



2028 -2031 Call for Projects

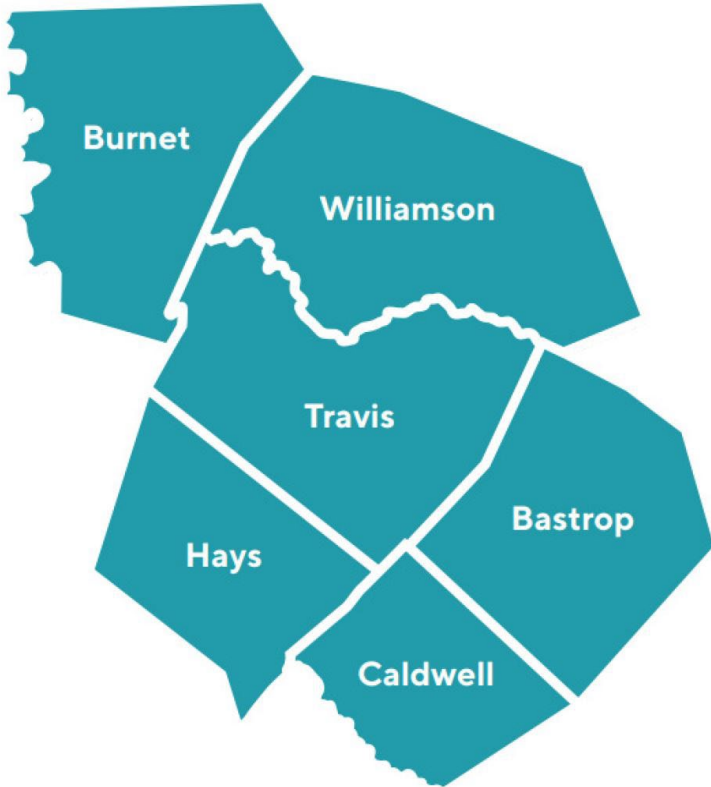
Webinar 4 – Application Finalization and FAQ Review



Introduction

This webinar provides will provide a review of the Addendum (FAQ) to the Guide to the Selection of Regional Transportation Projects and other questions received since its publication.

- Call for Project Considerations
- Project Development Processes Overview
- Frequently Asked Questions
- Guidance and Resources
- Open Questions and Answer Session



Microphones are muted by default.



Please raise your hand and you will be unmuted and called on.





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
TxDOT/CAMPO Readiness Workshop	December 12, 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.





Call for Project – Considerations

Don't wait to the last minute to start or submit your application

Take the time to read through the materials and resources

Make sure you have included all attachments

Ensure your application is clear and consistent

Be realistic about your project and eliminate optimism bias

Understand requirements and the review process (think like a reviewer)



The Project Development Process



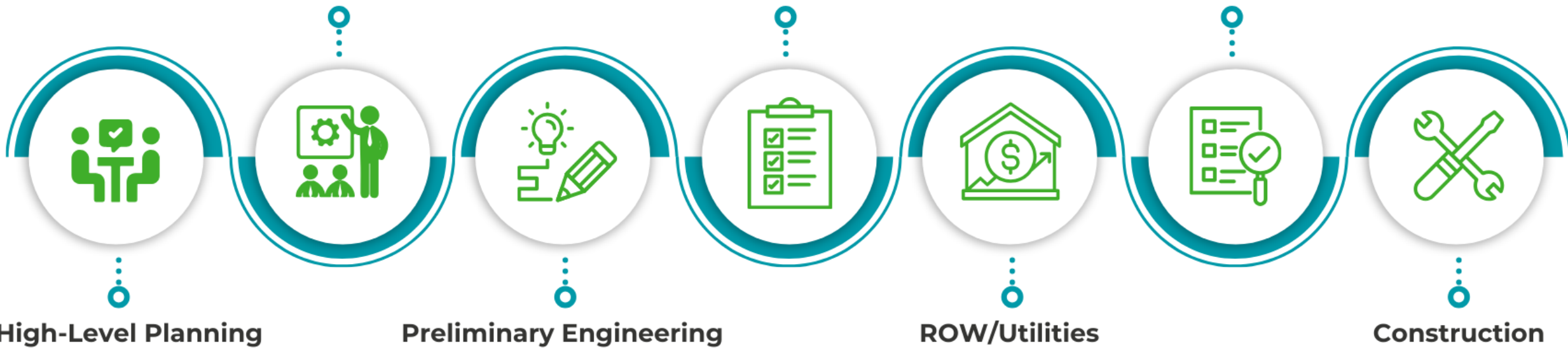


Project Development Process - Revisited

Project Level Planning

Environmental Clearance

Construction Engineering



Project development is an iterative decision-making process with the outcomes of each phase directly informing the next.

