the physical layout of the project, identifies the ROW footprint, and outlines the area of potential environmental impact.

**Environmental Clearance** – With the area of environmental impact established, the NEPA process can be conducted.

**Right of Way/Utility Relocation** – Once a project has received NEPA clearance, formal right-of-way acquisition and utility relocation can begin.



## The Project Development Process

**Final Design (PS&E)** – Continued engineering and design refinement and review leading up to 100% Planning, Specifications, and Estimates (PS&E) plan set that are used for the bidding process and construction contractors and contains the final (and most accurate) construction costs.

**Letting and Construction** – Formal bidding process, contractor selection, and project construction.



## TxDOT Project Development Process (Reference Example)



# Principals of Readiness





## Need Identified

Planning and Alternative Analysis

Engineering and Design

Environmental Clearance

ROW/Utilities

PS&E

Construction/Implementation

## The Project Development Process

The readiness assessment evaluates projects based on the key measures that together provide a comprehensive and systematic review of a project's current and future development.

These metrics were developed from industry standard project development processes with considerations of laws, regulations, and procedures applicable to projects funded through CAMPO's funding programs, and most specifically the Texas Department of Transportation's (TxDOT) Local Government Project Process which governs the oversight and development process of all local projects selected for federal funding through CAMPO's programs.





## Need Identified

Planning and Alternative Analysis

Engineering and Design

Environmental Clearance

ROW/Utilities

PS&E

Construction/Implementation

## Importance of 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 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

## Readiness and Benefit Evaluation

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.***



# Readiness Evaluation Criteria





## Readiness Metrics

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.





Eligibility

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## General Eligibility

Projects must meet all federal, state, and regional transportation funding program eligibility requirements. Eligibility will be determined by the information provided in application including:

- **Functional classification**
- **Project location**
- **Project scope**
- **Sponsor**





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## Project Development Phase Eligibility

In addition to the basic eligibilities, project scopes must be submitted for the appropriate project development phase.

Phases eligible for consideration in this project call are:

- **Transportation Planning**
- **Engineering and Design (Up to 100% PS&E)**
- **Environmental Clearance (NEPA)**
- **Construction**
- **Implementation (Non-Construction Programs)**

***Certain combinations of phases may be submitted if the project is at the appropriate point in development.***



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## Project Development Phase Combinations

Funding for certain combinations of phases may be requested if appropriate to ensure the continued and efficient development of an individual project.

- **Transportation Planning / Environmental Clearance (NEPA)**
- **Transportation Planning / Engineering and Design**
- **Engineering and Design / Environmental Clearance (NEPA)**
- **Engineering and Design / Construction**
- **Construction/Environmental Clearance (NEPA)**

Combined phase requests will be reviewed with consideration of the relationship of the two phases in the context of the project's development and how the associated activities of each phase impact the readiness of the next.

***Please review the information regarding phase combinations and limitations associated with each. It is recommended that sponsors submitting combined phase requests submit the proposed scopes for review and concurrence prior application submittal.***



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## Phase Combination Considerations - Environmental

Sponsors requesting Environmental Clearance (NEPA) activities in conjunction with any phase other than construction must demonstrate the need to be federally environmentally cleared.

Sponsors should not request funding for NEPA environmental clearance if the projects are not going to be federally funded for construction, or do not have a clear timeline for the construction phase, as the results of the NEPA clearance process would not be necessary or would expire and need to be re-done.

Projects that receive funding for pre-construction phases (planning or engineering) will go through the standard CE clearance process.

Construction phase projects will need to undergo full NEPA activities relative to the project scope and be subject to CE, Open-Ended D-List CE, Environmental Assessment or Environmental Impact Statement (EIS) process.





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## Phase Combination Considerations – Planning/Engineering

Combined planning and engineering will be limited. The planning process provides a defensible and inclusive decision-making process that determines the concept to move forward into engineering and design.

Because outcomes of the planning process may impact the scope and cost of engineering and design, requests for combined planning and engineering will be evaluated to determine the impact and risk any planning phase outcomes could have on the engineering phase including the estimated scope and cost.

