



**TRANSPORTATION ALTERNATIVES
SET-ASIDE PROGRAM**

**2023 CALL FOR PROJECTS
PROGRAM GUIDE**



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A. SUMMARY OF FUNDING OPPORTUNITY

On December 2, 2022, the Texas Department of Transportation (TxDOT or the department) announced a statewide Call for Projects for the **Transportation Alternatives Set-Aside (TA)** program (including available and anticipated future funds) for bicyclist and pedestrian infrastructure and planning. TxDOT's 2023 TA Call for Projects features a two-step application process described in this program guide. Additionally, this program guide outlines the requirements of TA funds and the evaluation and selection processes for this competitive Call for Projects. Important dates to remember are provided in Table 1.

What's New for TxDOT's 2023 TA Call for Projects

With the passage of the Infrastructure Investment and Jobs Act (IIJA), funding for the TxDOT TA Program has increased significantly. TxDOT intends to optimize the availability and use of TA funding by implementing a number of changes to its 2023 TA Program call. For the TxDOT 2023 TA Call for Projects, the following changes have been implemented that differ from previous TxDOT TA Program calls.

1. TxDOT has defined four project categories for this Call for Projects: Community-Based Projects, Large Scale Active Transportation Infrastructure, Active Transportation Network Enhancements, and Active Transportation Non-Infrastructure. See Section B for details.
2. Communities of any size may now apply for TA funding from TxDOT. Communities of 200,000 and less in population are eligible to apply for all project categories. Because communities located in Transportation Management Areas (TMAs)—urbanized areas greater than 200,000 in population—are eligible to apply for TA funds from their metropolitan planning organization (MPO), they are only eligible to apply for three of the four project categories. See Section B for details.
3. In past TxDOT TA Calls for Projects, eligible activities were limited to design and construction of bicycle and pedestrian infrastructure. For this Call for Projects, development of active transportation planning documents is also an eligible project activity. See Section B for details.
4. Projects in communities of any size may now request TA funding for preliminary engineering activities, including costs for design and environmental documentation, as part of a construction project. See Section D for details.
5. Projects in communities up to 200,000 in population that meet certain economic criteria or in an economically disadvantaged county may be eligible to use state Transportation Development Credits (TDCs) that allow projects to be funded 100% using federal TA funds rather than requiring a local match. Eligibility for TDCs is based on economic criteria outlined in *Local Match for TA Projects* in Section B.
6. TxDOT's TA program evaluation criteria and weights were updated to accommodate each of the project categories. See Section C for details.

7. The IIJA allows for 5% of TA funds to be used for technical assistance and program administration. TxDOT is developing new technical assistance tools that will assist applicants in developing project applications. These tools will be published on [TxDOT's Bicycle and Pedestrian Funding](#) webpage as they correspond with the TxDOT 2023 Call for Projects schedule. Please check the webpage periodically for updates and added tools. These tools may also be used to develop TA applications for MPO calls for projects.

Table 1: TxDOT's 2023 TA Call for Projects Important Dates

Milestones	Date
TxDOT's 2023 TA Call for Projects opens	December 2, 2022
Virtual workshops	November 29 – December 16, 2022
Responses to workshop questions posted	December 21, 2022*
Preliminary Application (PA) deadline	January 27, 2023
District coordination meeting	Before March 17, 2023*
TxDOT PA review complete	March 24, 2023
TxDOT notifies sponsors of eligibility and provides Detailed Application	March 27, 2023
Detailed Application (DA) deadline	June 5, 2023
TxDOT DA review complete	August 18, 2023*
Commission award	October 2023*

*Target dates

TxDOT Focus Areas

For the 2023 TA Call for Projects, the department is particularly interested in projects that reflect a high degree of collaboration and community consensus while directly contributing to the department's safety, mobility, and connectivity goals. Project sponsors are strongly encouraged to submit projects that:

- Improve safety, access, or mobility for people of all ages and abilities, especially bicycle and pedestrian facilities along the state highway system exceeding minimum design requirements, using innovative technologies, or extending beyond the scope of a major highway investment project area.

- Construct segments identified as part of Texas Bicycle Tourism Trails network¹ or implement a locally-preferred alternate route.
- Improve bicycling, wheelchair, and walking safety and access to or between existing bicycle and pedestrian facilities and public transportation. This may include mobility hubs that integrate multiple modes of transportation (such as transit stops, carsharing, bikesharing, micromobility, or other shared-mobility services) leveraging existing facilities and public transit to expand access for non-motorized users.
- Enhance bicycle and pedestrian access and safety to school-related destinations enabling and encouraging children, including those with disabilities, to walk and bicycle to school activities.

Proposed projects may be located on state-maintained roadway right-of-way (on-system) or along on- or off-street property owned by the project sponsor (off-system).

TA Funding Availability

Through TxDOT's 2023 TA Call for Projects, the department intends to make available approximately \$252.5 million in TA funds associated with FY 2022 through FY 2025. TxDOT administers TA funding sub-allocated to population areas of 200,000 or less that are outside TMAs. In addition, TxDOT is administering TA funding designated for use anywhere in the state. As such, in TxDOT's 2023 TA Call for Projects, TxDOT is supplementing its traditional community-based project call with three new project categories, described further in Section B.

Sub-allocated funds: Sixty percent of TA funding is suballocated by population. A portion of suballocated funds is administered by MPOs in urbanized areas (200,000 or more in population) that are TMAs. TxDOT administers suballocated funds for population areas that are smaller than 5,000 (nonurban), population areas of 5,000 to 49,999 (small urban), and population areas of 50,000 to 200,000 (medium urban).

Table 2 provides a high-level overview of TA funding available for suballocated areas, as well as anywhere in the state. A minimum of \$51.5 million is available for nonurban, small urban, and medium urban communities; the remaining funds are available to communities of any size anywhere in the state. All or some portion of these funds may be awarded as a result of this Call, depending on the actual amount of funding available and the number of suitable TA project applications received by the department. Additionally, depending on the volume and complexity of

¹ For information on the Texas Bicycle Tourism Trails Study, visit: <https://www.txdot.gov/inside-txdot/modes-of-travel/bicycle/plan-design/tourism-study.html>.

project applications, the department may elect to stagger recommended awards, so that the total funding is not awarded all at once, but issued over a series of months.

At the conclusion of the 2023 TA Call for Projects and a competitive project evaluation process, applicants will be:

- Awarded available TA funding by the Texas Transportation Commission; or
- Eliminated from further consideration in this program call. Project sponsors may resubmit these projects for consideration during future calls for projects.

Funding types listed in Table 2 may be awarded to projects in any category in this call for projects.

Table 2: TxDOT 2023 TA Program Funding

Funding Type	Population Size	TMA	Anticipated Program Funding for TxDOT TA 2023 Call for Projects
Suballocated*	Nonurban Areas (Less than 5,000)	Outside	\$31.5 million
	Small Urban Areas (5,000 to 49,999)		\$15 million
	Medium Urban Areas (50,000 to 200,000)		\$5 million
Any Area	Any Population Size	Inside or Outside	\$201 million

*A portion of suballocated funds associated with FY 22-FY 24 were awarded during TxDOT’s 2021 TA program call.
 Note: Funding types listed above may be awarded to projects in any category in this Call for Projects

ALTERNATIVE FUNDING OPTION:

TxDOT’s priority with this program call is to fund projects using TA funding. However, TxDOT reserves the right to use other federal and/or state resources to implement a project submitted under this program call that is located within TxDOT right-of-way and advances the department’s ADA/pedestrian safety, accessibility, and mobility goals. After consultation with the project sponsor, TxDOT may elect to assume oversight of project development and/or construction using TxDOT resources. Projects developed under this option could be identified during either Step 1 or Step 2 of the program call process. A local match may be required for on-system ADA/pedestrian projects advanced by TxDOT under this alternative funding option.

Two-Step Application Process

TxDOT’s 2023 TA Call for Projects involves a two-step application process, as depicted in Figure 1. This two-step approach is intended to enhance the quality of project applications and to foster

communication between project sponsors and TxDOT District staff. TxDOT's 2023 TA program call timeline is illustrated in Figure 2. Project sponsors must complete both steps in order for a project to be considered for funding under this program call. Project sponsors are limited to three applications per sponsoring entity.

Step 1 - Preliminary Application: Project sponsors seeking TA funding must complete the Preliminary Application (PA)² and submit it to TxDOT as specified in the PA instructions before close of business on **January 27, 2023**. Applications received after this deadline will not be eligible to compete for funding in this program call. The PA provides high-level project information that will allow the department to determine funding eligibility and potential project development issues. As part of Step 1, TA project sponsors are recommended to schedule and attend a meeting (in person or virtually) before end of day on March 17, 2023, with TxDOT District representatives to review the PA and discuss the overall project. TxDOT reserves the right not to advance any project to Step 2 that was not reviewed by the TxDOT District during a coordination meeting with the project sponsor.

On or about March 27, 2023, TxDOT staff will advise all project sponsors of project eligibility based on project location, population size, project type, entity, and initial project readiness. The Detailed Application will be made available to eligible project sponsors at that time. If the project sponsor is eligible and plans to use Transportation Development Credits (TDCs) for local match, this must be identified on the PA. A description of TDCs and criteria for eligibility are described in *Local Match for TA Projects* in Section B of this document.

Step 2 - Detailed Application: All eligible projects will move on to Step 2. The Detailed Application (DA) requires a more comprehensive overview of the proposed project, including a detailed construction budget and demonstration of how the proposed project meets specific TA evaluation criteria. All project sponsors must submit their DA(s) to TxDOT by **June 5, 2023**, as specified in the DA instructions.

*Project sponsors may submit no more than **three applications** in TxDOT's 2023 TA Call for Projects. Additionally, the same project application **cannot** be submitted in multiple project categories.*

² The Preliminary Application is available for download on the TxDOT Bicycle and Pedestrian Funding Programs website. <https://www.txdot.gov/inside-txdot/division/public-transportation/bicycle-pedestrian.html>

Figure 1: 2023 TA Program Call – Two-Step Process

Step 1

Project Sponsors submit Preliminary Applications (PA)

**Preliminary Application
(All projects)**

- TxDOT eligibility review
- TxDOT District meeting with eligible project sponsors

Step 2

Project Sponsors submit different Detailed Applications (DA) depending on Project Category

Community-based

- Standard Detailed Application

Large Scale

- Standard Detailed Application
- Supplemental Narrative

Network Enhancements and Non-Infrastructure

- Modified Detailed Application

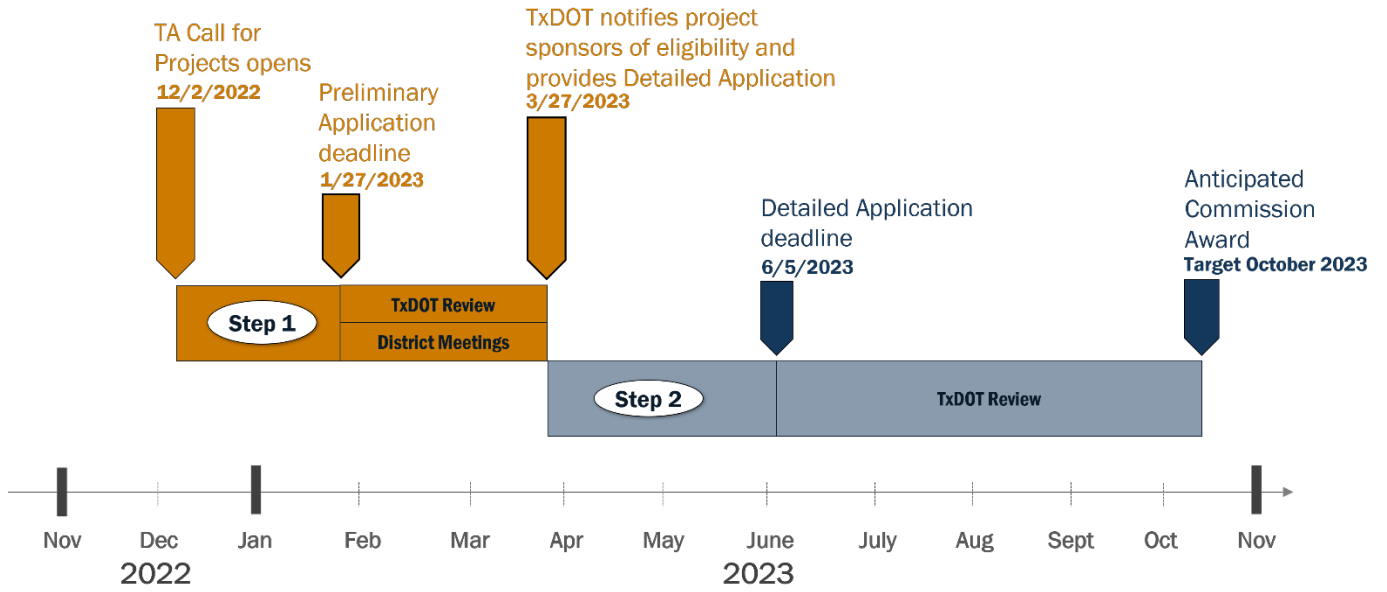
Funding Award

Commission action expected Fall 2023

Commission Awards Project Funding

- Project Evaluation
- Constructability/ Feasibility Review
- Site visits (select Large Scale projects)

Figure 2: 2023 TA Program Call Timeline



B. TRANSPORTATION ALTERNATIVES SET-ASIDE (TA) ELIGIBILITY AND REQUIREMENTS

The TA Program, as administered by TxDOT, provides funding to plan for and construct a variety of alternative transportation projects that improve safety and mobility for non-motorized travelers and mitigate congestion by providing safe alternatives to motor vehicle transport. TA Program funding has increased through FY 2026 under the Infrastructure Investment and Jobs Act (IIJA), also known as the “Bipartisan Infrastructure Law”. This continues the TA Program established under previous federal transportation funding bills. The TA Program provides funding for a variety of alternative transportation projects, including Safe Routes to School (SRTS)-type infrastructure projects. The TA Program is codified in 23 U.S.C. §133(h).