The readiness assessment evaluates projects to determine where they are in the process to ensure they are ready for the next development phase.

Project development may vary slightly, but all must demonstrate a comprehensive development process relative to the project phase requested.





The Project Development Process – Revisited

Project Level Planning

Project specific planning including data analysis, public engagement, alternative evaluation. This phase may include high-level conceptual schematics.

Environmental Clearance

After preliminary engineering has established a detailed layout, typical section, and ROW footprint, the NEPA process can commence.

Construction Engineering

Continued engineering refinement leading to the 100% (PS&E) plan set used for the bidding and construction process



High-Level Planning

Once a need is identified, an initial, high-level concept is typically included in planning documentation.

Preliminary Engineering

Once an alternative has been selected, technical engineering begins. This engineering and design includes detailed layouts, profiles, and geotechnical data.

ROW/Utilities

Once a project has received NEPA clearance, formal right-of-way acquisition and utility relocation can begin in preparation for the construction phase.

Construction

Project Letting, bidding, contractor selection, and formal start of project construction





Project Development Phases - Revisited

Project Level Planning

Environmental Clearance

Construction Engineering



High-Level Planning

Preliminary Engineering

ROW/Utilities

Construction

Evaluation

Development

Refinement

Implementation





Phase Requirements



Phase:	Planning	Program	Engineering	Environmental	Construction
Eligibility					
Management					
Scope					
Schedule					
Location					
Cost Estimate					
Funding Requirements					
Coordination/Agreements					
Planning					
Public Involvement					
Environmental Analysis					
Engineering and Design					
Right of Way/Utilities					





Phase Requirements



Phase:	Planning	Program	Engineering	Environmental	Construction
Eligibility					
Management					
Scope					
Schedule					
Location					
Cost Estimate					
Funding Requirements					
Coordination/Agreements					
Planning					
Public Involvement					
Environmental Analysis					
Engineering and Design					
Right of Way/Utilities					



Frequently Asked Questions





Application Updates – Engineering

ENGINEERING & DESIGN INFORMATION

* Engineering and Design - Percentage Complete

Select

- N/A
- 0%
- 10%
- 20%
- 30%
- 40%
- 50%
- 60%

The engineering percentage drop down field has been modified to provide a 0% and Not Applicable option.

This is for planning and engineering phase submittals that do not have any engineering work completed.





Application Updates – ROW/Utilities

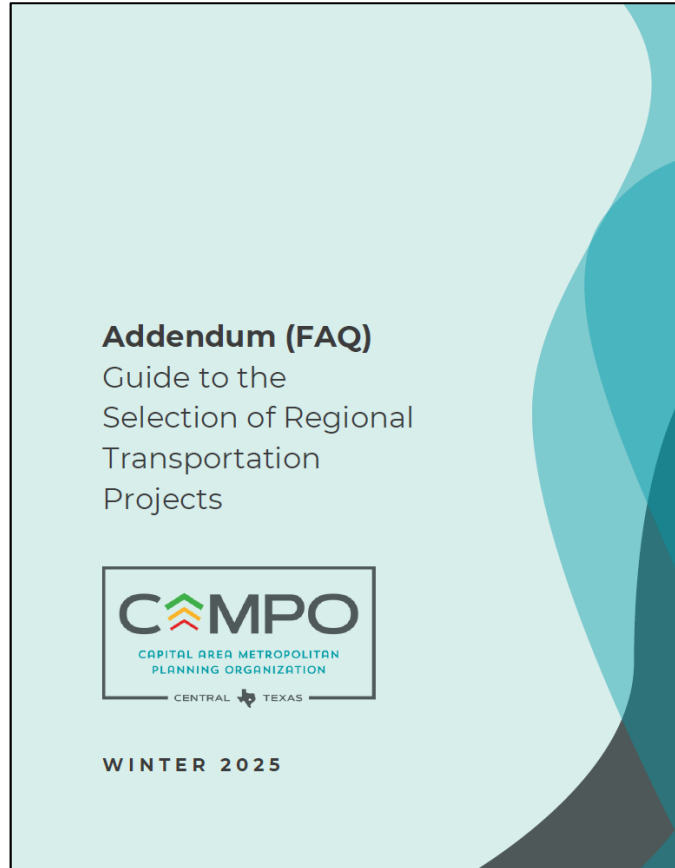
PROJECT RIGHT-OF-WAY & UTILITIES INFORMATION

- Right-of-Way Parcels Required
- Right-of-Way Parcels Acquired
- Right-of-Way Completion Date
- Utility Relocations Required
- Utility Relocations Completed
- Utility Relocations Completion Date

