



TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

2025

CALL FOR PROJECTS

PROGRAM GUIDE



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A. SUMMARY OF FUNDING OPPORTUNITY

On January 3, 2025, the Texas Department of Transportation (TxDOT or the department) announced a statewide Call for Projects for the **Transportation Alternatives Set-Aside (TA)** program (including available and anticipated future funds) for bicyclist and pedestrian infrastructure and planning. TxDOT’s 2025 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 2025 TA Call for Projects

For the TxDOT 2025 TA Call for Projects, the following changes have been implemented that differ from the 2023 TxDOT TA Program Call.

1. Additional communities are eligible for the Community-Based project category. Specifically, communities with populations of 50,000 or less which are located inside Transportation Management Areas (TMAs) are now eligible for funding under the Community Based project category. See Section B for details.
2. The maximum number of applications that one project sponsor can submit is two.
3. TxDOT intends to recommend to the Texas Transportation Commission (Commission) a maximum of one new TA award per project sponsor per community.

Table 1: TxDOT’s 2025 TA Call for Projects Important Dates

Milestones	Date
TxDOT’s 2025 TA Call for Projects opens	January 3, 2025
Virtual and in-person workshops	January 6 – January 24, 2025
Responses to workshop questions posted	January 31, 2025*
Preliminary Application (PA) deadline	February 21, 2025
District coordination meeting	Before April 4, 2025*
TxDOT PA review complete	April 11, 2025
TxDOT notifies sponsors of eligibility and provides Detailed Application	April 16, 2025
Detailed Application (DA) deadline	June 20, 2025
TxDOT DA review complete	August 22, 2025*
Commission award	October 2025*

*Target dates

TxDOT Focus Areas

For the 2025 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:

- Integrate and improve access to public transportation by investing in bicycling, wheelchair, and walking access. Specifically, projects that integrate multiple modes of transportation such as transit stops, carsharing, bikesharing, micromobility, or other shared-mobility services.
- Improve safety, access, or mobility for people of all ages and abilities engaged in active transportation, especially on-system improvements (within TxDOT right-of-way) in support of TxDOT's Americans with Disabilities Act (ADA) Transition Plan, TxDOT's Pedestrian Safety Action Plan, and other bicycle or pedestrian safety initiatives.
- Enhance bicycle and pedestrian access and safety to school-related destinations enabling and encouraging children, including those with disabilities, to use bicycle and pedestrian facilities to travel to school activities.
- Construct segments identified as part of Texas Bicycle Tourism Trails network or implement a locally-preferred alternate route¹.

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

Texas Pedestrian Safety Action Plan

In 2023, TxDOT created the [Texas Pedestrian Safety Action Plan \(PSAP\)](#) to address the rising number of pedestrian-related crashes occurring on Texas roadways. The PSAP provides TxDOT District staff, metropolitan planning organizations (MPOs), and the general public, analyses which identifies locations of concern for pedestrian safety as well as suggested countermeasure investments to create safer conditions for pedestrians. For the TxDOT 2025 TA Call for Projects, TxDOT recommends local governments use the [TxDOT PSAP Screening Tool](#) to assist with identifying potential project locations. See Section M.

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

TA Funding Availability

The department intends to make available approximately \$250 million in TA funds associated with FY 2027 through FY 2029, consistent with anticipated funding levels associated with the IIJA and subsequent funding bills. TxDOT administers TA funding suballocated to population areas of 200,000 or less that are outside TMAs. In addition, TxDOT is administering TA funding designated for use anywhere in the state. As such, in TxDOT's 2025 TA Call for Projects, TxDOT will award projects in four project categories; community-based, large scale, network enhancements, and non-infrastructure (planning), described further in Section B.

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

Table 2 provides a high-level overview of TA funding available for suballocated areas, as well as anywhere in the state. A minimum of \$82.9 million is available for nonurban, small urban, and medium urban communities; the remaining funds are available to communities of any size anywhere in the state. All or some portion of these funds may be awarded as a result of this Call, depending on the actual amount of funding available and the number of suitable TA project applications received by the department. Depending on the volume and complexity of project applications, the department may elect to stagger recommended awards, so that the total funding is not awarded all at once but issued over a series of months. Additionally, the department may elect to award additional funds to projects that have already been awarded TA funds through TxDOT's competitive process in a previous call by advancing these projects early in a separate minute order for Commission consideration. This applies to projects requesting additional TA funds due to unforeseen substantial project overruns, which jeopardize implementation of the project as originally intended.

At the conclusion of the 2025 TA Call for Projects’ application and competitive project evaluation process, applicants will be:

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

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

Table 2: TxDOT 2025 TA Program Funding

Funding Type	Population Size	TMA	Anticipated Program Funding for TxDOT TA 2025 Call for Projects
Suballocated	Nonurban Areas (Less than 5,000)	Outside	\$43.5 million
	Small Urban Areas (5,000 to 49,999)		\$19.2 million
	Medium Urban Areas (50,000 to 200,000)		\$20.2 million
Any Area	Any Population Size	Inside or Outside	\$167.1 million

Note: Funding types listed above may be awarded to projects in any category in this Call for Projects

ALTERNATIVE FUNDING OPTION:

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

Two-Step Application Process

TxDOT's 2025 TA Call for Projects involves a two-step application process, as depicted in Figure 1. This two-step approach is intended to enhance the quality of project applications and to foster communication between project sponsors and TxDOT District staff. TxDOT's 2025 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 two applications per sponsoring entity.

Step 1 - Preliminary Application: Project sponsors seeking TA funding must complete the Preliminary Application (PA)² and submit it to TxDOT as specified in the PA instructions before close of business on **February 21, 2025**. Applications received after this deadline will not be eligible to compete for funding in this program call. The PA provides high-level project information that will allow the department to determine funding eligibility and potential project development issues. As part of Step 1, TA project sponsors are recommended to schedule and attend a meeting (in person or virtually) before end of day on April 4, 2025, with TxDOT District representatives to review the PA and discuss the overall project. TxDOT reserves the right not to advance any project to Step 2 that was not reviewed by the TxDOT District during a coordination meeting with the project sponsor.

On or about April 16, 2025, TxDOT staff will advise all project sponsors of project eligibility based on project location, population size, project type, entity, and initial project readiness. The Detailed Application will be made available to each eligible project sponsor at that time. If the project sponsor is eligible and plans to use Transportation Development Credits (TDCs) for local match, this should be identified on the PA. A description of TDCs and criteria for eligibility are described in *Local Match for TA Projects* in Section B of this document.

Step 2 - Detailed Application: All eligible project sponsors may progress their projects 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 20, 2025**, as specified in the DA instructions.

*Project sponsors may submit no more than **two applications** in TxDOT's 2025 TA Call for Projects. Additionally, the same project application **cannot** be submitted in multiple project categories.*

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

Figure 1: 2025 TA Program Call – Two-Step Process

Step 1

Project Sponsors submit Preliminary Applications (PA)



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

Step 2

Project Sponsors submit different Detailed Applications (DA) depending on Funding Opportunity

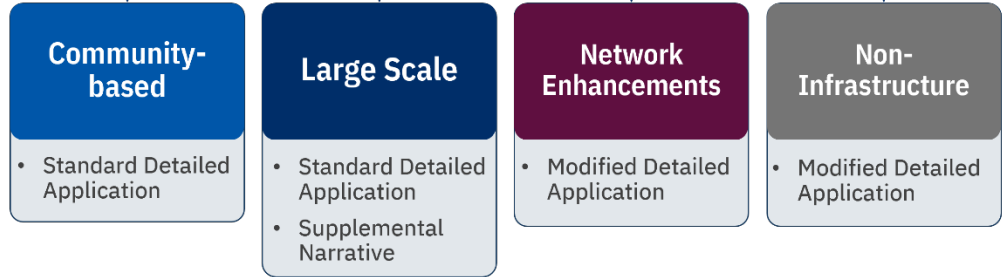
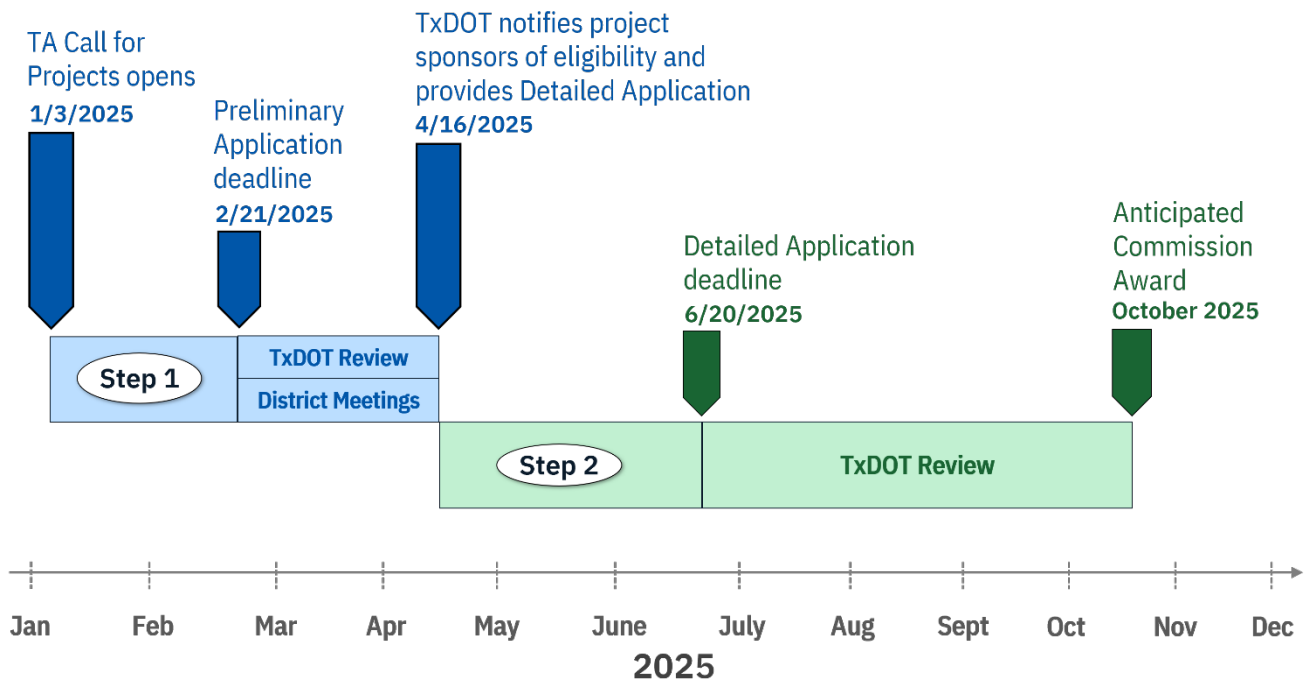


Figure 2: 2025 TA Program Call Timeline



Available TxDOT Technical Assistance

During the application process, TxDOT makes the following technical assistance resources available.

