



# RGVMPO FY 2025-2027 Transportation Alternatives Set-Aside Workshop #1

November 1, 2024



# Transportation Alternatives (TA) is the largest funding source for trails and is intended to:

- Expand travel choice.
- Strengthen the local economy.
- Improve quality of life.
- Protect the environment.

# Bipartisan Infrastructure Law (BIL)

- 70% increase in Transportation Alternatives (TA) funding over 5 years.
- Up to 5% can be used on Technical Assistance.
- Opportunity to focus on connectivity & equity.
- The MPO must provide adequate public involvement and transparency throughout the development of the competitive process. A competitive process should allow project sponsors to understand the project selection evaluation criteria and how projects will be evaluated.
  - TASA Working Group Meetings
    - August 9, 2024
    - September 13, 2024
    - October 9, 2024

# FEDERAL FUNDING PROCESS RECAP

with related documents and potential outcomes at different phases.



**Apportionment** = BIL & CFR  
(Feds commit funds to States)

## Extra details.

Per the Bipartisan Infrastructure Law (**BIL**), Federal Highway Administration (FHWA) funds an **apportionment** to the State. The use of funds must comply with the Code of Federal Regulations (**CFR**).

**Allocation** = UTP & TAC  
(States commit funds to MPOs)

Per the Texas Department of Transportation's (TxDOT's) Unified Transportation Program (**UTP**), federally apportioned funds are **allocated** to Metropolitan Planning Organizations (MPOs) for programming funds to regionally significant projects. The use of funds must comply with the Texas Administrative Code (**TAC**), which includes the eligibility for use of various categories of funding.

**Programming** = TIP & MTP  
(MPOs commit funds to LGs)

MPO-allocated funds are awarded to Local Governments (LGs) through a competitive project selection process. The **programming** of these funds to projects is reflected in the Transportation Improvement Program (**TIP**; 4-year short-range plan) and in the Metropolitan Transportation Plan (**MTP**; 10+ year long-range plan).

Unobligated amounts will lapse after the fourth fiscal year, starting with the oldest program funds first. The region will lose that portion of funds.

**Obligation** = FPAA & SLOA  
(Feds & State commit funds to LGs)

## Risks.

Not following federal or state requirements will **jeopardize** the reimbursement. Therefore, losing the regions portion of funds.

Programmed funding is available to be obligated for four (4) fiscal years – the year funds were apportioned plus three additional fiscal years. **Obligation** occurs once a Federal Project Authorization Agreement (**FPAA**) is executed, typically accompanied by a State Letter of Authority (**SLOA**). Unobligated amounts above the carryover limit will lapse (expire), starting with the oldest program first.

Once obligated projects successfully get federal reimbursement.

**Reimbursement** = RFRs & APL?  
(LG secures federal funds)

# Reimbursement Program



**Authorization to  
proceed**



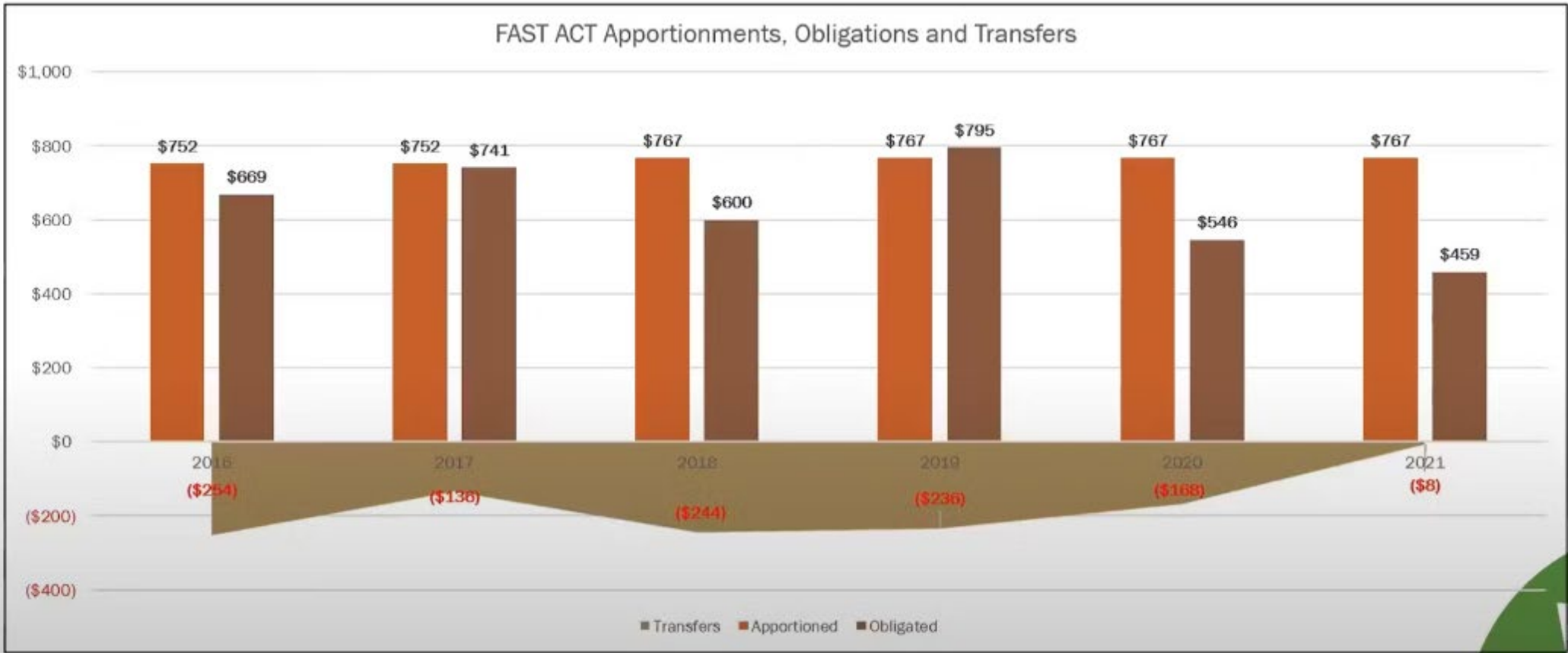
**Project sponsor  
spends money**

**Reimbursement  
requested**



Torsha Bhattacharya...