For the right-of-way and utilities information section, if the project does not require either field sponsors should enter the application due date as the date.

We will know from the entry fields above the date in that section that right-of-way and utilities are not required and to disregard any date provided in the field. See example below:





Engineering Phase Cost-Benefit Analysis

To normalize the CBA process, the estimated federal share of the cost of the construction phase for a project will be utilized for the CBA for any project development phase requests that do not include construction.

The federal share of the construction phase will be determined using the same federal share of the submitted phase.





Engineering Requirements for the Construction Phase

The standard minimum of engineering and design completion required for construction phase request is 60%.

This is to ensure engineering plans are sufficiently developed to demonstrate minimal risk of substantial design changes, cost estimate escalation, and schedule impacts.

Sponsors may submit engineering design sets below 60% however they will be reviewed for risk regarding the information that is typically developed later in the design process.

If the design plans are missing critical high-risk information (utilities, ROW, etc.), the project will not be considered ready.

NCHRP Cost Estimate Accuracy by Phase	
Phase	Accuracy Range
Planning	-30% to +50%
Programming	-30% to +50%
Preliminary (30%)	-15% to +30%
Intermediate (60%)	-10% to +20%
Final Design (90–100%)	-5% to +10%





Foundational Principles of Scoping and Cost-Estimates - Revisited

Scope	Cost
Detailed list of activities and deliverables to be completed.	Detailed list of costs associated with the project scope.
Breaks down tasks and sub-tasks.	Breaks down the costs of the items and deliverables.
Ensures CAMPO that the phase can be completed.	Provides a comprehensive picture of all costs associated.
Demonstrates that the sponsor knows the requirements.	Methodology demonstrates cost understanding.
Methodology demonstrates process understanding.	Methodology demonstrates that costs are not made up/guessed.

These applications (especially the scope and cost-estimate), are investment proposals and purchase orders. At the core of the process, it is about the TPB knowing what they are paying for – and getting what they pay for. If the application does not demonstrate that clearly, it will not be recommended.

You may combine the Scope and Cost-Estimate documentation and tables if you feel it is appropriate.





Scoping - Revisited

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





Principals of Cost Estimation – Revisited

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	





Principals of Cost Estimation (Example) - Revisited

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.





Principals of Cost Estimation (Example) - Revisited

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. This example needs to match the designs as well.





Calculating the Funding Request

Item	Description	Units	Unit Quantity	Unit Cost	Total Cost	Methodology
531-7002	Concrete Sidewalks (5")	SY	16,915	\$150	\$2,537,250	Assumptions
531-7005	Curb Ramps (TY 1)	EA	40	\$2,500	\$100,000	Assumptions
34-7021	Pedestrian Signal	LS	24	\$10,000	\$240,000	Assumptions
36-8034	Signing	LS	1	\$57,545	\$57,545	Assumptions
Sub-Total					\$2,934,795	
	Contingency (20%)	LS	1	\$586,959	\$586,959	Assumptions
Total					\$3,521,754	

Standard Request		
Federal Funding Request	\$2,817,403	80%
Local Match Requirement	\$704,351	20%
Total Cost of Scope	\$3,521,754	100%

Funding Request with Overmatch		
Federal Funding Request	\$2,641,316	75%
Local Match Requirement	\$660,329	20%
Overmatch (Local Contribution)	\$220,109	5%
Total Cost of Scope	\$3,521,754	100%

Do not include items in your budget (or scope) that is not being requested or eligible for funding unless it is clearly separated from the other items.





