

TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

2021

Call for Projects

PROGRAM GUIDE



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A. SUMMARY OF PROJECT OPPORTUNITY

On January 15, 2021, 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. TxDOT's 2021 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 2021 TA Call for Projects

For the TxDOT 2021 TA Call for Projects there are several changes that have been implemented that differ from previous TxDOT TA program calls.

1. Project sponsors are limited to three applications per sponsoring entity.
2. Projects in a community of 50,000 or less in population located outside a designated Transportation Management Area (TMA) may be eligible to use state Transportation Development Credits (TDCs) that allow for 100% federal TA funds to be applied to the project in lieu of a local match. Eligibility for TDCs is outlined in *Local Match for TA Projects* in Section B.
3. In-kind contributions are no longer allowed as a local match option. See above local match options available to communities of 50,000 or less in population. Communities greater than 50,000 in population may be eligible for an adjustment to the required local match under TxDOT's economically disadvantaged county program (EDCP). See Section B for details.
4. Projects in communities of 50,000 or less in population can request TA funding for preliminary engineering activities, including costs for design and environmental documentation. See Section D for details.
5. Changes to the TxDOT's TA Program evaluation criteria were updated to align with TxDOT's mission, *Connecting You With Texas*, as well as 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 and weight criteria. See Section C for details.

Table 1: TxDOT's 2021 TA Call for Projects Important Dates

	Milestones	Date
Step 1	TxDOT's 2021 TA Call for Projects opens	January 15, 2021
	Virtual Workshops	January 21-27, 2021
	Responses to workshop questions posted	February 2, 2021*
	Preliminary Application (PA) deadline	March 1, 2021
	District Coordination	before April 9, 2021
	TxDOT PA Review complete	April 9, 2021
	TxDOT notifies sponsors of eligibility	April 12, 2021
Step 2	Detailed Application (DA) deadline	June 14, 2021
	TxDOT DA Review complete	August 16, 2021*
	Final project award (available funds)	October 2021*
	Conditional Project List (anticipated future funds)	October 2021*

* target dates

TxDOT Focus Areas

For the 2021 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 on-system improvements (within TxDOT right-of-way) in support of TxDOT's Americans with Disabilities Act (ADA)/pedestrian initiatives

- Construct segments identified as part of Texas Bicycle Tourism Trails network* or implement a locally-preferred alternate route
- Improve bicycling, wheelchair, and walking access to or between existing bicycle and pedestrian facilities, public transportation, or mobility hubs that integrate multiple modes of transportation (such as transit stops, carsharing, bikesharing, micromobility, or other shared-mobility services)
- 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 on property owned by the project sponsor (off-system).

2021 Call for Projects

Through TxDOT's 2021 TA Call for Projects, the department intends to make available approximately \$10.5 million in TA funds associated with FY 2021 and FY 2022 appropriations to the department for nonurban areas (population areas of 5,000 or less**). 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 eligible number of TA project nominations received by the department.

In addition to currently available federal funding, TxDOT anticipates the TA program or a similar non-motorized infrastructure funding program to be authorized in the next federal transportation funding bill. As part of TxDOT's 2021 TA Call for Projects, the department intends to competitively identify bicycle and pedestrian infrastructure projects located in population areas under 200,000** to be placed on a prioritized Conditional Project List for anticipated FY 2023 – FY 2024 TA appropriations. Once funds become available, projects on the Conditional Projects List will be recommended to the commission for consideration for project award. Although there is not a minimum or maximum amount of funding available for a single project, total program funds are limited. Over the three previous TA program calls, the average nonurban federal funding award was around \$800,000, while the average small urban federal funding award was around \$1,350,000.

Projects identified for the 2019 TA/SRTS Call for Projects Conditional Project List should not be resubmitted for the 2021 TA Call for Projects. These projects will be advanced to commission for award when funds are available. Recommendations from the Conditional Project Lists will be prioritized based on initial project ranking, project readiness, and funds available. We are anticipating the first group of conditional projects from TxDOT's 2019 TA Program Call to be recommended to commission for funding in 2021.

* 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>.

** TxDOT administers TA funds for projects located outside the smoothed boundaries of Census Urbanized Areas of 200,000 or greater that have been identified as Transportation Management Areas (TMAs).

At the conclusion of the 2021 TA Call for Projects and a competitive project evaluation process, applicants will be:

- Awarded available Nonurban TA funding by the Texas Transportation Commission;
- Placed on a prioritized Conditional Project List for future federal TA appropriations; or
- Eliminated from further consideration in this program call. Project sponsors may resubmit these projects for consideration during future call for projects.

Table 2 provides a high-level comparison of TA funding available for non-urban and small urban areas.

Table 2: TA Program Funding Areas

Project Location	Population Size ¹	Local Match Required ²	Eligible Activities	Available program funding for Winter 2021 Texas Transportation Commission Award
Nonurban areas (5,000 or less in population)	5,000 people or less	20%	Preliminary Engineering & Construction	\$10.5 million
				Conditional Project List ³
Small Urban areas (5,001 to 200,000 in population)	5,001 to 50,000 people		Preliminary Engineering & Construction	Conditional Project List ³
	50,001 to 200,000 people		Construction Only	

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.

¹ TxDOT administers TA funds for projects located outside the smoothed boundaries of Census Urbanized Areas of 200,000 or greater, identified as Transportation Management Areas (TMAs).
² Some project sponsors may be eligible for a reduction in local match. See Section B.
³ Conditional Project Lists will be created to assist TxDOT in prioritizing Nonurban and Small Urban projects for anticipated future federal TA appropriations of \$13 million for nonurban and \$13 million for small urban to the department for FY 2023 - 2024. Once funds become available, projects on the list will be recommended to the commission for consideration for project award.

Two-Step Application Process

TxDOT's 2021 TA Call for Projects involves a two-step application process, as depicted in Figure 1 on the next page. 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 2021 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 current TA funds or future TA funding must complete the Preliminary Application (PA)⁴ and submit it to TxDOT as specified in the PA instructions before close of business on March 1, 2021. Applications received after the **March 1, 2021**, 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 (via internet conference call) before April 9, 2021, with the local TxDOT District TA Coordinator and District staff 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 April 12, 2021, TxDOT staff will advise all project sponsors regarding project eligibility based on project location, population size, eligibility, and initial project readiness. 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. The Detailed Application will be made available to eligible project sponsors at that time.

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 14, 2021**, as specified in the DA instructions.