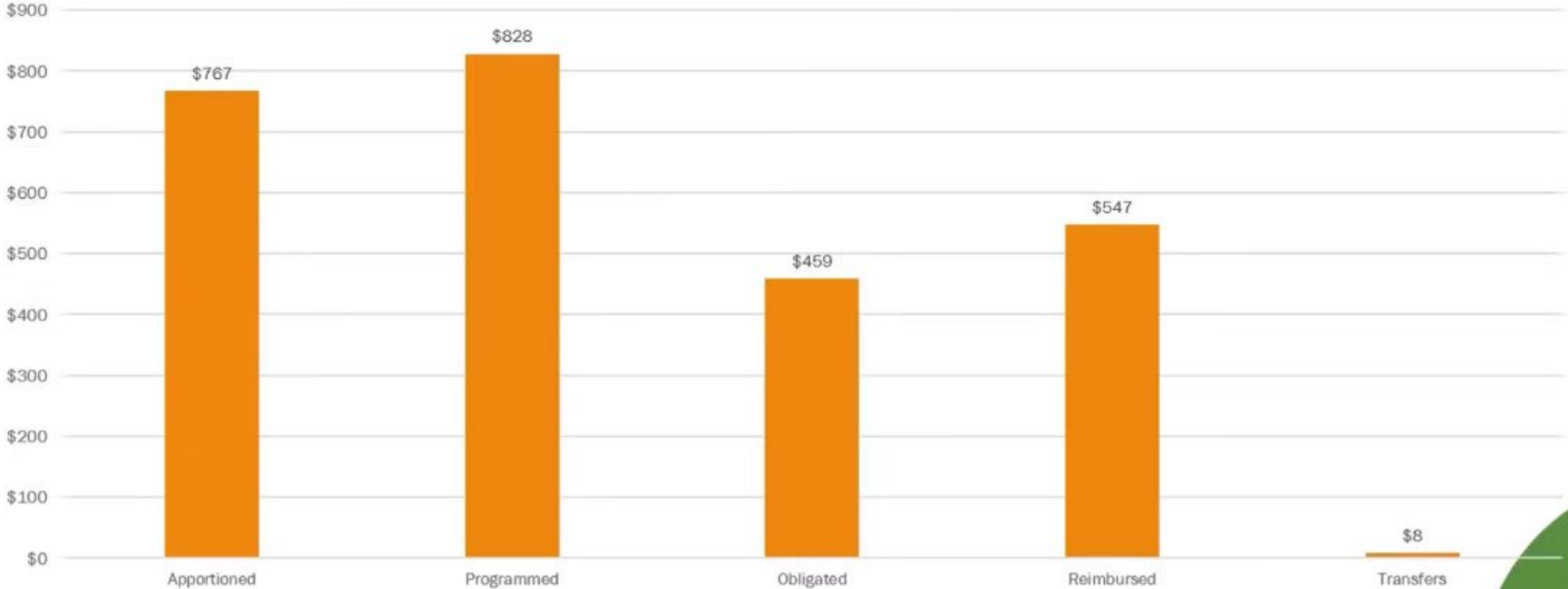
# FAST Act Funding Levels 2016-2021



# 2021 TA Funding



2021 TrAde Data (millions)



# RGVMPO Transportation Alternatives Set-Aside (TASA; Category 9) Funding Groups

## FY2019-2020

- They are the oldest group of funds being tracked and reflect 'inherited' projects.
- The projects presented successfully obligated their awarded funds.
- This group is in the 'Reimbursement' phase of the federal funding process.

## FY2021-2022

- These funds were the first to be awarded/programmed by the merged RGVMPO.
- These projects have scheduled letting dates and are working to obligate the federal funds.
- This group is in the 'Obligation' phase of the federal funding process.

## FY2023-2024

- These funds were officially awarded through resolution by the Policy Board in Oct. 2023
- These projects were added to the MPO's TIP and MTP during the Nov. 2023 Revision Cycle.
- This group is in the 'Programmed' phase of the federal funding process and are working with TxDOT to execute Advance Funding Agreements (AFA).



# FY2019-2020 TASA Projects

## Reimbursement Phase

CSJ #	PROJECT NAME	PROJECT SPONSOR	FEDERAL AWARD	<u>Q4 2024 STATUS</u>
0921-02-430	Hidalgo County Mobility Plan	LRGVDC	\$ 264,000	Seeking Plan Adoption January 2025 Submitting monthly RFRs
0921-02-431	Jackson Rd. Hike & Bike Trail	McAllen	\$ 808,232	Submitting monthly RFRs
<b>0921-02-432*</b>	<b>PSJA Tri-City Ped. Safety, Phase II</b>	<b>Pharr</b>	<b>\$ 1,296,136</b>	<b>OBLIGATED + <i>REBIDDING</i></b>
0921-06-322	Brownsville to Los Fresnos Connect	Brownsville	\$ 512,000	Submitting monthly RFRs
0921-06-325*	North High School Park Connection	Los Fresnos	\$ 308,810	Submitting monthly RFRs
<b>0921-06-326</b>	<b>Olmito Sidewalks</b>	<b>Cameron Co.</b>	<b>\$ 318,965</b>	<b>OBLIGATED + <i>REBIDDING</i></b>
<b>0921-06-327</b>	<b>Las Palmas Sidewalks</b>	<b>Cameron Co.</b>	<b>\$ 240,934</b>	
0921-02-480	Hike & Bike Trail + Bike Racks	UTRGV	\$ 285,300	Submitting monthly RFRs
<b>Total FY2019-2020 OBLIGATED RGVMPPO TA Funds:</b>			<b>\$4,034,377</b>	

This Table reflects the FY2019-2020 RGVMPPO Transportation Alternatives Set-Aside (TASA; also known as Category 9) Projects that have **successfully obligated funds** and are progressing in receiving reimbursement of the federal funds.