Projects that have not completed an appropriate level of planning relative to the project complexity will not be eligible for engineering or design activities.





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## Management

Management requirements ensure that the project sponsor has the technical expertise and resources to successfully implement the proposed project. Sponsors must identify these resources in the project call application including:

- **Project Manager**
- **Project Support Staff**
- **LGPP Certified Individual (Non-Consultant)**

As part of the evaluation of management and project delivery capabilities, the Local Government Risk Assessments conducted annually by the Texas Department of Transportation (TxDOT) will be reviewed along with project delivery performance on previously awarded projects through CAMPO funding programs.







## Scope

All projects must include a comprehensive, detailed, and accurate line-item scope of activities that have been developed by a professional engineer for infrastructure projects or planning professional for non-construction projects.

The scope must clearly identify all tasks, sub-tasks, and other relevant items proposed for federal funding, provide sufficient detail relative to the complexity of the project, and be consistent with other areas of the application including the cost-estimate.

The methodology used to develop the scope must be provided.

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## Principals of Scoping

Remember that the scope is a complete breakdown of the activities and associated deliverables in list format. This will provide a complete picture what this phase of project development entails and be used for the reimbursement process.

Task	Task Information
Task A	Detailed Information on Task A
Task B	Detailed Information on Task B
Task C	Detailed Information on Task C
Task D	Detailed Information on Task D

Task	Sub-Task	Task Information
Task A	-	Detailed Information on Task A
	Task A.1	Detailed Information on Sub-Task A.1
	Task A.2	Detailed Information on Sub-Task A.2
	Task A.3	Detailed Information on Sub Task A.3

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## Schedule

Sponsor must develop a comprehensive schedule from anticipated award through the completion of the proposed project activities.

The schedule should reflect all required activities to be successfully implemented in the requested fiscal year including all applicable requirements detailed in the Local Government Project Management Guide including the development and execution of the advanced funding agreement, environmental clearance, design reviews, and other elements that will significantly impact a project's development schedule.

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## Project Location

The project location must be provided in detail. Sponsors must provide the county, municipality, primary facilities, limits, or area of impact within the region. Sponsors must also indicate the type of area based on the most recent census data and the current and anticipated functional classification of the facility if applicable.

Sponsors must also provide the longitude and latitude from an online website (Bing, Google) and attach maps files provided in digital format including PDFs and GIS-specific files (Shapefiles, KMZ) if available.

Map formats are flexible but must clearly and accurately demonstrate the project location, limits, program area, and other geographic features relevant to the evaluation.

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## Cost Estimate

All projects must include an organized, detailed, line item, and accurate cost-estimate and budget for the submitted project scope that has been developed by a professional engineer for infrastructure projects or planning professional for non-construction projects or programs.

The cost-estimate must be clear and provide appropriate detail relative to the complexity of the project and be consistent with the other areas of the application.

The cost-estimate must be organized and provide sufficient detail, to clearly demonstrate every individual component of the project scope including, but not limited to, all individual infrastructure items, materials, engineering or planning tasks, sub-tasks, deliverables, materials, staff needs and rates, or activity that will be submitted for reimbursement through federal funding.





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## Cost Estimate Methodology

Supporting the cost-estimate, sponsors must submit the cost-estimation methodology and any other documentation clearly demonstrating how the cost-estimate was developed and what assumptions were used.

***Cost-estimates without accompanying methodology, or do not clearly demonstrate a professional methodology with reasonable assumptions, will not be considered ready.***

The cost-estimate will be reviewed including an assessment of the estimate's assumptions, verification of the cost-data, activity and item descriptions.

Regarding inflation and future costs, sponsors must provide estimates for the current cost of implementation or construction at submission. The recommendation process will adjust funding requests for inflation at the current TxDOT rate for the programmed fiscal year being recommended.