The TA Program provides opportunities to expand transportation choices and enhance bicycle and pedestrian infrastructure and planning. Each state department of transportation reviews the guidance provided by the Federal Highway Administration (FHWA) and develops rules to administer their TA Program according to that state’s priorities. In Texas, the department’s TA Program operates under rules adopted by the Texas Transportation Commission, which may be found in 43 Texas Administrative Code (TAC) §§11.400 - 11.418 and §§16.153 - 16.154.³

[Project Location Restrictions for TA Projects](#)

TxDOT administers statewide TA Program funds that are available to communities of any population size anywhere in the state, as well as TA funds suballocated for projects located outside the smoothed boundary of Census Urbanized Areas greater than 200,000 in population, which have been identified as Transportation Management Areas (TMAs). Projects located outside TMAs (i.e., in nonurban, small urban, and medium urban areas) are eligible for all project categories in TxDOT’s 2023 TA Call for Projects. Because communities located inside TMAs are eligible to apply for TA funds from their MPO, they are only eligible to apply for three of the four project categories: Large Scale Active Transportation Infrastructure, Active Transportation Network Enhancements, and Active Transportation Non-Infrastructure. Please reference the [Interactive Map](#) to determine which project categories your community is eligible for.

[Project Categories and Eligible TA Project Activities](#)

Eligible TA activities for TxDOT’s 2023 TA Program Call for Projects are provided below for each of the project categories.

Community-Based Projects are eligible for reimbursement for construction and engineering costs in communities of 200,000 or less outside of Transportation Management Areas (TMAs) and may range between \$250,000 and \$5 million in estimated costs related to:

³ In Texas, TA funds for the Recreational Trails Program are administered through the Texas Parks and Wildlife Department.

1. Bicycle infrastructure improvements
2. Shared use paths
3. Sidewalk improvements
4. Infrastructure-related projects to improve safety for non-motorized transportation

Examples of community-based projects include accessible sidewalks with curb extensions, buffered bicycle lanes with bike parking at bus stops, or shared use paths with shade trees and safety lighting.

Large Scale Active Transportation Infrastructure projects are eligible for reimbursement for construction and engineering costs in communities of any size and may range between \$5 million and \$25 million related to:

1. Bicycle infrastructure improvements
2. Shared use paths
3. Sidewalk improvements
4. Infrastructure-related projects to improve safety for non-motorized transportation
5. Construction of boulevards and other roadways that are located primarily in the right-of-way of divided highways and that improve access for bicyclists, pedestrians, and transit users and do not reduce on-system roadway capacity unless such a reduction has the prior approval of the department⁴

According to FHWA, a boulevard is defined as a walkable, low-speed (35 mph or less) divided arterial thoroughfare in urban environments designed to carry both through and local traffic, pedestrians and bicyclists. An eligible "boulevard" project should demonstrate some of the following elements:

- Traffic calming measures
- Context-sensitive bicycle and pedestrian facilities
- Compliance with accessibility requirements and guidelines
- Promotion of transit corridor through additional protected stops and routes
- Environmentally efficient lighting, landscaping, and water-saving systems

For more information about boulevards related to TA projects please reference [FHWA's definition and guidance](#).

Large-scale projects may include high impact projects that substantively improve mobility options such as: long-distance active transportation routes (e.g., bicycle tourism trails), comprehensive or area-wide accessibility improvements, active transportation connections to intermodal hubs (e.g.,

⁴ Boulevard projects in TxDOT ROW must receive written approval from the TxDOT District Engineer for the TxDOT District the project is located in.

first/last-mile solutions at transit stations), shared use paths in rail or utility corridors, and improvements that mitigate barriers to bicycling and walking (e.g., pedestrian/bicycle bridges).

Large-scale projects may be composed of multiple elements that work together to create a connected network. The project sponsor should demonstrate how the elements contribute to a connected network in the project description, the maps, the planning section, and in the transformational narrative.

Active Transportation Network Enhancements projects are eligible for reimbursement for light construction/installation projects in communities of any size. These projects are intended to be quick turnaround projects that directly connect to and enhance active transportation networks and can be completed within one year after award. Projects should have limited or no design and no ROW acquisition activities. For projects located in communities of 200,000 or less in population, the minimum project cost is \$250,000; for projects located in communities greater than 200,000, the minimum project cost is \$1M. Examples include:

1. Traffic signal improvements in support of active transportation networks (e.g., pedestrian/bike-friendly traffic signal phasing improvements, pedestrian signal head additions)
2. Bicycle/pedestrian counters
3. Bike-share bikes and kiosk installations
4. Citywide bike parking installations
5. Citywide high visibility crosswalk installations
6. Separated bike lane upgrades (converting existing bike lanes into separated bike lanes)
7. Citywide ADA upgrades
8. Traffic calming activities directly supporting active transportation networks (mini roundabouts, curb extensions/bulb-outs)

Active Transportation Non-Infrastructure projects are eligible for development of planning documents to assist communities of any size in developing non-motorized transportation networks. The minimum project award is \$100,000. Examples include:

1. Safe Routes to School plans
2. Pedestrian plans
3. Bicycle plans
4. Safety action plans for pedestrians or bicyclists
5. Active Transportation plans that plan for multiple non-motorized transportation modes

Please refer to Section D. Allowable Costs for more details. For additional details about the above eligible project activities, refer to 43 TAC §11.404(a). Whether proposed as an independent project or as an element of a larger transportation project, the project must be limited to a logical unit of work and be constructible as an independent project.

Consistent with federal guidance outlined in 23 USC 217, TxDOT-selected TA projects should be principally for transportation rather than purely recreational and must contribute to a safe, contiguous, accessible, integrated walking and bicycling network that provides travelers with a real choice of transportation modes.

Projects, or substantially similar projects, previously submitted in a metropolitan planning organization (MPO) administered TA call for projects may be submitted for TA funding under this program call as long as the MPO call for projects is not occurring concurrent with the TxDOT TA Call for Projects. If the project is no longer being considered and will not be awarded funding by the MPO, it can be submitted under this call for projects.

A project that is currently being considered for TA funding by an MPO cannot be submitted to this Call for Projects.

Additionally, projects under an existing local agreement (i.e., Advance Funding Agreement) may not be resubmitted under this program call unless substantial additional funding is being requested for unforeseen project costs and this program call will not delay the original project from being implemented on schedule. Table 3 summarizes eligibility information.

Due to the amount of funding available in this Call for Projects and the importance of optimizing funding so that funds are successfully obligated and projects implemented in accordance with federal requirements, TxDOT will maintain some flexibility in regard to total funding awarded to each project category. Project funding amounts shown on row three of Table 3 are intended as targets. Depending on the number of applications and project amounts received during the Call for Projects, TxDOT may award projects with costs that exceed these targets. Conversely, project sponsors submitting projects in the Large Scale Active Transportation Infrastructure project category or that exceed funding targets should develop the project with phasing in mind, with options for scaling the project back if TxDOT is not able to award the total amount requested.

Additionally, TxDOT is targeting total awards of between \$10 million and \$20 million for the Active Transportation Network Enhancements and between \$3 million and \$5 million for Active Transportation Non-Infrastructure, but the total amount of funds awarded to these project categories will depend on the amount and suitability of applications received.

To help determine which project category your project matches please use the decision tree in Figure 3.

Table 3: TxDOT’s 2023 TA Project Categories

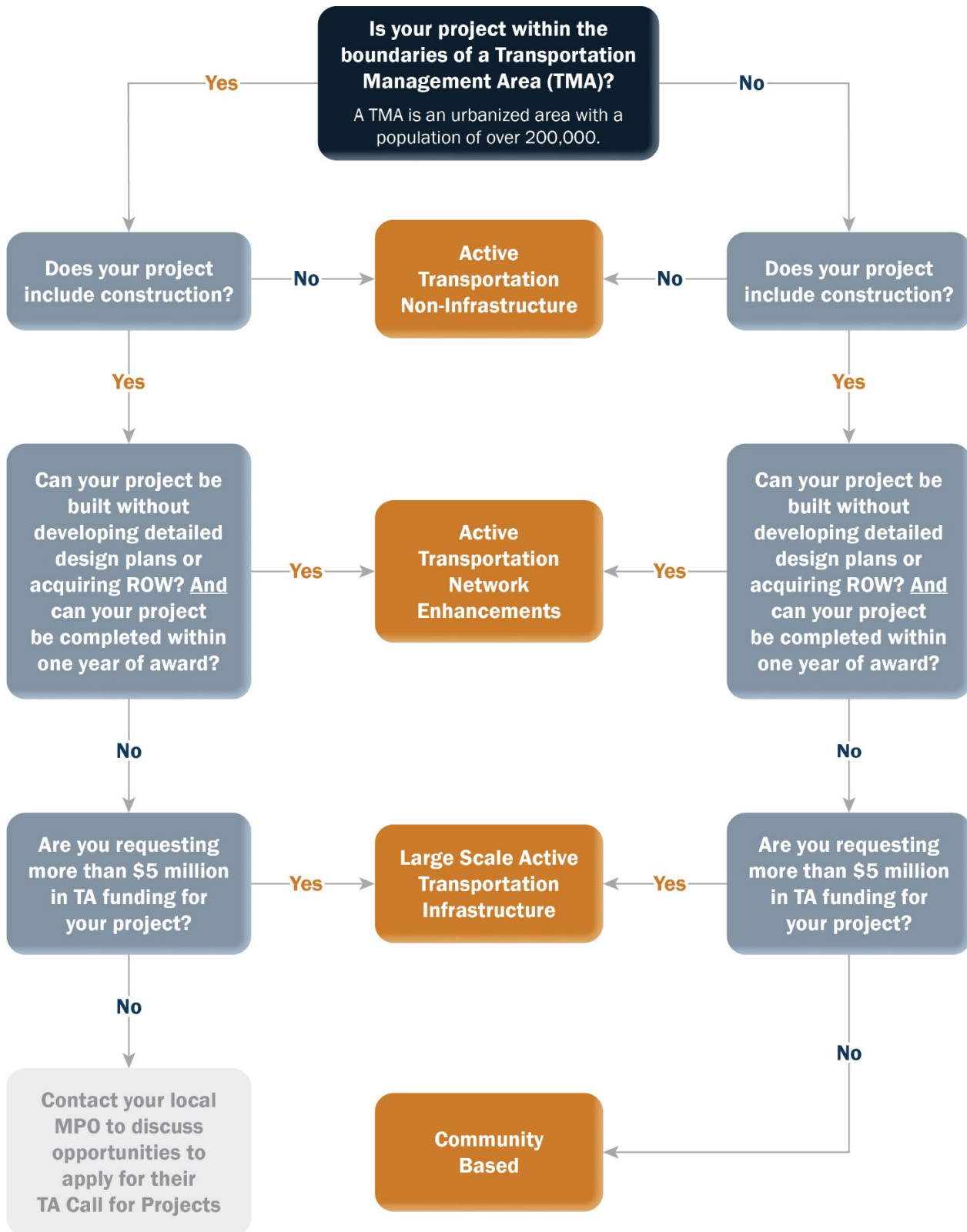
Project Category	Community-Based Infrastructure	Large Scale Active Transportation Infrastructure	Active Transportation Network Enhancements	Active Transportation Non-Infrastructure
Eligible Areas	Outside of TMAs & Population Areas < 200,000	Any Population Area		
Local Match	20% ¹			
Target Project Funding Amounts	\$250,000 to \$5M per project	\$5M to \$25M per project	\$250,000 minimum for cities <200,000; \$1M min otherwise ²	\$100,000 minimum ³
Eligible Project Sponsors	<ul style="list-style-type: none"> Local governments School districts 	<ul style="list-style-type: none"> Transit agencies Small MPOs (<200k) 	<ul style="list-style-type: none"> TxDOT at the request of a sponsor Others (see Eligible Sponsors) reference section 	
Eligible Activities	<p>Preliminary engineering and construction for</p> <ul style="list-style-type: none"> Bicycle infrastructure improvements Shared use paths Sidewalk improvements Infrastructure-related projects to improve safety for non-motorized transportation Construction of boulevards and other roadways that are located primarily in the right of way of divided highways and that improve access for bicyclists, pedestrians, and transit users and do not reduce on-system roadway capacity unless such a reduction has the prior approval of the department (for large scale active transportation only) 		<p>Quick construction or installation activities</p> <ul style="list-style-type: none"> Support active transportation networks Infrastructure projects with limited or no design and no ROW acquisition activities Can be completed quickly after award (a year) 	<p>Planning documents to assist communities develop non-motorized transportation networks</p>
Project Examples	<ul style="list-style-type: none"> Bike lanes, sidewalks, or shared use paths between key destinations and existing facilities Bike lanes, sidewalks, or shared use paths between schools and neighborhoods Eliminating barriers, improving safety, filling in gaps in bike/ped network Safety lighting for pedestrians/bicyclists 	<p>High impact projects that substantively improve mobility options such as:</p> <ul style="list-style-type: none"> Long-distance active transportation routes (e.g., bicycle tourism trails) Comprehensive accessibility improvements Intermodal hubs Shared use paths in rail or utility corridors Improvements that mitigate barriers to bicycling and walking (e.g., ped/bike bridges) 	<ul style="list-style-type: none"> Traffic signal phasing improvements (e.g., leading pedestrian intervals) Citywide pedestrian signal head additions Citywide bike/ped counters Bike share bikes and kiosk installations Citywide bike parking installations Citywide high visibility crosswalk installations Separated bike lane upgrades (converting existing bike lanes into separated bike lanes) Citywide ADA improvements Mini roundabouts Curb extensions/bulb-outs 	<ul style="list-style-type: none"> SRTS plan Pedestrian plan Bike plan Safety action plan for pedestrians or bicyclists Active transportation plan ADA transition plans

¹ Some communities may be eligible for TDCs which allow for 100% federal TA funds to be applied to the project in lieu of a local match

² Target total award for all projects in this category ~\$10M-20M

³ Target total award for all projects in this category ~\$3M-5M

Figure 3: 2023 TA Program Call Project Category Decision Tree



Local Match for TA Projects

TA funding provides 80% federal funds with a 20% minimum local match required. The local funding match may be provided in one of the following ways:

- Cash provided by the project sponsor, or
- State funds in limited circumstances, or
- Transportation Development Credits (TDCs) for projects that meet specific economic criteria

A brief description of TDC eligibility is provided below.