Once contracts are awarded (for professional services or construction work), **Local Governments should be submitting monthly requests for reimbursement (RFR)** to TxDOT for the work activities completed, invoiced and paid.

# FY2021-2022 TASA Projects

## Obligation Phase

CSJ #	PROJECT NAME	PROJECT SPONSOR	FEDERAL AWARD	<u>Q4 2024 STATUS</u>
<a href="#">0921-02-495</a>	Elsa Getting Connected	Elsa	\$ 81,920	<i>RFP Pending Approval</i>
<a href="#">0921-02-496</a>	Bridge Street BikePed Plan	Hidalgo	\$ ———— 0	TERMINATED
<a href="#">0921-02-497*</a>	Freddy Gonzalez Trail	Edinburg	\$ 699,996	60% PS&E + <i>Pending Env. Clearance</i>
<a href="#">0921-06-349</a>	Arroyo Colorado Phase III Study	Harlingen	\$ 176,568	<i>RFP Pending Approval</i>
<a href="#">0921-06-350</a>	West Rail Trail - Amenities	Brownsville	\$ 900,000	60% PS&E + Env. Complete
<a href="#">0921-06-351*</a>	Bejarano-McFarland-Gonzalez Trail Ext.	Port Isabel	\$ 435,300	<b><i>Pending 30% PS&amp;E + Env. Clearance</i></b>
<b>Total FY2021-2022 Programmed RGVMPPO TA Funds:</b>			<b>\$2,293,784</b>	

The Table reflects the FY2021-2022 RGVMPPO TASA Projects programmed with Resolution 2021-15 (September 2021). Award notice letters, outlining program and project details, were sent to Project Sponsors in Oct. 2021.

Prior to submitting a request for an FPAA/SLOA, the **100% Plans + Bid Documents + Final Project Certifications must be completed by May 2025** to signal the project's Ready-to-Let (RTL) status. FPAA's signal successful obligation.

# FY2023-2024 TASA Projects

## Programmed Phase

CSJ #	PROJECT NAME	PROJECT SPONSOR	FEDERAL AWARD	<u>Q4 2024 STATUS</u>
0921-06-374	Dixieland Reservoir/Park Corridor PE	Harlingen	\$276,000	AFA Fully Executed
<b>0921-02-531</b>	<b>Mission Comprehensive TA Assessment</b>	<b>Mission</b>	<b>\$200,000</b>	<b><i>Pending AFA Execution</i></b>
0921-06-375	West Rail Trail to Brownsville Sports Park PE	Brownsville	\$325,820	AFA Fully Executed
0921-06-376	Morrison Road to Monte Bella Park PE	Brownsville	\$153,457	AFA Fully Executed
0921-02-532	I Road/Hike & Bike Phase I	Pharr	\$952,224	AFA Fully Executed
<b>0921-02-533</b>	<b>Cano St. &amp; Veterans Blvd. Trail Improvements</b>	<b>Edinburg</b>	<b>\$886,025</b>	<b><i>Pending AFA Execution</i></b>
0921-06-377	Arroyo Colorado Hike & Bike Trail Safety Improvements	Harlingen	\$890,836	AFA Fully Executed
2094-01-074	FM2220 Underground Crossing at Houston & Ware	McAllen	\$2,237,711	AFA Fully Executed
0921-06-379	Downtown Port Isabel Bicycle & Pedestrian Safety	Port Isabel	\$1,124,628	AFA Fully Executed
0921-06-378	Old Alice Road Sidewalks	CCRMA	\$1,953,299	AFA Fully Executed
<b>Total FY2023-2024 Programmed RGVMPPO TA Funds:</b>			<b>\$9,000,000</b>	

The Table reflects the list of FY2023-2024 RGVMPPO TASA Projects programmed with Resolution 2023-19 (October 2023).

Prior to submitting a request for an FPAA/SLOA, the **100% Plans + Bid Documents + Final Project Certifications must be completed by May 2027** to signal the project's Ready-to-Let (RTL) status. FPAAs signal successful obligation.

# FY 2025-2027 TASA Project Development Milestone



<b>October 2026</b>	<b>All projects should have fully executed Advanced Funding Agreements (AFA) with TxDOT.</b>
<b>January 2027</b>	<b>Deadline for final consideration(s) of <i>funding/project changes</i> - Resolutions to Policy for Action.</b>
<b>May 2027</b>	<b>Deadline to fully execute <i>AFA Amendment(s)</i> for final approved funding/project changes.</b>
June 2027	100% Plans + Bid Documents + Final Project Certifications = Ready-To-Let (RTL)
<b>(A+)</b> July 2027	Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request
August 2027	Funds obligated by receipt of FPAA + SLOA
June 2028	100% Plans + Bid Documents + Final Project Certifications = Ready-To-Let (RTL)
<b>(e-)</b> July 2028	Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request
August 2028	FINAL OPPORTUNITY to have funds obligated by receipt of FPAA + SLOA
<b>(F+)</b> September 2029	<b>FY2025-2027 FUNDS EXPIRE!!!</b>

The obligation of funds occurs through the receipt of a State Letter of Authority (SLOA; TxDOT's approval of project/funds) and Federal Participation Agreement Authorization (FPAA; FHWA's approval of project/funds).