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## Principals of Cost Estimation

The cost-estimate should provide a line-item unit cost for each material item, activity, or deliverable provided in the in the project scope. **Break it down into the individual components.**

Task	Sub-Task	Task Information	Unit Cost	Methodology
Task A		Detailed Information on Task A	\$XX.XX	Assumptions
	Task A.1	Detailed Information on Sub-Task A.1	\$XX.XX	Assumptions
	Task A.2	Detailed Information on Sub-Task A.2	\$XX.XX	Assumptions
	Task A.3	Detailed Information on Sub Task A.3	\$XX.XX	Assumptions
Task B		Detailed Information on Task B	\$XX.XX	Assumptions
	Task B.1	Detailed Information on Sub-Task B.1	\$XX.XX	Assumptions
	Task B.2	Detailed Information on Sub-Task B.2	\$XX.XX	Assumptions
	Task B.3	Detailed Information on Sub Task B.3	\$XX.XX	Assumptions
Total Cost			\$XX.XX	





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## Principals of Cost Estimation (Example)

The cost-estimate should provide a line-item unit cost for each material item, activity, or deliverable provided in the in the project scope.

Task	Sub-Task	Task Information	Unit Cost	Methodology
Task A	-	Public Engagement Meeting 1		
	Task A.1	Public Meeting 1 – Meeting Venue	\$5,000.00	Assumptions
	Task A.2	Public Meeting 1 – Meeting Materials	\$1,000.00	Assumptions
	Task A.3	Public Meeting 1- Staffing	\$3,000.00	Assumptions
	Task A.4	Public Meeting 1- Summary Report	\$500.00	Assumptions
Total Cost			\$9,500.00	

*Assumptions and methodology tell us how you produced the unit costs. For example, Task A.2 could list out the Meeting Materials (Foam Board Printing, Graphic Production, Easels, Roll Plots, Sign-In Sheets, Snacks) and historical costs for the items and example costs of a similar sized meeting.*







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## Principals of Cost Estimation (Example)

The cost-estimate should provide a line-item unit cost for each material item, activity, or deliverable provided in the in the project scope.

Item	Description	Units	Unit Quantity	Unit Cost	Total Cost	Methodology
531-7002	Concrete Sidewalks (5")	SY	16,915	\$150.00	\$2,537,250	Assumptions
531-7005	Curb Ramps (TY 1)	EA	40	\$2,500.00	\$100,000	Assumptions
34-7021	Pedestrian Signal	LS	24	\$10,000	\$240,000	Assumptions
36-8034	Signing	LS	1	\$57,545.00	\$57,545.00	Assumptions
Sub-Total					\$2,934,795	
	Contingency (20%)	LS	1	\$586,959.00	\$586,959.00	Assumptions
Total					\$3,521,754	

***Assumptions and methodology tell us how you produced the unit costs. For example, unit costs here were derived from TxDOT’s unit cost information which updated annually. Is a 20% contingency industry standard? Explain this percentage choice and why it’s an appropriate.***



## Funding Requirements

Sponsors must indicate the amount of federal funding being requested for the project and phase submitted. This funding request must be consistent with the information provided in the submitted cost-estimate and scope. Any additional funding outside of the federal funding request and required local match that is necessary to complete a project should be accounted for in the funding documentation and indicated in the local contribution field in the application.

Supporting the federal funding request, sponsors must demonstrate committed funding for the project to support up-front project expenditures, required match, and initial direct payment for project administration.

Commitment can be demonstrated through an approved local government resolution, certified financial statement, approved budget item, or any other item that clearly demonstrates that the funding is both available and committed to the submitted project.

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## Funding Requirements

Funding requirements can be demonstrated multiple ways, the funding commitment must be issued by an individual or government body with the express legal authority to commit the funding.

Further the funding must be demonstrated to be available to the specific project. If funding is included in a Capital Improvement Program (CIP) or larger budget document, the budget or CIP must clearly allocate funding for the submitted project and be consistent with the scope, limits, and other information in the application.

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## Coordination and Agreements

Sponsors must demonstrate coordination with relevant stakeholders and demonstrate express permission and support from any governing body or jurisdiction with legal authority over any aspect of the project including the project location and scope.

***Sponsors must provide all applicable agreements and legal permission required by the project including interlocal agreements between partnering sponsors, on-system agreements with TxDOT, and resolutions or official letters from the entire governing body of impacted jurisdictions.***

General letters of support from individuals may be included to provide additional context regarding general regional support for a project but will not impact the readiness assessment.