⁴ 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: 2021 TA Program Call – Two-Step Process

2021 TA Call for Projects
Two-Step Process

Step 1

Project Sponsors submit Preliminary Applications (PA)

Preliminary Application (PA)

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

Step 2

Project Sponsors submit Detailed Applications (DA)

Detailed Application (DA)

- *Project Evaluation*
- *Constructability/ Feasibility Review*

Funding Award

Existing Funding

Nonurban TA

Commission action late 2021

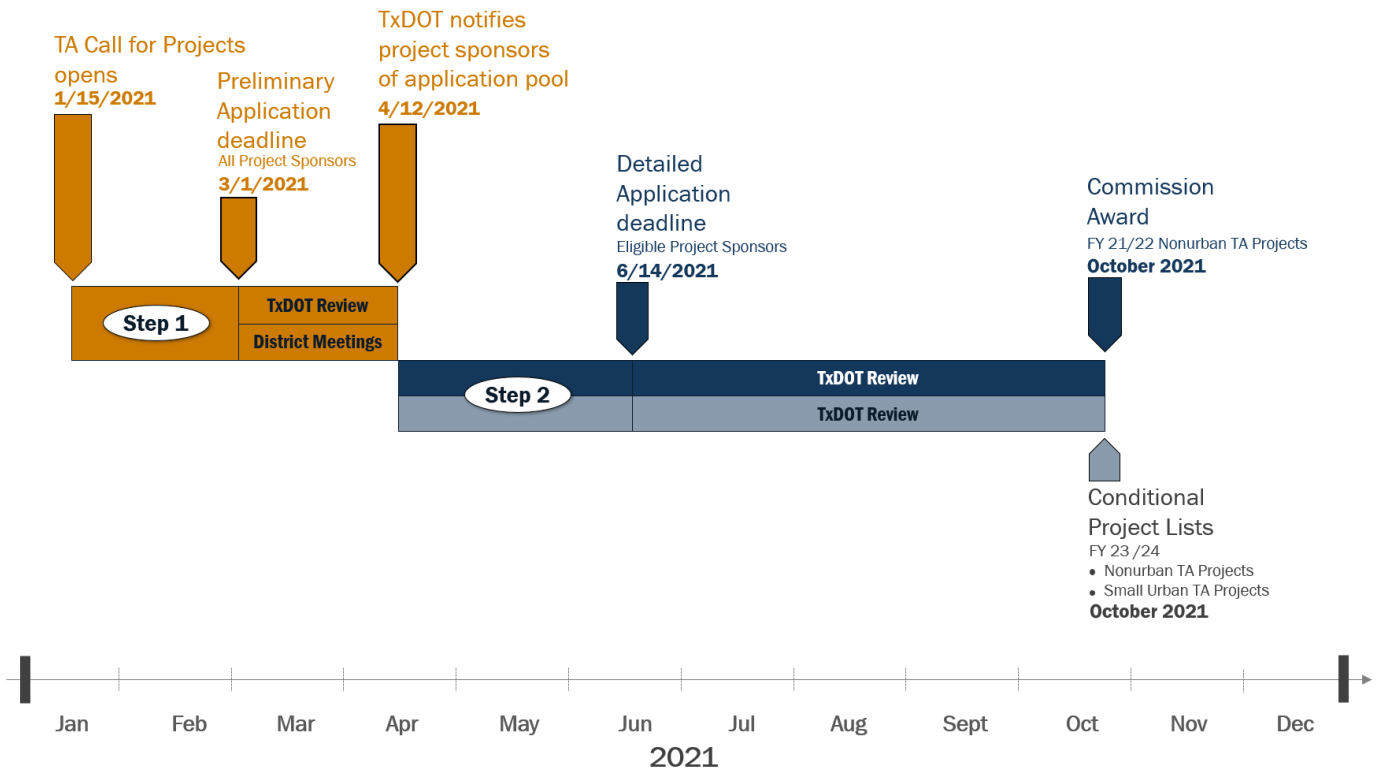
Conditional Project List

Anticipated Future Funding

Nonurban and Small Urban TA

List developed in late 2021

Figure 2: 2021 TA Program Call Timeline



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

The TA Program, as administered by TxDOT, provides funding to 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. The Fixing America's Surface Transportation (FAST) Act established the TA Program as part of the Surface Transportation Block Grant and replaced the Transportation Alternatives Program (TAP), which was established under the Moving Ahead for Progress in the 21st Century Act (MAP-21). Like TAP, 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. 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 - 16.154.⁵

Project Location Restrictions for TA Projects

TxDOT administers TA funds for projects located outside the smoothed boundary of Census Urbanized Areas greater than 200,000 in population, that have been identified as Transportation Management Areas (TMAs). Please reference the [TMA Interactive Map](#) to determine if the project is outside of a TMA. TxDOT's TA funds are further suballocated by population to: communities of 5,000 or less, identified as "nonurban," and communities of 5,001 to 200,000, identified as "small urban."

TA Funding Availability

As part of TxDOT's 2021 TA Call for Projects, approximately \$10.5 million in **anticipated available TA funds** apportioned to the state for FY 2021 and FY 2022 for nonurban areas (populations of 5,000 or less located outside a TMA) will be awarded to selected eligible projects. Projects will be selected through a competitive process based on evaluation criteria described in Section D of this program guide. TxDOT has limited the use of its TA funds to bicycle and pedestrian infrastructure only. The commission is anticipated to consider recommendations for TA funding in October 2021.

In anticipation of the TA Program or a similar non-motorized infrastructure program being continued in future transportation funding bills, TxDOT is identifying projects for inclusion on a prioritized **Conditional Project List** through this program call. Candidates for the Conditional Project List will be evaluated based on the TA criteria described in Section D of the program guide. Based on this evaluation, the department will develop a Conditional Project List for approximately \$26 million of

⁵ In Texas, TA funds for the Recreational Trails Program are administered through the Texas Parks and Wildlife Department.

anticipated future federal TA allocations for FY 2023 and FY 2024. This includes approximately \$13M for nonurban and \$13M for small urban for FY 2023 and FY 2024. Once funds become available, projects on the list will be recommended to the commission for consideration for project award. Recommendations from the Conditional Project List will be prioritized based on initial project ranking, project readiness, and funds available. As with previous authorizations, it is anticipated that TxDOT will continue to use federal TA funds for bicycle and pedestrian infrastructure only.

Future anticipated TA funds associated with this program call would not be available until FY 2023 at the earliest for non-urban and for small urban areas. The Conditional Project List is anticipated to be generated in October 2021.

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
- Transportation development credits (TDCs) for projects located in communities of 50,000 or less in population that meet specific economic criteria, or
- A combination of cash provided by the project sponsor and state funds for projects located in communities greater than 50,000 in population within designated economically disadvantaged counties

Brief descriptions of TDC and TxDOT's Economically Disadvantaged Counties Program eligibility are 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 by project sponsors 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.

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).