Projects selected by the commission will include the addition of a 15% TxDOT administrative fee (based on the total estimated project construction cost) for TxDOT's direct state cost associated with the department's administration and oversight of the project. The department's administrative fee will be 80% federally funded with a 20% local match. The 20% local match for TxDOT's administrative cost can be provided utilizing the local match options outlined above.

Funds from other federal programs may be used as local funding match only when specifically authorized by federal law or regulation. Donated services may not be accepted as local funding match but may help reduce the overall cost of the project to the sponsor and would not be included in the project budget or scope of work. Third party cash donations paid to the project sponsor for use as the local match may be acceptable, if authorized by law.

TxDOT may in certain circumstances apply state funds to local match for projects that are on-system or fulfill ADA Transition Plan recommendations. This will be at the discretion of the TxDOT district the project is located in.

TA is a reimbursement program. After a project is authorized to proceed, allowable expenses are incurred by the project sponsor and reimbursement must be requested from the department. If a project selected by the commission is implemented by the department, the project sponsor must provide the local funding match prior to the commencement of project activities for each phase of work as outlined in the local agreement (i.e., Advance Funding Agreement).

Transportation Development Credits (TDCs)

Toll or transportation development credits are a federal transportation funding tool used to meet federal funding matching requirements. States accrue TDCs when capital investments are made in federally approved tolled facilities including toll roads and bridges. For TxDOT's 2023 TA Call for Projects, all projects that meet the economic criteria below may be eligible to apply for state TDCs that allow for 100% federal TA funds to be applied to the project in lieu of a local match. Under TxDOT's 2023 TA Call for Projects, eligibility for TDCs is as follows:

1. The project is located in an economically disadvantaged county certified by the commission for FY 2023, or
2. The project is located in a city/Census Designated Place (CDP) that meets all of the following criteria:
 - Population less than 200,000
 - Below state average per capita taxable property value⁵
 - Below state average per capita income⁶, and
 - Above state average unemployment⁷

Appendix A identifies cities and CDPs that are eligible for TDCs. For a map of cities and CDPs eligible to use TDCs for local match please use this link:

<https://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=eb6b53d80aef46a3a9f5c28dd4248597>).

For rural projects located outside jurisdictional boundaries or CDPs not identified on the map, contact [TxDOT-PTN](#) for guidance.

Eligible TA Project Sponsors

Entities eligible to receive TA funds are listed below.

- A local government
- A regional transportation authority
- A transit agency
- A natural resource or public land agency
- A school district, a local education agency, or a school
- A tribal government
- A metropolitan planning organization (MPO) that serves an area with a population of 200,000 or less
- A nonprofit
- Any other local or regional governmental entity with responsibility for, or oversight of, transportation or recreational trails (other than an MPO that serves a population greater 200,000 or a state agency)
- A state, at the request of an entity listed above

⁵ Texas Comptroller of Public Accounts; 2020 City Rates and Levies, Total Property Market Value and U.S. Census Bureau; 2020 Decennial Census, Total Population

⁶ U.S. Census Bureau; 2020 5-Year Community Survey, Table DP03, Per Capita Income

⁷ U.S. Census Bureau; 2020 5-Year Community Survey, Table DP03, Civilian Unemployment Rate

Refer to 23 U.S.C. §133(h) for further details/descriptions of the above entities. A project sponsor may need to provide the department a reference to its enabling legislation for review to determine eligibility.

According to 23 U.S.C. §133(h)(4)(B), state departments of transportation (DOTs) at the request of another eligible entity are eligible project sponsors. Additionally, MPOs with a population of 200,000 or less are eligible project sponsors for TA funds. Moreover, state DOTs and MPOs of any size may provide assistance with applications or carry out a TA project once it is awarded funds even if the state DOT or MPO was not involved in the application for the project. For more information, see Section I. Project Implementation.

Entities with limited federally funded construction experience and entities without ROW ownership are strongly encouraged to partner with local governments (city, county, etc.) on construction-related projects. Only one entity is permitted to serve as a project sponsor and enter into an agreement for project implementation with TxDOT. The project sponsor is 100% responsible for the local match and project development.

Typically, a local government serves as the project sponsor because the majority of the improvements are located on property maintained by the local government. When a third party, such as a school district or nonprofit entity, partners on a project or agrees to provide a portion of the local funding match, it would be the project sponsor's responsibility to execute an agreement with the third party for any funding commitments and secure any right-of-entry for project construction while remaining the sole project sponsor.

Additionally, project sponsors may partner with transit agencies on projects that support safe, accessible connections to transit. TA funds may be transferred to a compatible Federal Transit Administration (FTA) grant program for implementation when a project has a transit nexus and when all project components are eligible under the receiving FTA Program rules. A transit nexus is defined as providing connecting pedestrian facilities within ½ mile of transit service or providing connecting bicycle facilities within 3 miles of transit service. Above, table 3 summarizes eligibility information.

C. PROJECT EVALUATION AND SELECTION CRITERIA

Selection criteria for TxDOT's TA Program were developed to support TxDOT's mission of connecting Texans to where they need to go and the department's vision to be a forward-thinking leader delivering mobility, enabling economic opportunity, and enhancing quality of life for all Texans. Additionally, TxDOT hosted a workshop to receive input from MPO and TxDOT stakeholders to establish evaluation criteria. These criteria were reviewed by the Bicycle and Pedestrian Advisory Committee and TxDOT staff to establish criteria category weights for each of the project categories. The department will evaluate the potential benefit to the state of each eligible TA project, as well as the project's potential to enhance the surface transportation system. The department intends to recommend and implement projects in various communities across Texas and includes equity evaluation criteria and local match assistance to ensure that projects in disadvantaged communities are afforded access to TA Program funds.

Table 4 outlines the criteria categories and measures that will be used to evaluate all eligible projects. The table includes a brief description of each evaluation criterion and a list of measures for each category. Table 5 provides the criteria category weights by project category. In the Detailed Application, project sponsors will address the criteria categories by responding to questions targeted toward specific evaluation criteria. A Detailed Application form and instructions will be available for download on the TxDOT webpage (<https://www.txdot.gov/inside-txdot/division/public-transportation/bicycle-pedestrian.html>) on or around March 27, 2023.

Table 4: Criteria Categories, Descriptions, and Measures

Criteria Category	Criteria Description	Criteria Measures	Evaluation Details
Safety	<ul style="list-style-type: none"> ▪ Demonstrates need for safety improvement and appropriate safety countermeasures ▪ Provides safer and/or less intimidating accommodations for walking, bicycling, and other non-motorized travel 	Non-motorized crash count	TxDOT GIS analysis
		Non-motorized crash rate	TxDOT GIS analysis
		Documented safety hazards	Analysis of application responses
		Professional judgement of countermeasure appropriateness	Analysis of application responses
		Proposed infrastructure elements	Analysis of application responses
Connectivity & Accessibility	<ul style="list-style-type: none"> ▪ Improves active transportation access to destinations of interest such as business districts, downtown, centers of business activity, high density residential, and/or employment centers ▪ Supports multi-modal connections ▪ Eliminates barriers to pedestrians, bicycle riders, and wheelchair users ▪ Supports investments in local/interregional tourism, especially Texas Bicycle Tourism Trails 	Connects to bicycle, pedestrian, and/or transit infrastructure	Analysis of application responses
		Connects to active transportation destinations	Analysis of application responses
		Eliminates barriers	Analysis of application responses
		Along long-distance bike route	Analysis of application responses
		Population density*	TxDOT GIS analysis
		Employer density*	TxDOT GIS analysis
Project Readiness	<ul style="list-style-type: none"> ▪ Demonstrates the ability to advance the project to construction immediately, if selected for funding ▪ Identifies comprehensive, detailed construction cost estimate ▪ Meets and/or exceeds design criteria established by US Access Board, FHWA, AASHTO, TxDOT, and/or NACTO ▪ Past project sponsor performance on previous 	Professional judgement rating of project constructability/feasibility	Analysis of application responses
		Professional judgement rating of shovel readiness	Analysis of application responses
Geographic Equity	<ul style="list-style-type: none"> ▪ Enhances livability by improving active transportation access and improves mode choice in underserved communities 	Average percent zero car household	TxDOT GIS analysis
		Average percent unemployed	TxDOT GIS analysis
		Average percent minority	TxDOT GIS analysis
		Average percent disabled	TxDOT GIS analysis
		Average percent elderly	TxDOT GIS analysis
Community Support & Planning	<ul style="list-style-type: none"> ▪ Public outreach demonstrates positive community support ▪ Established community partnerships commit to collaboratively implement project ▪ Project demonstrates a link to formal transportation planning efforts (e.g., ADA Transition Plan) ▪ Demonstrates commitment to provide the local match 	Professional judgement of supporting documentation of community support	Analysis of application responses
		Professional judgement of alignment with local planning documents (if provided)	Analysis of application responses

* Criterion only applies to Community Based TA Medium Urban projects and Large Scale Active Transportation projects.

Detailed applications for Large Scale Active Transportation Infrastructure projects will also be required to submit narrative responses to support a criteria category called Transformational Elements. Additional points may be added to Large Scale Active Transportation Infrastructure based on Transformative Elements of projects.

Additional Criteria Category	Criteria Description	Criteria Measures
Transformational Elements <i>(Large Scale Active Transportation Infrastructure only)</i>	<ul style="list-style-type: none"> • Eliminates significant barrier for peds and/or bikes • Mitigates significant impacts to underserved communities • Leverages and/or complements other existing projects in community • Features significant economic development potential • Features innovative partnerships • Applies innovative, smart, or connected technologies 	Professional judgment of narrative response

Table 5: Criteria Categories Weights by Project Category

Criteria Category	Criteria Category Weights			
	Community Based	Large Scale*	Network Enhancements	Non-Infrastructure
Safety	25%	25%	20%	30%
Connectivity & Accessibility	25%	25%	20%	30%
Project Readiness	25%	25%	35%	-
Geographic Equity	15%	15%	15%	20%
Community Support & Planning	10%	10%	10%	20%
Total	100%	100%	100%	100%

*Additional points may be added to Large Scale Active Transportation Infrastructure based on Transformative Elements of projects.

Evaluation Process

A department evaluation committee will oversee an evaluation process that will result in a recommended list of projects submitted during this Call for Projects to receive funding. Department staff will review, evaluate, and recommend projects submitted during the department’s 2023 TA Call for Projects. TxDOT staff will screen each proposed project to determine whether it is eligible for funding under applicable federal and state law and determine whether the proposed project would meet technical standards established by applicable law and acceptable professional practice.

This Call for Projects features a two-step application process. The first step will culminate in an eligibility determination subject to TA Program rules based on responses in the preliminary application. Department staff will verify the eligibility of the project sponsor, the proposed construction activity, and the project location. At the end of Step 1, eligible project sponsors will be notified of their eligibility to submit a detailed application during Step 2. A detailed application with instructions will be provided to eligible project sponsors to download at that time. If the project sponsor, construction activity, or location is determined to be ineligible at any time during the application process, then the project sponsor will be notified that the project will not be further considered for funding under this program.

In Step 2, each eligible project will be scored—criteria category scores are weighted using the list of criteria and weights provided above in Tables 4 and 5.

During project evaluation, TxDOT may identify potential constructability concerns (e.g., drainage issues, limited ROW, substantially inadequate budget, etc.). In this situation, TxDOT may recommend a project be phased and advanced for preliminary engineering (i.e., PS&E and environmental documentation) only. If a project is awarded preliminary engineering funding only, the project must be resubmitted in a future call for projects to be considered for construction funding.

A project that does not complete Step 1 successfully will not be evaluated in Step 2. An application package that fails to include items required in the instructions for the preliminary and detailed applications will be considered incomplete and may not be considered for funding. The department may request supplemental information, as needed, to conduct project screening and evaluation. If a project sponsor is nonresponsive or fails to adequately address requests for supplemental information, their application will be considered incomplete and may not be considered by funding.

The evaluation committee will provide project selection recommendations and supporting documentation to the director of the division responsible for administering the TA Program. The director of the responsible division will review the recommendations and supporting documentation and provide a list of recommended projects to the commission for consideration.

D. ALLOWABLE COSTS

For TxDOT's 2023 TA Program call, the department's TA funds are available for:

- Project construction
- Preliminary engineering and design, including preparation of construction plans, specification, and estimates (PS&E), and associated survey work
- Environmental documentation
- Planning activities associated with development of planning documents to assist communities develop non-motorized transportation networks
- Right-of-way acquisition on a case-by-case basis as approved by TxDOT. ROW acquisition must facilitate project execution within TA Program obligation requirements and be supported by affected property owners.

Any project costs incurred prior to selection by the commission, execution of a local agreement, and authorization from the department to proceed will not be eligible for reimbursement. The commission will specify an amount of federal TA funds for each project. See Section F for details.

Projects funded under 23 U.S.C. §133, including TA projects, shall be treated as projects on a federal-aid highway (23 U.S.C. §133(i)). This subjects all TA projects to various federal-aid requirements (e.g., Davis-Bacon prevailing wage requirements, Buy America, planning, environmental review, procurement and letting, etc.). Guidance regarding such requirements is found in the **TxDOT Local Government Projects Toolkit (LGP Toolkit)** at <https://www.txdot.gov/government/processes-procedures/lgp-toolkit.html>. The LGP Toolkit provides specific information regarding the applicable laws (see Project Policy Manual), procedures (see Project Management Guide), and best practices (see Best Practices Workbook) that must be adhered to regarding some or all phases of a TA project. Relevant portions of the LGP Toolkit are referenced in this guide.

The following costs are not eligible for federal reimbursement under this program call with TxDOT's TA funds:

- Environmental mitigation
- Utility adjustments (unless incidental to the project and approved as part of the project scope)
- Landscape improvements (unless incidental to the project and approved as part of the project scope)
- Acquisition of right-of-way and other property purchases that are not approved by TxDOT

The total amount for incidental construction activities (such as minor utility adjustment, minor drainage improvements, roadway repair, etc.) should not exceed 30% and amenities are allowed up to 10% of the project's construction budget.

