



LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION

LWCAMPO Transportation Alternatives (TA) Set-Aside Program

2025 Call for Projects Guidelines

**APPLICATIONS DUE BY:
11:59 PM, Friday, May 30th, 2025**

IMPORTANT: Federal Transportation Alternatives Set-Aside funds have very specific requirements for program management along with detailed reporting. If you are unfamiliar with Federal regulations and program requirements, or have not received federal funds administered by TxDOT in the past, please review the documents associated with this Call for Projects to determine if your agency is willing, and has the institutional capacity, to comply with the required terms and conditions.

**Laredo & Webb County Area MPO
Transportation Alternatives (TA) Set-Aside Program
2025 Call for Projects**

- Application must be submitted electronically by 11:59 PM, on Friday, May 30th, 2025
- A Project application must be submitted through the online format provided by LWCAMPO. The application link will be available on the MPO website. <https://www.laredompo.org/>
- Any incomplete application or submitted after the deadline will not be accepted.
- Supplemental information, other than administrative clarifications, will not be accepted after the application deadline, unless requested by LWCAMPO.
- Project sponsors are encouraged to submit their applications far enough in advance of the submission deadline to be reviewed by LWCAMPO staff for completeness.
- Right-Of-Way (ROW) acquisition is not eligible for TA Set-Aside Program funding reimbursement. Therefore, ROW acquisition information is for project readiness review purposes only.
- All information submitted in the application is public record. Therefore, applicants should not include information regarded as confidential.
- For questions regarding the application process or requirements, scoring criteria, or Call for Projects timeline, please contact the LWCAMPO TA Set-Aside Program Coordinator:

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Transportation Alternatives Set-Aside Program Guidelines

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A. OVERVIEW

The Transportation Alternatives (TA) Set-Aside Program funding is authorized by the Federal Highway Administration (FHWA) under the Infrastructure Investment and Jobs Act (IIJA), Pub. L. 117-58 (Nov. 15, 2021), also known as the “Bipartisan Infrastructure Law (BIL)”

On February 24, 2023, U.S. Department of Transportation issued a Memorandum as UPDATE to the Policy of Using Bipartisan Infrastructure Law Resources to Build a Better America (https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/using_bil_resources_build_better_america.cfm) The memorandum supersedes the one issued on December 16, 2021 and it describes an overarching framework of Administration priorities—based on existing law—to guide FHWA staff concerning the use of the BIL resources when working with State departments of transportation. FHWA remains committed to ensuring progress in safety, resilience, and equity in the delivery of the Federal-aid Highway Program.

The BIL provides considerable resources to help States and other funding recipients advance projects that consider the unique circumstances affecting community members’ mobility needs and allocate resources consistently with those needs, enabling the transportation network to effectively serve all community members. The FHWA will work with States and communities to ensure consideration of using TA Set-Aside funds for projects and inclusion of project elements that proactively address racial equity, workforce development, economic development, and removing barriers to opportunity, including automobile dependence in both rural and urban communities as a barrier to opportunity, or to redress prior inequities and barriers to opportunity.

The FHWA encourages State and local agencies, and other project applicants/sponsors to consider the use of TA Set-Aside federal funds to identify opportunities to use BIL resources for the repair, rehabilitation, reconstruction, replacement, and/or maintenance of existing transportation infrastructure, especially the incorporation of safety, accessibility, multimodal, and resilience features. This includes projects that maximize the existing right-of-way for non-motorized modes and transit options, and to increase safety, accessibility, and/or connectivity.

Each State Department of Transportation reviews the FHWA guidance and develops rules to administer their TA Set-Aside Program according to that State’s priorities.

The Texas Department of Transportation (TxDOT) administers TA Set-Aside funds for locally sponsored bicycle and pedestrian infrastructure projects in communities across the state.

In large urbanized areas with populations over 200,000, TA Set-Aside funds are also distributed directly to Metropolitan Planning Organizations (MPOs) to administer according to their needs.

MPOs and TxDOT are responsible for selecting projects independently of one another.

The TA Set-Aside funds provide resources for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

B. TA SET-ASIDE PROGRAM PURPOSE

The TA Set-Aside Program is codified in 23 U.S.C. §133(h) and provides federal funding for transportation alternatives activities as a set-aside of funds from the [Surface Transportation Block Grant](#) (STBG) Program.

As a federal funding resource, the TA Set-Aside Program can help achieve FHWA's policy goals to address the safety of all users including those who walk, bike, drive, ride transit, and travel by other modes; and implement a [Safe System approach](#) wherever possible.

The [National Roadway Safety Strategy](#) (issued January 27, 2022) commits the U.S. Department of Transportation (DOT) and FHWA to respond to the current crisis in traffic fatalities by "taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation's roadways," in pursuit of the goal of achieving zero highway deaths. The FHWA recognizes that zero is the only acceptable number of deaths on our surface transportation system and achieving that is our safety goal. The FHWA therefore encourages States and other funding recipients to prioritize safety in all Federal highway investments and in all appropriate projects, using relevant Federal-aid funding, including funds from the TA Set-Aside.