# MPOs That Host TA Calls for Projects



MPO/TMA Jurisdictions



Areas Outside of MPO Boundaries

# TxDOT's 2023 TA Call for Projects Eligibility Areas

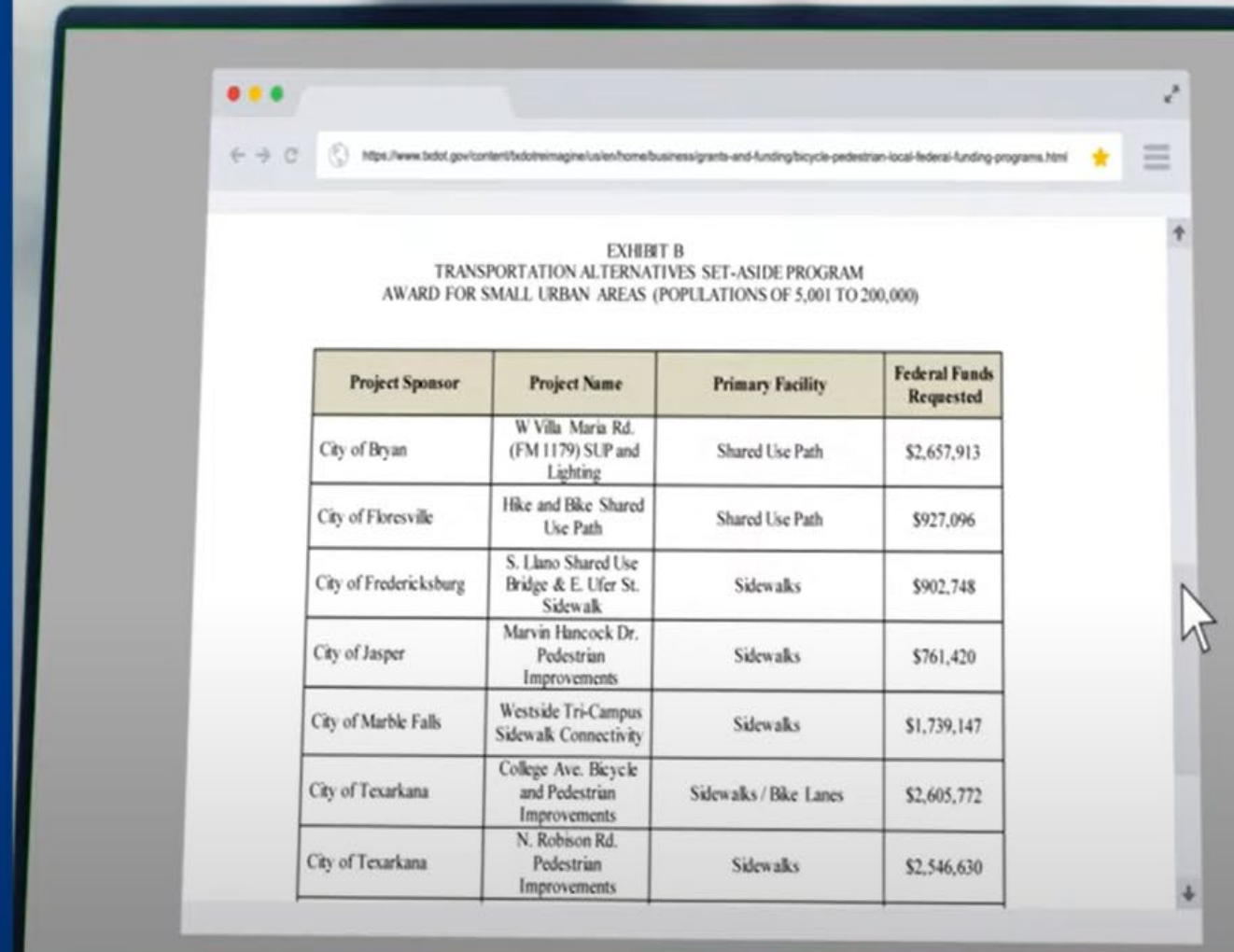


Eligible for TxDOT Community Based and Any Area funds



Eligible for Any Area Funds

- Related to bicycle, pedestrian, and or micromobility modes
- Principally for transportation rather than recreation
- A direct relationship to the surface transportation system
- Benefit to the general public
- Publicly accessible



The screenshot shows a web browser window with the URL <https://www.tdot.gov/content/tdot/realtime/us/en/home/business/grants-and-funding/bicycle-pedestrian-local-federal-funding-programs.html>. The page content includes the following text:

EXHIBIT B  
TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM  
AWARD FOR SMALL URBAN AREAS (POPULATIONS OF 5,001 TO 200,000)

Project Sponsor	Project Name	Primary Facility	Federal Funds Requested
City of Bryan	W Villa Maria Rd. (FM 1179) SUP and Lighting	Shared Use Path	\$2,657,913
City of Floresville	Hike and Bike Shared Use Path	Shared Use Path	\$927,096
City of Fredericksburg	S. Llano Shared Use Bridge & E. Ufer St. Sidewalk	Sidewalks	\$902,748
City of Jasper	Marvin Hancock Dr. Pedestrian Improvements	Sidewalks	\$761,420
City of Marble Falls	Westside Tri-Campus Sidewalk Connectivity	Sidewalks	\$1,739,147
City of Texarkana	College Ave. Bicycle and Pedestrian Improvements	Sidewalks / Bike Lanes	\$2,605,772
City of Texarkana	N. Robison Rd. Pedestrian Improvements	Sidewalks	\$2,546,630



TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

5310 PROGRAM

CARBON REDUCTION PROGRAM

CATEGORY 7 (STP MM)