If any element in a project application fails to meet federal and state requirements (e.g., warrants or conditions for traffic signals), the item will not be considered an eligible expense for reimbursement. A project construction budget must have a minimum of 75% of its cost items eligible for reimbursement in order to remain in competition. Ineligible items will not be funded. The project sponsor will need to demonstrate a willingness and ability to pay ineligible costs and/or demonstrate that the TA project is constructible as an independent project without the ineligible items.

Project overruns will be evaluated by the responsible division administering the program, in coordination with the project sponsor, on a case-by-case basis to determine if the project will continue and how the additional costs will be covered. The criteria for determining if the project may receive additional federal funding to cover overruns were established in 43 Texas Administrative Code (TAC) §11.411(d) and are outlined below.

If program funds remain or are returned to the program due to cost underruns, the responsible division may apply additional TA Set-Aside funds, on a needs basis, for project overruns based on:

1. Justification of overruns,
2. Timing of request,
3. Availability of funds;
4. A reasonable expectation of the ability of the project sponsor to complete the project; and
5. If overrun requests exceed available funds, application of additional funds will be based on the economic criteria outlined below:
 - a. Project is located in an economically disadvantaged county certified by commission for FY 2023, or
 - b. Project is located in a city/Census designated place (CDP) that meets the following criteria:
 - i. Population less than 200,000
 - ii. Below state average per capita taxable property value⁸
 - iii. Below state average per capita income⁹, and
 - iv. Above state average unemployment¹⁰

⁸ Texas Comptroller of Public Accounts; 2020 City Rates and Levies, Total Property Market Value and U.S. Census Bureau; 2020 Decennial Census, Total Population

⁹ U.S. Census Bureau; 2020 5-Year Community Survey, Table DP03, Per Capita Income

¹⁰ U.S. Census Bureau; 2020 5-Year Community Survey, Table DP03, Civilian Unemployment Rate

E. 2023 PROJECT SPONSOR WORKSHOP SCHEDULE

TxDOT will host project sponsor workshops in-person and virtually to provide information and guidance on TxDOT's 2023 TA Call for Projects. Potential project sponsors, consultants, and others interested in the program are invited to attend any scheduled workshop listed below. Registration is required for virtual meetings. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend or participate, please contact the coordinator identified below at least five business days in advance of the meeting. Recordings of these virtual workshops will be available for review on the TxDOT webpage (<https://www.txdot.gov/inside-txdot/division/public-transportation/bicycle-pedestrian.html>) in the weeks following the workshops. Questions submitted during the workshops or received by December 16, 2022 will be reviewed and responses posted on the program webpage on or around December 21, 2022.

November 29, 2022 (9:00AM – 12:00PM)

Virtual Workshop

[Click Here to Register](#)

Coordinator: [Noah Heath](#) (316) 876-7184

November 30, 2022 (9:00AM – 12:00PM)

League City Community Center,

400 South Kansas Avenue

League City, Texas 77573

Coordinator: [Ana Ramirez Huerta](#) (281) 928-4156

December 6, 2022 (9:00AM – 12:00PM)

North Central Texas Council of Governments

Transportation Council Room

616 Six Flags Dr., Centerpoint Two

Arlington, TX 76011

Coordinators: FTW [Iftexhar Ali](#) (817) 370-3565

DAL [Rachael Twiggs, P.E.](#) (214) 320-6669

December 7, 2022 (9:00AM – 12:00PM)

TxDOT El Paso District Office,

13301 Gateway Blvd West

El Paso, TX 79928

Coordinators: [Adriana Rodriguez](#) (915) 790-4221

[Jose Bocanegra Jr.](#) (915) 790-4365

December 15, 2022 (9:00AM – 12:00PM)

TxDOT Laredo District Office,

Large Meeting Room

1817 Bob Bullock Loop

Laredo, TX 78043

Coordinator: [Janece Marquez](#) (956) 712-7438

December 16, 2022 (9:00AM – 12:00PM)

Virtual Workshop

[Click Here to Register](#)

Coordinator: [Noah Heath](#) (316) 876-7184

F. SELECTION OF TA PROJECTS BY THE TEXAS TRANSPORTATION COMMISSION

The Texas Transportation Commission (commission) will select TA projects through a competitive process administered by the department.

The commission, by written order, will select projects for funding under the TA Program based on:

1. Recommendations from the director of the division responsible for administering the TA Program
2. The project's potential benefit to the state
3. The project's potential to enhance the surface transportation system
4. Funding availability

The commission is not bound by project recommendations provided by the department. The department will notify the sponsors of selected projects.

The commission will specify an amount of federal TA funds for each project selected. Refer to Section E. Allowable Costs for information on project cost overruns.

The number of project applications and individual project complexity may result in commission action over one or more meetings to expedite project implementation.

G. PROJECT ELIMINATION

A project will be eliminated from participation in the TA Program if, prior to the execution of the local agreement, the governing body of a municipality or county in which project activities are proposed, by resolution, order, or other official action, notifies the department of its opposition to the project.

TxDOT's executive director may eliminate a project or a portion of a project from participation in the TA Program if:

- The project sponsor fails to meet requirements established in the department's rules
- Implementation of the project would involve significant deviation from the activities proposed in the application package and approved by the commission
- The project sponsor withdraws from participation in the project
- A local agreement (i.e., Advance Funding Agreement) is not executed between the local entity and the department within one year after the date that the commission selected the project
- A construction contract has not been awarded or construction has not been initiated within three years after the date that the commission selected the project
- The executive director determines that federal funding may be lost because the project has not been advanced, implemented, or completed in a timely manner

H. FINDING OF INELIGIBILITY AND REQUEST FOR RECONSIDERATION

The department will notify the project sponsor of ineligible project activities proposed and the reason for the determination by certified mail, return receipt requested. A request for reconsideration may be initiated only by a certified letter from the project sponsor setting forth reasons in support of a finding of eligibility to the department's executive director with a CC: to the director of the division responsible for the TA Program (see addresses below). The letter requesting reconsideration MUST be received by the department no later than 15 days after the project sponsor received the department's notification of ineligibility, as established by the certified mail return receipt. A request for reconsideration must be mailed to the following parties:

To: TxDOT Executive Director
125 E. 11th Street
Austin, Texas 78701

Copy: TXDOT – PTN Director
125 E. 11th Street
Austin, Texas 78701

The determination of the executive director (following consultation with department and FHWA staff) in response to a project sponsor's request for reconsideration will be final.

I. PROJECT IMPLEMENTATION

The project sponsor shall implement or arrange for implementation of each project selected by the commission in accordance with statutory requisites and contracting procedures applicable to the type and character of the project. In accordance with 23 CFR §635.105, TxDOT ensures that a project sponsor “is adequately staffed and suitably equipped to undertake and satisfactorily complete” a project, and therefore, the department, in its sole discretion, may decide to perform certain phases or otherwise complete a project on behalf of a project sponsor. All projects shall be developed to current standards and specifications established or recognized by the federal government, the department, and the TA rules.

Local Government Project Requirements

All project sponsors awarded funding under the TA Program who propose to manage and perform any work on the project will be required to designate a “Responsible Person in Charge” (RPIC), a “Project Manager” (PM), and a “Qualified” person in accordance with TxDOT’s Local Government Project Program (LGPP). Refer to the TxDOT Local Government Projects Toolkit for requirements: <https://www.txdot.gov/government/processes-procedures/lgp-toolkit.html>.

Through its LGPP Qualification Program, the department offers a 12-hour course (LGP101) to train and qualify individuals working on state or federally funded projects. Training is complete when at least one individual who is working actively and directly on the project successfully completes and receives a certificate for the LGP101 course. The individual who completes this training is designated as the project sponsor’s “Qualified” person. The “Qualified” person may be an employee of the local government or an employee of a firm that has been contracted by the local government to perform oversight of the project. The department requires all persons “Qualified” through this program to successfully complete the LGPP qualification course at least once every three years. For local government project guidance and training visit the department’s LGPP website: <http://www.txdot.gov/government/programs/local-government-projects.html>. It is recommended that the project sponsor’s “Qualified” person complete the LGPP training as soon after project selection as possible.

In order for the department to authorize a local entity to manage elements of a project with FHWA or state funds, the department MUST perform a Local Government Risk Assessment. This assessment allows the department to evaluate the project sponsor’s qualifications to perform one or more elements of the project development process for an FHWA- or state-funded project and set an appropriate level of department oversight. Refer to the department’s guidance for Local Government Risk Assessment and Participation/Responsibilities in AFAs at: <http://ftp.dot.state.tx.us/pub/txdot/lgp/funding/guidance.pdf>.

[Adding Projects to the Statewide Transportation Improvement Program \(STIP\)](#)

TA projects may be grouped in the TIP/STIP unless the project doesn't meet the definition of a grouped project, is considered regionally significant, or is required to be individually listed in accordance with MPO policy. If a project selected by the commission is to be implemented in a metropolitan area, the department will request that the metropolitan planning organization (MPO) for that area immediately begin the process required to include the selected project in its Transportation Improvement Program (TIP) as appropriate; however, *it is the project sponsor's responsibility to make sure the project is included in the MPO's local TIP*. Early coordination with the MPO is strongly recommended. For projects in population areas outside the boundaries of an MPO, the department will immediately begin the process to include projects in its rural TIP and STIP, as appropriate. Projects that are individually listed must be identified in the MPO's TIP or in the department's rural TIP before the project can be added to the STIP. The STIP is updated quarterly and requires FHWA approval.

[Execution of Local Agreement with the Department](#)

All TA project sponsors must enter into a local agreement (e.g., Advance Funding Agreement) with the department and comply with all federal and state procedures applicable to development of federal-aid transportation projects. The local agreement must be executed by the project sponsor within one year of the date of selection by the commission or risk loss of federal funding.

Development of the local agreement for TA projects can begin immediately after project selection. As part of the agreement process, a determination will be made as to whether the project's federally participating preliminary engineering and construction letting (advertisement for bids and contract management) will be performed by the department or by the project sponsor. At the department's discretion, TA projects may be developed and/or let for construction by the department. Alternatively, project sponsors may seek department authorization for local project development and/or construction letting of their project(s).

In accordance with federal and state rules, the department will perform a Local Government Risk Assessment to determine the project sponsor's qualifications to perform one or more elements of the project development process. For additional information refer to ***Local Government Project Requirements***, above, and: <http://www.txdot.gov/government/programs/local-government-projects.html>. This determination dictates many subsequent steps in the project development process. A project sponsor requesting local responsibility for project development or construction letting will need to demonstrate adequate cash flow to accommodate the payment of 100% of costs pending reimbursement of the federal and/or state share of allowable costs for TA projects. The department's local district office will make the final determination after consultation with division staff and the project sponsor. See *Construction Letting by the Project Sponsor* and *Construction Letting by the Department* below.

Regardless of whether the project is developed and let for construction by the department or by the project sponsor, the department will have oversight responsibility and will incur direct state costs associated with project development, plan review (generally conducted at 30%, 60%, 90%, and 100% complete), and construction oversight. The detailed application will automatically apply a 15% fee to the project budget for the department's direct state costs, based on the total estimated cost for construction. The department's direct state costs are eligible for federal reimbursement in accordance with the program rules.

Example 1:

A TA project with an estimated construction cost of \$1,000,000 will have a 15% administration cost of \$150,000, which will be added to the total project cost. TA project costs are 80% federally reimbursable with a 20% local match. The 20% local match for a \$150,000 direct state cost would be \$30,000.

As outlined in the local agreement, the project sponsor will be required to advance the local match for preliminary engineering phase activities including the associated direct state costs in cash within 30 days of signing the local agreement. The department will not begin project reviews until the local match is received. The project sponsor would subsequently provide the remaining local match for construction and construction oversight, plus any estimated overruns within 60 days prior to the Construction contract being advertised for bids.

Federal Project Authorization and Agreement (FPAA)

The department is responsible for securing the federal funding for each phase of work. The environmental documentation must be cleared, all property must be acquired, any major utility adjustments must be completed, and the construction plans must be completed before the department requests an FPAA from FHWA to obligate the federal funding for construction.

It is critical for project sponsors to accurately estimate the time it will take to have the project ready to let. A project timeline is required as part of the Detailed Application. The timeline will be used to identify project funding and establish the year for construction letting.

TA funding is time-sensitive; TA funds are available for obligation for a period of three years after the last day of the fiscal year for which the funds are apportioned to the state. Due to the limited period of availability of TA funds, approval to adjust the letting date of a TA project must be obtained from the TA Program Manager in the TxDOT division responsible for administering the program.

Plans, Specifications, and Estimates (PS&E)

The project sponsor is responsible for plan preparation, environmental documentation, and other design-related activities including required reviews. All bicycle/pedestrian infrastructure design must comply with the Americans with Disabilities Act (ADA) and meet or exceed the minimum design requirements identified in the latest edition of TxDOT's [Roadway Design Manual](#). Pedestrian

facilities must conform to the [Public Right of Way Accessibility Guidelines](#) (latest edition) as published by the US Access Board or the 2010 ADA Standards and Texas Accessibility Standards, as applicable. All design criteria for on-road and off-road bicycle facilities must comply with the *Guide for the Development of Bicycle Facilities* (latest edition) as published by the American Association of State Highway and Transportation Officials (AASHTO). When selecting bicycle infrastructure design elements, it is advisable to refer to FHWA's [Bikeway Selection Guide](#) and [Small Town and Rural Design Guide](#). When constructing projects along transit routes or connecting pedestrians and bicyclists to transit, it is advisable to refer to FHWA's [Improving Safety for Pedestrians and Bicyclists Accessing Transit](#). For projects proposing to construct a segment of the Texas Bicycle Tourism Trails Network, refer to recommended design guidelines and routes on TxDOT's webpage: <https://www.txdot.gov/inside-txdot/modes-of-travel/bicycle/plan-design/tourism-study.html>. Project sponsors may propose a locally preferred alternative route to a route identified on the Texas Bicycle Tourism Trails Example Network.