Calculating the Funding Request (with TxDOT Oversight Fee)

Item	Description	Units	Unit Quantity	Unit Cost	Total Cost	Methodology
531-7002	Concrete Sidewalks (5")	SY	16,915	\$150	\$2,537,250	Assumptions
531-7005	Curb Ramps (TY 1)	EA	40	\$2,500	\$100,000	Assumptions
34-7021	Pedestrian Signal	LS	24	\$10,000	\$240,000	Assumptions
36-8034	Signing	LS	1	\$57,545	\$57,545	Assumptions
Sub-Total					\$2,934,795	
	Contingency (20%)	LS	1	\$586,959	\$586,959	Assumptions
Project Total					\$3,521,754	
	TxDOT Fee (15%)	EA	1	\$528,263	\$528,263	Assumptions
Project Total + Fee					\$4,050,017	

Standard Request		
Federal Funding Request	\$3,240,014	80%
Local Match Requirement	\$810,003	20%
Total Cost of Scope	\$4,050,017	100%

Funding Request with Overmatch		
Federal Funding Request	\$3,037,513	75%
Local Match Requirement	\$759,378	20%
Overmatch (Local Contribution)	\$253,126	5%
Total Cost of Scope	\$4,050,017	100%



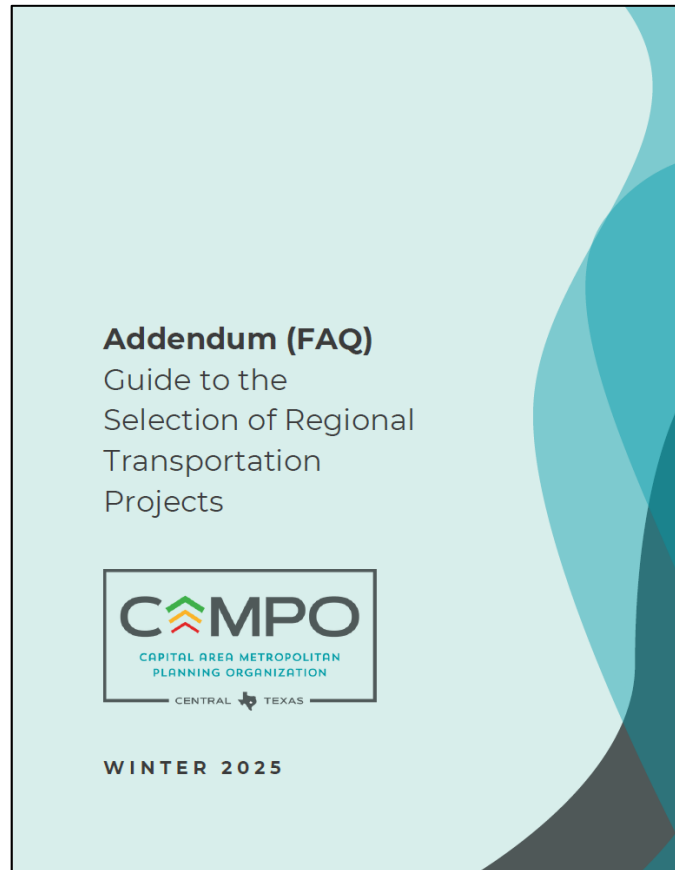


Functional Classification

Sponsors should understand the functional classification requirements for federal funding eligibility and how that impacts their project.

The official functional classification for federal funding is maintained by the Texas Department of Transportation and is located on the statewide planning map. Local transportation plan classifications are not used for federal funding eligibility.

Please refer to the Project Readiness Workshop presentation and linked materials within the slides for additional information.





Local Match Considerations

The match is the local funding allocated to the phase of the project awarded federal funding and is directly tied to the federal funding reimbursement process.

Local funding for earlier project development, or non-eligible work concurrent with the requested phase, such as post-let utility relocation, is not considered match or in-kind contribution.





Procurement Process

All federal funds must go through a TxDOT-approved procurement process that meets state and federal standards.

This approval is required before going out for procurement for a federal funded project, however if a project sponsor has already procured a consultant or contractor, the TxDOT-Austin District can review the process utilized on a case-by-case basis to determine if the federal funding can be used for the existing contract.

Sponsors may reach out to TxDOT, but sponsors (and consultants) should assume that a new procurement will be required and prepare their applications accordingly.





Regional Significance

Sponsors should consider that project selection process prioritizes regionally significant projects.

Even if a project is functional classified and eligible to receive federal funding, it does not mean it is considered regionally significant.

For information on regional significance, please review the 2050 Regional Transportation Plan which includes the adopted regional definition (Page 53).