Economically Disadvantaged Counties Program (EDCP)

If the project is located in a county that has been certified by the commission as an economically disadvantaged county, the DA may include a request for adjustment to the minimum local funding match requirement. If an adjustment is granted, the adjustment percentage in effect for the county at the time the 2021 program call is initiated will be used. Awarded projects determined to be eligible for an EDCP adjustment will require completion of a separate application to the department's EDCP. EDCP approval must be obtained prior to execution of the local agreement. In addition, the county must retain EDCP eligibility at the time the local agreement for an awarded project is signed by both the project sponsor and TxDOT in order to be granted the adjustment. Appendix A identifies counties that may be eligible for the department's EDCP reduction. For EDCP guidance visit:

<http://www.txdot.gov/inside-txdot/division/transportation-planning/disadvantaged-county.html>

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 2021 TA Call for Projects, projects located in a community of 50,000 or less in population located outside a designated Transportation Management Area (TMA) may be eligible to use state TDCs that allow for 100% federal TA funds to be applied to the project in lieu of a local match. Under TxDOT's 2021 TA Call for Projects eligibility for TDCs is as follows:

1. Project must be located in a community of 50,000 or less in population located outside of a designated TMA, and
2. Project is located in an economically disadvantaged county certified by commission at the time TxDOT's 2021 TA Call for Projects opens, or
3. Project is located in a city/ Census designated place (CDP) that meets all of the following criteria:
 - Below state average per capita taxable property value⁶
 - Below state average per capita income⁷, and
 - Above state average unemployment⁸

Appendix B 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=01fa15525e9e4be68a43c06dc06ce2e6>). For rural projects located outside jurisdictional boundaries or census designated places not identified on the map, contact TxDOT-PTN for guidance.

⁶ Texas Comptroller of Public Accounts; 2018 City Rates and Levies, Total Property Market Value and U.S. Census Bureau; 2019 5-Year American Community Survey, Table DP05, Total Population

⁷ U.S. Census Bureau; 2019 5-Year Community Survey, Table DP03, Per Capita Income

⁸ U.S. Census Bureau; 2019 5-Year Community Survey, Table DP03, Civilian Unemployment Rate

Eligible TA Project Activities

Eligible TA activities for the department's 2021 TA Program Call for Projects include:

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

Construction and engineering costs are eligible for projects in communities of 50,000 or less in population, while only construction costs are eligible for projects in communities of 50,001 or greater in population. 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. In other words, a project that is currently being considered for TA funding by an MPO cannot be submitted to this call for projects; however, 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. Additionally, projects under an existing local agreement (i.e., Advance Funding Agreement) may not be resubmitted under this program call. Projects on an existing conditional project list should not be resubmitted under this program call.

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 school
- A tribal government
- A nonprofit entity responsible for the administration of local transportation safety programs
- Any other local or regional governmental entity with responsibility for, or oversight of, transportation or recreational trails

Refer to 23 U.S.C. §133(h) for further details/descriptions of the above entities.

According to 23 U.S.C. §133(h)(4)(B), state departments of transportation (DOTs) and MPOs are not eligible project sponsors for TA funds. However, state DOTs and MPOs may partner with an eligible entity to carry out a TA project.

Nonprofit organizations are not eligible as direct grant subrecipients for TA funds unless they qualify through one of the eligible entity categories (e.g., where a nonprofit organization is a designated transit agency, school, or entity responsible for the administration of local transportation safety programs). Nonprofit entities are eligible to partner with any eligible entity on an eligible project; however, the eligible entity would serve as the project sponsor and be 100% responsible for the local match and project development. Only one entity is permitted to serve as a project sponsor. The project sponsor may need to provide the department a reference to their enabling legislation for review.

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, agrees to provide a portion of the local funding match, it would be the local government/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.

C. PROJECT EVALUATION AND SELECTION CRITERIA

Through collaboration and leadership, TxDOT's mission is *Connecting You With Texas*. The selection criteria for TxDOT's TA Program were developed based on the 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 key MPO and TxDOT stakeholders to establish and weight criteria. 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.

Table 3 outlines the criteria categories that will be used to evaluate all eligible projects. The table includes a brief description of each 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 April 12, 2021.

Table 3: Criteria Evaluation Categories

No.	Category	Criteria Description	Criteria	
			Non-urban	Small Urban
1	Safety	Demonstrates need for safety improvement and identifies appropriate safety countermeasures Provides safer lower stress accommodations for walking, bicycling, and other non-motorized travel	X	X
2	Project Readiness	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 TxDOT-administered projects	X	X
3	Geographic Equity	Improves mode choice in under-served communities	X	X
4	Connectivity & Accessibility	Improves non-motorized routes and access to destinations of interest, including business districts, downtowns, and employment centers; schools, services, and active living/health facilities Supports multi-modal connections and access Eliminates barriers to pedestrians, bicycles, and wheelchairs Supports investments in local/interregional tourism, especially Texas Bicycle Tourism Trails	X	X
5	Community Support & Planning	Public outreach demonstrates positive community support Established community partnerships commit to collaboratively implement project Project demonstrates a link to formal transportation planning efforts (Small Urban only) Consideration of small communities with limited planning resources in the Small Urban funding category (Small Urban only) Demonstrates commitment to provide the local match and maintenance of facility once complete	X	X

6	Demand	Improves access to higher density residential and/or employment centers (Small Urban only)		X
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Evaluation Process

A department evaluation committee will oversee a competitive evaluation process that will result in a recommended list of projects submitted during this Call for Projects. Department staff will review, evaluate, and recommend projects submitted during the department’s 2021 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 using the list of criteria provided above in Table 3. Criteria category scores are weighted, and weights will be uniformly applied to eligible projects.

Although there is not a minimum or maximum amount of funding available for a single project, total program funds are limited. As a result, the department may find it necessary to contact a project sponsor to split a larger project into smaller segments to be constructed in phases.

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.

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 2021 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 for projects in communities of 50,000 in population or less
- Environmental documentation for projects in communities of 50,000 in population or less

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:

- Planning activities
- Preliminary engineering and design, including preparation of construction plans, specifications, and estimates (PS&E) including planning survey work for design for projects in communities of greater than 50,000 in population
- Environmental documentation for projects in communities of greater than 50,000 in population
- 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

The total amount for incidental construction activities (such as minor utility adjustment, minor drainage modification, landscape placement/restoration etc.) and approved amenities may not exceed 30% of the project's construction budget.

If any element in a project nomination fails to meet federal and state requirements, 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.

As a result of recent revisions to the state's TA Program rules, project overruns will be evaluated by the responsible division administering the program 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 established in 43 Texas Administrative Code (TAC) §11.411(d) and are outlined below.