As one approach to ensuring the safety of all roadway users, FHWA also encourages States and communities to adopt and implement [Complete Streets](#) policies that prioritize the safety of all users in transportation network planning, design, construction, and operations.

Section 11206(a) of the BIL defines Complete Streets standards or policies as those which "ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles." A complete street includes but is not limited to, sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, safe and accommodating crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. A Complete Street is safe, and feels safe, for everyone using the street. The TA Set-Aside is a key program that can help communities build complete streets that are safe for all users and achieve safe, connected, and equitable on- and off-road networks.

The TA Set-Aside Program also provides opportunities to expand transportation choices and enhance bicycle and pedestrian infrastructure and planning.

C. SUMMARY OF FUNDING OPPORTUNITY

The TA Set-Aside Program provides funding for a variety of alternative transportation projects, including Safe Routes to School (SRTS)-type infrastructure projects. It also allows to fund activities related to improving transportation assets through the design or construction of projects such as bicycle and pedestrian facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments. Improvements to safety features, including traffic signs, pavement markings, etc.

The TA Set-Aside Program provides significant resources to local governments, both through its sub-allocation provisions (including allowing States to develop a process to sub-allocate up to 100% of funds) and a requirement for holding a competitive grant process for local governments and other eligible entities before transferring TA Set-Aside funds to other Federal-aid programs. Finally, under some circumstances, there are flexible funding provisions for TA Set-Aside funds.

In Texas, sixty percent (60%) of TA Set-Aside funding is sub-allocated by population. A portion of sub-allocated funds is administered to MPOs in urbanized areas (200,000 or more in population), that are considered Transportation Management Areas (TMAs) such as the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO).

TA Set-Aside is not a grant program for which no money is provided upfront. TA Set-Aside is a reimbursement program. Approved costs are reimbursed only after a local agreement [Advanced Funding Agreement (AFA)] between TxDOT and the project sponsor is signed and a Resolution is authorized for the project.

In order to get an approved Resolution, the project must obtain the following clearances:

- Right-of-Way clearance,
- Utility clearance,
- Railroad clearance,
- Environmental (NEPA) clearance;

And, to have an approved Plan, Specification and Estimate (PS&E) package.

No activities performed prior to obtaining the Resolution are reimbursable through the awarded funding. After a project is authorized to proceed, allowable expenses are incurred by the project sponsor and reimbursement must be requested from TxDOT. If a project is selected, 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 AFA (local agreement).

TA Set-Aside funds are contract authority with obligations reimbursed from the Highway Account of the Highway Trust Fund and are subject to the annual obligation limitation imposed on the Federal-aid Highway Program.

In consultation with TxDOT, the LWCAMPO is responsible for selecting projects, for TA Set-Aside funding, through a competitive process (23 U.S.C. 133(h)(4)(C)).

On March 21, 2025; the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) announced the 2025 Call for Projects for the Transportation Alternative (TA) Set-Aside program (including available and anticipated future funds) for bicyclist and pedestrian infrastructure and planning.

The TA Set-Aside funds for this Call for Projects are available as soon as FY2025 and for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. Funds must be obligated by FY2029. Failure to obligate the funds results in the loss of the funding. The funds will revert back to the MPO for re-allocation at the regional level.

The LWCAMPO’s guidelines provide information about the TA Set-Aside Program as well as, the provisions and requirements for the use of Federal-aid highway funds, project evaluation and selection process, eligible entities and eligible activities for the 2025 Call for Projects.

1. LWCAMPO’s 2025 Call for Projects Important Dates

In-person workshop	April 4, 2025
Virtual workshop	April 9, 2025
LWCAMPO's TA Set-Aside 2025 Call for Projects opens	April 11, 2025
Application Deadline	May 30th, 2025 (11:59 P.M.)

2. LWCAMPO Focus Areas

For this 2025 Call for Projects, the MPO is mainly interested in projects that reflect a high degree of collaboration and community consensus while directly contributing to the LWCAMPOs Active Transportation Plan (ATP) mobility enhancement, connectivity, accessibility and community safety goals.

Project sponsors are strongly encouraged to submit projects that:

- Connect transit with active transportation; connecting the first and last mile of public transit trips to create a realistic and comprehensive network.
- Integrate and improve access to public transportation; 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.
- Establish a regional hike and bike network; linking existing routes, increasing connectivity, and increasing user comfort via a system of safe facilities.
- Ensure equity; enhancing travel choices for underserved people while increasing access to basic needs, services, and employment.
- Promote active transportation modes for public health; integrating physical activity to lower the effects of obesity, heart disease, mental health issues, and other chronic conditions.
- Improve system safety; enhancing crosswalks and minimizing conflicts with motorized vehicles that increase safety for all vulnerable road users.
- Develop connections to key destinations and improve safety, access, or mobility; promoting more frequent participation in active transportation and allowing users of all ages and abilities engaged in active transportation, especially improvements in support of TxDOT’s Americans with Disabilities Act (ADA) Transition Plan, TxDOT’s Pedestrian Safety Action Plan, LWCAMPO Active Transportation Plan (ATP) and other bicycle or pedestrian safety initiatives.
- Support local economies through active tourism; building a world class, regional network would support job creation and local spending.

