



TRANSPORTATION ALTERNATIVES
SET-ASIDE PROGRAM

2023 CALL FOR PROJECTS **PROGRAM GUIDE**



A. SUMMARY OF FUNDING OPPORTUNITY

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

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

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

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

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

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

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

*Target dates

TxDOT Focus Areas

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

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

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

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

TA Funding Availability

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

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

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

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

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

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

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

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

Table 2: TxDOT 2023 TA Program Funding

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

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

ALTERNATIVE FUNDING OPTION:

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

Two-Step Application Process

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

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

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

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

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

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

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

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

Step 1

Project Sponsors submit Preliminary Applications (PA)

Preliminary Application (All projects)

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

Step 2

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

Community-based

- Standard Detailed Application

Large Scale

- Standard Detailed Application
- Supplemental Narrative

Network Enhancements and Non-Infrastructure

- Modified Detailed Application

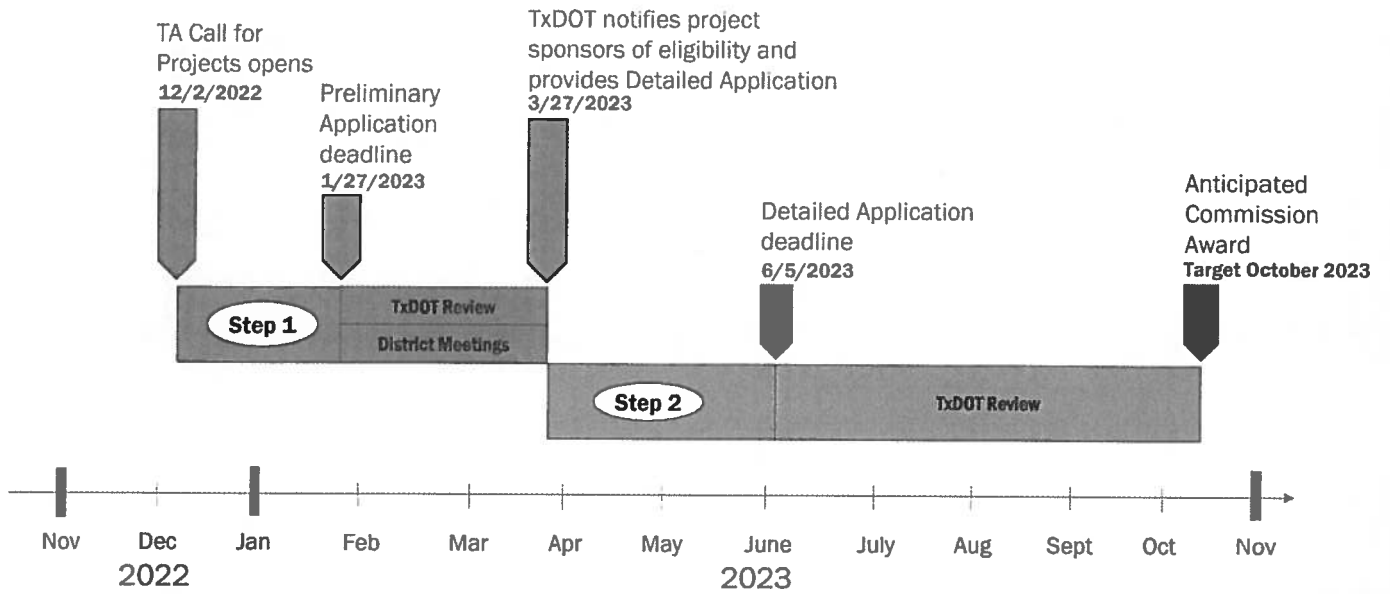
Funding Award

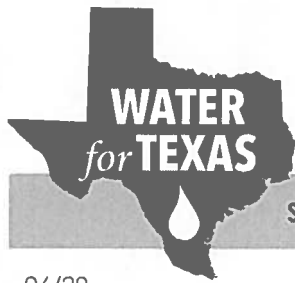
Commission action expected Fall 2023

Commission Awards Project Funding

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

Figure 2: 2023 TA Program Call Timeline





Flood Mitigation Assistance Grant Program

The Flood Mitigation Assistance Grant Program, under the Federal Emergency Management Agency's (FEMA's) Hazard Mitigation Assistance programs, assists states and communities by providing federal funds for cost-effective measures to reduce or eliminate the long-term risk of flood damage to repetitive and severe repetitive loss buildings, manufactured homes, and other structures insurable under the National Flood Insurance Program. The Flood Mitigation Assistance Grant Program was created as part of the National Flood Insurance Reform Act of 1994 (42 United States Code 4101). The Biggert-Waters Flood Insurance Reform Act of 2012 (Public Law 112-141) consolidated the Repetitive Flood Claims and Severe Repetitive Loss grant programs into Flood Mitigation Assistance.