- Following submittal of the Preliminary Application, each project sponsor has the opportunity to meet with TxDOT District staff to discuss project complexity, red flags, constructability issues, etc.
- Should the project sponsor require additional technical resources to complete the detailed application after meeting with TxDOT staff, they may request use of TxDOT’s technical assistance for project feasibility review and budget analysis in the detailed application.
Note: This type of assistance is prioritized for smaller and more disadvantaged communities.
- TxDOT provides a variety of online technical assistance resources, including the following:
 - Unique Aspects of TxDOT’s TA Program ([Video](#) and [Brochure](#))
 - Decision tree for determining project category ([PDF](#))
 - Construction cost estimate assistance tool ([PDF](#))
 - Guidance for initiating railroad coordination ([PDF](#))
 - General timeline for project initiation and development ([PDF](#))
 - Video tutorial for creating and sharing google maps ([Video](#))
 - Best Practices for creating maps for TxDOT’s TA Program applications ([Video](#))
 - TxDOT’s Pedestrian Safety Action Plan (PSAP) Screen Tool ([Webpage](#))

Contact your TxDOT District TA Coordinator (see Section K. TxDOT District/Division TA Coordinators) for more information beyond the above resources.

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

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

The TA Program provides opportunities to expand transportation choices and enhance bicycle and pedestrian infrastructure and planning. Each state department of transportation reviews the guidance provided by the Federal Highway Administration (FHWA) and develops rules to administer their TA Program according to that state’s priorities. In Texas, the department’s TA Program operates under

rules adopted by the Commission, which may be found in 43 Texas Administrative Code (TAC) §§11.400 - 11.418 and §§16.153 - 16.154.³

Project Location Restrictions for TA Projects

TxDOT administers statewide TA Program funds that are available to communities of any population size anywhere in the state, as well as TA funds suballocated for projects located outside the smoothed boundary of Census Urbanized Areas greater than 200,000 in population, which have been identified as Transportation Management Areas (TMAs). Projects located outside TMAs (i.e., in nonurban, small urban, and medium urban areas) are eligible for all project categories in TxDOT's 2025 TA Call for Projects. Starting with the 2025 TA Program Call, communities located inside TMAs with populations of 50,000 and fewer are also eligible for all project categories. Communities located inside TMAs with populations of 50,001 and greater are only eligible to apply for three of the four project categories: Large Scale, Network Enhancements, and Non-Infrastructure. Please reference the [Interactive Eligibility Map](#) to determine which project categories your community is eligible for.

Project Categories and Eligible TA Project Activities

Eligible TA activities for TxDOT's 2025 TA Program Call for Projects are provided below for each of the project categories.

Projects in the **Community-Based** project category are eligible for reimbursement for construction and engineering costs for communities located outside of TMAs as well as communities located inside TMAs with populations of 50,000 and fewer. TA awards in this project category may range between \$250,000 and \$5 million in estimated costs related to:

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

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

Projects in the **Large Scale** project category are eligible for reimbursement for construction and engineering costs in communities of any size and may range between \$5 million and \$25 million related to:

1. Bicycle infrastructure improvements
2. Shared use paths
3. Sidewalk improvements

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

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

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

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

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

Large scale projects may include high impact projects that substantively improve mobility options such as: long-distance active transportation routes (e.g., bicycle tourism trails), comprehensive or area-wide accessibility improvements, active transportation connections to intermodal hubs (e.g., first/last-mile solutions at transit stations), shared use paths in rail or utility corridors, and improvements that mitigate barriers to bicycling and walking (e.g., pedestrian/bicycle bridges).

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

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

1. Traffic signal improvements in support of active transportation networks (e.g., pedestrian/bike-friendly traffic signal phasing improvements, pedestrian signal head additions)

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

2. Bicycle/pedestrian counters
3. Bike-share bikes and kiosk installations
4. Citywide bike parking installations
5. Citywide high visibility crosswalk installations
6. Separated bike lane upgrades (converting existing bike lanes into separated bike lanes)
7. Citywide ADA upgrades
8. Traffic calming activities directly supporting active transportation networks (mini roundabouts, curb extensions/bulb-outs)

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

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

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

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

Projects, or substantially similar projects, previously submitted in a MPO administered TA call for projects may be submitted for TA funding under this program call. If the MPO Call for Projects is not completed prior to the deadline for Step 2 of TxDOT's 2025 TA Program Call (Detailed Application phase) and the project is still under consideration for funding by the MPO, then the project will be ineligible due to the concurrent MPO consideration [see TAC RULE §11.403(j)].

A project that is still under consideration for TA funding by an MPO is ineligible for TxDOT TA funding awards.

Additionally, projects under an existing local agreement (i.e., Advance Funding Agreement) may not be resubmitted under this program call unless substantial additional funding is being requested for

unforeseen project costs and this program call will not delay the original project from being implemented on schedule. Table 3 summarizes eligibility information.

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

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

Refer to the decision tree in Figure 3 for assistance in determining which project category your project matches.

Table 3: TxDOT’s 2025 TA Project Categories

Project Category	Community-Based	Large Scale	Network Enhancements	Non-Infrastructure
Eligible Areas	Outside of TMA & <200k <i>or</i> Inside of TMA & <=50k in population ¹	Any Population Area		
Local Match	20% ²			
Target Project Funding Amounts	\$250,000 to \$5M per project	\$5M to \$25M per project	\$250,000 minimum for cities <200,000; \$1M min otherwise ³	\$100,000 minimum ⁴
Eligible Project Sponsors	<ul style="list-style-type: none"> Local governments School districts 	<ul style="list-style-type: none"> Transit agencies Small MPOs (<200k) 	<ul style="list-style-type: none"> TxDOT at the request of a sponsor Others (see Eligible Sponsors) reference section 	
Eligible Activities	<p>Preliminary engineering⁵ and construction for</p> <ul style="list-style-type: none"> Bicycle infrastructure improvements Shared use paths Sidewalk improvements Infrastructure-related projects to improve safety for non-motorized transportation Construction of boulevards and other roadways that are located primarily in the right of way of divided highways and that improve access for bicyclists, pedestrians, and transit users and do not reduce on-system roadway capacity unless such a reduction has the prior approval of the Department (for Large Scale projects only) 		<p>Quick construction or installation activities</p> <ul style="list-style-type: none"> Support active transportation networks Infrastructure projects with limited or no design and no ROW acquisition activities Can be completed quickly after award (a year) 	<p>Planning documents to assist communities in developing non-motorized transportation networks</p>
Project Examples	<ul style="list-style-type: none"> Bike lanes, sidewalks, or shared use paths between key destinations and existing facilities Bike lanes, sidewalks, or shared use paths between schools and neighborhoods Eliminating barriers, improving safety, filling in gaps in bike/ped network Safety lighting for pedestrians/bicyclists 	<p><u>High impact projects that substantively improve mobility options such as:</u></p> <ul style="list-style-type: none"> Long-distance active transportation routes (e.g., bicycle tourism trails) Comprehensive accessibility improvements Intermodal hubs Shared use paths in rail or utility corridors Improvements that mitigate barriers to bicycling and walking (e.g., bridges) 	<ul style="list-style-type: none"> Traffic signal phasing improvements (e.g., leading pedestrian intervals) Citywide pedestrian signal head additions Citywide bike/ped counters Bike share bikes and kiosk installations Citywide bike parking installations Citywide high visibility crosswalk installations Separated bike lane (SBL) upgrades (converting existing bike lanes into SBL) Citywide ADA improvements Mini roundabouts Curb extensions/bulb-outs 	<ul style="list-style-type: none"> SRTS plan Pedestrian plan Bike plan Safety action plan for pedestrians or bicyclists Active transportation plan ADA transition plan

¹ Entities within TMAs with populations below 50,000 are now eligible for Community Based.

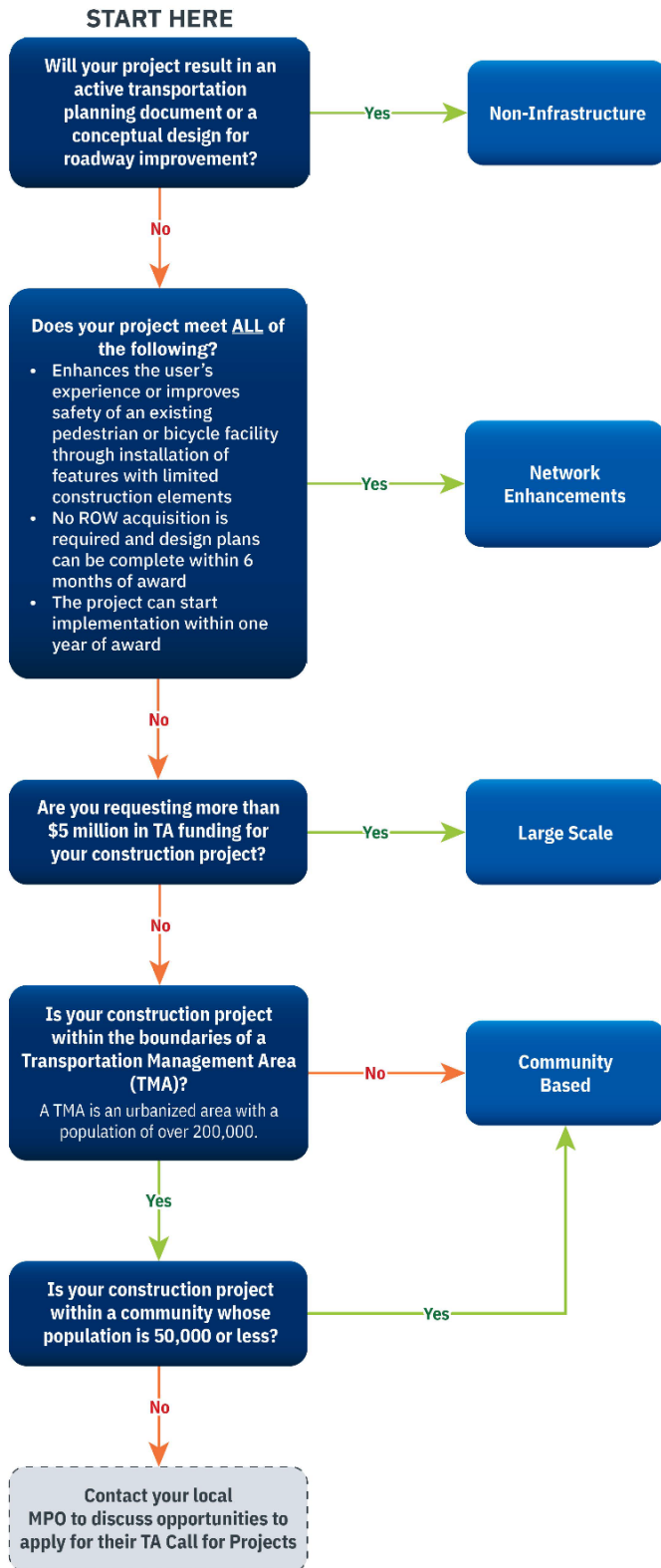
² Some communities may be eligible for TDCs which allow for 100% federal TA funds to be applied to the project in lieu of a local match.

³ Target total award for all projects in this category ~\$10M-\$20M.