- 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 a trail network master plan or implement a locally-preferred alternate route.
- Proposed projects may be located along public-accessible on- or off-street property owned or authorized for use by the project sponsor (off system) or on state-maintained roadway right-of-way (on-system).

D. ELIGIBLE ENTITIES AND SPONSORS

Eligible entities to receive TA Set-Aside Program funds include:

1. A local government
2. A regional transportation authority
3. A transit agency
4. A natural resource or public land agency
5. A school district, a local education agency, or a school *(Public and Private Universities are also eligible).*
6. A tribal government
7. A non-profit agency
8. Any other local or regional governmental entity with responsibility for, or oversight of, transportation or recreational trails (other than an MPO that serves population greater than 200,000 or a State agency)

Refer to 23 U.S.C.§133(h)(4) for further details/descriptions of the above listed entities. A project sponsor may need to provide LWCAMPO 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.

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.

The project sponsor is 100% responsible for the local match and project development. TxDOT and LWCAMPO may assist with applications or carry out a TA Set-Aside project once funds are awarded even if they were not involved in the application for the proposed project [23 U.S.C.§133(h)(4)(B)].

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 non-profit 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 Set-Aside 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.

E. PROJECT ELIGIBILITY AND REQUIREMENTS

The TA Set-Aside Program, as administered by LWCAMPO, 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.

LWCAMPO's TA Set-Aside Program operates under rules adopted by the Texas Transportation Commission, which may be found in 43 Texas Administrative Code (TAC) §§11.400 - 11.418 and §§16.153 - 16.154.3

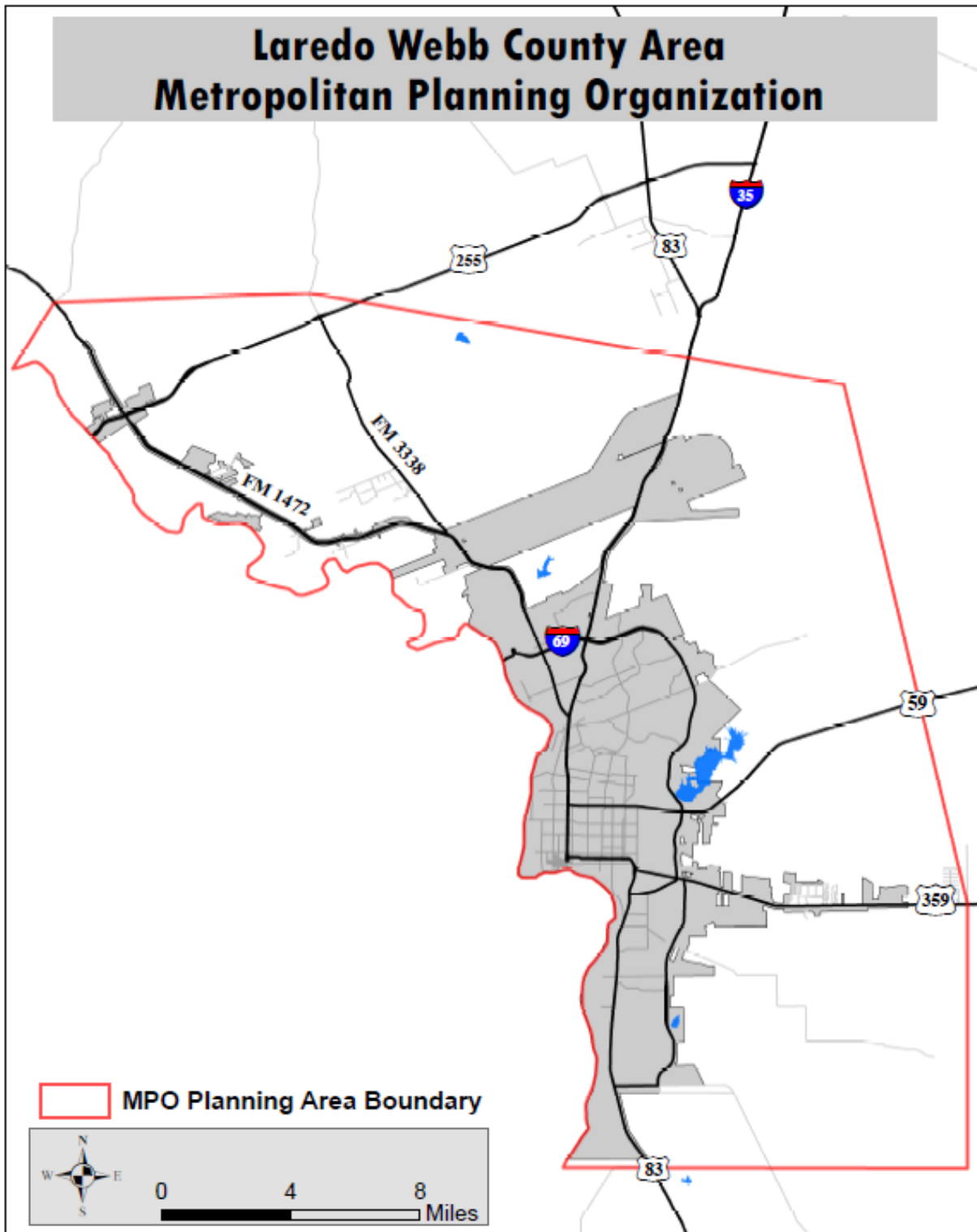
1. General eligibility requirements:

In order to be eligible to receive TA Set-Aside funds, projects must meet certain requirements including the following:

- **Purpose.** Projects must improve mobility, access to public transportation, or the environment.
- **Project focus:** Projects must primarily benefit non-motorized transportation users like pedestrians and bicyclists.
- **Relation to surface transportation.** Projects must be related to surface transportation systems and not just for recreation purposes.
- **Local agency involvement:** Projects must be proposed and implemented by eligible entities like local governments, transit agencies, or non-profits.
- **State and federal guidelines:** Projects must comply with state and federal regulations regarding design standards and environmental considerations.
- **Planning.** Projects must be consistent with the local comprehensive plan.
- **Category.** Projects must fall within a defined category, such as construction, planning, or design.
- **Location.** Projects must be within the boundaries of the LWCAMPO Planning Area.

F. PROJECT LOCATION

1. Planning Area Boundary Map



2. Project Location Restrictions for TA Set-Aside Projects.

Public funds must be spent on projects within the public right-of-way (ROW). This may include projects on private land that have public access easements. Public property includes lands that are owned by a public entity, including those lands owned by public school districts. Construction and capital improvement projects also must be located within approximately two miles of an elementary or middle school (grades K-8). Schools with grades that extend higher than grade 8, but which include grades that fall within the eligible range, are also eligible to receive infrastructure improvements.

For projects on private land, there must be a written legal easement or other written legally binding agreement that ensures public access to the project. There must be an easement filed of record, which specifies the minimum length of time for the agreement to maximize the public investment in the project. The project agreement should clearly state in writing:

- The purpose of the project.
- The minimum timeframe for the easement or lease.
- The duties and responsibilities of the parties involved.
- How the property will be used and maintained in the future.

The project must remain open for general public access for the use for which the funds were intended for the timeframe specified in the easement or lease. The public access should be comparable to the nature and magnitude of the investment of public funds. Reversionary clauses may be appropriate in some instances. These clauses would assure that if the property is no longer needed for the purpose for which it was acquired, it would revert to the original owner.

For real property acquisition, all project applicants/sponsors must comply with the provisions of the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*. Regulations implementing this Act are found in *49 CFR Part 24*. These regulations will be applied to evaluating the acquisition of real property and any potential displacement activities.

G. ELIGIBLE TA SET-ASIDE PROJECTS OR ACTIVITIES

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

General types of projects eligible under TA Set-Aside Program for the Laredo & Webb County Area MPO include: on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, improved safety and access to schools, and boulevards and similar multi-modal roadways.

The Federally funded TA Set-Aside Program offers opportunities to expand transportation choices and enhance the transportation experience through several categories of activities related to the surface transportation system.

1. Key eligible categories of projects and activities.

TA Set-Aside funds may be awarded for any of the following eligible projects and activities:

- **Pedestrian and bicycle facilities:** Design and construction of on-road and off-road trails for walking and biking.
- **Safe routes to school:** Infrastructure improvements to make it safer for children to walk or bike to school.
- **Abandoned railroad corridors:** Conversion of old railroad lines into pedestrian and bicycle trails.
- **Community improvements:** Streetscaping, corridor landscaping, historic preservation, and vegetation management
- **Environmental mitigation:** Stormwater management, pollution control, and habitat connectivity projects related to transportation projects
- **Scenic overlooks and turnouts:** Construction of viewing areas along roadways

Planning & Development (Non-Infrastructure) projects are eligible for reimbursement for costs related to the development of planning documents such as:

- Feasibility studies
- Environmental assessments
- Surveying and schematics
- Detailed design plans
- ADA transition plans
- Implementation of non-infrastructure activities that are designed to encourage walking and bicycling to school, including but not limited to public awareness campaigns and outreach to the news media and community leaders traffic education and enforcement in the vicinity of schools, student education on bicycle and pedestrian safety, health, and environment, and funding for training volunteers and managers of safe routes to school programs; and

Construction (Infrastructure) projects are eligible for reimbursement for costs if related to:

- Infrastructure-related projects to improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming devices and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street/off-street bicycle and pedestrian facilities, secure bicycle parking facilities, (buffered bike lanes with bike parking at bus stops) and, traffic diversion improvements in the vicinity of schools.
- Infrastructure-related projects and systems to provide or improve safety routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs; (such as ADA upgrades, high visibility crosswalks installations, converting existing bike lanes into separated bike lanes, curb extensions/bulb-outs, and refuge islands).
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.

- Construction of on-road and off-road trail facilities or shared use paths for pedestrians, bicyclists, and other non-motorized forms of transportation to include sidewalks, shade trees, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure.
- 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 appropriate department. 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 Set-Aside projects please reference [Boulevards from Divided Highways](#) (FHWA's definition and guidance).

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.

For additional details about the above eligible project activities, refer to 43 TAC §11.404(a).

A project that will require the acquisition of real property through the exercise of eminent domain or condemnation is not eligible for participation in the TA Set-Aside Program.