The Texas Water Development Board administers the grant program for the State of Texas on behalf of the Federal Emergency Management Agency (FEMA). Two types of grants, described below, are available under the program—planning and project grants.

Applicant Eligibility

Political subdivisions, including federally recognized tribes, that participate in the National Flood Insurance Program, are eligible to apply for a Flood Mitigation Assistance grant. An applicant applying for a project grant must have an approved and adopted Hazard Mitigation Plan in accordance with the Code of Federal Regulations Title 44 §201.6.

Flood Mitigation Assistance Planning Grants

Planning grants are limited to \$25,000 and are intended only for activities that develop or update the flood hazard component of a jurisdiction's Multi-Hazard Mitigation Plan, which must meet the planning requirements under the Code of Federal Regulations Title 44 Part 201. FEMA may contribute federal funds up to 75 percent of the total eligible cost for planning grants.

Flood Mitigation Assistance Project Grants

Project grants are designed to reduce flood losses to structures insurable under the National Flood Insurance Program. Project grants can be used for, but are not limited to

- acquisition and demolition or relocation of structures,
- structure elevation,
- mitigation reconstruction,
- localized flood reduction projects,

- dry flood-proofing of non-residential properties and historic residential properties,
- structural retrofitting of existing buildings,
- non-structural retrofitting of existing buildings and facilities,
- infrastructure retrofit, and
- soil stabilization.

Eligible Properties and Cost Share Requirements

Severe Repetitive Loss Properties

A severe repetitive loss property is a structure that is covered under a contract for flood insurance made available under the National Flood Insurance Program and

- has incurred flood-related damage for which four or more separate claim payments have been made under flood insurance coverage with the amount of each such claim (including building and contents) exceeding \$5,000, and with the cumulative amount of such claims payments exceeding \$20,000; or
- for which at least two separate claim payments (building payments only) have been made under such coverage, with the cumulative amount of such claims exceeding the market value of the insured structure.

FEMA may contribute federal funds of up to 100 percent of the total eligible cost for mitigation of severe repetitive loss structures.

Repetitive Loss Properties

A repetitive loss property is a structure covered by a contract for flood insurance available under the National Flood Insurance Program that

- has incurred flood-related damage on two occasions, in which the cost of the repair, on average, equaled or exceeded 25 percent of the market value of the structure at the time of each flood event; and
- at the time of the second incidence of flood-related damage, the contract for flood insurance contains increased cost of compliance coverage.

FEMA may contribute federal funds of up to 90 percent of the total eligible cost for mitigation of repetitive loss structures.

National Flood Insurance Program Insured Properties and Localized Flood Reduction Projects

A National Flood Insurance Program insured property is a structure covered by a contract for flood insurance available under the National Flood Insurance Program that could have claims/losses associated with the structure but does not meet the definition of a severe repetitive loss or repetitive loss structure. FEMA may contribute federal funds of up to 75 percent of the total eligible cost for mitigation of insured property and localized flood reduction project grants.

Management Cost

Communities may apply for up to 5 percent of the total grant application funding request for grant management activities, such as any indirect costs, administrative costs, and any other expenses that are reasonable in administering and managing the grant.

A Flood Mitigation Assistance grant application with varying cost-share requirements, by structure type, can be submitted in one application. Applicants must provide documentation in the project application showing how the final cost share is derived.

Project Grant Eligibility Criteria

A project must, at a minimum, be

- feasible and effective at mitigating flood hazards within a participating National Flood Insurance Program community;
- cost beneficial to the National Flood Insurance Fund, yielding a benefit-cost ratio of 1.0 or greater;
- in compliance with the Environmental Planning and Historical Preservation requirements included in FEMA's Hazard Mitigation Assistance Unified Guidance (www.fema.gov); and
- able to reduce or eliminate flood risk to insured structures under the National Flood Insurance Program.

A project must also conform with

- the minimum standards of the National Flood Insurance Program floodplain;
- local regulations;
- the applicant's Hazard Mitigation Plan; and
- all applicable laws and regulations, such as federal and state environmental standards and local building codes.

Benefit-Cost Analysis

A benefit-cost analysis is a method for quantitatively comparing the benefits and costs of a proposed mitigation project. The end result is a benefit-cost ratio, which is derived from a project's total net present value of benefits divided by the total project cost. Only projects having a ratio of 1.0 or greater will be considered. Applicants must use FEMA's approved benefit-cost analysis (BCA) software to conduct their analyses. For information on the software, visit the following link: www.fema.gov/benefit-cost-analysis.

Where can I get more information?

For information on applying for a Flood Mitigation Assistance grant, including accessing FEMA's electronic grant application system (eGrants), see www.twdb.texas.gov/flood/index.asp.

Or contact floodgrant@twdb.texas.gov or Kathy Hopkins, Grant Coordination Manager, at kathy.hopkins@twdb.texas.gov and (512) 463-6198.