Resolution Submission

Resolutions from governing bodies may be submitted after the application due date with certain restrictions and acceptance requirements:

- The application must include the draft resolution, agenda, and scheduled date for consideration.
- ***The signed resolution must be submitted to funding@campotexas.org by February 20, 2026.***
- Until a signed resolution is received, readiness requirements have not been met.
- Resolutions that are not received by the due date above will not be considered.





Safety Information and Regional Averages

Regional Crash Rates (Severe Only)							
Area	Severe Crash Rate per VMT	Bastrop	Burnet	Caldwell	Hays	Travis	Williamson
Rural	Interstate/Freeway	N/A	N/A	3.17	N/A	10.16	1.81
	Principal Arterial	8.17	0.00	8.99	6.41	3.43	5.40
	Min. Arterial, Maj. Collector	15.32	9.66	12.17	7.37	11.43	11.81
Urban	Interstate/Freeway	5.79	N/A	3.14	3.54	4.22	3.43
	Principal Arterial	8.99	0.00	5.87	16.47	7.48	5.77
	Min. Arterial, Maj. Collector	8.91	15.18	12.21	8.94	9.78	7.51

To determine your project's crash rate, you will need the following information within the project limits for years 2022-2024:

- Number of severe crashes
- Vehicle miles traveled (VMT)

Project Crash Rate= (Number of Severe Crashes in Limits/Vehicle Miles Traveled in Limits) x 100,000,000





Safety Resources - Revisited

- [TxDOT Roadway Inventory](#) – Please refer to the Texas Department of Transportation’s (TxDOT) Roadway Inventory which provides the annual vehicle miles traveled for regional roadways in addition to GIS linework and all roadway inventory attributes.
- [CRIS](#) – TxDOT’s CRIS (Crash Records Information System) is the statewide, centralized database that records reportable motor vehicle crashes in Texas
- [CRIS Dashboard](#) – CAMPO-hosted Dashboard that synthesizes CRIS data into a regional dashboard.
- [Regional Safety Action Plan](#) – Provides a region wide safety analysis with hot-spot identification and other metrics that can support sponsor's in identifying safety issues and ways to address the problem.





Transportation Planning Requests

There is no pre-set limit to the number of transportation planning projects to be awarded – this will be determined through a combination of regional value, schedule, duration, complexity, and capacity.

All transportation planning project awards will be partnerships with CAMPO.



Guidance and Resources

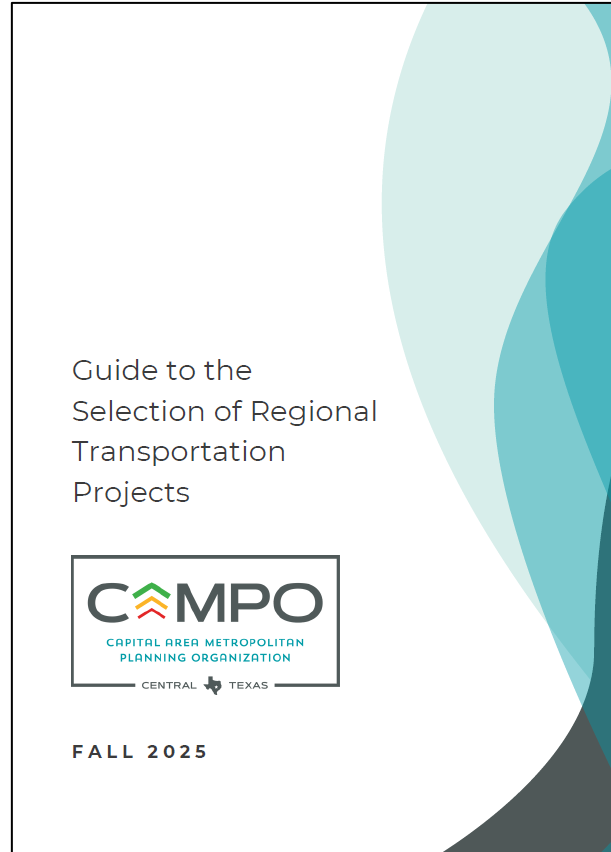




CAMPO Resources

CAMPO resources that provide in-depth technical information, additional topics, and requirements. All resources are available online.