⁴ Target total award for all projects in this category ~\$5M-\$10M.

⁵ For projects with less than 30% final design complete. See Section D for details.

Figure 3: 2025 TA Program Call Project Category Decision Tree



Local Match for TA Projects

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

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

A brief description of TDC eligibility is provided below.

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

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

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

Transportation Development Credits (TDCs)

Toll or transportation development credits are a federal transportation funding tool used to meet federal funding matching requirements. States accrue TDCs when capital investments are made in federally approved tolled facilities including toll roads and bridges. For TxDOT's 2025 TA Call for Projects, all projects that meet the economic criteria below may be eligible to apply for state TDCs that allow for 100% federal TA funds to be applied to the project in lieu of a local match. Under TxDOT's 2025 TA Call for Projects, eligibility for TDCs is as follows:

1. The project is located in an economically disadvantaged county certified by the Commission for FY 2025, or
2. The project is located in a city/Census Designated Place (CDP) that meets all of the following criteria:
 - Population less than 200,000⁵
 - Below state average per capita taxable property value⁶
 - Below state average per capita income⁷, and
 - Above state average unemployment⁸

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

<https://txdot.maps.arcgis.com/apps/instant/sidebar/index.html?appid=4f51dc8c26594005b7e09a7be703d4ad>).

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

Eligible TA Project Sponsors

Entities eligible to receive TA funds are listed below.

- A local government
- A regional transportation authority
- A transit agency
- A natural resource or public land agency
- A school district, a local education agency, or a school⁹
- A tribal government
- A metropolitan planning organization (MPO) that serves an area with a population of 200,000 or less
- A nonprofit
- Any other local or regional governmental entity with responsibility for, or oversight of, transportation or recreational trails (other than an MPO that serves a population greater 200,000 or a state agency)
- A state, at the request of an entity listed above

⁵ U.S. Census Bureau; 2020 Decennial Census, Total Population

⁶ Texas Comptroller of Public Accounts; 2022 City Rates and Levies, Total Property Market Value and U.S. Census Bureau; 2022 [Population and Housing Estimate Tables](#)

⁷ U.S. Census Bureau; 2022 5-Year Community Survey, Table DP03, Per Capita Income

⁸ U.S. Census Bureau; 2022 5-Year Community Survey, Table DP03, Civilian Unemployment Rate

⁹ Public and private universities are eligible project sponsors

Refer to 23 U.S.C. §133(h)(4) for further details/descriptions of the above entities. A project sponsor may need to provide the department a reference to its enabling legislation or if a project sponsor is a non-profit, documentation of non-profit status, for review to determine eligibility.

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

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

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

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

C. PROJECT EVALUATION AND SELECTION CRITERIA

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

Table 4 outlines the criteria categories and measures that will be used to evaluate all eligible projects. The table includes a brief description of each evaluation criterion and a list of measures for each category. Table 5 provides the criteria category weights by project category. In the Detailed Application, project sponsors will address the criteria categories by responding to questions targeted toward specific evaluation criteria. A Detailed Application form and instructions will be provided to eligible project sponsors by TxDOT on or around April 16, 2025.

Table 4: Criteria Categories, Descriptions, and Measures

Criteria Category	Criteria Description	Criteria Measures	Evaluation Details
Safety	<ul style="list-style-type: none"> • Demonstrates need for safety improvement and appropriate safety countermeasures • Provides safer and/or less intimidating accommodations for walking, bicycling, and other non-motorized travel 	Non-motorized crash count	TxDOT GIS analysis
		Non-motorized crash rate	TxDOT GIS analysis
		Documented safety hazards and/or PSAP segments ¹	Analysis of application responses
		Professional judgement of countermeasure appropriateness ¹	Analysis of application responses
		Proposed infrastructure elements	Analysis of application responses
Connectivity & Accessibility	<ul style="list-style-type: none"> • Improves active transportation access to destinations of interest such as business districts, downtown, centers of business activity, high density residential, and/or employment centers • Supports multi-modal connections • Eliminates barriers to pedestrians, bicycle riders, and wheelchair users • Supports investments in local/interregional tourism, especially Texas Bicycle Tourism Trails 	Connects to bicycle, pedestrian, and/or transit infrastructure	Analysis of application responses
		Connects to active transportation destinations	Analysis of application responses
		Eliminates barriers	Analysis of application responses
		Along long-distance bike route	Analysis of application responses
		Population density ²	TxDOT GIS analysis
		Employer density ²	TxDOT GIS analysis
Project Readiness	<ul style="list-style-type: none"> • Demonstrates the ability to advance the project to construction immediately, if selected for funding • Identifies comprehensive, detailed construction cost estimate • Meets and/or exceeds design criteria established by US Access Board, FHWA, AASHTO, TxDOT, and/or NACTO • Past project sponsor performance on previous projects that TxDOT provided oversight 	Professional judgement rating of project constructability/feasibility	Analysis of application responses
		Professional judgement rating of shovel readiness	Analysis of application responses
Geographic Balance	<ul style="list-style-type: none"> • Enhances livability by improving active transportation access and improves mode choice in underserved communities • Supports smaller communities (Large Scale only) • Balances distribution in areas underrepresented in prior TA awards (Community Based, Network Enhancements, and Non-Infrastructure project categories) 	Average percent zero car household	TxDOT GIS analysis
		Average percent unemployed	TxDOT GIS analysis
		Average percent disabled	TxDOT GIS analysis
		Average percent elderly	TxDOT GIS analysis
		Population size (Large Scale only)	TxDOT analysis
		TxDOT District underrepresented in 2023 TxDOT TA award	TxDOT analysis
Community Support & Planning	<ul style="list-style-type: none"> • Public outreach demonstrates positive community support • Established community partnerships commit to collaboratively implement project • Project demonstrates a link to formal transportation planning efforts (e.g., ADA Transition Plan) • Demonstrates commitment to provide the local match 	Professional judgement of supporting documentation of community support	Analysis of application responses
		Professional judgement of alignment with local planning documents (if provided)	Analysis of application responses

¹ Criterion includes roadway segments identified as Potential Pedestrian Crash Risk or as a Targeted Analysis Density Tier of Low, Medium, High, or Very High by the Texas Pedestrian Safety Action Plan. For appropriate countermeasures project sponsors can reference proposed countermeasures featured in PSAP.

² Criterion only applies to Community Based TA Medium Urban projects and Large Scale Active Transportation projects.

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

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

Table 5: Criteria Categories Weights by Project Category

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

*Additional points may be added to Large Scale projects based on Transformative Elements scores.

As noted in Table 4 in the Project Readiness criteria category, past performance is considered during scoring. Project sponsors who failed to execute AFA’s within a year of Commission award or failed to let a project for construction within three years following Commission award on a previously awarded TA project may receive lower scores for project readiness.

Evaluation Process

A department evaluation committee will oversee an evaluation process that will result in a recommended list of projects submitted during this Call for Projects to receive funding. TxDOT staff will initially 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. After projects are screened for eligibility, department staff will manage the review and evaluation of detailed applications submitted during TxDOT's 2025 TA Call for Projects, and then will recommend projects to Commission.

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 project 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 at that time. If the project sponsor, project 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 considered for funding under this program (see Section G).

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

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

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

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

D. ALLOWABLE COSTS

For TxDOT's 2025 TA Program call, the department's TA funds are available for:

- Project construction
 - May include construction engineering & inspection services, if the project sponsor is planning to local let.
- Preliminary engineering and design, including preparation of construction plans, specification, and estimates (PS&E), and associated survey work
 - Projects that have advanced beyond 30% final design will **not** be reimbursed for PS&E. Projects with final designs beyond 30% contribute to a higher score for project readiness and are expected to be implemented quicker than projects requesting reimbursement for PS&E.
- Environmental documentation
- Planning activities associated with development of planning documents to assist communities develop non-motorized transportation networks.
 - Eligible planning studies may include related design activities up to 30% final design (includes schematic, ROW mapping & coordination, environmental documentation, railroad coordination, utility identification and coordination, and 30% PS&E).
- Right-of-way acquisition on a case-by-case basis as approved by TxDOT. ROW acquisition must facilitate project execution within TA Program obligation requirements and be supported by affected property owners.

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

Projects funded under 23 U.S.C. §133, including TA projects, shall be treated as projects on a federal-aid highway (23 U.S.C. §133(i)). This subjects all TA projects to various federal-aid requirements (e.g., Davis-Bacon prevailing wage requirements, Buy America, planning, environmental review, procurement and letting, etc.). Guidance regarding such requirements is found in the **TxDOT Local Government Projects Toolkit (LGP Toolkit)** at <https://www.txdot.gov/government/processes-procedures/lgp-toolkit.html>.

The LGP Toolkit provides specific information regarding the applicable laws (see Project Policy Manual), procedures (see Project Management Guide), and best practices (see Best Practices Workbook) that must be adhered to regarding some or all phases of a TA project. Relevant portions of the LGP Toolkit are referenced in this guide.

Projects selected by the Commission will include the addition of up to 15% TxDOT administrative fee (based on the total estimated project construction or planning study cost) for TxDOT's direct state costs associated with the department's administration and oversight of the project. The department's

administrative fee will be 80% federally funded with a 20% local match. The 20% local match for TxDOT's administrative cost can be provided utilizing the local match options outlined Section B.

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

- Environmental mitigation
- Utility adjustments (unless incidental to the project and approved as part of the project scope)
- Landscape improvements (unless incidental to the project and approved as part of the project scope)
- Acquisition of right-of-way and other property purchases that are not approved by TxDOT
- PS&E activities for projects that are already advanced beyond 30% final design at the time of the Detailed Application

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

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

Project sponsors are responsible for 100 percent of any project overruns above the federally authorized amount. However, project overruns may be evaluated by the responsible division administering the program, in coordination with the project sponsor, on a case-by-case basis to determine if the project will continue and how the additional costs will be covered. The criteria for determining if the project may receive additional federal funding to cover overruns were established in 43 Texas Administrative Code (TAC) §11.411(d) and are outlined below.

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

1. Justification of overruns,
2. Timing of request,
3. Availability of funds,
4. A reasonable expectation of the ability of the project sponsor to complete the project, and
5. If overrun requests exceed available funds, application of additional funds will be based on the economic criteria outlined below:
 - a. Project is located in an economically disadvantaged county certified by Commission for FY 2025, or

- b. Project is located in a city/Census designated place (CDP) that meets the following criteria:
 - i. Population less than 200,000¹⁰
 - ii. Below state average per capita taxable property value¹¹
 - iii. Below state average per capita income¹², and
 - iv. Above state average unemployment¹³

¹⁰ U.S. Census Bureau; 2020 Decennial Census, Total Population

¹¹ Texas Comptroller of Public Accounts; 2022 City Rates and Levies, Total Property Market Value and U.S. Census Bureau; 2022 [Population and Housing Estimate Tables](#)

¹² U.S. Census Bureau; 2022 5-Year Community Survey, Table DP03, Per Capita Income

¹³ U.S. Census Bureau; 2022 5-Year Community Survey, Table DP03, Civilian Unemployment Rate

E. 2025 PROJECT SPONSOR WORKSHOP SCHEDULE

TxDOT will host project sponsor workshops in-person and virtually to provide information and guidance on TxDOT's 2025 TA Call for Projects. Potential project sponsors, consultants, and others interested in the program are invited to attend any scheduled workshop listed below. Registration is required for virtual meetings. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend or participate, please contact the coordinator identified below at least five business days in advance of the meeting. Recordings of the virtual workshops will be available for review on the TxDOT webpage (<https://www.txdot.gov/inside-txdot/division/public-transportation/bicycle-pedestrian.html>) in the weeks following the workshops. Questions submitted during the workshops or received by January 27, 2025 will be reviewed and responses posted on the program webpage on or around January 31, 2025.