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## Planning

The initial development of a project begins with planning activities that investigate the need for the project, develop potential project concepts that address the need, and select a potential concept for further development.

Planning efforts should include a data-driven approach that provides a methodical evaluation of potential concepts to determine the most appropriate concept to further development including engineering and design and eventual construction or implementation.

Sponsors will need to demonstrate that the project has undergone a planning process and provide relevant documentation including excerpts from project specific feasibility studies and any local planning efforts and regional transportation plans.

Note that the type and extent of the planning process for any given project should reflect the complexity of the project scope and demonstrate a thorough, deliberate, and defensible decision-making process that clearly supports the further development of the submitted project concept.





## Public Involvement

Projects must have undergone a robust and meaningful public engagement process. This process must ensure that the public is aware of the specific project, has had sufficient opportunity for input, and that comments received have been resolved appropriately.

**Planning Phase** - Sponsors must demonstrate that the project has undergone a broader planning process through inclusion in a local or regional transportation planning effort with the assumption that the planning effort proposed will include opportunities for public involvement.

**Engineering or Construction Phase** – Sponsors must demonstrate project-specific public engagement opportunity to ensure CAMPO is not investing in the further development of projects that have not been appropriately developed in coordination with the affected public.

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## Engineering and Design

Sponsors must identify what percentage of design is complete and provide all supporting design schematics and documentation for review.

**Construction Phase** - Sponsors seeking construction funding must have substantially completed all engineering and design activities for the project. This includes a complete design schematic, typical sections, geometric schematic, utility and right-of-way determination, and other requirements outlined in the TxDOT Project Development Manual.

**Planning, Environmental, Engineering Phase** - Sponsors requesting funding for earlier phases of project development should provide any engineering or schematics developed for the project if they are available.

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## Environmental Analysis

All projects funded through these federal programs are required to undergo the National Environmental Protection Act (NEPA) process to determine environmental impact and mitigation requirements. ***Projects are not expected to have NEPA clearance at submittal, however sponsors should demonstrate an iterative environmental review process relative to the phase requested.***

**Construction Phase** – A project going to construction should have completed a comprehensive planning process with engineering and design that includes an evaluation of environmental constraints. This information can be used in support of the NEPA process and include identification of all significant environmental risk factors, permitting, and mitigation requirements, and that these have been incorporated into the project.

**Engineering or Environmental Phase** - For projects seeking funding for engineering and/or the environmental phase, the expectation is that environmental constraints and risk factors have been identified through the planning process to ensure that proposed project concept (alternative) to be designed and engineered is feasible and does not contain unacceptable level of risk for implementation.

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## Environmental Analysis

The information provided in this section will support the review team's determination of the project environmental requirements and assess the type of clearance required and associated timeframe for approval.