For costs associated with consultant services to be eligible for reimbursement, the project sponsor's consultant selection procedures will need to be approved by TxDOT to ensure they meet all federal and state requirements for selection of professional engineering services. These requirements are outlined in the department's Local Government Project Management Guide (<http://ftp.dot.state.tx.us/pub/txdot/lgp/procedures/guide.pdf>).

If reimbursements for engineering/environmental services are authorized, the project sponsor is required to submit plans to the department for review at progressive stages of development to ensure that state and federal standards are met (e.g., 30%, 60%, 90%, and 100% completion). For all other projects, design reviews occur at agreed-upon stages of development. Contact your local TxDOT district office to establish expectations.

If the estimated construction cost of pedestrian elements in the project is \$50,000 or greater, the project must be reviewed by a Registered Accessibility Specialist (RAS) licensed by the Texas Department of Licensing and Regulation (TDLR). This may require an additional two months in the review process. As a result, include a minimum of three months for TxDOT's final plan review.

Environmental Documentation

The level of documentation required for TA project activities generally falls under a Categorical Exclusion (CE); however, with any action, impacts may occur whereby more substantial environmental documentation could be required (Environmental Assessment [EA] or Environmental Impact Statement [EIS]).

CEs are defined in 40 CFR §1501.4 as projects that do not individually or cumulatively have a significant environmental effect.

A project sponsor is responsible for completing the following tasks:

- Review the proposed project activities to determine if they meet the criteria outlined in 23 CFR §771.117 to be classified as a CE; preparation of an EA or EIS may be required for projects that don't meet the criteria for a CE.
- Determine the required environmental compliance tasks.
- Collaborate with the department representative (typically the department's local district environmental coordinator) to prepare the project scope that outlines the required environmental tasks and associated responsibilities.
- Ensure that any required environmental studies, resource agency coordination, and public participation are completed.
- As agreed to in the scope, prepare all required documentation that supports the environmental determination (CE, EA, or EIS).
- Maintain the project file for submittal to the department.
- Document and implement any environmental permits, issues, or commitments.

If the project is selected for funding, the department's environmental staff will be responsible for coordinating the required environmental studies with the appropriate resource specialists, including relevant specialists at other state and federal agencies, as applicable. For example, impacts to historic properties will be coordinated through the department as part of the project's environmental documentation process. Depending on the nature of the historic property, State Historic Preservation Office (SHPO) coordination can take several months to complete.

For more information on the department's environmental processes, please refer to the following resources:

- Categorical Exclusions for transportation projects in Texas Administrative Code: *Title 43, Part 1, Chapter 2, Subchapter D, Rule §2.81*:
[https://texreg.sos.state.tx.us/public/readtac\\$ext.TacPage?sl=R&app=9&p_dir=&p_rloc=&p_tloc=&p_ploc=&pg=1&p_tac=&ti=43&pt=1&ch=2&rl=81](https://texreg.sos.state.tx.us/public/readtac$ext.TacPage?sl=R&app=9&p_dir=&p_rloc=&p_tloc=&p_ploc=&pg=1&p_tac=&ti=43&pt=1&ch=2&rl=81)
- *TxDOT's Environmental Compliance Toolkits*:
<http://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits.html>
- *TxDOT's LGP Management Guide Chapter 5*:
<http://ftp.dot.state.tx.us/pub/txdot/lgp/procedures/guide.pdf>

Environmental approval is a required step in the project development process. A Renewed Memorandum of Understanding between FHWA and TxDOT entitled Concerning State Of Texas' Participation in the Project Delivery Program Pursuant To 23 U.S.C. 327 (December 2019) assigned authority to TxDOT to make FHWA project decisions for assigned projects. Therefore, in most cases, the department (rather than FHWA) will provide the final environmental review and project decision for 2023 TA projects.

The project sponsor is encouraged to work closely with the department's local district environmental coordinator on project scope and environmental documentation requirements. This will significantly facilitate the development and approval of environmental documentation. Once a project sponsor submits required environmental documentation to TxDOT, the department's review, resource agency coordination, and the environmental decision process can take as little as a few days or as long as several months. The length of this process depends on the project location, the complexity of the project, and the completeness and accuracy of information submitted.

Public/Stakeholder Involvement

An appropriate level of public/stakeholder involvement is required for each project submitted under TxDOT's 2023 TA Call for Projects.

Current TxDOT environmental rules require a public hearing be held for a project that "substantially changes the layout or function of a connecting roadway or existing facility." Based on current state environmental rules, the addition of bicycle lanes is included in the definition of a "substantial change in function of a roadway." For the purposes of this requirement, "bicycle lane" means a portion of a roadway that is designated by striping, signing, or pavement markings for the exclusive use of bicyclists. Shared-use paths and wide shoulders are not considered "bicycle lanes" for the purposes of this requirement. Also, none of the following situations regarding bicycle lanes are treated as "substantially changing the layout or function of a connecting roadway or an existing facility or facilities:"

- Striping bicycle lanes when the pre-existing roadway already accommodated bicycles;
- Striping one or more non-continuous bicycle lanes approaching or through intersections, driveways, or other conflict areas; or
- Striping bicycle lanes not along, but across a roadway at an intersection to allow the continuation of planned or existing bicycle lanes on crossing local streets or other bicycle facilities.

The public hearing requirement for the addition of bicycle lanes may be satisfied if the project is addressed in a local hearing held under 43 TAC §25.55, "Comment Solicitation on Bicycle Road Use." For any such project, the environmental review project file must contain a statement (e.g., Environmental Compliance and Oversight System [ECOS] Journal entry) indicating that the project was addressed in a local hearing held under 43 TAC §25.55 and the date of that local hearing. Not all of the requirements of TxDOT's Environmental Handbook for Public Involvement apply to a local hearing held under 43 TAC §25.55. Work with your District TA Coordinator to understand public involvement requirements related to your project. For more information about TxDOT's public involvement practices, refer to <http://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/760-01-gui.pdf>.

SRTS-type projects require coordination between the local jurisdictions responsible for the roadways/sidewalks/paths leading to schools and the school districts responsible for affected school campuses.

Additional interagency coordination may be necessary. Most agencies request a minimum of 30 days to review a project proposal and provide a letter of support. Contact agencies early to allow sufficient time to acquire any supporting documentation that may be required/desired as part of a proposed project.

Right-of-Way (ROW)

Proposed improvements may be located on state-maintained roadway ROW (on-system) or on property owned by the project sponsor (off-system). Projects may be constructed on private property if the proper easement is obtained. Projects that include state-maintained ROW or have a direct effect on an existing state-maintained roadway must have a recent letter of consent, addressed to the project sponsor, and signed by the current TxDOT District Engineer of the TxDOT district in which the project is located. This consent cannot be delegated. If a project is proposed on state right-of-way, the project sponsor is responsible for securing permission/access from the department prior to construction.

A project that will require the acquisition of real property must comply with the Uniform Relocation Assistance and Real Property Acquisition Act. The exercise of eminent domain or condemnation is not allowed for the department's 2023 TA Call for Projects. For requirements and information on how to acquire ROW and accommodate utilities, refer to the department's Local Government Project (LGP) Management Guide, Chapter 6 *Right of Way and Utilities*.

Railroad Impacts and Coordination

Advanced railroad coordination is strongly recommended and may be essential for funding consideration. Obtaining railroad approval can take in some instances several years if the project construction is occurring within a railroad right of way. Coordination with a railroad is a requirement for all projects that are within 100 feet of railroad right-of-way (including grade-separated crossings) and/or all projects that begin or end within 500 feet from an at-grade highway-rail crossing to ensure traffic control and construction do not interfere with an active crossing.

For projects that meet the threshold for railroad coordination, documentation of railroad coordination must be included as an attachment to the detailed application. At a minimum, this documentation should demonstrate that coordination with the railroad has been initiated and the railroad is in support of the project. Projects with completed railroad coordination documentation or written agreements in place demonstrate a stronger level of project readiness, and these documents should be attached, if available.

Cost can vary depending on railroad owner and elements of a project, so it is important to communicate with the railroad early to understand the full magnitude of associated costs. Railroad crossings of bicycle/pedestrian infrastructure must incorporate appropriate, ADA-compliant pedestrian and bicycle elements, such as planks, crossing arms, etc., to allow for safe crossing of the railroad by non-motorized users. Estimated costs may also include flaggers, permits, insurance,

and oversight by the railroad, or costs for the railroad to construct the work on behalf of the project sponsor. Additionally, the railroad may require a fee to conduct plan reviews in advance of issuing an agreement. If the project sponsor has not been in contact with the affected railroad regarding the proposed project, then the project may not be ready for funding consideration.

Construction Letting by the Project Sponsor

If the project sponsor is authorized for a local construction letting, the project sponsor will be required to pay 100% of the construction costs as the work is done and request reimbursement of allowable costs incurred up to the percentage applicable. Before the project sponsor can advertise for construction bids, the project must have environmental clearance (in accordance with current department procedures) and the project sponsor MUST have a State Letter of Authority (SLOA) from the department to proceed to the construction phase of work.

Construction Letting by the Department

If the project is let for construction by the department, the outstanding local match (if any) and 100% of any estimated cost overages will be due to the department 60 days prior to advertising for construction.

Contractor for Construction

The construction contractor must be chosen through a competitive bidding process approved by the department. The construction contract will be awarded to the lowest responsive and responsible bidder, in accordance with *23 CFR Part 635*.

Note: The department has oversight and monitoring responsibilities for transportation projects when project costs are wholly or partially paid using FHWA or state funds.

Scope Modifications

Projects must be developed as described in the 2023 TA Detailed Application and approved by the commission. Any change to the scope of work specified in the application package and approved by the commission must have advance written approval. Changes in items of work or project scope that occur without advance departmental approval will not be reimbursed.

Payment of Costs

If the project sponsor is authorized for a local construction letting, the project sponsor will be required to pay 100% of the construction costs as the work is done and request reimbursement of the allowable costs incurred up to the percentage applicable. A project sponsor must use the forms and procedures specified by the department to request reimbursement of allowable costs incurred. The department will submit all requests for reimbursement of allowable costs to FHWA. For locally

developed and let projects, the entire project cost is borne by the project sponsor until reimbursement can be obtained from FHWA for eligible activities.

Costs incurred prior to the inclusion of the project in the STIP, execution of the local agreement, or prior to federal and state approval and authorization to proceed are not eligible for federal reimbursement.

Project Inspection and Acceptance

Upon completion of construction, the project sponsor must have a Professional Engineer registered in Texas certify that the project was constructed in substantial compliance with project specifications and requirements. The department is responsible for the inspection and final acceptance of all TA projects selected by the commission and for certification of project completion. If the project sponsor does not complete the project as originally approved by the commission, the department may seek reimbursement of the expended federal funds from the sponsor.

Period of Performance End Date

The period of performance end date must be included in the local agreement, after which time additional costs incurred are not eligible for federal reimbursement. Recipients are required to submit all eligible incurred costs and required performance and financial reports or project records specified in the local agreement or stewardship and oversight procedures within 90 days after the agreement end date. The project should be closed within one year after receipt and acceptance of all required final reports.

Maintenance and Operation

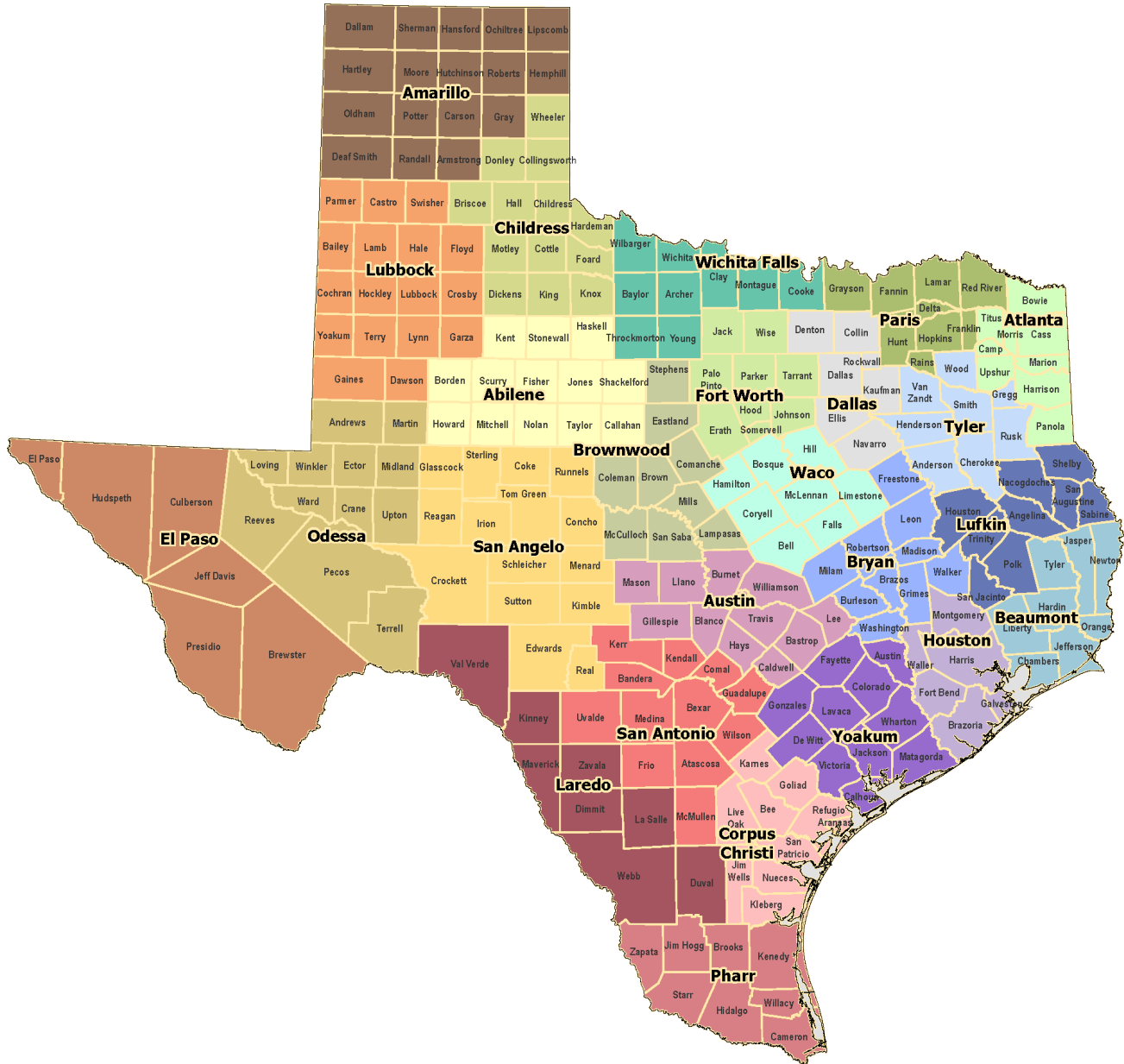
A project selected by the commission shall be maintained and operated by the project sponsor for the purpose for which it was approved and funded, and for a period of time that is commensurate with the amount of federal investment in the project. A project selected by the commission shall be dedicated for public use for the greater of (1) a period that is commensurate with the amount of federal investment in the project; or (2):

- 10 years, if the amount of federal investment in the project is \$1 million or less
- 20 years, if the amount of federal investment is more than \$1 million.