January 6, 2025 (1:00PM – 4:00PM)

Virtual Workshop
[Click Here to Register](#)

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

January 10, 2025 (1:00PM – 4:00PM)

TxDOT Tyler District Office
Assembly Room
2709 W Front St.
Tyler, Texas 75702

Coordinator: [Gary Rushing](#) (903) 510-9107

January 14, 2025 (9:00AM – 12:00PM)

North Central Texas Council of Governments
Transportation Council Room
616 Six Flags Dr., Centerpoint Two
Arlington, TX 76011

Coordinators: FTW [Iftekhar Ali](#) (817) 370-3565
DAL [Rachael Twiggs, P.E.](#) (214) 320-6669

January 17, 2025 (9:00AM – 12:00PM)

TxDOT Lubbock District Office
Mesquite Room
135 E Slaton Hwy.
Lubbock, Texas 79404

Coordinator: [Logan Atwood](#) (806) 748-4435

January 21, 2025 (9:00AM – 12:00PM)

TxDOT Austin District Office
Building 7 Auditorium
7901 N Interstate Hwy 35,
Austin, TX 78753

Coordinator: [Michelle Meaux](#) (512) 832-7049

January 23, 2025 (9:00AM – 12:00PM)

TxDOT Pharr District Office
Conference Center
600 W. US 83 Expressway
Pharr, TX 78577

Coordinator: [Agustin Ramirez](#) (956) 702-6306

January 24, 2025 (9:00AM – 12:00PM)

Virtual Workshop
[Click Here to Register](#)

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

F. SELECTION OF TA PROJECTS BY THE TEXAS TRANSPORTATION COMMISSION

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

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

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

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

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

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

The Commission is not bound by project awards, if anticipated federal funding associated with TxDOT's TA program is not appropriated.

G. 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.

H. PROJECT IMPLEMENTATION

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

Local Government Project Requirements

All project sponsors awarded funding under the TA Program who propose to manage and perform any work on the project will be required to designate a “Responsible Person in Charge” (RPIC), a “Project Manager” (PM), and a “Qualified” person in accordance with TxDOT’s Local Government Project Program (LGPP). Refer to the TxDOT Local Government Projects Toolkit for requirements:

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

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

<http://www.txdot.gov/government/programs/local-government-projects.html>. It is recommended that the project sponsor’s “Qualified” person complete the LGPP training as soon as possible.

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

<http://ftp.dot.state.tx.us/pub/txdot/lgp/funding/guidance.pdf>.

Adding Projects to the Statewide Transportation Improvement Program (STIP)

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

Execution of Local Agreement with the Department

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

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

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

Regardless of whether the project is developed and let for construction by the department or by the project sponsor, the department will have oversight responsibility and will incur direct state costs associated with project development, plan review (generally conducted at 30%, 60%, 90%, and 100% complete), and construction oversight. The detailed application will automatically apply up to 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 project with a total project cost of \$1,150,000 is \$230,000, which includes \$30,000 for the direct state cost match.

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. At the department's discretion, project reviews will not begin until the local match is received. The project sponsor would subsequently provide the remaining local match for construction and construction oversight, plus any estimated overruns within 60 days prior to the Construction contract being advertised for bids.

Federal Project Authorization and Agreement (FPAA)

The department is responsible for securing the federal funding for each phase of work. Any costs incurred prior to the issuance of the respective FPAA will not be eligible for reimbursement. If design costs are included as part of the project award, the AFA must be executed before the department requests an FPAA from FHWA to obligate the federal funding for the preliminary engineering phase. The environmental documentation must be cleared, all property must be acquired, any major utility adjustments must be completed, and the construction plans must be completed before the department requests an FPAA from FHWA to obligate the federal funding for construction.

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

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

Plans, Specifications, and Estimates (PS&E)

The project sponsor is responsible for plan preparation, environmental documentation, and other design-related activities including required reviews. All bicycle/pedestrian infrastructure design must comply with the Americans with Disabilities Act (ADA) and meet or exceed the minimum design requirements identified in the latest edition of TxDOT's [Roadway Design Manual](#). Pedestrian facilities must conform to the [Public Right-of-Way Accessibility Guidelines](#) (latest edition) as published by the US Access Board or the 2010 ADA Standards and Texas Accessibility Standards, as applicable. All design criteria for on-road and off-road bicycle facilities must comply with TxDOT's *Roadway Design Manual*, and *Guide for the Development of Bicycle Facilities* (latest edition) as published by the American Association of State Highway and Transportation Officials (AASHTO). When selecting bicycle infrastructure design elements, it is advisable to refer to FHWA's [Bikeway Selection Guide](#) and [Small Town and Rural Design Guide](#). When constructing projects along transit routes or connecting pedestrians and bicyclists to transit, it is advisable to refer to FHWA's [Improving Safety for Pedestrians and Bicyclists Accessing Transit](#). For projects proposing to construct a segment of the Texas Bicycle Tourism Trails Network (BTTN), refer to recommended design guidelines here: <https://www.txdot.gov/inside-txdot/modes-of-travel/bicycle/plan-design/tourism-study.html> and the [latest route locations on TxDOT's Statewide Planning Map](#) (see layer under "Additional Overlays" menu). As part of a TA application, project sponsors may collaborate with local TxDOT District staff to propose new locally preferred alignments for BTTN routes. Discuss this process with local TxDOT District staff.

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

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

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

Environmental Documentation

Most bicycle/pedestrian infrastructure projects have minimal environmental impacts and, as a result, qualify as a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA). However, with any action, impacts may occur whereby more substantial environmental documentation could be required [e.g., Environmental Assessment (EA) or Environmental Impact Statement (EIS)].

CEs are defined in 40 CFR 1508.1 as actions that the agency has determined normally do not have a significant effect on the human environment.

Some project characteristics have the potential to trigger environmental mitigation, coordination, and/or permitting. Examples of site characteristics that may require additional evaluation (and associated costs) for environmental issues include projects located:

- In publicly owned parks, recreation areas, wildlife/waterfowl refuges
- In or near publicly/privately owned historical/archeological sites
- Within or around properties listed or eligible for listing on the National Register of Historic Places
- Within range and/or potential habitat of state or federally protected species
- On land with likely possibility of encountering hazardous materials
- In areas requiring placement of fill in wetlands/waters of the U.S.
- In the Edwards Aquifer Recharge/Contributing Zones
- In the Coastal Management Zone
- In new right-of-way or previously undisturbed right-of-way

A project sponsor is responsible for completing the following tasks if their Project is selected:

- Providing all reports, documents, analysis, and information required for completion of TxDOT's environmental review process as specified in TxDOT's Environmental Affairs Division's (ENV's) guidance and instructions, including but not limited to the guidance and instructions provided on ENV's Environmental Compliance Toolkits web page on www.txdot.gov.
- Conducting coordination with other agencies and public involvement as specified in ENV's guidance and instructions, including but not limited to the guidance and instructions provided on ENV's Environmental Compliance Toolkits web page on www.txdot.gov. (ENV's Environmental Guide Volume 2 has instructions about which entity is responsible for agency coordination for specific types of resource impacts. The references to "district environmental staff" in ENV's instructions means the local government or their consultant when it is a local government that is advancing the project instead of a TxDOT district. A project sponsor should discuss with district environmental staff to determine responsibility for resource agency coordination, since it differs depending on the agency.)

- Obtaining all required permits, authorizations, and approvals required by applicable environmental laws and regulations.
- Ensuring that the Project complies with all applicable environmental laws and regulations.
- Performing any mitigation identified during the environmental review process

The department will review and, if warranted, approve the reports, documents, analysis, and information provided by the Project Sponsor. The department will issue the environmental clearance for the Project (i.e., categorical exclusion determination, finding of no significant impact, or record of decision) in accordance with its authority under the NEPA Assignment program (23 USC 327) if the department determines that the Project Sponsor has satisfied all prerequisites as specified in ENV's guidance and instructions.

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

- Categorical Exclusions for transportation projects in FHWA's regulations at 23 CFR 771.117: <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-H/part-771/section-771.117>
- *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 and can take as little as a few weeks or as much as several months. The length of this process depends on the complexity of the project and the completeness and accuracy of submitted information. A Memorandum of Understanding between FHWA and TxDOT under 23 USC 327 that was renewed in December of 2019 assigns 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 clearance for 2023 TA projects.

If the project is selected, the project sponsor is encouraged to work closely with the department's local district environmental staff to determine the appropriate environmental documentation requirements for the specific project (i.e., the "project work plan") using TxDOT's Environmental Compliance Oversight System or "ECOS." This will significantly facilitate the development and approval of environmental documentation.

Public/Stakeholder Involvement

An appropriate level of public/stakeholder involvement is required for each project submitted under TxDOT's 2025 TA Call for Projects.

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

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

The public hearing requirement for the addition of bicycle lanes may be satisfied if the project is addressed in a local hearing held under 43 TAC §25.55, “Comment Solicitation on Bicycle Road Use.” For any such project, the environmental review project file must contain a statement (e.g., Environmental Compliance and Oversight System [ECOS] Journal entry) indicating that the project was addressed in a local hearing held under 43 TAC §25.55 and the date of that local hearing. Not all of the requirements of TxDOT’s Environmental Handbook for Public Involvement apply to a local hearing held under 43 TAC §25.55. Work with your District TA Coordinator to understand public involvement requirements related to your project. For more information about TxDOT’s public involvement practices, refer to the Environmental Affairs Division’s [Public Involvement Handbook](#) and the Transportation Planning and Programming’s Public Involvement Section’s [Strategic Public Engagement Guidance](#).

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)

The project sponsor is responsible for acquiring an interest in property necessary for the proposed project and/or proving current ownership of lands within existing roadway ROW that are to be incorporated in the proposed project. 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 proper deed(s) or easement(s) is/are obtained.

If the proposed project is located on existing roadways, ROW maps are to be submitted with the detailed application along with deeds and official public records supporting ownership rights. If a project is proposed on land owned by the project sponsor, deed records showing ownership must be submitted to TxDOT for proof of ownership within the detailed application. 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.

If a project is proposed on private property, the project sponsor is responsible for securing such deeds or easement(s) as necessary and submitting proof of such. If private property is to be acquired with funds awarded, proof of support of the project by the affected property owners setting forth willingness to transfer an interest in the property must be submitted in the detailed application. A project that will require the acquisition of real property must comply with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Act regarding the acquisition of property.