**Air Quality** – Particulate Matter, Emission Impacts

**Biological Resources** – Threatened and Endangered Species, Migratory Birds

**Community Impacts** – Vulnerable Populations, Access Management, Travel Patterns

**Cultural Resources** – Historic Properties, Archeological Sites

**Hazardous Materials** – Hazardous Material Sites

**Land Use Impacts** – Section 4F, Section 6F, Prime Farmland

**Noise Impacts** – Noise Analysis, Sound Wall Requirements

**Right-of-Way/Utility Relocation** – Total Acreage, Relocations, Displacements

**Water Resources** – Floodplains, Streams, Wetlands, Wild and Scenic Rivers, Aquifers

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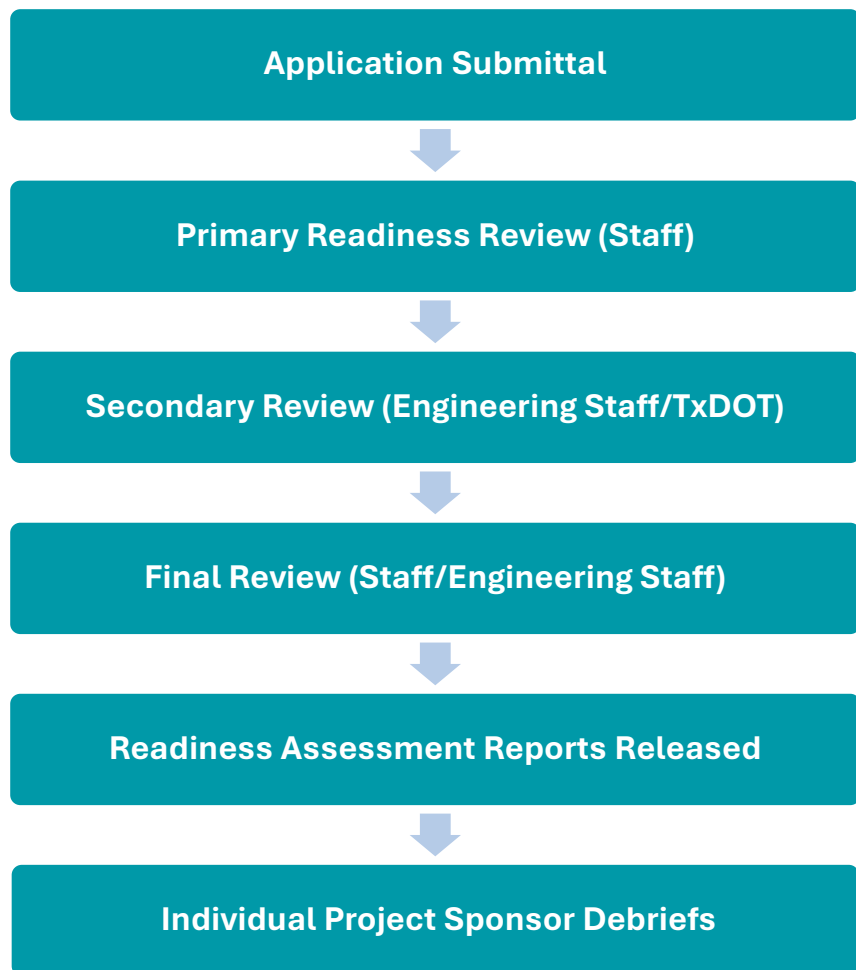
## Right of Way Acquisition and Utility Relocation

Sponsors seeking construction funding must have identified all right-of-way and utilities relocation requirements through the engineering process. Sponsors must have, or be in the process of, acquiring all right-of-way parcels and relocating utilities for construction at the time of submission. Sponsors must provide all supporting documentation that outlines these requirements including the demonstration of dedicated funding for completion.



# Readiness Evaluation Review Process





Each individual application will be subject to an in-depth initial review by staff at the Capital Area Metropolitan Planning Organization (CAMPO). This review will include an evaluation of the application and project materials provided in the attachments and draft the initial Readiness Assessment Report.

The initial draft Readiness Assessment Report, project applications, and materials included in the attachments are then provided to CAMPO's General Engineering Consultant (GEC) and the TxDOT-Austin District Local Government Projects and Environmental Teams review of the initial findings for a second application evaluation.

After the second review, the results are reviewed and collaborated and subject to a general quality assurance and quality control process to ensure consistency and accuracy within and across all reports.



# Project Readiness Evaluation Report

## Project Readiness Evaluation Report

Project Call

Fiscal Years (FY) 2028 through 2031

Surface Transportation Block Grant (STBG)

Carbon Reduction Program (CRP)

Transportation Alternatives Set-Aside (TASA)