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.

2. Ineligible Activities of eligible projects.

TA Set-Aside funds cannot be used for the following:

- MPO administrative purposes. (Except list under Allocating Indirect Costs to Projects per Memo dated September 4, 2015).
- Promotional activities. (Except as permitted under the SRTS, non-Infrastructure implementation activities related to education, encouragement, and enforcement)
- Routine maintenance and operations. (Except trail maintenance and restoration as permitted under the RTP).
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas, pavilions, or other facilities that do not serve an eligible TA Set-Aside, RTP, or SRTS purpose.

H. FUNDING AND MATCH REQUIREMENTS FOR TA SET-ASIDE PROJECTS

1. TA Set-Aside Funding Availability

Through this LWCAMPO 2025 Call for Projects associated with FY2026-FY2028, LWCAMPO intends to award approximately **\$2,292,894** in TA Set-Aside funds for three (3) different categories:

- Planning & Development
- Design & Construction
- Construction

The following table provides an overview of potential federal funds available:

Fiscal Year	Estimated amount
FY2026	\$ 787,018
FY2027	\$ 752,938
FY2028	\$ 752,938
TOTAL	\$2,292,894

All or some portion of these funds may be awarded as a result of this 2025 Call for Projects, depending on the actual amount of funding available and the number of suitable TA Set-Aside project applications received by the LWCAMPO. A portion of the funds are available as soon as FY 2026 (September 2025). All funds must be obligated by FY 2030 (August 2029).

Due to the amount of funding available in this 2025 Call for Projects, the importance of optimizing funding so that funds are successfully obligated and projects are implemented in accordance with federal requirements, LWCAMPO will maintain some flexibility in regards to total funding awarded to each project category.

Project funding amounts shown on the following table are intended as targets. Depending on the number of applications and project amounts received during this 2025 Call for Projects, LWCAMPO may award projects with costs that exceed these targets.

A project sponsor may apply for the following categories:

Project Categories	Target amount
Planning & Development Studies	\$ 150,000
Design & Construction	\$ 1,250,000
Construction Only	\$ 1,000,000

The amount of funds for this round, and the year a project is to be funded, will be based on funding availability and is subject to change.

Funding is limited to the amount awarded by the MPO Policy Committee, any project cost overruns shall be covered by the project sponsor.

2. Local Match for TA Set-Aside Projects

The Laredo & Webb County Area MPO Policy Committee has established a minimum local match requirement of 20% with projects eligible for reimbursement through TA Set-Aside federal funding of up to 80% of allowable costs.

The local funding match must be cash provided by the project sponsor except that in certain limited circumstances in-kind contributions non-cash donations may be considered but only after consultation with FHWA and TxDOT.

Projects selected should include the addition of a 15% TxDOT administrative fee (based on the total estimated project construction cost) for TxDOT's direct state cost associated with the department's administration and oversight of the project.

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

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

In certain circumstances, TxDOT may apply state funds to local match for projects that are on-system or fulfill ADA Transition Plan recommendations, or meet eligibility requirements for Economically Disadvantaged Counties (EDC) Program funds. This will be at the discretion of the TxDOT Laredo District Office.

There is no limitation on the number of project awards per eligible entity receiving TA Set-Aside Program funds. However, eligible entities must provide proof of local match funding availability for each of the entity's submitted project applications.

For projects selected by LWCAMPO, the local project sponsor is responsible for completing all pre-construction activities (i.e. design, environmental clearance, right-of-way and utility relocation/coordination) with local funds. TA Set-Aside (Category 9) funds can then be used to reimburse project sponsors for 80% of the costs that were paid by the local entity, up to the awarded amount. Construction inspection and construction management activities associated with approved projects are eligible uses of TA Set-Aside funds.

I. CALL FOR PROJECTS SEQUENCE OF EVENTS

EVENT	TARGET DATE
In-person and Virtual workshops	April 4 & 9, 2025
LWCAMPO's TA Set-Aside 2025 Call for Projects opens	April 11, 2025
Responses to workshop questions posted	April 18, 2025
Deadline to request assistance from MPO staff	May 16, 2025
Application Deadline	May 30th, 2025 (11:59 P.M.)
Review & Scoring of Applications	June 2025
Technical Committee recommendation	July/August 2025
Policy Committee approval of recommendation and award of funds	July/August 2025

J. APPLICATION PROCESS

Project applications should be coordinated through the LWCAMPO office.

All applications must be submitted electronically through the online format provided by LWCAMPO. The application link will be available on the MPO website:

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

All applications must be submitted before 11:59 PM, on Friday, May 30th, 2025. Any incomplete application or submitted after the deadline will not be accepted.

1. Available LWCAMPO Technical Assistance

During the application process, LWCAMPO makes the following technical assistance resources available for potential sponsors:

- **In-person workshop.** A two-hour presentation will be provided by LWCAMPO & TxDOT staff with opportunity for questions/answers.
- **Online workshop.** A two-hour virtual session will be presented by LWCAMPO & TxDOT staff with opportunity for questions/answers.
- **Technical assistance from MPO staff.** Prior to submittal of the required Application for this 2025 Call for Projects, a project sponsor has the opportunity to meet with LWCAMPO staff to discuss the project scope of work (complexity, red flags, constructability issues, etc.) or any questions related to the category eligibility.