Exhibits submitted as property description or to show property location,, i.e, ROW maps, metes and bounds, and surveys must contain details that make property easily identifiable. Where property is to be acquired for a project seeking award of TA funds through the department's 2025 TA Call for Projects the exercise of eminent domain or condemnation is **not allowed** for that acquisition. For requirements and information on how to acquire ROW and accommodate utilities, refer to the department's Local Government Project (LGP) Management Guide, Chapter 6 *Right of Way and Utilities*.

Railroad Impacts and Coordination

Advanced railroad coordination is strongly recommended and may be essential for funding consideration. Obtaining railroad approval can take, in some instances, several years if the project construction is occurring within a railroad right of way. Coordination with a railroad is a requirement for all projects that are within 50 feet of railroad right-of-way (including grade-separated crossings) and/or all projects that begin or end within 500 feet from an at-grade highway-rail crossing to ensure traffic control and construction do not interfere with an active crossing.

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

Cost can vary depending on railroad owner and elements of a project, so it is important to communicate with the railroad early to understand the full magnitude of associated costs. Railroad crossings of bicycle/pedestrian infrastructure must incorporate appropriate, ADA-compliant pedestrian and bicycle elements, such as planks, crossing arms, etc., to allow for safe crossing of the railroad by non-motorized users. Estimated costs may also include flaggers, permits, insurance, and oversight by the railroad, or costs for the railroad to construct the work on behalf of the project sponsor. Additionally, the railroad may require a fee to conduct plan reviews in advance of issuing an agreement. If the project sponsor has not been in contact with the affected railroad regarding the proposed project, then the project may not be ready for funding consideration.

Construction Letting by the Project Sponsor

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

Construction Letting by the Department

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

Contractor for Construction

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

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

Scope Modifications

Projects must be developed as described in the 2025 TA Detailed Application and approved by the Commission. Any change to the scope of work specified in the application package and approved by the Commission must have advance written approval. Changes in items of work or project scope that occur without advance departmental approval will not be reimbursed.

Payment of Costs

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

Costs incurred prior to the adoption 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 established during execution of 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.

I. PROJECT ELIMINATION

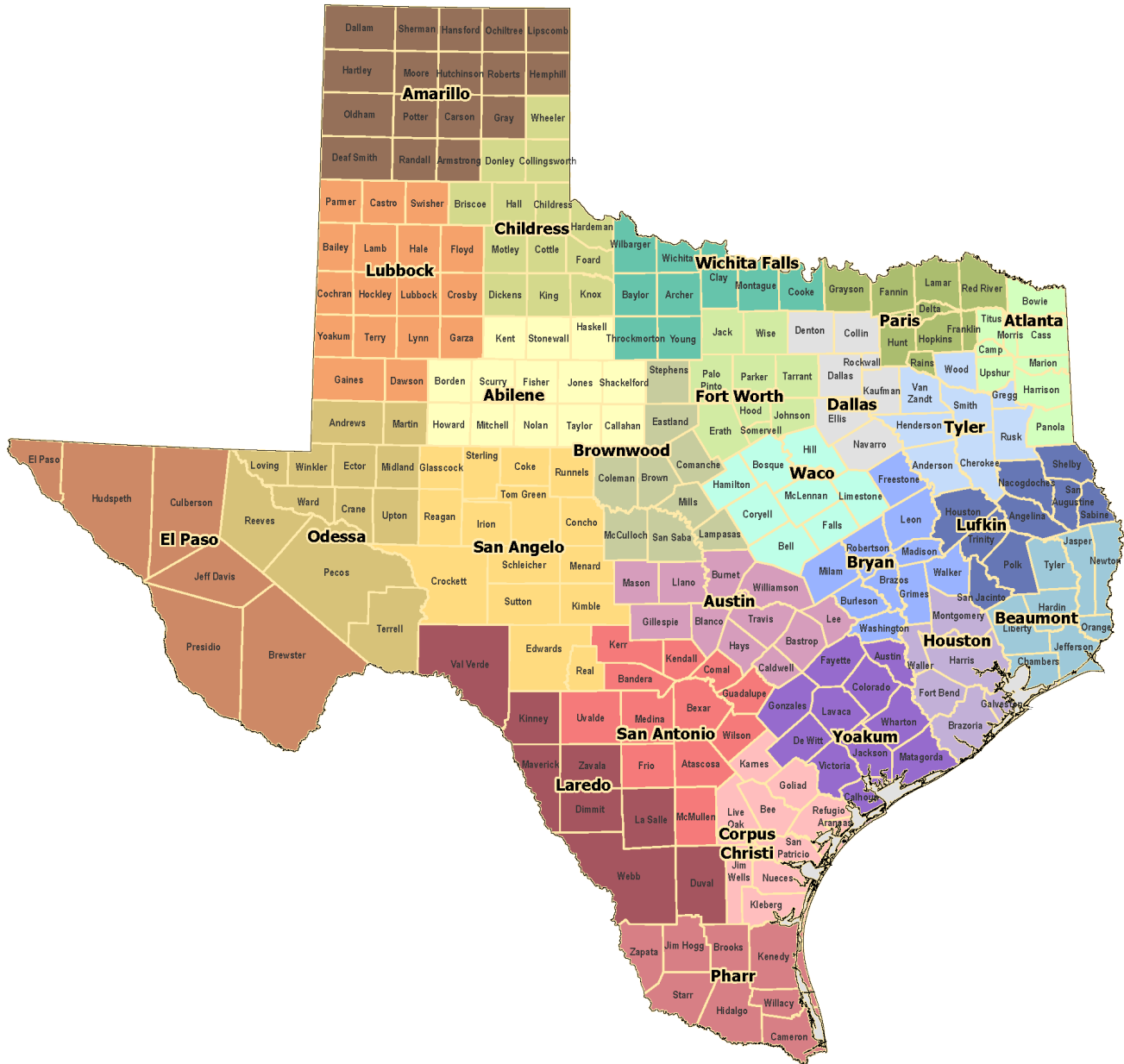
A project will be eliminated from participation in the TA Program if, prior to the execution of the local agreement, the governing body of a municipality or county in which project activities are proposed, by resolution, order, or other official action, notifies the department of its opposition to the 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, or
- The executive director determines that federal funding may be lost because the project has not been advanced, implemented, or completed in a timely manner.

J. TXDOT DISTRICT MAP

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



K. TXDOT DISTRICT/DIVISION TA COORDINATORS

TxDOT's District TA Coordinator will be your first point-of-contact to discuss TxDOT's 2025 TA Call for Projects and the project nomination process. Click the District Coordinator's name to send an email.

Abilene District Office

[Cassandra Montes-Ramos](#)

4250 N. Clack
Abilene, TX 79601-0150
(325) 676-6829

Amarillo District Office

[Russell Washer](#)

5715 Canyon Drive
Amarillo, TX 79110-7368
(806) 356-3243

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

[Carolina Lopez-Herrera](#)

8350 Eastex Freeway
Beaumont, TX 77708
(361)-424-4059

Brownwood District Office

[Andrew Chisholm](#)

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

Bryan District Office

[Amanda Soto, RLA](#)

2591 N. Earl Rudder Freeway
Bryan, TX 77803-5190
(979) 778-9770

Childress District Office

[Annabel Jurado](#)

7599 US 287
Childress, TX 79201-9705
(940) 937-7250

Corpus Christi District Office

[Elizabeth Soliz](#)

1701 South Padre Island Drive
Corpus Christi, TX 78416
(361) 808-2299

Dallas District Office

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

4777 East Highway 80
Mesquite, TX 75150
(214) 320-6669

El Paso District Office

[Jose Bocanegra Jr.](#)

13301 Gateway Blvd West
El Paso, TX 79928
(915) 790-4365

Fort Worth District Office

[Iftekhar Ali](#)

2501 SW Loop 820
Fort Worth, TX 76133
(817) 370-3565

Houston District Office

[Madeleine Hirsch](#)

7600 Washington Avenue
Houston, TX 77007
(713) 802-5197

Laredo District Office

[Amy Casarez](#)

1817 Bob Bullock Loop
Laredo, TX 78043
(956) 712-7454

Lubbock District Office

[Logan Atwood](#)

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

Lufkin District Office

[Jeremy King](#)

1805 North Timberland
Lufkin, TX 75901
(936) 633-4486

Odessa District Office

[Kelli Williams](#)

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

Paris District Office

[Scott Shannon](#)

1365 North Main Street
Paris, TX 75460-2697
(903) 737-9279

Pharr District Office

[Eduardo Saenz](#)

600 West Interstate 2
Pharr, TX 78577-6535
(956) 702-6170

San Angelo District Office

[AlecZander Rodriguez](#)

4502 Knickerbocker Road
San Angelo, TX 76904
(325) 947-9212

San Antonio District Office

[Suman Shrestha](#)

4615 N.W. Loop 410
San Antonio, TX 78229
(210) 260-1201

Tyler District Office

[Gary Rushing](#)

2709 West Front Street
Tyler, TX 75702
(903) 510-9107

Waco District Office

[Daniel Davila](#)

100 South Loop Drive
Waco, TX 76704-2858
(254) 867-2849

Wichita Falls District Office

[Warren McDonald](#)

1601 Southwest Parkway
Wichita Falls, TX 76302
(940) 720-7755

Yoakum District Office

[Patricia Stephens](#)

403 Huck Street
Yoakum, TX 77995-2973
(361) 293-4405

Public Transportation Division (PTN):

[Noah Heath](#)

TA/SRTS Program Manager
125 E. 11th Street
Austin, TX 78701
(361) 876-7186

L. BIKEWAY TERMINOLOGY

Shared Use Paths and Sidepaths

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



Separated and Raised Bicycle Lanes

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



Bike Lane and Buffered Bike Lane

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



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

Bicycle Accessible Shoulder (rural)