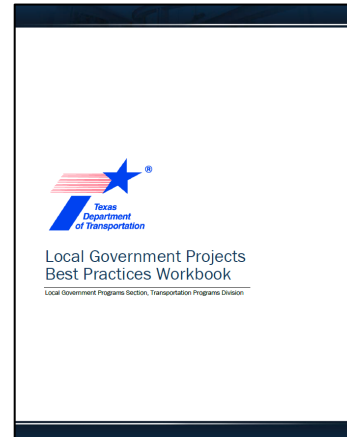
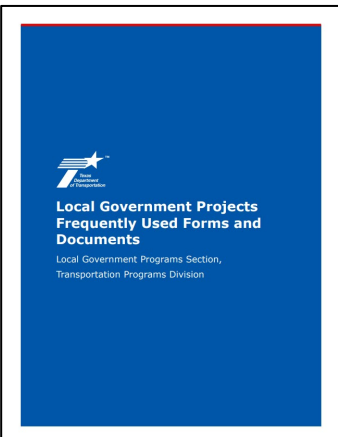
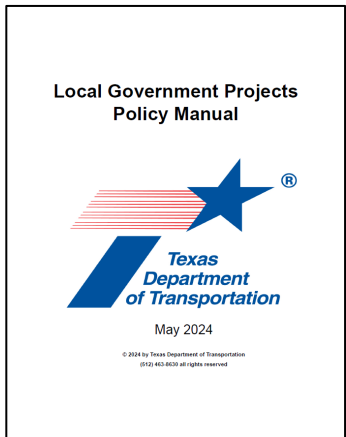
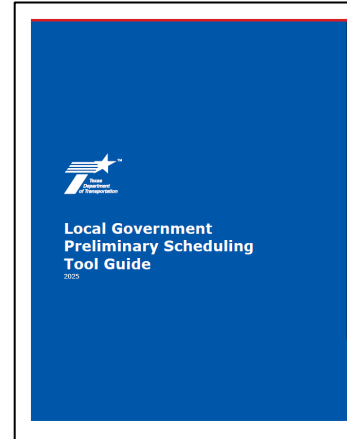
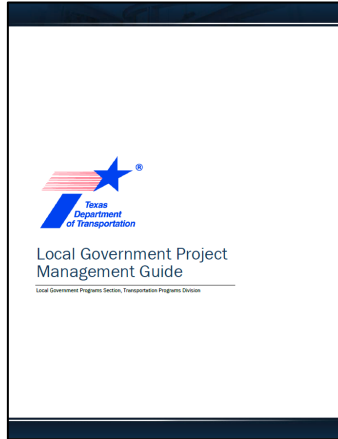
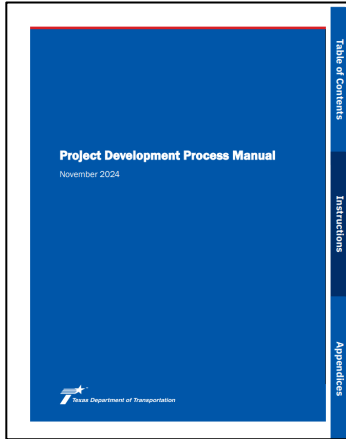
- The Guide to the Selection of Regional Transportation Projects
- Information Session 1: Overview
- Information Session 2: Readiness
- Information Session 3: Benefit Evaluation
- Information Session 4: FAQ Review
- Open Office Hours
- Email - funding@campotexas.org
- Guide Addendum - Frequently Asked Questions





TxDOT Resources

TxDOT resources provide in-depth technical information, additional topics, and requirements. All resources are available online.



- Project Development Process Manual
- LG Project Management Guide
- LG Project Policy Manual
- LG Project Best Practices Workbook
- LG Project Forms and Documents
- LG Preliminary Scheduling Tool





The Transportation Planning Process Key Issues

A Briefing Book for Transportation Decisionmakers, Officials, and Staff

A Publication of the Transportation Planning Capacity Building Program
Federal Highway Administration
Federal Transit Administration

Companion Guide to Video August 2012

U.S. Department of Transportation
Federal Highway Administration

Check out the video!

Federal-aid Program Overview
Consultant Services
Hiring a Consultant Using Competitive Negotiation Procedures

www.fhwa.dot.gov/federal-aid-essentials

Consultants are selected based on qualifications and experience when competitive negotiation procedures are required

In many cases, as buyers in both our professional and private lives, we assume that most service providers are essentially the same and it is appropriate to choose the lowest-cost option. However, when we require the professional medical services of a surgeon, for example, the cheapest option may not be our first choice. In this case, qualifications and experience become more important than the lowest price. The same is true for selecting consultants to engineer and design your highway construction projects using Federal-aid funds.

