



MEMORANDUM

To: Mayor and City Council

Through: Mike Rogers, Assistant City Manager *MR*

From: Richard Mendoza, Director *RM*
Austin Transportation & Public Works

Date: December 11, 2025

Subject: **2026 CAMPO Call for Projects**

The purpose of this memorandum is to provide information on the Capital Area Metropolitan Planning Organization (CAMPO) 2028–2031 Call for Projects [announced on October 10, 2025](#). This competitive call for projects will select projects for federal transportation funding apportioned to the region through the Surface Transportation Block Grant (STBG), Transportation Alternative Set-Aside (TASA) and Carbon Reduction Program (CRP) funding programs. Applications are due January 30, 2026, by 5:00 p.m. (Central Time).

The total amounts available to the CAMPO region are approximately \$330 million (STBG), \$40 million (TASA), and \$13.5 million (CRP). These funds will be distributed through a regional, performance-based evaluation process administered by CAMPO's Transportation Policy Board, as outlined in CAMPO's [Guide to the Selection of Regional Transportation Projects](#).

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

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

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

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

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

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

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Project Submission Timeline:

- CAMPO Notice of Funding Opportunity 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
- Online Open Office Hours - November & December 2025
- Information Session 4: Application Finalization & FAQ Review - January 14, 2026
- ***City of Austin Council Meeting: submission approval - January 22, 2026***
- Applications Due by 5:00 P.M.(Central) January 30, 2026

Project Award Timeline:

- Readiness Assessment and Project Evaluation - February – April 2026
- Benefit Evaluation - April – May 2026
- Recommendation Finalization - April – May 2026
- Technical Advisory Committee Information Item - April 27, 2026
- Transportation Policy Board Information Item - May 11, 2026
- Technical Advisory Committee Recommendation - May 25, 2026
- Transportation Policy Board Action* - June 8, 2026
- Selected Projects included in STIP (August Revision) - July 2026
- Advanced Funding Agreement (AFA) Development - August 2026
- Earliest Funding Obligation and AFA Execution - October 2026

*Schedule is subject to change based on the number and complexity of applications submitted.

Project Identification

City staff are in the process of identifying projects that advance the City of Austin's mobility and climate goals in alignment with the requirements of the funding programs. Projects must meet all applicable federal, state, and regional transportation funding program eligibility requirements. Candidate projects are being identified based on a review of adopted plans and infrastructure reports against these project eligibility requirements and their regional significance.

The [STBG program](#) is the most flexible federal funding source administered by CAMPO. It supports a wide range of transportation improvements including roadway reconstruction, safety projects, and planning or engineering activities that improve the efficiency of the regional transportation network.

The [TASA program](#) includes funding specifically for smaller-scale transportation projects such as pedestrian and bicycle facilities, urban trails, and other community improvements that enhance safety and accessibility for non-motorized users. TASA focuses on projects that expand active transportation opportunities and provide alternatives to single-occupancy vehicle travel.

[CRP](#) is a new funding program established through the Infrastructure Investment and Jobs Act (IIJA). It provides funding for projects designed to reduce transportation-related carbon emissions. Eligible CRP projects include Intelligent Transportation Systems (ITS) infrastructure, transit improvements, and other activities that overlap with TASA eligibility.

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Projects can be submitted under the following categories:

- [Roadway projects](#) predominately serve vehicular traffic and include new roadways, expanded roadways, substandard streets, and access management projects. These types of projects are found in the ASMP Roadway Capacity Plan, also adopted in the Street Impact Fee Study, and were included in the CAMPO 2050 RTP if considered regionally significant.
- [Active Transportation projects](#) provide non-motorized travel facilities and programs that allow and encourage travel through physical activity such as walking and bicycling. These types of projects are found in the Urban Trails Plan, Bicycle Plan, Sidewalks, Crossings, and Shared Streets Plan and ASMP Amendments adopted on November 30, 2023, and Safe Routes to School Infrastructure Reports. Additionally, bicycle and pedestrian projects on roadways of regional significance that were included in the CAMPO 2050 RTP are eligible projects.
- [Transit projects](#) are infrastructure projects, transportation programs, and other services that provide transportation to the public. These types of projects are found in the Transit Enhancement Infrastructure Report developed by the City in partnership with CapMetro and include small-scale infrastructure projects to improve transit speed, reliability, safety and improved access to transit.
- [Intelligent Transportation Systems \(ITS\)/Operations projects](#) are technology and operational programs that improve the functionality of existing transportation systems. These types of projects include traffic signals and advanced traffic management system infrastructure.
- [Transportation Demand Management](#) is a collection of strategies designed to reduce automobile trips, roadway congestion, and parking demand by redirecting travel towards other modes, times, and routes.
- [Transportation Planning projects](#) include the development of plans and studies that result in the identification of regionally significant infrastructure improvements, programs, and strategies for future implementation.
- [Other projects](#) that do not fit any of the six project categories are provided an opportunity to apply, however because there are no set criteria for these projects, they will be recommended based on how well the project addresses the goals and objectives prioritized by the TPB.

Project Screening

Candidate projects will be further screened based on an evaluation of their project readiness and an assessment of the project selection criteria. CAMPO's [Readiness Assessment](#) will determine whether a project is developed sufficiently to advance to requested phase of the project development and delivery process. Successful candidates must present well-documented evidence of meeting the readiness requirements.

Eligible project phases to apply for include Planning, Engineering and Design (Preliminary Engineering through Plans, Specifications & Estimates), Environmental Clearance, and

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Construction. Certain [combinations of phases](#) may be submitted but requests will be reviewed with special consideration of the relationship of the phases and the impact on the project's readiness. Projects that have not been fully designed are not eligible to be funded for construction. Similarly, engineering and design activities are not eligible to be funded until a proposed concept (alternative) has been determined through the planning process. Candidate projects will be categorized based on their phase in the project development process and their level of readiness relative to the phase being requested.

Projects passing the readiness assessment will be evaluated against how well they align with CAMPO's [scoring criteria](#). Depending on the type of project, scoring is based on different performance-based criteria and cost-benefit analyses. Candidate projects moving forward in the application development process will need to be the most competitive for federal funding.

Funding Commitment

Lastly, the cost share arrangement for these federal funding programs is 80% federal and 20% local. Federal funds are administered through a reimbursement process, meaning there is no funding provided upfront. Candidate projects must have a local funding source to contribute to the required 20% local match and to cover up-front expenditures pending federal reimbursement. Local funding sources include approved bond funding, street impact fee revenue, certificates of obligation, or other sources if available.

In conclusion, City staff will complete the project identification and screening process to begin application development ahead of the CAMPO application deadline. Recommended candidate projects will be presented to the City Council in January 2026 to approve submission of the applications.

Should you have any questions or concerns, please Richard Mendoza, Austin Transportation & Public Works Director, at richardV.mendoza@austintexas.gov or 512-974-2488

cc: T.C. Broadnax, City Manager
Erika Brady, City Clerk
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