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



Shared Lane

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



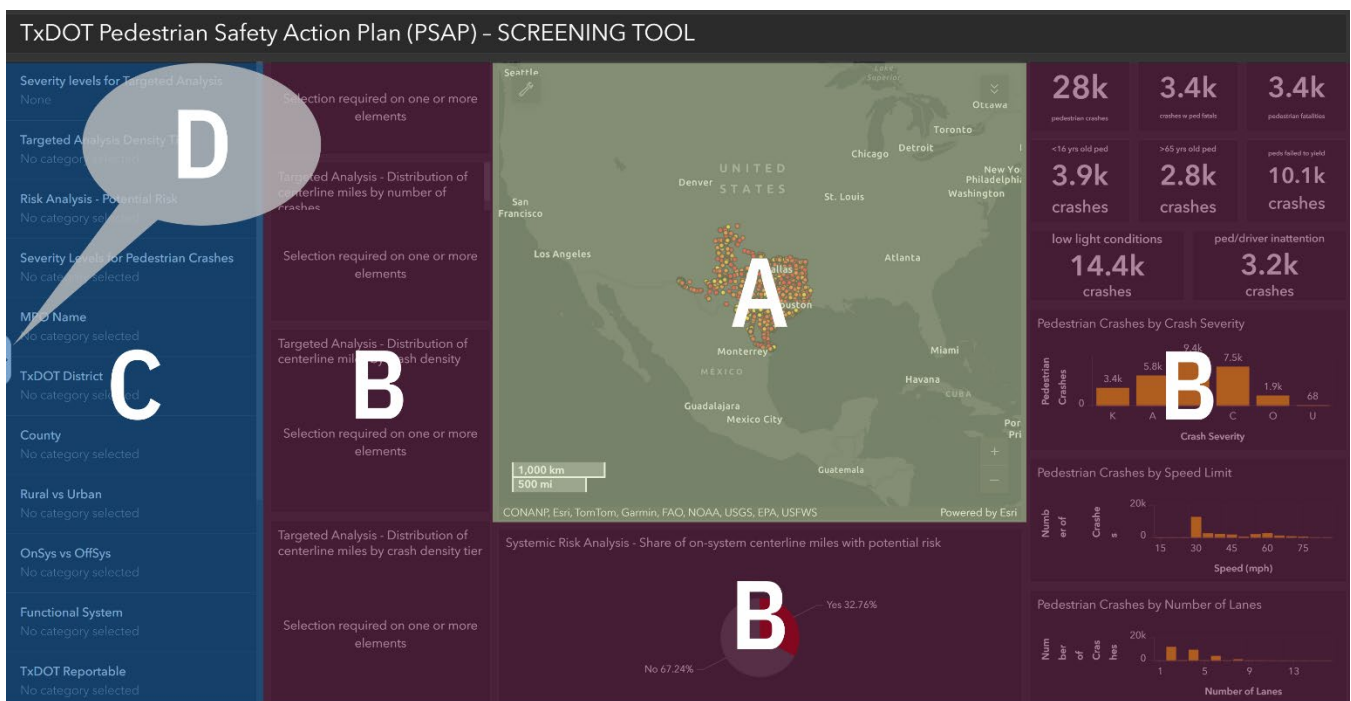
M. USING THE PSAP SCREENING TOOL

For the TxDOT 2025 TA Call for Projects, TxDOT recommends local governments use the [TxDOT PSAP Screening Tool](#) to better identify potential project locations. One of the evaluation criteria measures in the Safety Category (see Table 4 above) which TxDOT will use to evaluate projects will be the presence of safety hazards. TxDOT will consider projects having safety hazards if located on/along roadway segments identified as:


- “potential crash risk” – on-system road segments with characteristics/risk factors similar to other roadways with historic crashes; and/or
- “historic pedestrian crashes” - historic pedestrian crash locations (defined as KAB crashes between 2017 and 2021). Specifically, on- and off-system roadway segments have a “very high, high, medium, or low” crash history as identified by the PSAP Screening Tool.

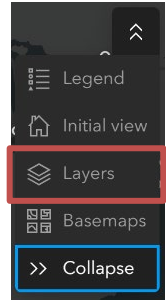
To use the PSAP Screening Tool to identify roadway segments that meet the criteria above, please use the steps below. Figure 4 below provides an overview of the interface.

Figure 4: PSAP Screening Tool Reference Diagram



- Map interface
- Summary statistics
- Filter/selector panel
- Pull-out sidebar with usage tips

1. Navigate to the [PSAP Screening Tool](#).
2. Read splash screen information, then click “I have read the instructions above” and OK.
3. Navigate to the city or proposed project area within the map interface (Area A).
4. In the top right of the map interface (Area A), click on the two arrows to open the layers menu ().
5. Historic Crash Locations
 - a. Turn on the “Targeted Analysis – Crash Density Tier” layer.
Note: Nothing will appear until step 5b is complete.
 - b. At the top of the filter/selector panel (Area C), click on “Severity levels for Targeted Analysis” and click on “KAB crashes”. Due to the large number of line segments, it may take a minute for these segments to load.
 - c. Near the top of the filter/selector panel (Area C), click on “Targeted Analysis Density Tier”. Then click on Very High, High, Medium, and Low.
 - d. The roadway segments that appear are locations with historic pedestrian crash risk.
Note: Crashes have been distributed along the roadway network segments.
6. Potential crash risk locations
 - a. Turn on the “Systemic Crash Risk” layer.
 - b. The red colored roadway segments that appear are on-system locations with a significant number of risk factors shared by roadway segments with previous pedestrian crashes.



A frequently asked questions document can be found on TxDOT’s website [here](#). For further assistance with the PSAP tool, contact your local TxDOT District TA Coordinator.

N. ADDITIONAL WEBLINKS

Information about **TxDOT's 2025 TA Call for Projects**, including the [Program Rules](#), [Program Guide](#), [Preliminary Application](#), [Preliminary Application Instructions](#), [Detailed Application](#), [Detailed Application Instructions](#), [workshop presentations](#), and other program related downloads can be found at:

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

TxDOT Bicycle and Pedestrian Resource Webpage:

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

Texas Pedestrian Safety Action Plan

<https://www.txdot.gov/about/advisory-committees/bicycle-pedestrian-advisory-committee/pedestrian-safety-action-plan.html>

TxDOT Environmental Resources:

Environmental Handbook for Public Involvement:

<https://www.txdot.gov/content/dam/docs/environmental/toolkit/760-01-gui.pdf>

Categorical Exclusions for transportation projects in Texas Administrative Code:

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

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

Local Government Projects Program:

<https://www.txdot.gov/business/resources/lgp.html>

TxDOT's Local Government Projects Toolkit:

<https://www.txdot.gov/business/resources/lgp/toolkit.html>

Local Government Project Management Guide:

<https://ftp.txdot.gov/pub/txdot/lgp/procedures/guide.pdf>

TxDOT's Right of Way Acquisition Manual:

<https://onlinemanuals.txdot.gov/TxDOTOnlineManuals/txdotmanuals/acq/acq.pdf>

TxDOT's Average Low Bid Unit Prices:

<https://www.txdot.gov/business/road-bridge-maintenance/contract-letting/bid-items-and-index.html>

TxDOT's Economically Disadvantaged Counties Program (EDCP):

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

TDCs and TMA Interactive Map:

<https://txdot.maps.arcgis.com/apps/instant/sidebar/index.html?appid=4f51dc8c26594005b7e09a7be703d4ad>

TxDOT District Office Information:

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

U.S. Census TMA Designation:

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

U.S. Census Data Lookup:

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

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

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

TxDOT Bicycle Tourism Example Network (see layer under “Additional Overlays” menu):

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

Active Transportation Plan Inventory (ATPI):

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

TxDOT Bicycle and Pedestrian Count Program:

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

TxDOT ADA Self Evaluation and Transition Plan

<https://www.txdot.gov/about/programs/civil-rights/accessibility/2022-ada-self-evaluation.html>

TA Set-Aside Program in Texas Administrative Code:

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

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

FHWA TA Set-Aside Guidance:

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

FHWA Safe Routes to Schools Guidance:

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

FHWA Complete Streets Guidance:

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

Safe Routes to School National Partnership:

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

National Center for Safe Routes to School:

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

DESIGN GUIDANCE:

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

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

TxDOT Roadway Design Manual:

<https://onlinemanuals.txdot.gov/TxDOTOnlineManuals/txdotmanuals/rdw/rdw.pdf>

TxDOT Bicycle Accommodation Design Guidance:

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

Public Right-of-Way Accessibility Guidelines (PROWAG):

<https://www.access-board.gov/prowag/>

Separated Bike Lane Planning and Design Guide (FHWA):

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page00.cfm

Small Town and Rural Multimodal Networks (FHWA):

<https://ruraldesignguide.com/>

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/

Incorporating On-Road Bicycle Networks into Resurfacing Projects (FHWA):

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/

NACTO Urban Bikeway Design Guide:

<http://nacto.org/publication/urban-bikeway-design-guide/>

FHWA Bikeway Selection Guide:

https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

Texas Accessibility Information – Texas Department of Licensing and Registration:

<https://www.tdlr.texas.gov/>

ADA Standards for Accessible Design:

[Review Laws, Regulations & Standards | ADA.gov](#)

O. DEFINITIONS AND TERMINOLOGY

AFA – Advance Funding Agreement

AASHTO – American Association of State Highway and Transportation Officials

Bikeway terminology – See Section L of this guide.

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

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

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

Commission - Texas Transportation Commission

COG – Council of Governments <https://txregionalcouncil.org/regional-councils/>

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

Medium urban area – Areas located outside TMA boundaries with a population size between 50,000 and 199,999 as determined by the 2020 Census.

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

Micromobility - According to TxDOT's Roadway Design Manual: "Micromobility vehicles include small, fully or partially human-powered vehicles such as bicycles, e-bikes, e-scooters, and others."

Nonurban area – Areas located outside TMA boundaries with a population size of 5,000 or less as determined by the 2020 Census.

On-system – Roadway designated on the State Highway System and maintained by TxDOT

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.

PSAP – Texas Pedestrian Safety Action Plans. See Section M above.

PS&E - Plans, Specifications, and Estimates

SLOA – State Letter of Authority

Small urban areas – Area located outside TMA boundaries with a population size between 5,001 and 49,999 as determined by the 2020 Census.

SRTS – Safe Routes to School

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

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

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

TDC – Transportation Development Credit

TDLR – Texas Department of Licensing and Regulation

TA – Transportation Alternatives Set-Aside Program

Transportation Improvement Program (TIP) – A short-range program developed by each metropolitan planning organization in cooperation with the department and public transportation operators. The TIP covers a four-year period and contains a prioritized listing of all projects proposed for federal funding, plus regionally significant projects proposed for state, federal, and local funding in a metropolitan area.

Transportation Management Area (TMA) – FHWA defines TMAs as “all urbanized areas (UZAs) with populations greater than 200,000 as determined by the 2020 Census.”

TxDOT – Texas Department of Transportation

APPENDIX A: CITIES AND CDPs ELIGIBLE FOR TDCS – FY 2025

The list below identifies cities and Census designated places (CDPs), or portions thereof, that are eligible for transportation development credits (TDCs) during TxDOT's 2025 TA Call for Projects. An asterisk (*) indicates a jurisdiction that has portions eligible for TDCs and portions of its jurisdiction not eligible for TDCs. Refer to the [TDC eligibility map link](#) for specific locations.