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 at the time TxDOT's 2021 TA Call for Projects opens, or
 - b) Project is located in a city/Census designated place (CDP) that meets the following criteria:
 - Below state average per capita taxable property value⁹
 - Below state average per capita income¹⁰, and
 - Above state average unemployment¹¹

⁹ Texas Comptroller of Public Accounts; 2018 City Rates and Levies, Total Property Market Value and U.S. Census Bureau; 2019 5-Year American Community Survey, Table DP05, Total Population

¹⁰ U.S. Census Bureau; 2019 5-Year Community Survey, Table DP03, Per Capita Income

¹¹ U.S. Census Bureau; 2019 5-Year Community Survey, Table DP03, Civilian Unemployment Rate

E. 2021 PROJECT SPONSOR WORKSHOP SCHEDULE

In accordance with current public health recommendations associated with the COVID-19 pandemic, TxDOT will host project sponsor workshops virtually to provide information and guidance on TxDOT's 2021 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. If special accommodations are needed, 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 live workshops. Questions submitted during the workshop or received by January 28, 2021 will be reviewed and responses posted on the program webpage on or around February 2, 2021.

Meeting Dates:

January 21, 2021 (1:00PM – 4:00PM)

Virtual Meeting

January 25, 2021 (1:00PM – 4:00PM)

Virtual Meeting

January 27, 2021 (9:00AM – 12:00PM)

Virtual Meeting

Contact:

TA Program Coordinator: Noah Heath

(361) 876-7184

Noah.Heath@txdot.gov

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.

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 programs 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 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 sponsors "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 considered regionally significant or 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 (i.e., Advance Funding Agreement [AFA]) 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 construction letting (advertisement for bids and contract management) will be done by the department or by the project sponsor. At the department's discretion, TA projects may be let for construction by the department. Alternatively, project sponsors may seek department authorization for a local 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 a local construction letting will need to demonstrate adequate cash flow to accommodate the payment of 100% of construction 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 letting determination after consultation with division staff and the project sponsor.

Regardless of whether the project is 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 administrative 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.

Federal Project Authorization and Agreement (FPAA)

The department is responsible for securing the federal funding for each phase of work. The environmental document must be cleared, all property must be acquired, any major utility adjustments must be completed, and the construction plans complete 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. Additionally, proposed bicycle facilities should be consistent with the latest [TxDOT's Bicycle Accommodation Design Guidance](#), which provides additional bikeway design recommendations for urban and rural areas. This guidance is anticipated to be updated in early 2021 and a link to the updated guidance will be posted on the program webpage and provided to eligible project sponsors once available. 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](#). 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 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 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 2021 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.

Completion of TxDOT's NEPA Scope Development Tool is recommended to identify the level of environmental documentation and any resource assessments/agency coordination needed for the proposed project.

Public/stakeholder involvement

An appropriate level of public/stakeholder involvement is required for each project submitted under TxDOT's 2021 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 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 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 2021 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 several months and in some instances several years. 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 will 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 2021 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 the 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 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

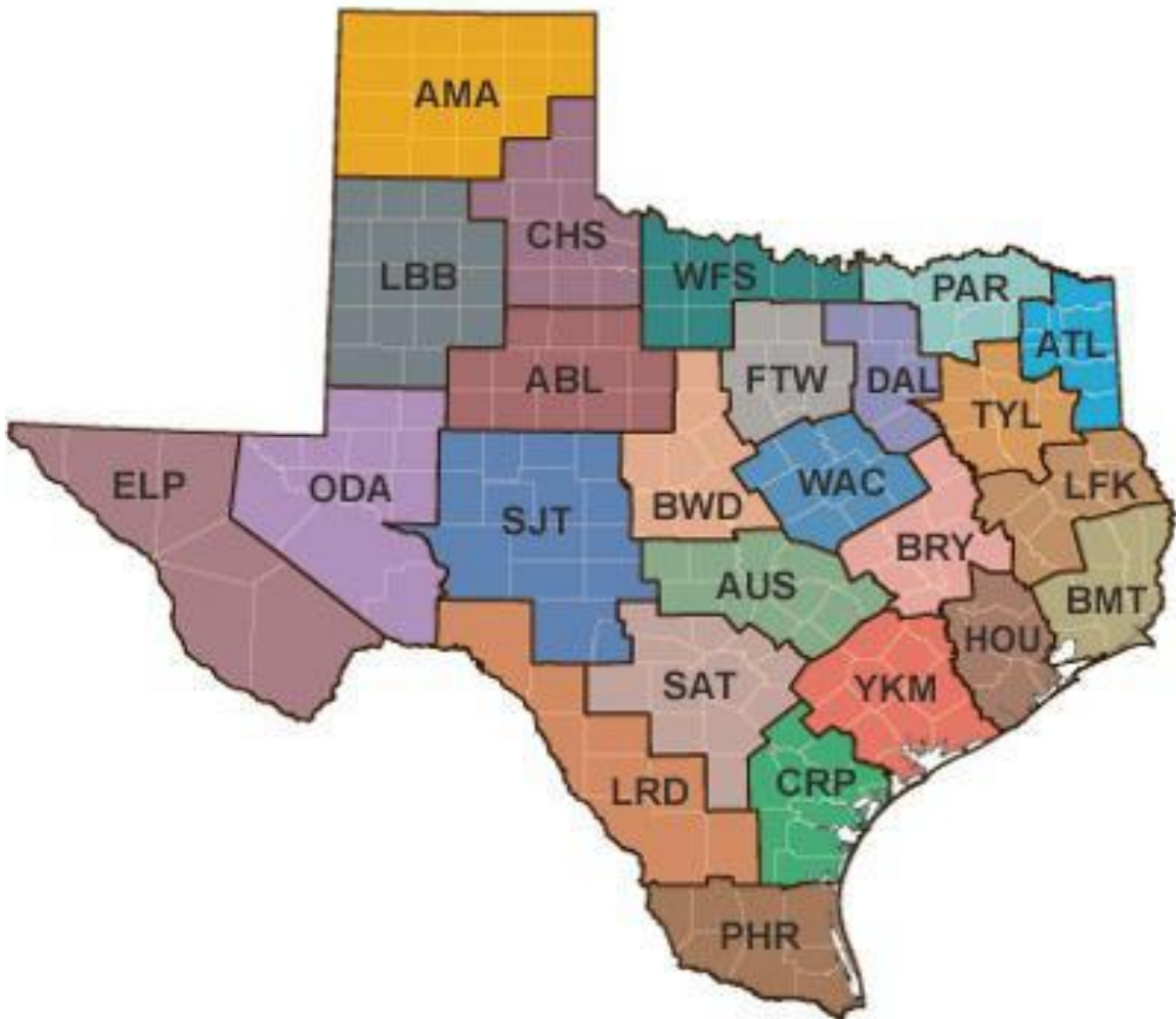
A project selected by the commission shall be maintained and operated by the project sponsor for the purpose for which it was approved and funded, and for a period of time that is commensurate with the amount of federal investment in the project. A project selected by the commission shall be dedicated 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 <http://www.txdot.gov/inside-txdot/district.html>. The state map at this website includes hyperlinks to TxDOT's 25 district office websites. Click on the project county and the hyperlink will redirect to the web page of the TxDOT district that includes that county. Take note of the full name of the TxDOT district office that appears at the top of the online landing page. 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 2021 TA Call for Projects and the project nomination process. Click the District Coordinator's name to send an email.