Should the project sponsor require additional technical resources to complete the application after meeting with MPO staff, they may request use of TxDOT's technical assistance for project feasibility review and budget analysis in the application.

2. Competitive Evaluation and Selection Process.

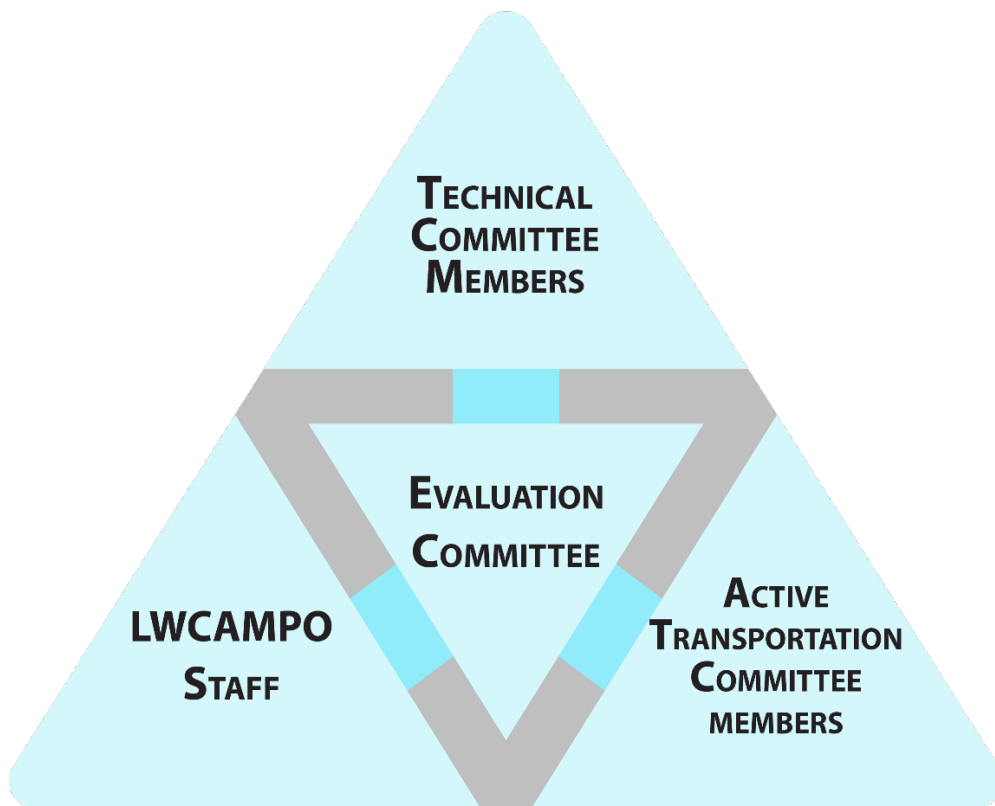
The Laredo & Webb County Area MPO (LWCAMPO) Policy Committee, with assistance of MPO Staff, is responsible for selecting projects for the Laredo MPO Planning Area through a competitive process.

The Policy Committee seeks to prioritize investments in multi-modal transportation projects including facilities for pedestrians, bicyclists, and other non-drivers through the TA Set-Aside program.

Projects submitted under this 2025 Call for Projects will be evaluated to identify the projects or programs that represent the best use of available funds by implementing the priorities adopted by the MPO Policy Committee and the transportation needs of local communities and the region.

MPO Staff will review each project submittal to ensure that all of the requested documentation has been included. Application packages failing to include any of the requested documentation will be considered incomplete and will not be given further consideration. The MPO will coordinate Federal eligibility with TxDOT and FHWA.

A committee of MPO Active Transportation, Technical and Staff members will evaluate eligible projects that are submitted by eligible entities through a competitive process for the Laredo MPO Planning Area.



Recommended projects and specific funding allocations under the competitive process will be provided to the MPO Technical Committee and to the Policy Committee.

The MPO Technical Committee will provide recommendations for the selection of projects and funding allocations to the MPO Policy Committee.

The MPO Policy Committee will make final selection of projects and funding allocations. The selected project entities will be notified by MPO staff.

Selection Process:



3. Evaluation category and scoring points.

All project applications submitted for this 2025 Call for Projects will be based on evaluation category, scoring points, and other factors approved by the LWCAMPO Policy Committee and as listed on the following table:

	EVALUATION CATEGORY	DESCRIPTION	FACTORS	SCORING (POINTS)
1	Improving Safety	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers.	<ul style="list-style-type: none"> ▪ Improving safety in areas with high numbers of crashes. ▪ Improving crossings, signalization, traffic calming. ▪ Provides separate facilities for various transportation modes. 	25
2	Reducing Barriers & Enhancing Network Connectivity	<p>Improves access and/or provides safe crossings for pedestrians, bicyclists, and other nondrivers at an existing obstacle to travel.</p> <p>Improves connections between neighborhoods, and community facilities.</p>	<ul style="list-style-type: none"> ▪ Provides a grade-separated crossing under or over a barrier (e.g. water body, major roadways, railroads). ▪ Network connectivity (gap closures, extension of facilities). ▪ Facilities providing access to major destinations or bus stops, trails, sidewalks, on-street bicycle facilities. ▪ Connects to existing facility on active transportation network. 	15
3	Serving Disadvantaged Areas	Provides access in underserved communities.	<ul style="list-style-type: none"> ▪ Improves access for areas with greater percentages of minorities and low-income households compared to the planning area average. 	15
4	Creating Economic Development Opportunities	Provides access to major destinations, job centers, and large number of residents or employees.	<ul style="list-style-type: none"> ▪ Proximity to employment districts, schools, households, and other special generators. ▪ Provides direct connections to transit (shared use paths, sidewalks, and on street bikeways). ▪ Provides access to job centers. <p>Investment provides increased benefit to the community and the region through revitalization, redevelopment, and job creation.</p>	10
5	Promoting Health & Environmental Benefits	<p>Improves access to physical fitness & wellness facilities, (e.g. bike/hike trails, medical plaza(s)/hospitals and/or clinics)</p> <p>Improves knowledge of facility locations, (e.g. way signs)</p> <p>Helps reduce congestion and improves air quality.</p>	<ul style="list-style-type: none"> ▪ Promotes healthy activities. ▪ Provides access to health facilities. ▪ Congestion and air quality benefits. ▪ Benefits and impacts to the environment. 	10
6	Implementing an Existing Plan	<p>Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and shopping.</p> <p>Proposed project or facility list is recommended in the LWCAMPO Active Transportation Plan (ATP) or Metropolitan Transportation Plan (MTP)</p>	<ul style="list-style-type: none"> ▪ Implements a planned facility in any local On-Street Bicycle Facility Plan, Pedestrian Facility Plan, SRTS Plan, or the related community Master Plan adopted by the City or County Government Body (i.e. Viva Laredo Comprehensive Plan, Active Transportation Plan, Metropolitan Transportation Plan) 	10
7	Project Readiness*	Project readiness/ability to initiate construction	<ul style="list-style-type: none"> ▪ Associated with TxDOT proposed "off-system" roadways. ▪ Status of stakeholder/community feedback and support. ▪ Status of engineering/design. <p>Community partnership/support.</p>	15
	TOTAL			100

K. PROJECT IMPLEMENTATION

All TA Set-Aside Project improvements are limited and must be developed as described in the 2025 TA Set-Aside application and approved by the LWCAMPO Policy Committee. Changes in items of work or project scope specified in the application that occur without advance Policy Committee and MPO approval will not be reimbursed.

All TA Set-Aside projects shall be developed to current standards and specifications established or recognized by the federal government, and TxDOT. For more information, please see: [TxDOTs Local Government Project Management Guide](#).

Project sponsors shall implement or arrange for implementation of each project selected by the MPO Policy Board in accordance with statutory requisites and contracting procedures applicable to the type and character of the project.

All project sponsors awarded funding under the TA Set-Aside 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: <https://www.txdot.gov/government/processes-procedures/lgp-toolkit.html>.

A TA Set-Aside project sponsor must enter into a local agreement, also known as Advanced Funding Agreement (AFA), with TxDOT; and shall comply with all federal and state procedures and requirements applicable to development of federal-aid transportation projects. The AFA must be executed by the project sponsor within one year of the date of selection by the commission or risk loss of federal funding.

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 federal funds are obligated 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 application. Entities applying must ensure that the project timeline reported is realistic. The timeline will be used to identify project funding, establish the year for scheduled letting and will be used in evaluating project feasibility/readiness.

TA Set-Aside funding is time-sensitive; TA Set-Aside 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 Set-Aside funds, approval to adjust the letting date of a TA Set-Aside project must be obtained from the TA Set-Aside Program Manager in the TxDOT Laredo District as responsible for administering the program.

LWCAMPO Staff will establish a TA Set-Aside Program Schedule of Activities for all projects selected for award during the 2025 Call for Projects. It is encouraged to keep the LWCAMPO aware of project developments as LWCAMPO Staff will be providing quarterly updates on all TA Set-Aside projects to the Active Transportation Committee (ATC), Technical Committee and Policy Committee. At any time, the LWCAMPO governing body (Policy Committee) may choose to re-program funds that may jeopardize the ability to obligate on time.

The project sponsor is responsible for plan preparation, environmental documentation, and other design-related activities including required reviews.

The project sponsor is encouraged to work closely with TxDOT Laredo District environmental coordinator on project scope and environmental documentation requirements.

Proposed improvements may be located on state-maintained roadway ROW (on-system) or on property owned by the project sponsor (off-system). Projects may be constructed on private property if the proper easement is obtained. Projects that include state-maintained ROW or have a direct effect on an existing state-maintained roadway must have a recent letter of consent, addressed to the project sponsor, and signed by the current TxDOT District Engineer of the TxDOT Laredo District.

Funding is limited to the amount awarded by the MPO Policy Committee, any project cost overruns shall be covered by the project sponsor.

The construction contractor shall, in all cases, be chosen through a competitive bidding process approved by TxDOT.

The construction contract will be awarded to the lowest responsive bidder.