If at any time the project sponsor can no longer maintain and operate the project for its intended purpose, the project sponsor shall consult with the department and FHWA as to disposal or alternate uses consistent with the project's original intent.

J. TXDOT DISTRICT MAP

To locate the TxDOT District Office in your area, visit <https://www.txdot.gov/about/districts.html>. This website includes hyperlinks to TxDOT's 25 district office websites. Identify the project county and district using the map below. Use the TxDOT District TA Coordinators list on the following page to identify the local TA Coordinator for that district office.



K. TXDOT DISTRICT/DIVISION TA COORDINATORS

TxDOT's District TA Coordinator will be your first point-of-contact to discuss TxDOT's 2023 TA Call for Projects and the project nomination process. Click the District Coordinator's name to send an email.

Abilene District Office

[Bryce Wade](#)

4250 North Clack
Abilene, TX 79601-0150
(325) 676-6928

Amarillo District Office

[Russell Washer](#)

5715 Canyon Drive
Amarillo, TX 79110-7368
(806) 356-3249

Atlanta District Office

[Lori Huett](#)

701 East Main
Atlanta, TX 75551
(903) 799-1301

Austin District Office

[Michelle Meaux](#)

7901 North IH 35
Austin, TX 78753
(512) 832-7049

Beaumont District Office

[Arnold Vowles](#)

8350 Eastex Freeway
Beaumont, TX 77708
(409) 898-5773

Brownwood District Office

[Andrew Chisholm](#)

2495 Hwy. 183 North
Brownwood, TX 76802
(325) 643-0442

Bryan District Office

[Stephen R. Copley, RLA](#)

[Amanda Owens](#)

2591 N. Earl Rudder Freeway
Bryan, TX 77803-5190
(979) 778-9631

Childress District Office

[Annabel Jurado](#)

7599 US 287
Childress, TX 79201-9705
(940) 937-7251

Corpus Christi District Office

[Jason Alvarez](#)

1701 South Padre Island Drive
Corpus Christi, TX 78416(361)
808-2495

Dallas District Office

[Rachael Twiggs, P.E.](#)

4777 East Highway 80
Mesquite, TX 75150
(214) 320-6691

El Paso District Office

[Adriana Rodriguez](#)

[Jose Bocanegra Jr.](#)

13301 Gateway Blvd West
El Paso, TX 79928
(915) 790-4328

Fort Worth District Office

[Iftekhar Ali](#)

2501 SW Loop 820
Fort Worth, TX 76133
(817) 370-6591

Houston District Office

[Ana Ramirez Huerta](#)

7600 Washington Avenue
Houston, TX 77007
(713) 802-5810

Laredo District Office

[Janece Marquez](#)

1817 Bob Bullock Loop
Laredo, TX 78043
(956) 712-7438

Lubbock District Office

[Kristi Schwartz](#)

135 Slaton Road
Lubbock, TX 79404-5201
(806) 748-4435

Lufkin District Office

[Celeste Solis](#)

1805 North Timberland
Lufkin, TX 75901
(936) 633-4397

Odessa District Office

[Kelli Williams](#)

3901 East US Hwy. 80
Odessa, TX 79761
(432) 498-4752

Paris District Office

[Scott Shannon](#)

1365 North Main Street
Paris, TX 75460-2697
(903) 737-9285

Pharr District Office

[Craig Wuensche](#)

600 West Interstate 2
Pharr, TX 78577-6535
(956) 702-6306

San Angelo District Office

[Mitchell Gatlin](#)

4502 Knickerbocker Road
San Angelo, TX 76904
(325) 947-9242

San Antonio District Office

[Suman Shrestha](#)

4615 N.W. Loop 410
San Antonio, TX 78229
(210) 615-6113

Tyler District Office

[Dylan McCord](#)

2709 West Front Street
Tyler, TX 75702
(903) 510-9157

Waco District Office

[Brenton Lane](#)

100 South Loop Drive
Waco, TX 76704-2858
(254) 867-2761

Wichita Falls District Office

[Kyle Poirot](#)

1601 Southwest Parkway
Wichita Falls, TX 76302-4906
(940) 720-7776

Yoakum District Office

[Barbara Obelgoner](#)

403 Huck Street
Yoakum, TX 77995-2973
(361) 293-4371

Public Transportation Division (PTN):

[Noah Heath](#)

TxDOT - PTN

TA Program Manager
125 E. 11th Street
Austin, TX 78701
(512) 486-5973

L. BIKEWAY TERMINOLOGY

Shared Use Paths and Sidepaths

Can be located adjacent to roadways and physically separated from motorized vehicular traffic by a landscaped buffer or a barrier or along an independent alignment. Shared use paths are generally design for two-way travel and may also be used by pedestrians (including users of manual and motorized wheelchairs, and joggers) and other authorized motorized and non-motorized users such as skaters and eScooters. Conflict points occur between motorists and path users at intersections and driveways.



Separated and Raised Bicycle Lanes

A bicycle lane that is physically separated from the adjacent motor vehicle traffic by vertical elements in the street buffer. They are designed to operate one-way but may also operate two-way. Vertical elements separating the bike lane from the travel lane may include continuous raised medians, flexible posts, intermittent concrete curbing, or parked vehicles. Raised bicycle lanes are distinct from the sidewalk but may be at sidewalk level.



Bike Lane and Buffered Bike Lane

Bike lanes are one-way facilities on a roadway that typically carry bicycle traffic in the same direction as adjacent motor vehicle traffic. Bike lanes are provided for the exclusive use of bicyclists and are identified through signage, striping, or other pavement markings.

A buffered bike lane is a one-way bike lane that is separated from the adjacent motor vehicle lane or parking lane by a striped buffer area that may include chevrons, diagonal lines, or wide pavement marking stripes. When sufficient roadway width is present, or if the number of travel lanes is reduced, a buffer may be striped between a bike lane and travel lane to provide additional comfort for both bicyclists and motorists.



Bicycle Accessible Shoulder (rural)

Bike accessible shoulders are one-way facilities on a roadway that carry bicycle traffic in the same direction as adjacent motor vehicle traffic. A bike accessible shoulder is one that is at least as wide or wider than a bike lane (5-ft min) to accommodate bicyclists and paved to provide a smooth, solid surface across its width. Bike accessible shoulders are not solely for bicycle use and typically do not have bike lane markings, but they may include signage indicating the presence of bicyclists



Shared Lane

Shared lanes (wide outside lane) are lanes that allow compatibility of operation for both motorized vehicles and bicycles. Note that although marked shared lanes are allowed in the TMUTCD for certain conditions, TxDOT as a general policy does not recommend marked shared lanes for TxDOT roadways due to the higher speed nature of TxDOT roadways as compared to local jurisdictions. Shared wide outside lanes in urbanized applications should only be used in locations with low volumes (3,000 ADT or lower) and low speeds (35 mph or less). In a rural application, shared wide outside lanes should only be used in locations with low volumes (1,000 ADT or lower) and speeds of 45 mph or less.



M. ADDITIONAL WEBLINKS

Information about **TxDOT's 2023 TA Call for Projects**, including the [Program Rules](#), [Program Guide](#), [Preliminary Application](#), [Preliminary Application Instructions](#), [Detailed Application](#), [Detailed Application Instructions](#), [workshop presentations](#), and other program related downloads can be found at:

<https://www.txdot.gov/business/grants-and-funding/bicycle-pedestrian-local-federal-funding-programs.html>

TxDOT Bicycle and Pedestrian Resource Webpage:

<https://www.txdot.gov/projects/planning/bicycle-pedestrian-planning-designing.html>

TxDOT Environmental Resources:

Environmental Handbook for Public Involvement:

<http://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/760-01-gui.pdf>

Categorical Exclusions for transportation projects in Texas Administrative Code:

Title 43, Part 1, Chapter 2, Subchapter D, Rule §2.81:

[https://texreg.sos.state.tx.us/public/readtac\\$ext.TacPage?sl=R&app=9&p_dir=&p_rloc=&p_tloc=&p_ploc=&pg=1&p_tac=&ti=43&pt=1&ch=2&rl=81](https://texreg.sos.state.tx.us/public/readtac$ext.TacPage?sl=R&app=9&p_dir=&p_rloc=&p_tloc=&p_ploc=&pg=1&p_tac=&ti=43&pt=1&ch=2&rl=81)

Local Government Projects Program:

<http://www.txdot.gov/government/programs/local-government-projects.html>

TxDOT's Local Government Projects Toolkit:

<https://www.txdot.gov/government/processes-procedures/lgp-toolkit.html>

Local Government Project Management Guide:

<http://ftp.dot.state.tx.us/pub/txdot/lgp/procedures/guide.pdf>

TxDOT's Right of Way Acquisition Manual:

<http://onlinemanuals.txdot.gov/txdotmanuals/acq/index.htm>

TxDOT's Average Low Bid Unit Prices:

<http://www.txdot.gov/business/letting-bids/average-low-bid-unit-prices.html>

TxDOT's Economically Disadvantaged Counties Program (EDCP):

<https://www.txdot.gov/about/programs/economically-disadvantaged-county-program.html>

TDCs and TMA Interactive Map:

<https://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=eb6b53d80aef46a3a9f5c28dd4248597>

TxDOT District Office Information:

<https://www.txdot.gov/about/districts.html>

U.S. Census TMA Designation:

https://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/;

U.S. Census Data Lookup:

<https://data.census.gov/cedsci/>

Adventure Cycling Association, US Bicycle Route System (USBRS):

<https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/>

TxDOT Bicycle Tourism Example Network:

https://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html

Active Transportation Plan Inventory (ATPI):

<https://www.txdot.gov/projects/planning/bicycle-pedestrian-planning-designing/plan-inventory-tool.html>

TxDOT Bicycle and Pedestrian Count Program:

<https://www.txdot.gov/data-maps/bicycle-pedestrian-count-program.html>

TA Set-Aside Program in Texas Administrative Code:

Title 43, Part 1, Chapter 11, Subchapter G:

[https://texreg.sos.state.tx.us/public/readtac\\$ext.ViewTAC?tac_view=5&ti=43&pt=1&ch=11&sch=G&rl=Y](https://texreg.sos.state.tx.us/public/readtac$ext.ViewTAC?tac_view=5&ti=43&pt=1&ch=11&sch=G&rl=Y)

FHWA TA Set-Aside Guidance:

https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/

FHWA Safe Routes to Schools Guidance:

https://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/

FHWA Complete Streets Guidance:

<https://highways.dot.gov/complete-streets>

Safe Routes to School National Partnership:

<https://www.saferoutespartnership.org/>

National Center for Safe Routes to School:

<https://www.saferoutesinfo.org/>

DESIGN GUIDANCE:

AASHTO Guide for the Development of Bicycle Facilities (2012):

<https://store.transportation.org/Item/CollectionDetail?ID=116>

TxDOT Roadway Design Manual:

<http://onlinemanuals.txdot.gov/txdotmanuals/rdw/rdw.pdf>

TxDOT Bicycle Accommodation Design Guidance:

<https://ftp.txdot.gov/pub/txdot-info/ptn/bike-acco-design-guide.pdf>

Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG):
<https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines>

Separated Bike Lane Planning and Design Guide (FHWA):
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdf/page00.cfm

Small Town and Rural Multimodal Networks (FHWA):
<https://ruraldesignguide.com/>
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/

Incorporating On-Road Bicycle Networks into Resurfacing Projects (FHWA):
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/

NACTO Urban Bikeway Design Guide:
<http://nacto.org/publication/urban-bikeway-design-guide/>

FHWA Bikeway Selection Guide:
https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

Texas Accessibility Information - TDLR:
<https://www.tdlr.texas.gov/>

ADA Standards for Accessible Design:
[Review Laws, Regulations & Standards | ADA.gov](#)

N. DEFINITIONS AND TERMINOLOGY

AFA – Advance Funding Agreement

AASHTO – American Association of State Highway and Transportation Officials

Bikeway terminology – See Section L of this guide.

Bicycle Tourism Trails (BTT) – A network of bicycle tourism routes collaboratively developed to provide safe, non-motorized access to and connectivity between statewide/regional destinations and support economic development across Texas.

Boulevard - Walkable, low-speed (35 mph or less) divided arterial thoroughfare in urban environments designed to carry both through and local traffic, pedestrians and bicyclists. Boulevards may be long corridors, typically four lanes but sometimes wider, serve longer trips and provide pedestrian access to land. Boulevards may be high-ridership transit corridors. Boulevards are primary goods movement and emergency response routes and use vehicular and pedestrian access management techniques. Curb parking is encouraged on boulevards.

Census Urbanized Areas – Densely settled core of census tracts and/or census blocks that meet minimum population density requirements, along with adjacent territory containing non-residential urban land uses as well as territory with low population density included to link outlying densely settled territory with the densely settled core.