RESOURCES

- [RGVMPO Active Transportation Plan](#)
- [TxDOT Local Government Project Toolkit](#)
- [Rails-to-Trails Conservancy's Trail Building Toolbox](#)
- [NACTO Guides and Publications](#)
- [AASHTO Guide for the Development of Bicycle Facilities](#)
- [TxDOT Bicycle Tourism Trails Study](#)
- [Local Government Project Procedures \(LGPP\) Qualification Program](#)
- [FHWA-Screening Tool for Equity Analysis \(STEAP\)](#)

Past TASA Program Call Materials

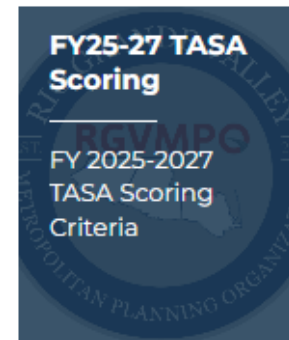
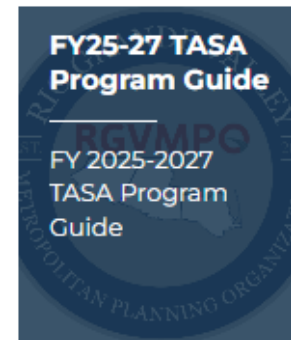
[Funding Opportunities](#) »

# Transportation Alternatives Set-Aside Program

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## The RGVMPO Transportation Alternatives Set-Aside (TASA) Program Call for Fiscal Years (FY) 2025-2027 is now OPEN!!!

In consultation with the Texas Department of Transportation (TxDOT), the RGVMPO is responsible for selecting projects for TASA funding, by providing adequate public involvement and transparency through a competitive process (23 U.S.C. 133(h)(4)(C)). A competitive process should allow project sponsors to understand the project selection evaluation criteria and how projects will be evaluated.



FORM

[Technical Assistance Request Form](#)

# RGVMPO's

# FY2025-2027

# TASA Call for Projects

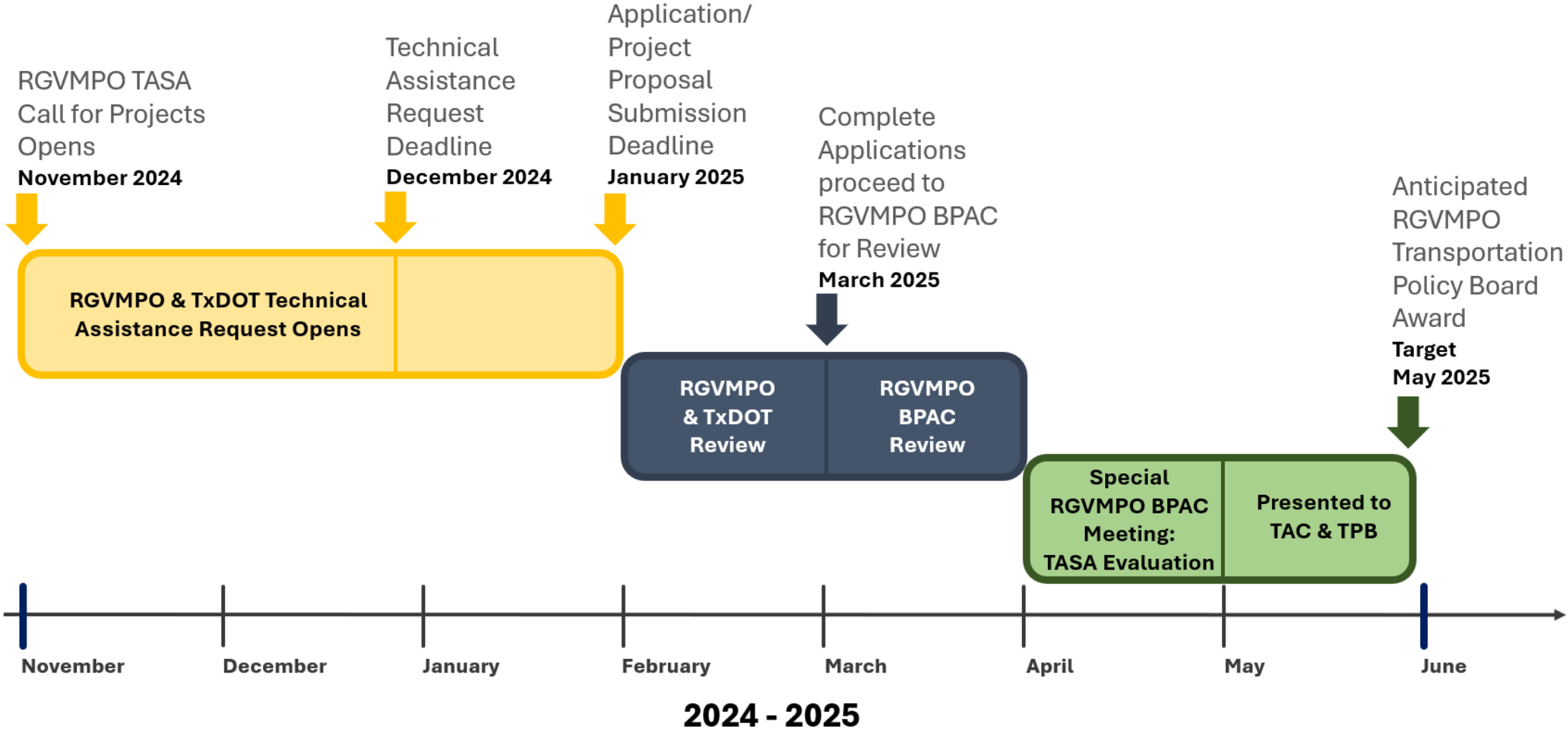
**\$9,288,425 Federal Funding**  
available to program!