LWCAMPO and/or TxDOT may request periodic project status reports. Semi-annual reports to the MPO Policy Committee may be required after an entity enters into the AFA with TxDOT.

The project may be eliminated from the program if:

- Implementation of the project would involve significant deviation from the activities as proposed in the application form;
- A construction contract has not been awarded or construction has not been initiated by the local entity within three (3) years from the date of selection; or
- The project agreement is not executed with TxDOT within one (1) year after the project is selected by the Laredo MPO Policy Committee.

The Laredo & Webb County Area MPO Policy Committee reserves the right to remove funding from a project for which the applicant/sponsor is unable or unwilling to sign an agreement to implement the project or cannot provide the required minimum local match.

L. TA SET-ASIDE PROGRAM FACTS

The following list identifies the most basic TA Set-Aside Program facts:

TA Set-Aside Program Facts	
1	Eligible TA Set-Aside projects must be sponsored by an eligible entity and selected through the competitive selection process.
2	Sponsors should submit projects that clearly fit into the eligible categories defined in this document. It is the sponsor's responsibility to present how the project aligns with the guidelines for eligible project activities.
3	There is no limitation on the number of applications that an eligible entity may submit. However, entities submitting more than one application must rank the projects by priority. Also, a separate Resolution of local cash-match commitment from the eligible project sponsor must be provided for each submitted application.
4	Per Federal guidance, a project must be principally for transportation rather than purely recreational and, it must have logical endpoints. For example, a project proposing a looped trail system within a park, would be considered recreational and would not be considered eligible. However, the route to that park is eligible.
5	TA Set-Aside Program funds (Category 9) are administered by TxDOT. After the project selection process, it will be determined whether the project will be administered by the LWCAMPO.
6	The TA Set-Aside Program <u>is not</u> a grant. The program provides 80% federal funds with a 20% minimum local match required. Funds are provided on a cost reimbursement basis. Therefore, applicants will need adequate cash flow to accommodate the payment of 100% of the project costs and will be reimbursed with the Federal portion after the work has been completed.
7	The local match must be in cash. In certain limited circumstances and only after consultation with FHWA and TxDOT prior to application submission, in-kind contributions non-cash donations may be considered.
8	TxDOT may impose an administrative fee of approximate 15% of the project cost. This fee is an eligible expense covered with awarded funds. Applicants must account when calculating the availability of funds for construction. All cost overruns will be the responsibility of the eligible entity/project sponsor.
9	The Laredo & Webb County Area MPO Policy Committee will approve all final projects and funding levels. <ul style="list-style-type: none"> ▪ Itemized budgets submitted for TA Set-Aside Program funding will be reviewed by the LWCAMPO and TxDOT, to ensure work activities are eligible and itemized costs are reasonable. ▪ Project applications for TA Set-Aside Program funds are subject to funding availability.
10	Awarded entities must have a fully executed Advanced Funding Agreement (AFA) with TxDOT Laredo District and to comply with all applicable state and federal requirements related to the development of federal-aid highway projects prior to project letting. The AFA must be executed within one year from the date of selection by the MPO Policy Committee or risk loss of federal funding
11	Projects must benefit the general public, and not only a private entity.
12	Selected projects must be included in the MPO's Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) prior to project letting. Some types of projects may be grouped by using applicable classifications under 23 CFR 771.117 (c) and (d).
13	TA Set-Aside Program projects must advance to construction within three (3) years from the date of selection by the MPO Policy Committee or risk loss of federal funding
14	All on-system projects must follow TxDOT procedures.
15	TA Set-Aside Program projects are <u>not</u> required to be located along Federal-aid highways. Regardless of whether the projects are located within the right-of-way of a Federal-aid highway, the treatment of projects will require: project agreements, authorization to proceed prior to incurring costs, prevailing wage rates (Davis-Bacon Act, Buy America, and competitive bidding)

Please contact the Laredo & Webb County Area MPO early in the process for questions related to applying to the TA Set-Aside program.

M. GLOSSARY OF TERMS

Transportation Alternatives (TA) Set-Aside Program	
Abbreviations / Acronyms	Definition
ADA	Americans with Disabilities Act of 1990
AFA	Advanced Funding Agreement
ATC	Active Transportation Committee
ATP	Active Transportation Plan
BIL / IIJA	Bipartisan Infrastructure Law / Infrastructure Investment and Jobs Act
CAT	TxDOT Funding Category Type
CFR	Code of Federal Regulations
EDC	Economically Disadvantaged Counties
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
LGPP	Local Government Project Program
LWCAMPO	Laredo & Webb County Area Metropolitan Planning Organization
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NEPA	National Environmental Policy Act
PM	Project Manager
ROW	Right of way
RPIC	Responsible Person in Charge
RTP	Recreational Trails Program
SRTS	Safe Routes to Schools
STBG	Surface Transportation Block Grant Program
STIP	Statewide Transportation Improvement Program
TA	Transportation Alternatives
TAC	Texas Administrative Code
TIP	Transportation Improvement Program
TMA	Transportation Management Areas
TxDOT	Texas Department of Transportation
USC / U.S.C.	United States Code
USDOT / DOT	United States Department of Transportation