Commission - Texas Transportation Commission

COG – Council of Governments

https://www.txregionalcouncil.org/display.php?page=regions_map.php

DA – Detailed Application

Department – Texas Department of Transportation (TxDOT)

Executive director – The executive director of the Texas Department of Transportation or his/her designee

EDCP – Economically Disadvantaged County Program

FHWA – Federal Highway Administration

FPA – Federal Project Authorization and Agreement

Local Agreement – An agreement between the project sponsor and the department which includes a commitment for the required local funding, describes the total scope and course of project activities, and outlines the responsibilities and duties of the participants.

Local Match – A cash match provided by/through the project sponsor or if the project sponsor is eligible for TDCs then 100% federal TA funds will be applied to the project in lieu of a local match.

Medium urban area – Areas located outside TMA boundaries with a population size between 50,000 and 199,999 as determined by the 2010 Census.

Metropolitan Planning Organization (MPO) – The organization or policy board of an organization created and designated under 23 U.S.C. §134 and 49 U.S.C. §5303 to make transportation planning decisions for the metropolitan planning area and carry out the metropolitan planning process.

Micromobility - FHWA defines micromobility vehicles as any small, low speed, human or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles (ebikes), electric scooters (e-scooters) and other small, lightweight, wheeled conveyances.

Nonurban area – Areas located outside TMA boundaries with a population size of 5,000 or less as determined by the 2010 Census.

PA – Preliminary Application

Project – An undertaking to implement or construct an eligible activity at a specific location or locations, or, if the context so implies, the particular activity so implemented or constructed.

Project sponsor – An eligible entity as described by 23 U.S.C. §133(h)(4)(b), that nominates a particular project for consideration, exercises jurisdiction over the geographic area in which the project is located, and commits to the project’s development, implementation, construction, maintenance, management, and finance.

PS&E - Plans, Specifications, and Estimates

SLOA – State Letter of Authority

Small urban areas – Area located outside TMA boundaries with a population size between 5,001 and 49,999 as determined by the 2010 Census.

SRTS – Safe Routes to School

State – The State of Texas or any of its political subdivisions

Statewide Transportation Improvement Program (STIP) – A four-year short-range program developed by the department as a compilation of all metropolitan transportation improvement programs, together with rural transportation improvement programs, that include recommendations from rural planning organizations and department districts for the areas of the state that are outside of the boundaries of a metropolitan planning organization, including transportation between cities.

Surface transportation system – An interconnected surface transportation network for moving people and goods using various transportation modes

TDC – Transportation Development Credit

TDLR – Texas Department of Licensing and Regulation

TA – Transportation Alternatives Set-Aside Program

Transportation Improvement Program (TIP) – A short-range program developed by each metropolitan planning organization in cooperation with the department and public transportation

operators. The TIP covers a four-year period and contains a prioritized listing of all projects proposed for federal funding, plus regionally significant projects proposed for state, federal, and local funding in a metropolitan area.

Transportation Management Area (TMA) – FHWA defines TMAs as “all urbanized areas (UZAs) with populations greater than 200,000 as determined by the 2010 Census.”

TxDOT – Texas Department of Transportation

APPENDIX A: CITIES AND CDPs ELIGIBLE FOR TDCS – FY 2023

The list below identifies cities and Census designated places (CDPs), or portions thereof, that are eligible for transportation development credits (TDCs) during TxDOT's 2023 TA Call for Projects. An asterisk (*) indicates a jurisdiction that has portions eligible for TDCs and portions of its jurisdiction not eligible for TDCs. Refer to the [TDC eligibility map link](#) for specific locations.

Eligible City or CDP	Eligible City or CDP	Eligible City or CDP
Abbott City	Aquilla City	Beeville City
Abilene City*	Aransas Pass City	Bells town CDP
Abram CDP	Arcola City	Bellville City
Acala CDP	Arp City	Belton City
Ackerly City*	Arroyo Colorado Estates CDP	Ben Arnold CDP
Agua Dulce CDP	Arroyo Gardens CDP	Ben Bolt CDP
Agua Dulce City	Asherton City	Benavides City
Aguilares CDP	Athens City	Benjamin City
Airport Heights CDP	Atlanta City	Benjamin Perez CDP
Airport Road Addition CDP	Austwell City	Bertram City
Alamo Beach CDP	Avery town CDP	Bevil Oaks City
Alamo City	Avinger town CDP	Big Sandy town CDP
Alamo Heights City	B and E CDP	Big Spring City
Alanreed CDP	Bacliff CDP	Big Thicket Lake Estates CDP
Alba town CDP	Bailey City	Big Wells City
Albany City	Baird City	Bishop City
Aldine CDP	Balch Springs City	Bivins CDP
Alfred CDP	Balcones Heights City	Bixby CDP
Alice Acres CDP	Bangs City	Blanco City
Alice City	Banquete CDP	Blanket town CDP
Allison CDP	Bardwell City	Bledsoe CDP
Alto Bonito Heights CDP	Barksdale CDP*	Blessing CDP
Alto town CDP	Barrera CDP	Bloomburg town CDP
Alton City	Barrett CDP	Blooming Grove town CDP
Amada Acres CDP	Barstow City	Bloomington CDP
Amargosa CDP	Bartlett City*	Blue Berry Hill CDP
Amaya CDP	Bastrop City	Blue Mound City
Ames City	Batesville CDP	Bluetown CDP
Amherst City	Bay City	Blum town CDP
Amistad CDP	Bayside town CDP	Bogata City
Anacua CDP	Baytown City	Boling CDP
Anahuac City	Bayview town CDP	Bonanza Hills CDP
Anderson City	Bear Creek Ranch CDP	Bonham City
Angus City	Beasley City	Borger City
Annona town CDP	Beaumont City	Botines CDP
Anson City	Beauxart Gardens CDP	Box Canyon CDP
Anthony town CDP	Beaver Creek CDP	Boyd town CDP
Anton City	Beckville City	Brady City
Appleby City	Bedias City	Brazoria City

[TDC eligibility map link](#)

Eligible City or CDP
Brazos CDP
Breckenridge City
Bridge City
Broadus town CDP
Brookshire City
Brookside City
Browndell City
Brownfield City
Brownsboro City
Brownsville City
Brownwood City
Bruceville-Eddy City
Bruni CDP
Bryson City
Buchanan Dam CDP
Buchanan Lake CDP
Buckholts town CDP
Buena Vista CDP
Buffalo City
Bullard town CDP*
Buna CDP
Burke City
Burlington CDP
Burton City
Butterfield CDP
Byers City
Bynum town CDP
Cesar Chavez CDP
Cade Lakes CDP
Calvert City
Camargito CDP
Cameron City
Cameron Park CDP
Camp Swift CDP
Camp Wood City
Campbell City
Campo Verde CDP
Cantu Addition CDP
Canutillo CDP
Cape Royale CDP
Carl's Corner town CDP

Eligible City or CDP
Carrizo Springs City
Carter CDP
Carthage City
Casa Blanca CDP
Casas CDP
Castle Hills City
Cedar Creek CDP
Cedar Hill City
Cedar Point CDP
Celeste City
Center City
Centerville City
Central Gardens CDP
Chandler City
Channelview CDP
Chaparrito CDP
Chapeno CDP
Charlotte City
Chester town CDP
Chico City
Childress City
Chillicothe City
China City
China Grove town CDP
China Spring CDP
Chireno City
Christine town CDP
Chula Vista CDP (Cameron County) CDP
Chula Vista CDP (Maverick County) CDP
Chula Vista CDP (Zavala County) CDP
Cibolo City*
Cienegas Terrace CDP
Circle D-KC Estates CDP
Citrus City CDP
Clarksville City
Clarksville City
Cleveland City*
Clifton City
Clint town CDP
Cloverleaf CDP
Clute City

Eligible City or CDP
Coahoma town CDP
Coldspring City
Coleman City
Colmesneil City
Colorado Acres CDP
Colorado City
Combes town CDP
Comfort CDP
Commerce City
Como town CDP
Concepcion CDP
Converse City
Cool City
Coolidge town CDP
Copperas Cove City
Corpus Christi City*
Corrigan town CDP
Country Acres CDP
Covington City
Coyanosa CDP
Coyote Acres CDP
Cranfills Gap City
Crockett City
Cross Mountain CDP
Crowell City
Crowley City
Crystal City
Cuero City
Cuevitas CDP
Cumby City
Cuney town CDP
Cushing City
Daingerfield City
Daisetta City
Damon CDP
Danbury City
Dawson town CDP
Dayton City
Dayton Lakes City
De Kalb City
De Leon City

[TDC eligibility map link](#)

Eligible City or CDP
Del Mar Heights CDP
Del Rio City
Del Sol CDP
Dell City
Delmita CDP
Denison City
Denver City town CDP
Deport City
DeSoto City
Detroit town CDP
Devers City
Deweyville CDP
Diboll City
Dickens City
Dilley City
Dodd City town CDP
Doffing CDP
Domino town CDP
Donna City
Doolittle CDP
Douglassville town CDP
Driscoll City
Duncanville City
E. Lopez CDP
Eagle Lake City
Eagle Pass City
Early City
East Alto Bonito CDP
East Bernard City
East Mountain City
East Tawakoni City
Eastland City
Easton City
Ector City
Edcouch City
Edgecliff town CDP
Edgewater Estates CDP
Edinburg City
Edroy CDP
Eidson Road CDP
El Brazil CDP

Eligible City or CDP
El Camino Angosto CDP
El Campo City
El Castillo CDP
El Cenizo CDP
El Cenizo City
El Chaparral CDP
El Indio CDP
El Mesquite CDP
El Paso City
El Quiote CDP
El Rancho Vela CDP
El Refugio CDP
El Socio CDP
Eldorado City
Elgin City
Elias-Fela Solis CDP
Elm Creek CDP
Elmendorf City
Elsa City
Encantada-Ranchito-El Calaboz CDP
Encino CDP
Escobares City
Estelline town CDP
Eugenio Saenz CDP
Eureka City
Evadale CDP
Evant town CDP
Evergreen CDP
Everman City
Fabens CDP
Fabrica CDP
Fair Oaks Ranch City*
Fairfield City
Falcon CDP
Falcon Heights CDP
Falcon Lake Estates CDP
Falcon Mesa CDP
Falconaire CDP
Falfurrias City
Falman CDP
Fannett CDP

Eligible City or CDP
Fernando Salinas CDP
Flat CDP
Flor del Rio CDP
Flowella CDP
Fluvanna CDP
Follett City
Forest Heights CDP
Forest Hill City
Forney City
Forsan City
Fort Bliss CDP
Fort Hancock CDP
Fort Hood CDP
Fort Stockton City
Four Points CDP
Franklin City
Freeport City
Freer City
Fritch City
Fronton CDP
Fronton Ranchettes CDP
Gainesville City
Galena Park City
Gallatin City
Garceno CDP
Garciasville CDP
Garfield CDP
Garrett town CDP
Garrison City
Gary City town CDP
Garza-Salinas II CDP
Gatesville City
Gause CDP
George West City
Gilmer City
Gladewater City
Glen Rose City
Glenn Heights City
Goliad City
Goodrich City
Gordon City

[TDC eligibility map link](#)

Eligible City or CDP
Goree City
Graford City
Grand Prairie City
Grand Saline City
Grandfalls town CDP
Granger City
Granjeno City
Grape Creek CDP
Grapeland City
Green Valley Farms CDP
Greenville City
Gregory City
Grey Forest City
Groesbeck City
Groves City
Groveton City
Gruver City
Guadalupe Guerra CDP
Guerra CDP
Gun Barrel City
Guthrie CDP
Gutierrez CDP
H. Cuellar Estates CDP
Hallettsville City
Hallsville City
Hamlin City
Hamshire CDP
Hardin City
Harding Gill Tract CDP
Hargill CDP
Harker Heights City
Harlingen City
Harper CDP
Haskell City
Havana CDP
Hawk Cove City
Hawkins City
Hawley City
Hays City
Hearne City
Hebbronville CDP

Eligible City or CDP
Heidelberg CDP
Helotes City
Hemphill City
Hempstead City
Henderson City
Hermleigh CDP
Hidalgo City
Higgins City
Highlands CDP
Hill Country City
Hillsboro City
Hillside Acres CDP
Hilltop CDP (Starr County) CDP
Hilltop Lakes CDP
Hitchcock City
Holiday Beach CDP
Holiday Lakes town CDP
Holland town CDP
Holliday City
Holly Lake Ranch CDP
Hollywood Park town CDP
Homestead Meadows North CDP
Homestead Meadows South CDP
Honey Grove City
Hooks City
Horizon City
Horseshoe Bay City*
Hubbard City
Hudson City
Hughes Springs City
Hull CDP
Hungerford CDP
Huntington City
Huntsville City
Hutto City
Huxley City
Iago CDP
Iglesia Antigua CDP
Imperial CDP
Indian Hills CDP
Indian Lake town CDP

Eligible City or CDP
Indian Springs CDP
Indio CDP
Ingleside City
Ingleside on the Bay City
Iola City
Iraan City
Iredell City
Itasca City
Ivanhoe City
J.F. Villareal CDP
Jacinto City
Jacksboro City
Jacksonville City
Jardin de San Julian CDP
Jasper City
Jayton City
Jefferson City
Jewett City
Joaquin City
Johnson City
Jones Creek CDP
Jourdanton City
Juarez CDP
Katy City*
Kaufman City
K-Bar Ranch CDP
Kemp City
Kenefick town CDP
Kennard City
Kerens City
Kilgore City
Killeen City
Kingsland CDP
Kingsville City
Kirby City
Kirbyville City
Kirvin town CDP
Knippa CDP
Knollwood City
Knox City town CDP
Kopperl CDP

[TDC eligibility map link](#)

Eligible City or CDP
Kosse town CDP
Kountze City
Kress City
La Blanca CDP
La Carla CDP
La Casita CDP
La Chuparosa CDP
La Coma CDP
La Coma Heights CDP
La Escondida CDP
La Esperanza CDP
La Feria City
La Feria North CDP
La Grange City
La Grulla City
La Homa CDP
La Joya City
La Loma de Falcon CDP
La Marque City
La Minita CDP
La Moca Ranch CDP
La Paloma Addition CDP
La Paloma CDP
La Paloma Ranchettes CDP
La Paloma-Lost Creek CDP
La Presa CDP
La Pryor CDP
La Puerta CDP
La Rosita CDP
La Tina Ranch CDP
La Victoria CDP
La Villa City
La Ward City
Lackland AFB CDP
Lacy-Lakeview City
Ladonia town CDP
Lago CDP
Lago Vista CDP
Laguna Heights CDP
Laguna Park CDP
Laguna Seca CDP