**Call Opens November 1<sup>st</sup>**

Technical Assistance Request  
Deadline December 23<sup>rd</sup>

**Project Proposal Application**  
**Deadline January 31<sup>st</sup>**

# FY25-27 TASA Call for Projects Timeline of Activities



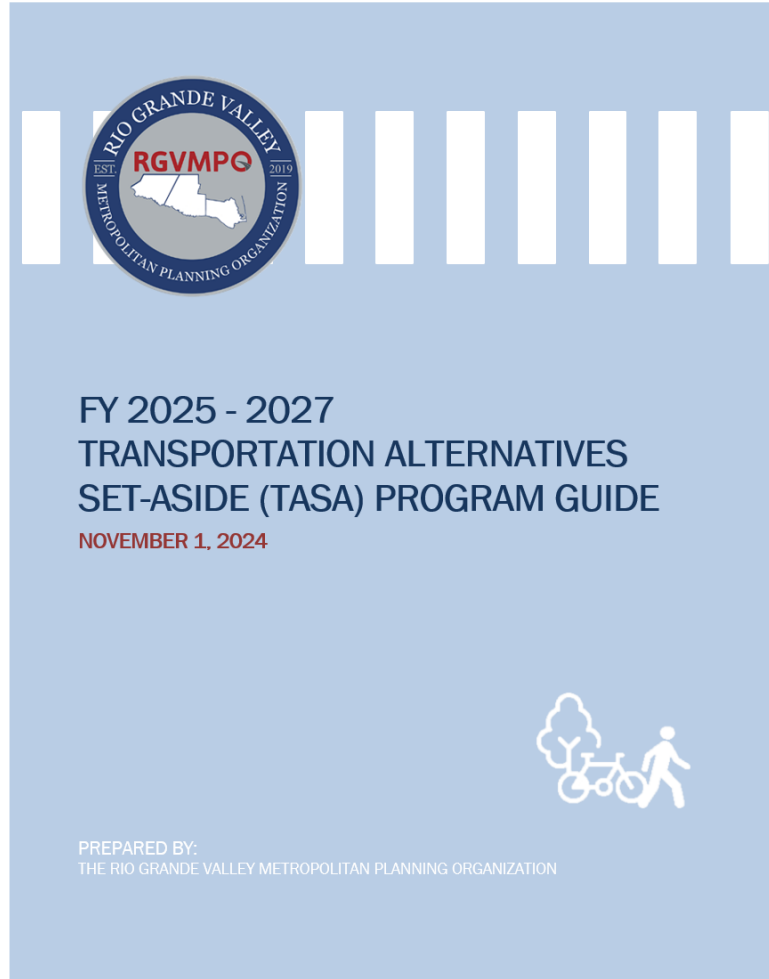


# TASA Workshop #1 Agenda



- I. Review FY 2025-2027 TASA Program Guide
- II. Review FY 2025-2027 TASA Application
  - Part A: project proposal and evaluation questions
  - Part B: project information form (including budget breakdown)
  - Part C: SPA form (to determine project leads and oversight levels)
- III. Review FY 2025-2027 TASA Scoring Criteria
  - Project Readiness
    - Planning Projects are not applicable (N/A) to Project Readiness.
  - Resilience & Safety Benefits
  - Equity
  - Connectivity
- IV. Timeline of Activities
  - Technical Assistance
  - BPAC Evaluators

# I. FY 2025-2027 TASA Program Guide



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# A. Summary of Funding Opportunity



Table 2: RGVMP0's FY2025-2027 TASA Program Funding Availability

Amount Available	Funding Category
\$1,161,053	Planning Projects (minimum 10%)
\$10,449,480	Construction Projects (maximum 90%)
<b>\$11,610,533</b>	<b>Total RGVMP0 TASA Funds Available</b>

A portion of the funds are available as soon as FY 2026 (September 2025). All funds must be obligated by FY 2030 (August 2029). 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.

*\$9,288,425 in federal funding (80%)  
\$2,322,106 in local match (20%)  
= \$11,610,533 in allocation (100%)*

Figure 2: 2025-2027 RGVMPO TA Program Call – Process

### Submit Application

Project Sponsors submit fillable PDF application



- RGVMPO + TxDOT Technical Assistance

### RGVMPO + TxDOT Review

Staff reviews submittals and may seek clarification on information or request additional documentation.