Category	Readiness Measure	Review
Eligibility	Sponsor is eligible to receive federal funding through the requested funding program.	Select
	Project scope is eligible for federal funding through the requested funding program.	Select
	Project location is eligible for federal funding through the requested funding program.	Select
Management	The sponsor has identified experienced personnel that will be responsible for managing the project including the project manager and any other individuals that will be directly involved in project implementation.	Select
	The sponsor has identified the personnel on staff that has, or is able, to obtain their Local Government Project Procedures (LGPP) certification.	Select
	The current Local Government Risk Assessment for the sponsor is passing and does not indicate significant issues that would impede the implementation of the submitted project.	Select
Schedule	A clear, detailed project development schedule was provided and included all required activities to be successfully implemented in the requested fiscal year.	Select
	The schedule includes all significant process requirements for the project phase as outlined in the Local Government Project Procedures (LGPP).	Select
Location	The project location was provided in detail including the county, municipality, primary facilities, limits, or area of impact within the region.	Select
Scope	The application included a comprehensive, detailed, and accurate line-item scope that has been developed by a professional engineer (construction) or planning professional (non-construction).	Select
	The scope development methodology was provided in the application and included clear supporting documentation.	Select
Cost Estimate	The application included a comprehensive, detailed, and accurate line-item cost-estimate and budget that has been developed by a professional engineer (construction) or planning professional (non-construction).	Select
	The cost-estimate methodology and assumptions were provided in the application and included clear supporting documentation.	Select
Funding Requirements	The sponsor demonstrates a commitment of available funding to incur up-front project costs, provide the match, and cover direct state costs.	Select
Coordination	The sponsor has conducted all necessary coordination with relevant stakeholders and executed all applicable agreements.	Select
Planning	The project has undergone a data-driven, project specific, transportation planning process.	Select
Public Involvement	The project has undergone a robust and meaningful public engagement process.	Select

1

Environmental	Preliminary activities related to the environmental process have been conducted including environmental scoping, identification of environmental factors, and permitting requirements.	Select
	Preliminary determination of NEPA classification:	Select
	The project may significantly impact air quality.	Select
	The project impact area contains biological resources: threatened and endangered species.	Select
	The project may include significant community impacts including vulnerable populations.	Select
	The project impact area contains cultural resources: historic properties, or archeological sites.	Select
	The project impact area contains hazardous materials sites.	Select
	The project impact area contains protected property: section 4f, section 6f, or prime farmland.	Select
	The project may cause significant noise impacts.	Select
ROW/Utilities	The project area contains water resources: floodplains, rivers, streams, wetlands, or aquifers.	Select
	All right-of-way requirements have been identified.	Select
	The sponsor has completed or is in the process of acquiring right-of-way.	Select
	Right-of-way acquisitions completed at the time of submittal (percentage complete):	Percentage
	All utility relocations have been identified.	Select
Engineering and Design	The sponsor has completed or is in the process of relocating utilities.	Select
	Utility relocation completed at the time of submittal (percentage complete):	Percentage
	The sponsor has substantially completed all engineering and design activities for the project.	Select
	The application includes a complete design schematic, typical sections, geometric schematic, utility and right-of-way determination, and other requirements outlined in the TxDOT Project Development Manual	Select
	Design and Engineering Schematic completed at time of submittal (percentage complete):	Percentage

2





# Project Readiness Evaluation Report

## Project Readiness Evaluation Report

Project Call

Fiscal Years (FY) 2028 through 2031

Surface Transportation Block Grant (STBG)

Carbon Reduction Program (CRP)

Transportation Alternatives Set-Aside (TASA)