Eligible City or CDP
Laguna Vista town CDP
Lake Brownwood CDP
Lake Cherokee CDP
Lake City town CDP
Lake Colorado City CDP
Lake Medina Shores CDP
Lake Meredith Estates CDP
Lake View CDP
Lakeport City
Lakeshore Gardens-Hidden Acres CDP
Lakeside town (San Patricio County) CDP
Lamesa City
Lampasas City
Lancaster City
Laredo City
Laredo Ranchettes CDP
Laredo Ranchettes West CDP
Las Haciendas CDP
Las Lomas CDP
Las Lomitas CDP
Las Palmas CDP
Las Palmas II CDP
Las Pilas CDP
Las Quintas Fronterizas CDP
Lasana CDP
Lasara CDP
Latexo City
Laughlin AFB CDP
Laureles CDP
Lawn town CDP
Leakey City
Leary City
Lefors town CDP
Leming CDP
Leon Valley City
Leona City
Leonard City
Levelland City
Liberty City
Liberty City CDP
Linden City

Eligible City or CDP
Linn CDP
Lipan City
Little Cypress CDP
Little River-Academy City
Live Oak City
Liverpool City
Livingston town CDP
Llano City
Llano Grande CDP
Lockhart City
Loma Grande CDP
Loma Linda CDP
Loma Linda East CDP (Jim Wells County) CDP
Loma Linda East CDP (Starr County) CDP
Loma Linda West CDP
Loma Vista CDP
Lometa City
Lone Star City
Longoria CDP
Longview City
Lopeño CDP
Lopezville CDP
Lorraine town CDP
Lorenzo City
Los Altos CDP
Los Alvarez CDP
Los Angeles CDP
Los Arcos CDP
Los Arrieros CDP
Los Barreras CDP
Los Centenarios CDP
Los Corralitos CDP
Los Ebanos CDP (Hidalgo Cnty) CDP
Los Ebanos CDP (Starr Cnty) CDP
Los Fresnos CDP
Los Fresnos City
Los Huisaches CDP
Los Indios town CDP
Los Lobos CDP
Los Minerales CDP
Los Nopalitos CDP

[TDC eligibility map link](#)

Eligible City or CDP
Los Veteranos I CDP
Los Veteranos II CDP
Los Ybanez City
Lott City
Louise CDP
Lovelady City
Lozano CDP
Lueders City
Lufkin City
Luling City
Lumberton City
Lyford City
Lytle City*
Mabank town CDP
Macdona CDP
Madisonville City
Magnolia Beach CDP
Malakoff City
Malone town CDP
Manuel Garcia CDP
Manuel Garcia II CDP
Marietta town CDP
Markham CDP
Marlin City
Marquez City
Marshall City
Mart City
Martindale City
Martinez CDP
Mason City
Matador town CDP
Matagorda CDP
Mathis City
Maud City
Mauriceville CDP
May CDP
McAllen City
McDade CDP
McGregor City*
McLean town CDP
McLeod CDP

Eligible City or CDP
Meadow town CDP
Medina CDP
Melvin town CDP
Memphis City
Mercedes City
Meridian City
Mertens town CDP
Mertzson City
Mesquite CDP
Mexia City
Mi Ranchito Estate CDP
Midfield CDP
Midway City
Midway North CDP
Midway South CDP
Miguel Barrera CDP
Mikes CDP
Mila Doce CDP
Milam CDP
Milano City
Mildred town CDP
Milford town CDP
Miller's Cove town CDP
Millsap town CDP
Mineola City
Mineral Wells City
Mingus City
Mirando City CDP
Mission Bend CDP
Mission City
Monahans City
Mont Belvieu City*
Montague CDP
Monte Alto CDP
Moraida CDP
Morales-Sanchez CDP
Morgan City
Morgan Farm CDP
Morgan's Point Resort City
Morning Glory CDP
Morton City

Eligible City or CDP
Mosheim CDP
Mound CDP
Mount Calm City
Mount Enterprise City
Mount Pleasant City
Mount Vernon town CDP
Muniz CDP
Murchison City
Murillo CDP
Mustang Ridge City*
Nacogdoches City
Nada CDP*
Naples City
Narciso Pena CDP
Nash City
Natalia City
Navarro town CDP
Navasota City
Neches CDP
Nederland City
Nesbitt town CDP
Netos CDP
New Boston City
New Chapel Hill City
New Falcon CDP
New London City
New Summerfield City
New Waverly City
Newton City
Niederwald City*
Nina CDP
Nocona City
Nocona Hills CDP
Nolanville City
Nome City
Nordheim City
Normandy CDP
Normangee town CDP
Normanna CDP
North Alamo CDP
North Cleveland City

[TDC eligibility map link](#)

Eligible City or CDP
North Escobares CDP
North San Pedro CDP
Novice City
Oak Ridge town (Cooke County) CDP
Oak Trail Shores CDP
Oak Valley town CDP
Oakhurst CDP
Oakwood town CDP
O'Brien City
Odem City
Odessa City
O'Donnell City*
Oglesby City
Oilton CDP
Old River-Winfree City*
Olivarez CDP
Olivia Lopez de Gutierrez CDP
Olmito and Olmito CDP
Olmito CDP
Olmos Park City
Olney City
Omaha City
Onalaska City
Opdyke West town CDP
Orange City
Orange Grove City
Orason CDP
Ore City
Overton City
Owl Ranch CDP
Pablo Pena CDP
Paducah town CDP
Paige CDP
Paisano Park CDP
Palacios City*
Palm Valley City
Palmer CDP
Palmhurst City
Palmview City
Palmview South CDP
Palo Blanco CDP

Eligible City or CDP
Palo Pinto CDP
Pampa City
Pasadena City
Pattison City
Pawnee CDP
Pecan Gap City*
Pecos City
Pelican Bay City
Pena CDP
Pendleton CDP
Penelope town CDP
Penitas City
Perezville CDP
Perrin CDP
Petronila City
Pettus CDP
Pharr City
Pilot Point City
Pine Forest City
Pine Harbor CDP
Pine Island town CDP
Pinebrook CDP
Pinehurst CDP
Pinehurst City
Pineland City
Pinewood Estates CDP
Pittsburg City
Plains town CDP
Plantersville City
Pleak CDP
Pleasant Hill CDP
Pleasanton City
Plum Grove City
Point Blank City
Point Comfort City
Ponder town CDP
Port Aransas City*
Port Arthur City
Port Isabel City*
Port Lavaca City*
Port Mansfield CDP

Eligible City or CDP
Port Neches City
Port O'Connor CDP*
Portland City*
Post City
Poteet City
Potosi CDP
Powderly CDP
Prado Verde CDP
Praesel CDP
Prairie View City
Premont City
Presidio City
Primera town CDP
Progreso City
Progreso Lakes City
Pueblo East CDP
Pueblo Nuevo CDP
Putnam town CDP
Pyote town CDP
Quanah City
Queen City
Quemado CDP
Quesada CDP
Quinlan City
Quitman City
Radar Base CDP
Rafael Pena CDP
Ralls City
Ramireno CDP
Ramirez-Perez CDP
Ramos CDP
Ranchette Estates CDP
Ranchitos del Norte CDP
Ranchitos East CDP
Ranchitos Las Lomas CDP
Rancho Alegre CDP
Rancho Banquete CDP
Rancho Chico CDP
Rancho Viejo CDP
Rancho Viejo town CDP
Ranchos Penitas West CDP

[TDC eligibility map link](#)

Eligible City or CDP
Randolph AFB CDP
Rangerville CDP
Ratamosa CDP
Ravenna City
Raymondville City
Realitos CDP
Red Lick City
Red Rock CDP
Redfield CDP
Redland CDP
Redwater City
Redwood CDP
Refugio town CDP
Regino Ramirez CDP
Reid Hope King CDP
Reklaw City
Relampago CDP
Reno city (Lamar County) City
Reno city (Parker and Tarrant Counties) City
Ricardo CDP
Rice Tracts CDP
Richards CDP
Rio Bravo City
Rio Grande City
Rio Hondo City
Rising Star town CDP
Rivereno CDP
Riverside City
Riviera CDP
Road Runner town CDP
Robert Lee City
Robstown City
Rochelle CDP
Rochester town CDP
Rock Island CDP
Rockdale City
Rockwell Place CDP
Rocky Mound town CDP
Rogers town CDP
Roma City
Ropesville City

Eligible City or CDP
Rosanky CDP
Roscoe City
Rose City
Rose Hill Acres City
Rosenberg City
Rosharon CDP
Rosita CDP
Rosser CDP
Round Mountain town CDP
Rule town CDP
Rusk City
Sabinal City
Salado CDP
Salida del Sol Estates CDP
Salineño CDP
Salineño North CDP
Sam Rayburn CDP
Sammy Martinez CDP
San Antonio City
San Augustine City
San Benito City
San Carlos CDP
San Carlos I CDP
San Carlos II CDP
San Diego City
San Elizario City
San Fernando CDP
San Isidro CDP
San Juan CDP
San Juan City
San Marcos City
San Patricio City
San Pedro CDP
San Perlita City
San Ygnacio CDP
Sand Springs CDP
Sandia CDP
Sandoval CDP
Sandy Hollow-Escondidas CDP
Sandy Oaks City
Sanford town CDP

Eligible City or CDP
Sansom Park City
Santa Anna CDP
Santa Anna town CDP
Santa Cruz CDP
Santa Maria CDP
Santa Monica CDP
Santa Rosa CDP
Santa Rosa town CDP
Santel CDP
Santo CDP
Sargent CDP
Savoy City
Scenic Oaks CDP
Schertz City*
Scissors CDP
Scottsville City
Seadrift City*
Seagoville City
Sealy City
Sebastian CDP
Seco Mines CDP
Seguin City
Selma City*
Seven Oaks City
Shadybrook CDP
Shamrock City
Shavano Park City
Sheffield CDP
Shelbyville CDP
Shepherd City
Sherwood Shores CDP
Shiro CDP
Sierra Blanca CDP
Siesta Acres CDP
Siesta Shores CDP
Silsbee City
Sinton City
Skidmore CDP
Slaton City
Smiley City
Smithville City

[TDC eligibility map link](#)

Eligible City or CDP
Smyer town CDP
Snyder City
Socorro City
Solis CDP
Somerset City
Sonora City
Sour Lake City
South Alamo CDP
South Fork Estates CDP
South Houston City
South La Paloma CDP
South Mountain town CDP
South Padre Island town CDP*
South Point CDP
South Toledo Bend CDP
Southmayd City
Southwest Sandhill CDP
Sparks CDP
Spearman City
Spring Gardens CDP
Spur City
St. Hedwig town CDP
St. Jo City
St. Paul CDP
Stamford City
Stanton City
Stephenville City
Stinnett City
Stockdale City
Stowell CDP
Strawn City
Streetman town CDP*
Sullivan City
Sundown City
Sunray City
Sunrise Beach City
Sunrise Shores CDP
Sunset Acres CDP
Sunset CDP (Starr County) CDP
Sweetwater City
Taft City

Eligible City or CDP
Taft Southwest CDP
Tahoka City
Talco City
Tanquecitos South Acres CDP
Tanquecitos South Acres II CDP
Tatum City
Taylor City
Taylor Landing City
Teague City
Tehuacana town CDP
Temple City
Tenaha town CDP
Terlingua CDP
Terrell City
Terrell Hills City
Texarkana City
Thompsonville CDP
Thorndale City
Thornton town CDP
Thorntonville town CDP
Thrall City
Three Rivers City
Throckmorton town CDP
Thunderbird Bay CDP
Tierra Bonita CDP
Tierra Dorada CDP
Tierra Grande CDP
Tierra Verde CDP
Tilden CDP
Timberwood Park CDP
Timpson City
Tivoli CDP
Todd Mission City
Tolar City
Tornillo CDP
Tow CDP
Tradewinds CDP
Trenton City
Trinity City
Troup City
Troy City

Eligible City or CDP
Tuleta CDP
Tulia City
Tulsita CDP
Tyler City
Tynan CDP
Uhland City*
Uncertain City
Union Grove City
Universal City
Utopia CDP
Uvalde City
Uvalde Estates CDP
Val Verde Park CDP
Valera CDP
Valle Hermoso CDP
Valle Verde CDP
Valle Vista CDP
Valley Mills City
Van Horn town CDP
Van Vleck CDP
Vanderbilt CDP
Vernon City
Victoria Vera CDP
Vidor City
Villa del Sol CDP
Villa Pancho CDP
Villa Verde CDP
Villarreal CDP
Vinton CDP
Von Ormy City
Wadsworth CDP
Wake City
Waller City*
Wallis City
Walnut Springs City
Warren CDP
Warren City
Waskom City
Webberville CDP
Weimar City
Weinert City

[TDC eligibility map link](#)

Eligible City or CDP
Welch CDP
Wellington City
Wellman City
Wells town CDP
Weslaco City
West Alto Bonito CDP
West Columbia City
West Livingston CDP
West Orange City
West Sharyland CDP
West Tawakoni City
Westbrook City
Westdale CDP
Western Lake CDP
Westway CDP
Westwood Shores CDP
Wharton City
White Oak City
Whiteface town CDP
Whitehouse City
Whitewright town CDP
Whitharral CDP
Whitney town CDP
Wickett town CDP
Wild Peach CDP
Wildwood CDP
Willis City
Wills Point City
Windcrest City
Windom town CDP
Winfield City
Winnie CDP
Winnsboro City
Wolfe City
Wolfforth City
Woodsboro town CDP
Woodson town CDP
Woodville town CDP
Wortham town CDP
Wyldwood CDP
Yantis town CDP

Eligible City or CDP
Yoakum City
Yznaga CDP
Zapata CDP
Zapata Ranch CDP
Zarate CDP
Zavalla City
Zephyr CDP