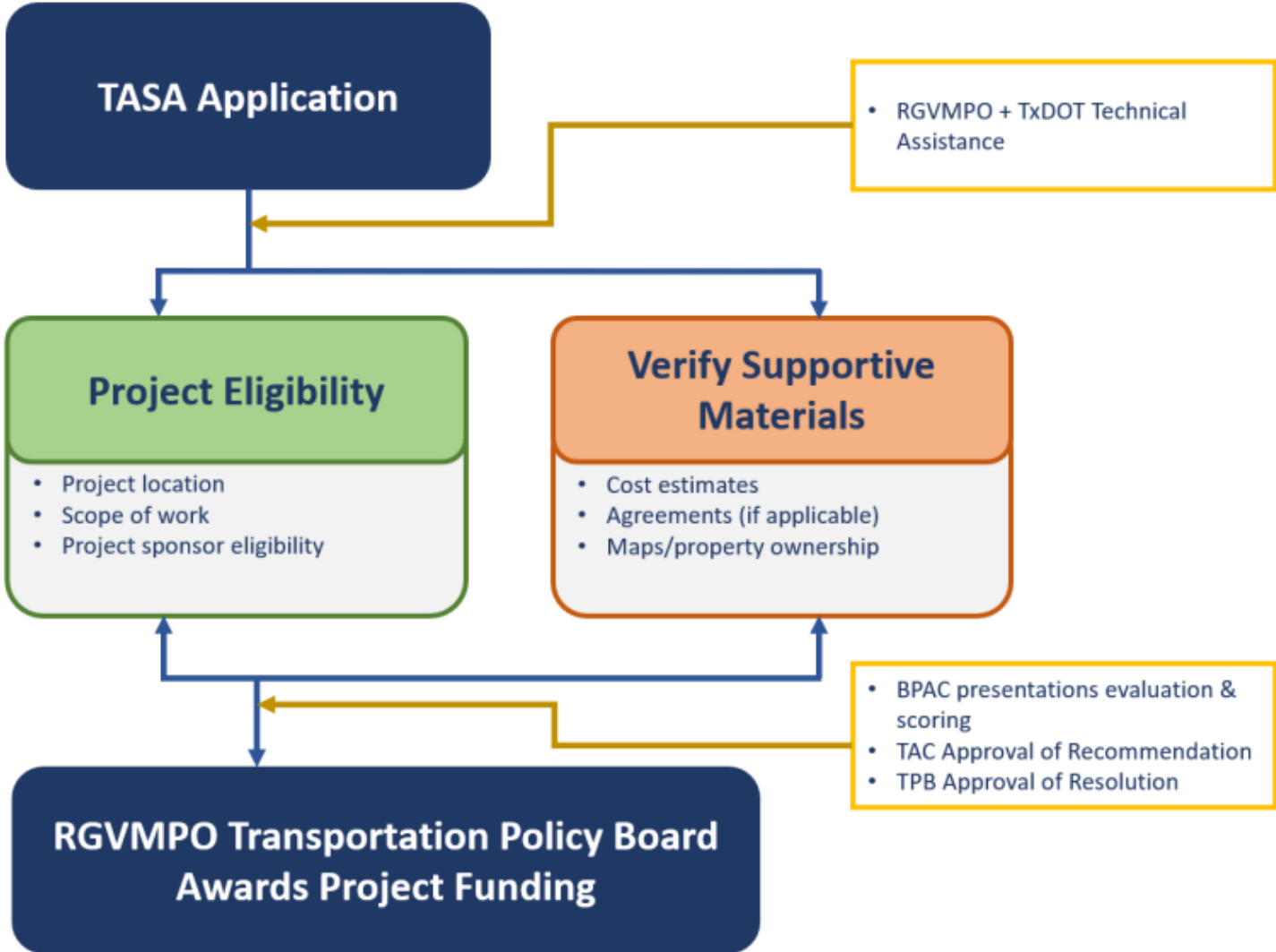


### Funding Award

Policy Board action expected Summer 2025



- BPAC presentations evaluation & scoring
- TAC Approval of Recommendation
- TPB Approval of Resolution



# B. TASA Eligibility Requirements



## Eligible TA Project Sponsors

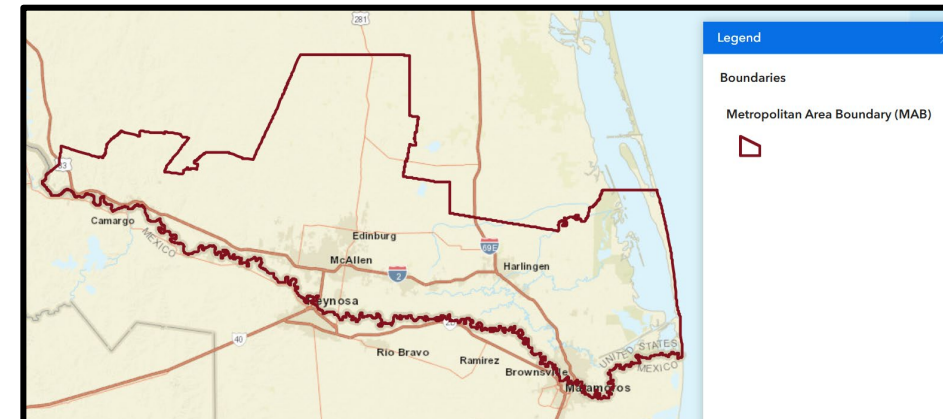
The RGV MPO administers TASA Program funds that are available for projects anywhere within the boundaries of the [Rio Grande Valley Metropolitan Area Boundary \(MAB\)](#). Eligible Project Sponsors include local governments, transit agencies, a natural resource or public land agency, a school district, nonprofit, or any other local or regional governmental entity with responsibility for, or oversight of, transportation or recreational trails. Refer to 23 U.S.C. §133(h) for further details/descriptions of the above entities. A project sponsor may need to provide the department a reference to its enabling legislation for review to determine eligibility.

Entities with limited federally funded construction experience and entities without ROW ownership are strongly encouraged to partner with local governments (city, county, etc.) on construction-related projects. Only one entity is permitted to serve as a project sponsor and enter into an agreement for project implementation with TxDOT. The project sponsor is 100% responsible for the local match and project development. According to 23 U.S.C. §133(h)(4)(B), state departments of transportation (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.

### Eligible Project Sponsors include:

- local governments,
- transit agencies,
- a natural resource or public land agency,
- a school district, nonprofit, or any other local or regional governmental entity with responsibility for, or oversight of, transportation or recreational trails.