## Readiness Determination and Review Summary

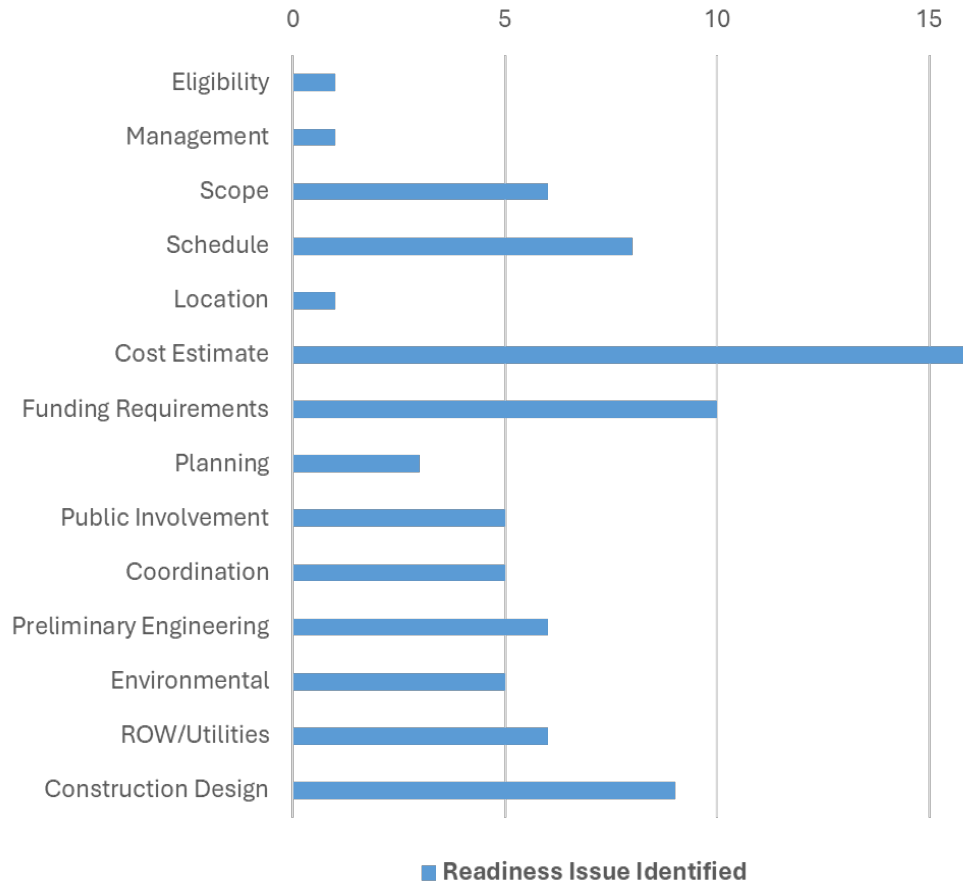
Determination	Not Ready
Summary	This project is not ready due to the issues identified with the scope and cost-estimate. Specifically, the locations for ITS installation have not been determined. Without the specific number of locations or detailed equipment requirements identified, the implementation schedule, cost estimate, and funding request cannot be verified. See the individual sections for additional notes.

Determination	Ready
Summary	This project is considered ready. This project has been developed to the appropriate extent and to the appropriate standards to be federalized for construction. The design plans will need to be finalized, but due to the extent of the current plans submitted (90%) and the location of the project, minimal changes or impacts are to be expected to the design or cost-estimate.

## In-Depth Section by Section Analysis

Cost Estimate	The application included a detailed, line-item, and accurate cost-estimate and budget that has been developed by a professional engineer (construction) or planning professional (non-construction).	No	The cost-estimate does not reflect the submitted scope or phase of work for the project.
	The cost-estimate methodology and assumptions were provided in the application and included clear supporting documentation.	<div>Select</div>	The cost-estimate methodology was not provided in the application without which the cost-estimate cannot be verified
Funding Requirements	The sponsor demonstrates a commitment of funding to incur up-front project costs, provide the match, and cover direct state costs.	<div>Yes</div> <div>No</div> <div>N/A</div>	





## Previous Call for Projects - Not Ready Analysis

Core Causes for Not Ready Determination		
Scope	Cost Estimate	Funding Requirements
Undefined/Unclear	No Methodology	No Dedicated Funding
In-Eligible Activities	Significant Calculation Errors	In-Eligible Funding
No Documentation	No Documentation	No Documentation
Significant Inconsistencies	Significant Inconsistencies	Significant Inconsistencies