Eligible City or CDP
Abernathy City*
Abilene City*
Abram CDP
Ackerly City*
Agua Dulce CDP
Agua Dulce City
Aguilares CDP
Airport Heights CDP
Airport Road Addition CDP
Alamo Beach CDP
Alamo City
Alamo Heights City
Alanreed CDP
Alba Town*
Albany City
Aldine CDP
Alfred CDP
Alice Acres CDP
Alice City
Alto Bonito Heights CDP
Alto Town
Alton City
Alvord Town
Amada Acres CDP
Amargosa CDP
Amaya CDP
Ames City
Amistad CDP
Anacua CDP
Anahuac City
Anderson City
Annona Town
Anson City
Anthony Town
Anton City
Appleby City
Aransas Pass City*

Eligible City or CDP
Arcola City
Arroyo Colorado Estates CDP
Arroyo Gardens CDP
Asherton City
Atlanta City
Austwell City
Avery Town
Avinger Town
B and E CDP
Bacliff CDP
Bailey City
Baird City
Balch Springs City
Balcones Heights City
Ballinger City
Bangs City
Banquete CDP
Bardwell City
Barrera CDP
Barrett CDP
Bartlett City*
Batesville CDP
Bay City City
Bayside Town
Baytown City
Bayview Town
Beasley City
Beaumont City
Beauxart Gardens CDP
Beaver Creek CDP
Beckville City
Bedias City
Beeville City
Bells Town
Belton City
Ben Arnold CDP
Ben Bolt CDP

Eligible City or CDP
Benavides City
Benjamin Perez CDP
Berryville Town
Bertram City
Bevil Oaks City
Big Lake City
Big Sandy Town
Big Spring City
Big Thicket Lake Estates CDP
Big Wells City
Bishop City
Bivins CDP
Bixby CDP
Blanket Town
Bledsoe CDP
Blessing CDP
Bloomburg Town
Bloomington CDP
Blossom City
Blue Berry Hill CDP
Bluetown CDP
Bogata City
Boling CDP
Bonanza Hills CDP
Bonham City
Booker Town
Borger City
Botines CDP
Box Canyon CDP
Brackettville City
Brady City
Breckenridge City
Bremond City
Bridge City City
Broadus Town
Brookshire City
Brookston CDP

[TDC eligibility map link](#)

Eligible City or CDP
Browndell City
Brownfield City
Brownsville City
Brownwood City
Bruceville-Eddy City*
Bruni CDP
Bryson City
Buchanan Lake Village CDP
Buckholts Town
Buena Vista CDP
Buffalo City
Bullard Town*
Buna CDP
Burke City
Burlington CDP
Butterfield CDP
Bynum Town
Caddo Mills City
Cade Lakes CDP
Calvert City
Camargito CDP
Cameron City
Cameron Park CDP
Camp Wood City
Campbell City
Campo Verde CDP
Cantu Addition CDP
Canutillo CDP
Cape Royale CDP
Carbon Town
Carl's Corner Town
Carthage City
Casa Blanca CDP
Casas CDP
Castle Hills City
Cedar Creek CDP
Cedar Hill City
Cedar Point CDP
Celeste City
Center City
Centerville City

Eligible City or CDP
Central Gardens CDP
César Chávez CDP
Channelview CDP
Chaparrito CDP
Chapeno CDP
Charlotte City
Chester Town
Chico City
Childress City
Chilton CDP
China City
China Grove Town
Chireno City
Christine Town
Chula Vista CDP*
Cienegas Terrace CDP
Cisco City
Citrus City CDP
Clarksville City
Clarksville City City
Cleveland City*
Clifton City
Clint Town
Cloverleaf CDP
Clute City
Clyde City
Coahoma Town
Cockrell Hill City
Coldspring City
Coleman City
Colmesneil City
Colorado Acres CDP
Colorado City City
Combes Town
Combine City
Comfort CDP
Commerce City
Concepcion CDP
Converse City
Coolidge Town
Cooper City

Eligible City or CDP
Copperas Cove City
Corrigan Town
Corsicana City
Cotulla City
Country Acres CDP
Coyanosa CDP
Coyote Acres CDP
Crane City
Crawford Town
Crosbyton City
Cross Mountain CDP
Cross Timber Town
Crowley City
Crystal City City
Cuero City
Cuevitas CDP
Cumby City
Cuney Town*
Cushing City
Daingerfield City
Daisetta City
Damon CDP
Danbury City
Dawson Town
Dayton City
Dayton Lakes City
De Kalb City
De Leon City
Del Mar Heights CDP
Del Rio City
Del Sol CDP
Dell City City
Delmita CDP
Denison City
Denver City Town*
Deport City
DeSoto City
Detroit Town
Devers City
Deweyville CDP
Diboll City

[TDC eligibility map link](#)

Eligible City or CDP
Dickens City
Dodson Town
Doffing CDP
Domino Town
Donna City
Doolittle CDP
Dorchester City
Douglassville Town
Driscoll City
Duncanville City
E. Lopez CDP
Eagle Lake City
Eagle Pass City
Early City
East Alto Bonito CDP
East Bernard City
East Mountain City
East Tawakoni City
Eastland City
Easton City
Edcouch City
Edgecliff Village Town
Edgewater Estates CDP
Edinburg City
Edmonson Town
Edna City
Edroy CDP
Eidson Road CDP
El Brazil CDP
El Camino Angosto CDP
El Campo City
El Castillo CDP
El Cenizo CDP
El Cenizo City
El Chaparral CDP
El Indio CDP
El Mesquite CDP
El Paso City
El Quiote CDP
El Rancho Vela CDP

Eligible City or CDP
El Refugio CDP
El Socio CDP
Eldorado City
Electra City
Elgin City
Elias-Fela Solis CDP
Elkhart Town
Elm Creek CDP
Elmendorf City
Elmo CDP
Elsa City
Encantada-Ranchito-El Calaboz
Encino CDP
Escobares City
Estelline Town
Eugenio Saenz CDP
Eureka City
Eustace City
Evadale CDP
Evant Town
Evergreen CDP
Everman City
Fabens CDP
Fabrica CDP
Fair Oaks Ranch City*
Fairfield City
Falcon Heights CDP
Falcon Lake Estates CDP
Falcon Mesa CDP
Falcon Village CDP
Falconaire CDP
Falfurrias City
Falman CDP
Fannett CDP
Fernando Salinas CDP
Flat CDP
Flor del Rio CDP
Florence City
Flowella CDP
Floydada City

Eligible City or CDP
Fluvanna CDP
Forest Heights CDP
Forest Hill City
Forsan City
Fort Bliss CDP
Fort Clark Springs CDP
Fort Hood CDP
Fort Stockton City
Four Corners CDP
Four Points CDP
Franklin City
Frankston Town
Freeport City
Freer City
Fritch City
Fronton CDP
Fronton Ranchettes CDP
Gainesville City
Galena Park City
Gallatin City
Garceno CDP
Garciasville CDP
Garfield CDP
Garrett Town
Garrison City
Gary City Town
Garza-Salinas II CDP
Gatesville City
Gause CDP
George West City
Gilmer City
Girard CDP
Gladewater City*
Glen Rose City
Glenn Heights City
Godley City
Goldthwaite City
Goliad City
Golinda City*
Goodrich City

[TDC eligibility map link](#)

Eligible City or CDP
Grand Saline City
Grandfalls Town
Granger City
Granjeno City
Grapeland City
Green Valley Farms CDP
Greenville City
Gregory City
Grey Forest City
Groesbeck City
Groves City
Groveton City
Guadalupe Guerra CDP
Guerra CDP
Guthrie CDP
Gutierrez CDP
H. Cuellar Estates CDP
Hale Center City
Hallettsville City
Hallsville City
Hamlin City*
Hamshire CDP
Hardin City
Harding Gill Tract CDP
Hargill CDP
Harker Heights City
Harlingen City
Harper CDP
Harrold CDP
Haskell City
Havana CDP
Hawkins City
Hawley City
Hearne City
Hebbronville CDP
Heidelberg CDP
Helotes City
Hemphill City
Hempstead City
Henderson City
Hermleigh CDP

Eligible City or CDP
Hidalgo City
Higgins City
Highlands CDP
Hill Country Village City
Hillsboro City
Hillside Acres CDP
Hilltop CDP*
Hilltop Lakes CDP
Holiday Beach CDP
Holiday Lakes Town
Holland Town
Holly Lake Ranch CDP
Hollywood Park Town
Homestead Meadows South CDP
Honey Grove City
Hooks City
Horizon City City
Horseshoe Bend CDP
Houston City*
Howe Town
Huckabay CDP
Hudson City
Hughes Springs City
Hull CDP
Hungerford CDP
Huntington City
Huntsville City
Huxley City
Iago CDP
Iglesia Antigua CDP
Imperial CDP
Indian Hills CDP
Indian Lake Town
Indian Springs CDP
Indio CDP
Ingleside City
Ingleside on the Bay City
Iola City
Iraan City
Ivanhoe City
J.F. Villareal CDP

Eligible City or CDP
Jacinto City City
Jacksboro City
Jacksonville City
Jardin de San Julian CDP
Jasper City
Jefferson City
Jewett City
Joaquin City
Jourdanton City
Juarez CDP
Katy City*
Kaufman City
K-Bar Ranch CDP
Kenedy City
Kenefick Town
Kerens City
Kilgore City
Killeen City
Kingsbury City
Kingsville City
Kirby City
Kirbyville City
Kirvin Town
Knippa CDP
Knollwood City
Kosse Town
Kountze City
Kress City
La Blanca CDP
La Carla CDP
La Casita CDP
La Chuparosa CDP
La Coma CDP
La Coma Heights CDP
La Escondida CDP
La Esperanza CDP
La Feria City
La Feria North CDP
La Grange City
La Grulla City
La Homa CDP

[TDC eligibility map link](#)

Eligible City or CDP
La Joya City
La Loma de Falcon CDP
La Marque City
La Minita CDP
La Moca Ranch CDP
La Paloma Addition CDP
La Paloma CDP
La Paloma Ranchettes CDP
La Paloma-Lost Creek CDP
La Presa CDP
La Pryor CDP
La Puerta CDP
La Rosita CDP
La Tina Ranch CDP
La Victoria CDP
La Villa City
La Ward City
Lackland AFB CDP
Ladonia Town
Lago CDP
Lago Vista CDP
Laguna Heights CDP
Laguna Seca CDP
Laguna Vista Town
Lake Brownwood CDP
Lake Bryan CDP
Lake Cherokee CDP
Lake City Town
Lake Colorado City CDP
Lake Meredith Estates CDP
Lake View CDP
Lakehills CDP
Lakeport City
Lakeshore Gardens-Hidden Acres CDP
Lakeside Town*
Lakeview Town
Lamesa City
Lancaster City
Laredo City
Laredo Ranchettes CDP

Eligible City or CDP
Laredo Ranchettes West CDP
Las Haciendas CDP
Las Lomas CDP
Las Lomitas CDP
Las Palmas CDP
Las Palmas II CDP
Las Pilas CDP
Las Quintas Fronterizas CDP
Lasana CDP
Lasara CDP
Laughlin AFB CDP
Laureles CDP
Leakey City
Leary City
Lefors Town
Leming CDP
Leon Valley City
Leona City
Levelland City
Liberty City
Liberty City CDP
Liberty Hill City
Linden City
Lingleville CDP
Linn CDP
Little Cypress CDP
Little River-Academy City
Live Oak City
Liverpool City
Livingston Town
Llano City
Llano Grande CDP
Lockett CDP
Lockney Town
Loma Grande CDP
Loma Linda CDP
Loma Linda East CDP
Loma Linda West CDP
Loma Vista CDP
Lometa City