Abilene District Office

[Billy Dezern](#)
4250 North Clack
Abilene, TX 79601-0150
(325) 676-6826

Amarillo District Office

[John Wimberley](#)
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](#)
2591 N. Earl Rudder Freeway
Bryan, TX 77803-5190
(979) 778-9631

Childress District Office

[Chris Reed](#)
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

[Maher M. Ghanayem, P.E.](#)
4777 East Highway 80
Mesquite, TX 75150
(214) 320-6691

El Paso District Office

[Blanca Serrano-Rivera](#)
13301 Gateway Blvd West
El Paso, TX 79928
(915) 790-4328

Fort Worth District Office

[Phillip Hays](#)
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

[Jimmy Thompson](#)
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

[Sydney Newman](#)
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

[John DeWitt Jr.](#)
4502 Knickerbocker Road
San Angelo, TX 76904
(325) 947-9242

San Antonio District Office

[Kris Knoll](#)
4615 N.W. Loop 410
San Antonio, TX 78229
(210) 615-5845

Tyler District Office

[Carson Hollis](#)
2709 West Front Street
Tyler, TX 75702
(903) 510-9157

Waco District Office

[Erika Kunkel](#)
[Allen Duncan](#)
100 South Loop Drive
Waco, TX 76704-2858
(254) 867-2733
(254) 867-2865

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):

[Bonnie Sherman](#)
[Noah Heath](#)

TxDOT - PTN

TA Program Manager
125 E. 11th Street
Austin, TX 78701
(512) 486-5972
(512) 486-5973

L. BIKEWAY TERMINOLOGY

Shared Roadway – 2012 AASHTO Definition: “A roadway that is open to both bicycle and motor vehicle travel.”

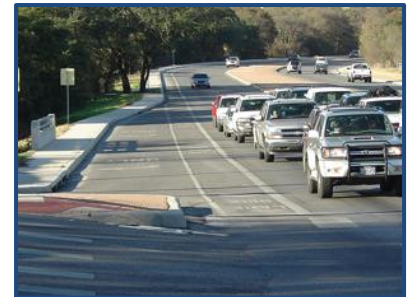
2011 Texas MUTCD Definition: “A roadway that is officially designated and marked as a bicycle route, but which is open to motor vehicle travel and upon which no bicycle lane is designated.”

A Signed Shared Roadway shall include posted bike route signs & may include pavement markings.



Bicycle Lane - 2012 AASHTO and 2011 Texas MUTCD Definitions are the same: “A portion of a roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs.

However, AASHTO definition includes: “It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designated as a contra-flow lane.”



Shoulder - 2012 AASHTO Definition:

“The portion of roadway contiguous with the travel way that accommodates stopped vehicles, emergency use, and lateral support for sub base, base, and surface course. Shoulders where paved are often used by bicyclists.”

A Signed Shoulder Bike Route shall include posted bike route signs and may include pavement markings.



Shared Use Path - 2012 AASHTO and 2011 Texas MUTCD Definitions are basically the same:

“A bikeway outside the traveled way and physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way or within an independent alignment. Shared use paths may also be used by pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers) and other authorized motorized and non-motorized users. Most shared use paths are designed for two-way travel.”



Separated Bicycle Lane – 2015 FHWA Definition:

“A separated bike lane is an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element. Separated bike lanes are differentiated from standard and buffered bike lanes by the vertical element. They are differentiated from shared use paths (and sidepaths) by their more proximate relationship to the adjacent roadway and the fact that they are bike-only facilities. Separated bike lanes are also sometimes called ‘cycle tracks’ or ‘protected bike lanes.’” (FHWA 2015)



M. ADDITIONAL WEBLINKS

Information about **TxDOT's 2021 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:

<http://www.txdot.gov/inside-txdot/division/public-transportation/bicycle-pedestrian.html>

TxDOT Bicycle and Pedestrian Resource Webpage:

<https://www.txdot.gov/inside-txdot/modes-of-travel/bicycle.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 Office:

<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 Vol 2:

<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):

<http://www.txdot.gov/inside-txdot/division/transportation-planning/disadvantaged-county.html>

TDCs and TMA Interactive Map:

<https://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=01fa15525e9e4be68a43c06dc06ce2e6>

TxDOT District Office Information: <http://www.txdot.gov/inside-txdot/district.html>

U.S. Census Information:

[https://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/;](https://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/)

2010 Decennial Population

<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

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

FHWA TA Set-Aside Guidance:

http://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm

FHWA Safe Routes to Schools Guidance:

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

Safe Routes to School National Partnership

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

DESIGN GUIDANCE:

AASHTO Guide for the Development of Bicycle Facilities:

<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/env/toolkit/770.01.pol.pdf>

BikeStripe Initiative: Designating Bikeways within the Existing Roadway Footprint

<https://ftp.txdot.gov/pub/txdot-info/ptn/bikestripe/bikestripe.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://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/>

NACTO Urban Street Design Guide:
<http://nacto.org/publication/urban-street-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: https://www.ada.gov/2010ADASTandards_index.htm

N. DEFINITIONS AND TERMINOLOGY

AFA – Advance Funding Agreement

AASHTO – American Association of State Highway and Transportation Officials

Bikeway terminology – See Section M 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.

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.

Conditional Projects List – Prioritized project list based on rankings as a result of a competitive evaluation using criteria identified in Section D of this guide. The Conditional Project List will be developed for anticipated future federal TA allocations for FY 2021 and FY 2022. Once future funds become available, projects on the list will be recommended to the commission for consideration for project award. Recommendations from the Conditional Project List will be prioritized based on initial project ranking, project readiness, and funds available.

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

FPAA – 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 or a combination of cash and in-kind contributions provided by or through the project sponsor.

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.

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

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 with a population size of 5,001 to 200,000 as determined by the 2010 Census located outside a TMA.