# Readiness Resources







### 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 Development Resources

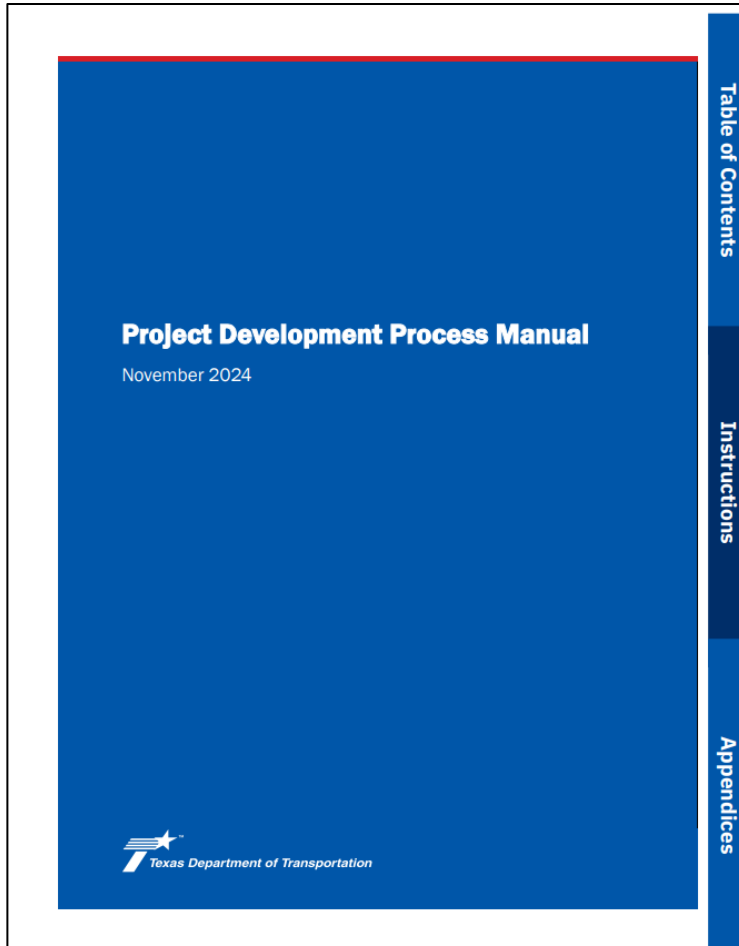
*The Guide to the Selection of Regional Transportation Projects* provides links to project development resources relevant to the development process evaluated through project readiness.

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.



## TxDOT Project Development Process Manual

The Project Development Process Manual (PDP Manual) provides information, guidance, and references for the transportation engineer to develop a transportation construction project from the planning phase to project letting through the design-bid-build process





## Local Government Projects Management Guide

The Local Government Project Management Guide (LGPM Guide or Guide) provides project management guidance for a LG administering a LG transportation project and for TxDOT staff who are providing oversight. The Guide contains the processes and procedures to be used by the LG and TxDOT to successfully accomplish all phases of a transportation project from Project Initiation to Project Close-out. These procedures include required practices, local responsibilities and TxDOT responsibilities with respect to both state and federal requirements.



### Local Government Project Management Guide

Local Government Programs Section, Transportation Programs Division



## Local Government Projects Policy Manual



May 2024

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## Local Government Project Policy Manual

The Local Government Projects Policy Manual (LGPP Manual or Manual) provides information on federal and state laws and regulations relevant to each step in the development of a LG project. These regulations, together with manuals and other guidance documents adopted by the Federal Highway Administration (FHWA), TxDOT and other agencies establish the policies that must be followed by the LG and TxDOT during administration of the project.



## Local Government Project Best Practices Workbook

The Local Government Projects Best Practices Workbook is intended to serve as a quick reference tool and workbook to assist TxDOT division, district and area offices and the LG with the administration of LG projects. TxDOT and LG project managers and others working directly on the project are strongly encouraged to use the Workbook to monitor progress on the project and as a project record of activities as they are completed. The Workbook does not address all legal requirements nor does it replace any of the instructions, manuals or guidance documents referenced in LGPP Manual, LGPM Guide, project documents, federal and state laws and regulations, or training materials.



### Local Government Projects Best Practices Workbook

Local Government Programs Section, Transportation Programs Division





## **Local Government Projects Frequently Used Forms and Documents**

Local Government Programs Section,  
Transportation Programs Division

## **Local Government Projects Forms and Documents**

Document containing links to sample forms and documents. Local governments may use these forms and documents or can develop their own forms and documents containing similar items. Not all elements apply to every project.



**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 November 5, 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 will be posted online.





# Thank You