Eligible City or CDP
Lone Star City
Longoria CDP
Longview City
Lopeño CDP
Lopezville CDP
Loraine Town
Lorenzo City
Los Altos CDP
Los Alvarez CDP
Los Angeles CDP
Los Arcos CDP
Los Arrieros CDP
Los Barreras CDP
Los Centenarios CDP
Los Corralitos CDP
Los Ebanos CDP
Los Fresnos CDP
Los Fresnos City
Los Huisaches CDP
Los Indios Town
Los Lobos CDP
Los Minerales CDP
Los Nopalitos CDP
Los Veteranos I CDP
Los Veteranos II CDP
Los Ybanez City
Lott City
Louise CDP
Lozano CDP
Lueders City
Lufkin City
Lumberton City
Lyford City
Lytle City
Mabank Town
Macdona CDP
Madisonville City
Magnolia Beach CDP
Malakoff City
Manuel Garcia CDP

[TDC eligibility map link](#)

Eligible City or CDP
Manuel Garcia II CDP
Marietta Town
Markham CDP
Marlin City
Marquez City
Marshall City
Mart City
Martinez CDP
Matador Town
Matagorda CDP
Mathis City
Maud City
Mauriceville CDP
May CDP
Maypearl City
McAllen City
McGregor City*
McLean Town
McLeod CDP
Meadow Town
Medina CDP
Melvin Town
Memphis City
Menard City
Mercedes City
Mesquite CDP
Mexia City
Mi Ranchito Estate CDP
Midfield CDP
Midway City
Midway North CDP
Midway South CDP
Miguel Barrera CDP
Mikes CDP
Mila Doce CDP
Milam CDP
Milano City
Mildred Town
Milford Town
Miller's Cove Town
Millsap Town

Eligible City or CDP
Mineola City
Mineral Wells City
Mirando City CDP
Mission Bend CDP
Mission City
Mobeetie City
Monahans City
Mont Belvieu City*
Montague CDP
Monte Alto CDP
Moore CDP
Moraida CDP
Morales-Sanchez CDP
Morgan City
Morgan Farm CDP
Morgan's Point Resort City
Morning Glory CDP
Morton City
Mound CDP
Mount Calm City
Mount Enterprise City
Mount Pleasant City
Mount Vernon Town
Muleshoe City
Mullin Town
Muniz CDP
Murchison City
Murillo CDP
Nacogdoches City
Nada CDP
Naples City
Narciso Pena CDP
Nash City
Natalia City
Navasota City
Neches CDP
Nederland City
Nesbitt Town
Netos CDP
New Boston City
New Chapel Hill City

Eligible City or CDP
New Falcon CDP
New London City
New Summerfield City
New Waverly City
Newark City
Newton City
Nina CDP
Nocona City
Nocona Hills CDP
Nolanville City
Nome City
Nordheim City
Normandy CDP
Normangee Town
Normanna CDP
North Alamo CDP
North Cleveland City
North Escobares CDP
North San Pedro CDP
Oak Valley Town
Oakhurst CDP
Oakwood Town
O'Brien City
Odem City
Odessa City
O'Donnell City*
Oglesby City
Oilton CDP
Oklaunion CDP
Old River-Winfree City
Olivarez CDP
Olivia Lopez de Gutierrez CDP
Olmito and Olmito CDP
Olmito CDP
Olmos Park City
Olney City
Omaha City
Onalaska City
Orange City
Orange Grove City
Orason CDP

[TDC eligibility map link](#)

Eligible City or CDP
Ore City City
Overton City
Owl Ranch CDP
Oyster Creek City
Pablo Pena CDP
Paducah Town
Paisano Park CDP
Palacios City
Palm Valley City
Palmer CDP
Palmer Town
Palmhurst City
Palmview City
Palmview South CDP
Palo Blanco CDP
Pampa City
Paris City
Pasadena City
Pattison City
Patton Village City
Pawnee CDP
Pecan Gap City*
Pelican Bay City
Pena CDP
Pendleton CDP
Penitas City
Perezville CDP
Petersburg City
Petronila City
Pettus CDP
Petty CDP
Pharr City
Pilot Point City
Pine Forest City
Pine Harbor CDP
Pine Island Town
Pinebrook CDP
Pinehurst CDP
Pinehurst City
Pineland City
Pinewood Estates CDP

Eligible City or CDP
Pittsburg City
Plains Town
Plainview City
Plantersville City
Pleasant Hill CDP
Pleasanton City
Plum Grove City*
Point Blank City
Point Comfort City
Port Aransas City*
Port Arthur City
Port Isabel City
Port Lavaca City
Port Mansfield CDP
Port Neches City
Port O'Connor CDP
Portland City
Post City
Poteet City
Powderly CDP
Prado Verde CDP
Praesel CDP
Prairie View City
Premont City
Presidio City
Preston CDP
Priddy CDP
Primera Town
Progreso City
Progreso Lakes City
Pueblo East CDP
Pueblo Nuevo CDP
Putnam Town
Queen City City
Quemado CDP
Quesada CDP
Quinlan City
Quitaque City
Quitman City
Radar Base CDP
Rafael Pena CDP

Eligible City or CDP
Ralls City
Ramireno CDP
Ramirez-Perez CDP
Ramos CDP
Ranchette Estates CDP
Ranchitos del Norte CDP
Ranchitos East CDP
Ranchitos Las Lomas CDP
Rancho Alegre CDP
Rancho Banquete CDP
Rancho Chico CDP
Rancho Viejo CDP
Rancho Viejo Town
Ranchos Penitas West CDP
Randolph AFB CDP
Ranger City
Rangerville Village
Rankin City
Ratamosa CDP
Raymondville City
Realitos CDP
Red Lick City
Redfield CDP
Redland CDP
Redwater City
Redwood CDP
Refugio Town
Regino Ramirez CDP
Reid Hope King CDP
Reklaw City
Relampago CDP
Reno City*
Ricardo CDP
Rice Tracts CDP
Richards CDP
Richwood City
Ringgold CDP
Rio Bravo City
Rio Grande City City
Rio Hondo City
Rising Star Town

[TDC eligibility map link](#)

Eligible City or CDP
Rivereno CDP
Riverside City
Riviera CDP
Roaring Springs Town
Robinson City
Robstown City
Rochelle CDP
Rochester Town
Rock Island CDP
Rockdale City
Rocky Mound Town
Rogers Town
Roma City
Roscoe City
Rose City City
Rose Hill Acres City
Rosebud City
Rosharon CDP
Rosita CDP
Rosser Village
Roxton City
Rule Town
Rusk City
Sabinal City
Salado Village
Salida del Sol Estates CDP
Salineño CDP
Salineño North CDP
Sam Rayburn CDP
Sammy Martinez CDP
San Antonio City*
San Augustine City
San Benito City
San Carlos CDP
San Carlos I CDP
San Carlos II CDP
San Diego City
San Elizario City
San Fernando CDP
San Isidro CDP
San Juan CDP

Eligible City or CDP
San Juan City
San Marcos City
San Patricio City
San Pedro CDP
San Perlita City
San Ygnacio CDP
Sand Springs CDP
Sandia CDP
Sandoval CDP
Sandy Hollow-Escondidas CDP
Sandy Oaks City
Sanford Town
Sansom Park City
Santa Anna CDP
Santa Cruz CDP
Santa Maria CDP
Santa Monica CDP
Santa Rosa CDP
Santa Rosa Town
Santel CDP
Santo CDP
Sargent CDP
Scenic Oaks CDP*
Schertz City*
Schulenburg City
Scissors CDP
Scottsville City
Seadrift City
Seagoville City
Sealy City
Sebastian CDP
Seco Mines CDP
Selma City*
Seth Ward CDP
Seven Oaks City
Seven Points City
Shadybrook CDP*
Shamrock City
Shavano Park City
Sheffield CDP
Shelbyville CDP

Eligible City or CDP
Shepherd City
Sheridan CDP
Shiro CDP
Sierra Blanca CDP
Siesta Acres CDP
Siesta Shores CDP
Silsbee City
Sinton City
Skidmore CDP
Slaton City
Smiley City
Snyder City
Socorro City
Solis CDP
Somerset City
Sonterra CDP
Sour Lake City
South Alamo CDP
South Fork Estates CDP
South Houston City
South La Paloma CDP
South Mountain Town
South Padre Island Town
South Point CDP
South Toledo Bend CDP
Sparks CDP
Spearman City
Spofford City
Spring Gardens CDP
Spur City
St. Hedwig Town
St. Paul CDP
Stamford City
Stanton City
Stephenville City
Stinnett City
Stowell CDP
Streetman Town*
Sullivan City City
Sulphur Springs City
Sun Valley City

[TDC eligibility map link](#)

Eligible City or CDP
Sundown City
Sunrise Shores CDP
Sunset Acres CDP
Sunset CDP*
Sweetwater City
Taft City
Taft Southwest CDP
Tahoka City
Talco City
Tanquecitos South Acres CDP
Tanquecitos South Acres II CDP
Tatum City
Taylor Landing City
Teague City
Tehuacana Town
Temple City
Tenaha Town
Terlingua CDP
Terrell City
Terrell Hills City
Texarkana City
Texas City City
Texline Town
Thompsonville CDP
Thorndale City*
Thornton Town
Thrall City
Three Rivers City
Throckmorton Town
Thunderbird Bay CDP
Tierra Bonita CDP
Tierra Dorada CDP
Tierra Grande CDP
Tierra Verde CDP
Timberwood Park CDP*
Timpson City
Tivoli CDP
Toco City
Todd Mission City
Tolar City
Tornillo CDP

Eligible City or CDP
Tradewinds CDP
Trinity City
Troup City
Troy City
Tuleta CDP
Tulia City
Tulsita CDP
Turkey City
Tyler City
Tynan CDP
Uncertain City
Union Grove City
Universal City City*
Utopia CDP*
Uvalde City
Uvalde Estates CDP
Val Verde Park CDP
Valle Hermoso CDP
Valle Verde CDP
Valle Vista CDP
Van Horn Town
Van Vleck CDP
Vanderbilt CDP
Vernon City
Victoria City
Victoria Vera CDP
Vidor City
Villa del Sol CDP
Villa Pancho CDP
Villa Verde CDP
Villarreal CDP
Vinton Village
Von Ormy City
Wadsworth CDP
Wake Village City
Waller City*
Wallis City
Walnut Springs City
Warren CDP
Warren City City
Waskom City

Eligible City or CDP
Watauga City
Weimar City
Weinert City
Welch CDP
Wellman City
Wells Town
Weslaco City
West Alto Bonito CDP
West Columbia City
West Livingston CDP
West Orange City
West Sharyland CDP
West Tawakoni City
Westbrook City
Westdale CDP
Western Lake CDP
Westway CDP
Westwood Shores CDP
Wharton City
Wheeler City
White Oak City
Whiteface Town
Whitehouse City
Whitewright Town
Wickett Town
Wild Peach Village CDP
Wildwood CDP
Willis City
Windcrest City
Winfield City
Winnie CDP
Winnsboro City
Wolfforth City
Woodsboro Town
Woodville Town
Wortham Town
Yantis Town
Yorktown City
Yznaga CDP
Zapata CDP
Zapata Ranch CDP

[TDC eligibility map link](#)

Eligible City or CDP
Zarate CDP
Zavalla City
Zephyr CDP