As the local public agency, or LPA, when you need to hire a consultant for engineering and design-related services using Federal-aid funds, you must follow Federal requirements for competitive negotiation procurement procedures, unless your State Department of Transportation, or State DOT, allows alternate procedures for lower-cost contract amounts. The Federal Highway Administration, or FHWA, defines "engineering and design-related services" as program management, construction management, preliminary engineering, engineering, design, surveying and mapping, and architectural-related services. If your State provides a broader definition of engineering services in law or regulation for you to follow, these additional services are also subject to Federal requirements.

The foundation for competitive negotiation procurement requirements is the Brooks Act.

The Brooks Act is a Federal law that establishes the qualifications-based selection requirements for procuring engineering and design-related services. The process for hiring a consultant under the Brooks Act and competitive negotiation procurement requirements can be broken down to three simple steps:

1. Issuing a request for proposal, or RFP, to publicly solicit the need and requirements for services.
2. Selecting a consultant based on qualifications to provide the needed engineering services.
3. Negotiating a fair and reasonable cost and contract terms with the selected consultant.

FHWA Resources

FHWA resources provide in-depth technical information, additional topics, and requirements. All resources are available online.

- Federal Aid Essentials for Local Public Agencies
- National Highway Institute (NHI)
- Laws and Regulations
- Federal Infrastructure Standards
- Evaluation Tools
- Project Delivery Toolbox

U.S. DOT
PROJECT DELIVERY
Center of Excellence

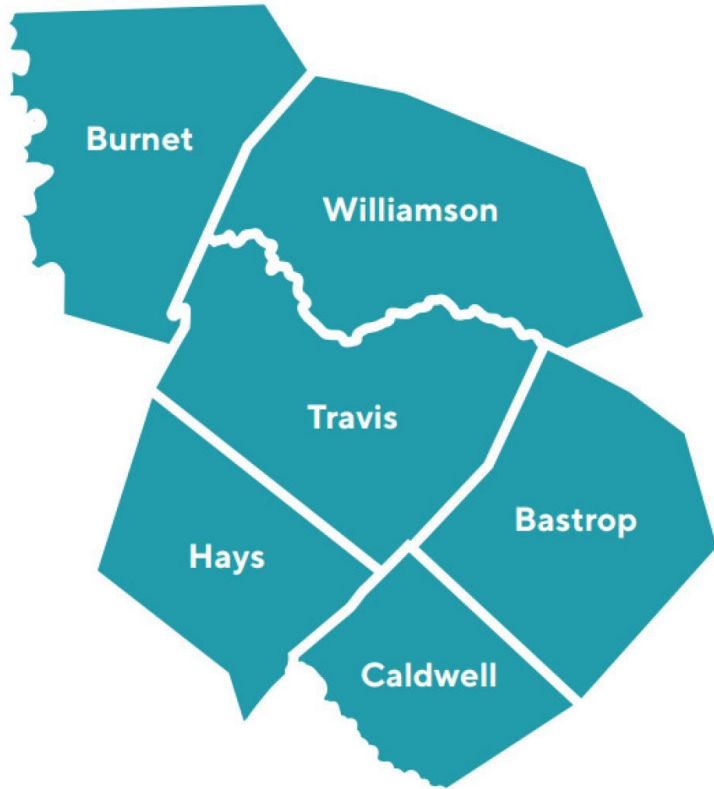
Project Delivery Toolbox

The U.S. DOT Project Delivery Center of Excellence's Project Delivery Toolbox is a collection of resources and best practices across U.S. DOT to help you successfully implement your construction project—on time, on task, and on budget.



Call for Projects: Wrap Up





Final Question and Answer Session



Microphones are muted by default.



Please raise your hand and you will be unmuted and called on.





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Announcement	October 10, 2025
Information Session 1: Process Overview	October 22, 2025
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Information Session 4: FAQ Review	January 14, 2026
Application Due by 5:00 P.M. (Central)	January 30, 2026

Final Steps

Project applications are due by 5:00 P.M. (Central) on January 30, 2026. The application portal will not accept any applications after this time.

Questions received after today may not receive a response prior to the deadline.



Thank You and Good Luck!