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: ECONOMICALLY DISADVANTAGED COUNTIES FY 2021

[\(EDCP program materials link\)](#)

Eligible Counties	Adjustment %
Angelina County	25
Bailey County	60
* Bastrop County	95
Bee County	59
Bell County	25
* Bosque County	95
Bowie County	25
Brooks County	73
* Brown County	95
* Caldwell County	95
Calhoun County	32
Cameron County	45
Camp County	27
Cass County	41
Cherokee County	41
Cochran County	71
Coleman County	59
Coryell County	38
Crosby County	47
Dawson County	58
Dickens County	66
Duval County	81
El Paso County	37
Falls County	69
Floyd County	47
Franklin County	32
Freestone County	20
Gray County	34
Grimes County	36
Hale County	47
Hall County	59
* Hardin County	95
Harrison County	15
Hidalgo County	60
* Houston County	95
Hudspeth County	55
Hutchinson County	31
Jasper County	38
Jim Hogg County	95
Jim Wells County	51
Jones County	58
* Wharton County	95
Wilbarger County	26
Willacy County	61

Eligible Counties	Adjustment %
Kleberg County	53
Lamb County	51
Leon County	24
Liberty County	39
Limestone County	54
Madison County	46
Marion County	34
Matagorda County	23
Maverick County	48
Milam County	53
Mitchell County	50
Morris County	22
Nacogdoches County	38
* Navarro County	95
Newton County	52
* Nueces County	95
* Orange County	95
Panola County	28
Polk County	44
Presidio County	34
Real County	40
Red River County	49
Refugio County	46
Robertson County	26
Rusk County	39
Sabine County	29
San Augustine County	24
San Jacinto County	49
Shelby County	52
* Smith County	95
Starr County	67
Swisher County	52
Terry County	53
Titus County	38
Trinity County	49
Tyler County	73
Upshur County	39
Uvalde County	50
Val Verde County	37
Walker County	51
Waller County	46
Wood County	36
Zapata County	62
Zavala County	63

*Met the standard criteria within the last six years and has been included in no less than five federally declared disasters within the same time period.

Additional Adjustments for Cities Within an Economically Disadvantaged County FY 2021

Every eligible county receives an adjustment to its local match requirement ranging from 15 (minimum) to 95 (maximum) percent. A city within an economically disadvantaged county receives an adjustment equal to the adjustment for the county in which it is located, with the possibility of up to 10 additional percentage points based on its population and the existence of an economic development sales tax.

The two following tables depict the additional percentage points that cities may be granted.

Economic Development Sales Tax:

ADDITIONAL PERCENTAGE

YES	5%
NO	0%

Population:

ADDITIONAL PERCENTAGE

$x < 1,000$	5%
$1,000 < x < 2,000$	4%
$2,000 < x < 3,000$	3%
$3,000 < x < 4,000$	2%
$4,000 < x < 5,000$	1%
$x > 5,000$	0%

APPENDIX B: CITIES AND CDPs ELIGIBLE FOR TDCS – FY 2021

The list below identifies cities and Census designated places (CDPs), or portions thereof located outside transportation management areas (TMAs), that are eligible for transportation development credits (TDCs) during TxDOT's 2021 TA Call for Projects. ([TDC eligibility map link](#))

Eligible City or CDP	Eligible City or CDP	Eligible City or CDP
Abernathy city	Barrett CDP	Brookshire city
Ackerly city	Barry city	Browndell city
Agua Dulce city	Bastrop city	Brownfield city
Agua Dulce CDP	Batesville CDP	Brownsboro city
Airport Heights CDP	Bay City city	Brownwood city
Airport Road Addition CDP	Bayside town	Bruceville-Eddy city
Alba town	Bayview town	Bryson city
Albany city	Beasley city	Buckholts town
Alfred CDP	Beckville city	Buena Vista CDP
Alice city	Bedias city	Buffalo city
Alice Acres CDP	Beeville city	Bullard town
Alto town	Bellevue city	Buna CDP
Alto Bonito Heights CDP	Bellville city	Burkburnett city
Alvin city	Belton city	Burke city
Amada Acres CDP	Benavides city	Burton city
Amargosa CDP	Benjamin city	Butterfield CDP
Amaya CDP	Benjamin Perez CDP	Byers city
Ames city	Berryville town	Bynum town
Amherst city	Bertram city	Calvert city
Amistad CDP	Big Lake city	Camargito CDP
Anacua CDP	Big Sandy town	Cameron city
Anahuac city	Big Spring city	Camp Swift CDP
Anderson city	Big Thicket Lake Estates CDP	Camp Wood city
Angus city	Big Wells city	Campbell city
Annona town	Bishop city	Campo Verde CDP
Anson city	Bixby CDP	Canadian city
Anthony town	Blanco city	Canton city
Anton city	Blanket town	Cantu Addition CDP
Appleby city	Blessing CDP	Cape Royale CDP
Aransas Pass city	Bloomburg town	Carrizo Hill CDP
Arp city	Blooming Grove town	Carrizo Springs city
Arroyo Colorado Estates CDP	Bloomington CDP	Carthage city
Arroyo Gardens CDP	Blue Berry Hill CDP	Casa Blanca CDP
Asherton city	Bluetown CDP	Casas CDP
Athens city	Bogata city	Cedar Point CDP
Atlanta city	Boling CDP	Celeste city
Austwell city	Borger city	Center city
Avery town	Bowie city	Centerville city
Avinger town	Box Canyon CDP	Chandler city
B and E CDP	Boyd town	Chaparrito CDP
Bailey city	Brazoria city	Chapeno CDP
Baird city	Breckenridge city	Charlotte city
Bangs city	Bremond city	Chester town
Banquete CDP	Brenham city	Childress city
Bardwell city	Bridge City city	Chilton CDP
Barrera CDP	Broaddus town	China Spring CDP

[TDC eligibility map link](#)

Eligible City or CDP	Eligible City or CDP	Eligible City or CDP
Chireno city	Dell City city	Emhouse town
Chula Vista CDP	Delmita CDP	Encantada-Ranchito-El Calaboz CDP
Chula Vista CDP	Denison city	Encinal city
Cienegas Terrace CDP	Detroit town	Encino CDP
Circle D-KC Estates CDP	Devers city	Escobares city
Clarksville city	Deweyville CDP	Estelline town
Clarksville City city	Diboll city	Eugenio Saenz CDP
Cleveland city	Dickens city	Eureka city
Clifton city	Dilley city	Eustace city
Clute city	Domino town	Evadale CDP
Clyde city	Douglassville town	Evant town
Coldspring city	Driscoll city	Evergreen CDP
Coleman city	Dumas city	Fabens CDP
Colmesneil city	E. Lopez CDP	Fabrica CDP
Colorado City city	Eagle Lake city	Fairfield city
Combes town	Eagle Pass city	Falcon Heights CDP
Comfort CDP	Early city	Falcon Lake Estates CDP
Commerce city	Earth city	Falcon Mesa CDP
Concepcion CDP	East Alto Bonito CDP	Falcon Village CDP
Cool city	East Bernard city	Falconaire CDP
Coolidge town	East Mountain city	Falfurrias city
Copperas Cove city	East Tawakoni city	Fernando Salinas CDP
Corrigan town	Eastland city	Flor del Rio CDP
Corsicana city	Edgewater Estates CDP	Floresville city
Cottonwood Shores city	Edmonson town	Flowella CDP
Coyote Acres CDP	Eidson Road CDP	Floydada city
Cranfills Gap city	El Brazil CDP	Follett city
Crockett city	El Camino Angosto CDP	Fort Davis CDP
Crosbyton city	El Campo city	Fort Hancock CDP
Crystal City city	El Castillo CDP	Fort Hood CDP
Cuero city	El Cenizo city	Franklin city
Cuevitas CDP	El Cenizo CDP	Freeport city
Cumby city	El Chaparral CDP	Freer city
Cuney town	El Indio CDP	Fritch city
Cushing city	El Mesquite CDP	Fronton CDP
Cut and Shoot city	El Quiote CDP	Fronton Ranchettes CDP
Daingerfield city	El Rancho Vela CDP	Frost city
Daisetta city	El Refugio CDP	Fruitvale city
Damon CDP	El Socio CDP	Gainesville city
Danbury city	Eldorado city	Gallatin city
Dawson town	Electra city	Garceno CDP
Dayton city	Elgin city	Garciasville CDP
Dayton Lakes city	Elias-Fela Solis CDP	Garfield CDP
De Kalb city	Elm Creek CDP	Garrison city
Del Mar Heights CDP	Elmendorf city	Gary City town
Del Rio city	Emerald Bay CDP	Garza-Salinas II CDP

[TDC eligibility map link](#)


Eligible City or CDP	Eligible City or CDP	Eligible City or CDP
Gatesville city	Hillsboro city	K-Bar Ranch CDP
Gholson city	Hilltop CDP	Kemp city
Gilmer city	Hilltop Lakes CDP	Kempner city
Gladewater city	Hitchcock city	Kenedy city
Goliad city	Holiday Beach CDP	Kenefick town
Golinda city	Holiday Lakes town	Kennard city
Goodlow city	Holland town	Kerens city
Goodrich city	Holly Lake Ranch CDP	Kilgore city
Goree city	Homestead Meadows North CDP	Kingsland CDP
Grand Saline city	Homestead Meadows South CDP	Kingsville city
Granger city	Hooks city	Kirbyville city
Grape Creek CDP	Horizon City city	Kirvin town
Grapeland city	Hubbard city	Knippa CDP
Green Valley Farms CDP	Hudson city	Kosse town
Greenville city	Hughes Springs city	Kountze city
Groesbeck city	Hull CDP	Kress city
Groves city	Hungerford CDP	La Carla CDP
Groveton city	Huntington city	La Casita CDP
Gruver city	Huntsville city	La Chuparosa CDP
Guadalupe Guerra CDP	Hutto city	La Escondida CDP
Guerra CDP	Huxley city	La Esperanza CDP
Gun Barrel City city	Iago CDP	La Feria city
Gutierrez CDP	Iglesia Antigua CDP	La Feria North CDP
H. Cuellar Estates CDP	Imperial CDP	La Grange city
Hale Center city	Indian Springs CDP	La Grulla city
Hallettsville city	Indio CDP	La Loma de Falcon CDP
Hallsburg city	Ingram city	La Marque city
Hallsville city	Iola city	La Minita CDP
Hamlin city	Iredell city	La Paloma CDP
Happy town	Ivanhoe city	La Paloma Addition CDP
Hardin city	J.F. Villareal CDP	La Paloma Ranchettes CDP
Hargill CDP	Jacksboro city	La Paloma-Lost Creek CDP
Hart city	Jacksonville city	La Pryor CDP
Haskell city	Jardin de San Julian CDP	La Puerta CDP
Havana CDP	Jasper city	La Rosita CDP
Hawk Cove city	Jefferson city	La Tina Ranch CDP
Hawkins city	Jewett city	La Victoria CDP
Hawley city	Joaquin city	La Ward city
Hearne city	Johnson City city	Lacy-Lakeview city
Hebronville CDP	Jones Creek village	Ladonia town
Hemphill city	Jourdanton city	Lago CDP
Hempstead city	Juarez CDP	Lago Vista CDP
Henderson city	Junction city	Laguna Heights CDP
Henrietta city	Karnes City city	Laguna Park CDP
Hideaway city	Katy city	Laguna Vista town
Higgins city	Kaufman city	Lake Bridgeport city

[TDC eligibility map link](#)

Eligible City or CDP	Eligible City or CDP	Eligible City or CDP
Lake Brownwood CDP	Lone Star city	Maypearl city
Lake Cherokee CDP	Longoria CDP	McCamey city
Lake City town	Lope  CDP	McDade CDP
Lake Colorado City CDP	Lorraine town	McLean town
Lake Dallas city	Lorenzo city	Meadow town
Lake Medina Shores CDP	Los Alvarez CDP	Medina CDP
Lake Meredith Estates CDP	Los Angeles CDP	Memphis city
Lake View CDP	Los Arcos CDP	Mercedes city
Lakeview town	Los Arrieros CDP	Meridian city
Lamesa city	Los Barreras CDP	Mertzon city
Lampasas city	Los Ebanos CDP	Mesquite CDP
Las Lomas CDP	Los Ebanos CDP	Mexia city
Las Lomitas CDP	Los Fresnos city	Mi Ranchito Estate CDP
Las Palmas CDP	Los Indios town	Midway city
Las Palmas II CDP	Los Lobos CDP	Miguel Barrera CDP
Las Quintas Fronterizas CDP	Los Ybanez city	Mikes CDP
Lasana CDP	Lott city	Milam CDP
Lasara CDP	Louise CDP	Milano city
Latexo city	Lovelady city	Mildred town
Laughlin AFB CDP	Lozano CDP	Milford town
Leakey city	Lueders city	Miller's Cove town
Leary city	Lufkin city	Millsap town
Lefors town	Luling city	Mineola city
Leming CDP	Lumberton city	Mineral Wells city
Leona city	Lyford city	Mirando City CDP
Levelland city	Mabank town	Monahans city
Liberty city	Madisonville city	Montague CDP
Lindale city	Malakoff city	Monte Alto CDP
Linden city	Manor city	Moraida CDP
Lindsay CDP	Manuel Garcia CDP	Morales-Sanchez CDP
Linn CDP	Manuel Garcia II CDP	Morgan city
Lipan city	Marfa city	Morgan Farm CDP
Little River-Academy city	Marietta town	Morgan's Point Resort city
Littlefield city	Markham CDP	Morning Glory CDP
Liverpool city	Marlin city	Morton city
Livingston town	Marquez city	Mount Enterprise city
Llano city	Marshall city	Mount Pleasant city
Lockhart city	Mart city	Mount Vernon town
Lockney town	Martindale city	Muleshoe city
Log Cabin city	Martinez CDP	Mullin town
Loma Grande CDP	Mason city	Mustang town
Loma Linda East CDP	Matador town	Nacogdoches city
Loma Linda East CDP	Matagorda CDP	Naples city
Loma Linda West CDP	Mathis city	Narciso Pena CDP
Loma Vista CDP	Maud city	Nash city
Lometa city	Mauriceville CDP	Natalia city

[TDC eligibility map link](#)

Eligible City or CDP	Eligible City or CDP	Eligible City or CDP
Navarro town	Paducah town	Quanah city
Navasota city	Palacios city	Queen City city
Nesbitt town	Palm Valley city	Quemado CDP
Netos CDP	Palo Blanco CDP	Quesada CDP
New Boston city	Paloma Creek CDP	Quinlan city
New Chapel Hill city	Pampa city	Quitman city
New Falcon CDP	Pattison city	Radar Base CDP
New London city	Pawnee CDP	Rafael Pena CDP
New Summerfield city	Payne Springs town	Ralls city
New Waverly city	Pecan Gap city	Ramireno CDP
Newcastle city	Pecos city	Ramirez-Perez CDP
Newton city	Pena CDP	Ramos CDP
Nina CDP	Perryton city	Ranchette Estates CDP
Nocona city	Petersburg city	Ranchitos del Norte CDP
Nocona Hills CDP	Petronila city	Rancho Alegre CDP
Noonday city	Pettus CDP	Rancho Banquete CDP
Nordheim city	Pilot Point city	Rancho Viejo CDP
Normangee town	Pine Forest city	Ranchos Penitas West CDP
Normanna CDP	Pine Harbor CDP	Rangerville village
North Cleveland city	Pine Island town	Rankin city
North Escobares CDP	Pinehurst city	Ratamosa CDP
North San Pedro CDP	Pinehurst CDP	Raymondville city
Novice city	Pineland city	Realitos CDP
Oak Ridge town	Pinewood Estates CDP	Red Lick city
Oak Trail Shores CDP	Pittsburg city	Redfield CDP
Oak Valley town	Plains town	Redford CDP
Oakhurst CDP	Plainview city	Redland CDP
Oakwood town	Pleak village	Redwater city
O'Brien city	Pleasant Hill CDP	Refugio town
Odem city	Plum Grove city	Regino Ramirez CDP
Oglesby city	Point Blank city	Reklaw city
Oilton CDP	Point Comfort city	Relampago CDP
Old River-Winfree city	Ponder town	Reno city
Olivia Lopez de Gutierrez CDP	Port Aransas city	Retreat town
Olmito and Olmito CDP	Port Isabel city	Ricardo CDP
Olney city	Port Lavaca city	Rice city
Olton city	Port Mansfield CDP	Richland town
Omaha city	Port O'Connor CDP	Richland Springs town
Onalaska city	Poteet city	Rio Bravo city
Opdyke West town	Powell town	Rio Grande City city
Orange city	Poynor town	Rio Hondo city
Orange Grove city	Prairie View city	Rising Star town
Ore City city	Premont city	Rivereno CDP
Overton city	Presidio city	Riverside city
Owl Ranch CDP	Primera town	Riviera CDP
Pablo Pena CDP	Putnam town	Roaring Springs town

Eligible City or CDP	Eligible City or CDP	Eligible City or CDP
Robert Lee city	Seadrift city	Sulphur Springs city
Robstown city	Seagoville city	Sunray city
Roby city	Seagraves city	Sunset CDP
Rochester town	Sebastian CDP	Sweetwater city
Rockdale city	Seco Mines CDP	Taft city
Rocky Mound town	Seth Ward CDP	Taft Southwest CDP
Rogers town	Seven Oaks city	Tahoka city
Roma city	Shadybrook CDP	Talco city
Roscoe city	Shamrock city	Tatum city
Rose City city	Shepherd city	Taylor city
Rose Hill Acres city	Sherwood Shores CDP	Teague city
Rosebud city	Sierra Blanca CDP	Tehuacana town
Rosita CDP	Siesta Acres CDP	Tenaha town
Ross city	Siesta Shores CDP	Terrell city
Rosser village	Silsbee city	Texarkana city
Runge town	Silverton city	Thompsonville CDP
Rusk city	Sinton city	Thorndale city
Sabinal city	Skidmore CDP	Thornton town
Salado village	Slaton city	Thorntonville town
Saline  CDP	Smiley city	Thrall city
Saline  North CDP	Smithville city	Throckmorton town
Sam Rayburn CDP	Socorro city	Thunderbird Bay CDP
Sammy Martinez CDP	Solis CDP	Tierra Bonita CDP
San Augustine city	Somerset city	Tierra Dorada CDP
San Benito city	Somerville city	Tierra Grande CDP
San Diego city	Sonora city	Tierra Verde CDP
San Elizario city	Sour Lake city	Tilden CDP
San Fernando CDP	South Fork Estates CDP	Timpson city
San Isidro CDP	South La Paloma CDP	Tivoli CDP
San Juan CDP	South Mountain town	Todd Mission city
San Leon CDP	South Padre Island town	Tool city
San Perlita city	South Toledo Bend CDP	Tornillo CDP
San Ygnacio CDP	Southmayd city	Trinity city
Sandia CDP	Spade CDP	Troup city
Sandoval CDP	Splendora city	Troy city
Sandy Oaks city	Spring Gardens CDP	Tuleta CDP
Sanford town	Springlake town	Tulia city
Santa Anna town	Spur city	Tulsita CDP
Santa Anna CDP	St. Jo city	Turkey city
Santa Cruz CDP	St. Paul CDP	Tynan CDP
Santa Maria CDP	Stanton city	Uncertain city
Santa Monica CDP	Stinnett city	Union Grove city
Santa Rosa town	Strawn city	Utopia CDP
Santa Rosa CDP	Streetman town	Uvalde city
Santel CDP	Sudan city	Uvalde Estates CDP
Scottsville city	Sullivan City city	Val Verde Park CDP

[TDC eligibility map link](#)

Eligible City or CDP	Eligible City or CDP
Valle Hermoso CDP	Winona town
Valle Vista CDP	Wolfe City city
Valley Mills city	Woodsboro town
Van Horn town	Woodson town
Van Vleck CDP	Woodville town
Vanderbilt CDP	Wortham town
Vernon city	Wyldwood CDP
Victoria Vera CDP	Yantis town
Vidor city	Yoakum city
Villa del Sol CDP	Yznaga CDP
Villarreal CDP	Zapata CDP
Wake Village city	Zapata Ranch CDP
Wallis city	Zarate CDP
Walnut Springs city	Zavalla city
Warren CDP	
Waskom city	
Webberville village	
Weimar city	
Weinert city	
Welch CDP	
Wellington city	
Wellman city	
Wells town	
West Alto Bonito CDP	
West Columbia city	
West Livingston CDP	
West Odessa CDP	
West Orange city	
West Tawakoni city	
Westbrook city	
Westdale CDP	
Westwood Shores CDP	
Wharton city	
Wheeler city	
Whiteface town	
Whitehouse city	
Whitewright town	
Whitney town	
Wild Peach Village CDP	
Wildwood CDP	
Willis city	
Wills Point city	
Wilson city	
Winfield city	
Winnie CDP	
Winnsboro city	