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



## B. TASA Eligibility Requirements



*Consistent with federal guidance outlined in 23 USC 217, RGVMPO-selected TA projects must contribute to a safe, contiguous, accessible, integrated walking and bicycling network that provides travelers with a real choice of transportation modes. See eligible project activities below.*

**Planning Projects** are eligible for reimbursement for costs related to planning documents that assist communities develop non-motorized transportation networks. Including:

- Feasibility studies
- Environmental assessments
- Surveying and schematics
- Detailed design plans
- ADA transition plans

## B. TASA Eligibility Requirements



**Construction Projects** are eligible for reimbursement for costs related to:

- Sidewalk improvements
- Bicycle infrastructure improvements
- Trails or shared use paths
- Infrastructure-related projects to improve safety for non-motorized transportation (Such as ADA upgrades, high visibility crosswalk installations, converting existing bike lanes into separated bike lanes, curb extensions/bulb-outs, and refuge islands).
- 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. For more information about boulevards related to TA projects please reference FHWA's definition and guidance.

# B. TASA Eligibility Requirements



## Local Match for TA Projects

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

- Cash provided by the project sponsor, or
- State funds in limited circumstance

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

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

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

Description	Funding Source Category 9 or Local	Project Cost			Reimbursement to LG
		LOCAL GOVERNMENT'S LATEST COST ESTIMATE (3)	Let Year	Federal 80% (4)	Yes or No (5)
PS&E (Preliminary Engineering)/Survey/Geo/ Pavement Design (1)	SELECT -		FY -		SELECT -
Environmental	SELECT -		FY -		SELECT -
Right of Way (ROW)	SELECT -		FY -		SELECT -
Utilities	SELECT -		FY -		SELECT -
Construction (2)	SELECT -		FY -		SELECT -
Construction (local 100%) *	SELECT -		FY -		SELECT -
Construction Engineering	SELECT -		FY -		SELECT -
Direct State Cost (15% of total project cost):	SELECT -		FY -		SELECT -
<b>Project Total</b>	<b>\$ 0</b>				



# C. Project evaluation and Selection Criteria



## C. PROJECT EVALUATION AND SELECTION CRITERIA

Selection criteria for the RGVMPPO's TASA Program were developed to support the [RGVMPO Active Transportation Plan](#)'s Key Principles and Supporting Goals:

1. Connectivity – Increasing mobility across active transportation modes, while creating an integrated regional transportation network.
2. Accessibility – Establishing a comprehensive system of transportation options and allowing users of all ages and abilities to access resources across the region.
3. Community Health – Promoting active transportation modes that improve public health and support local economies.

To ensure input from the public and stakeholders, the RGVMPPO provided all working drafts of the FY 2025-2027 TASA Program Call guide, application and scoring criteria online. Additionally, the RGVMPPO hosted three TASA Working Group meetings to present revisions/changes and solicit specific feedback for establishing evaluation criteria. The summary of each TASA Working Group meeting was presented for discussion by the Bicycle and Pedestrian Advisory Committee (BPAC).

Table 3 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 4 provides the criteria category weights by project category. In the Application, project sponsors will address the criteria categories by responding to questions targeted toward specific evaluation criteria. [An application form](#) will be available for download on the RGVMPPO webpage on or around November 1, 2024.

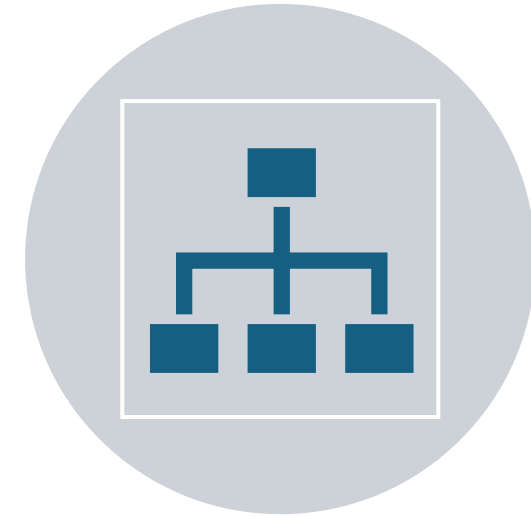
# II. FY 2025-2027 TASA Application



PART A: PROJECT PROPOSAL AND  
EVALUATION QUESTIONS



PART B: PROJECT INFORMATION  
FORM (INCLUDING BUDGET  
BREAKDOWN)



PART C: SPA FORM (TO DETERMINE  
PROJECT LEADS AND OVERSIGHT  
LEVELS)



# PART A: PROJECT PROPOSAL AND EVALUATION QUESTIONS



**RGVMPO FY2025-2027 TRANSPORTATION ALTERNATIVES APPLICATION - Part A**

For Projects in the [RGVMPO Metropolitan Area Boundary \(MAB\)](#) (Cameron, Hidalgo, and Starr counties, Texas)

Project Sponsor Name		Date
Point-of-Contact Person		Title
Phone Number	Email Address	
TA Funding Request	Local Match	
Project Name		
Project Description (Scope of Work) Attach location and site maps, drawings, and photographs. Here's a <a href="#">tutorial for creating and sharing a google map</a> for guidance.		
Project Length	Limits From	Limits To

**1. Eligible Project Sponsor Category:** Please select the applicable project sponsor.  
SELECT

**2. Project Type:** Please select the project type for this project. Check all that apply.

- Multiuse Path or Protect Bike Lane
- Bicycle/Pedestrian Signal or Crossing
- Safe Routes for Non-Drivers Travel Plan Traffic Calming
- On-Road Bicycle Improvements
- Sidewalk
- Historical Preservation of Transportation Facility
- Environmental Mitigation
- Safe Routes Promotional Activities
- Vegetation Management
- Removal of Outdoor Advertising
- Bike Parking
- Overlooks or Viewing Areas
- Recreational Trails
- Project is a plan/study for future construction.
- Project will consist of construction of a new infrastructure and replace some existing facility.
- Project is 100% new construction.
- Other:

Page 1 of 8

**A. PROJECT READINESS:** Attach backup documentation and label first page as 'Exhibit A: Project Readiness'. If documentation is not provided it will be requested during review, prior to scoring, to verify eligibility of points. For all Planning Projects, please select not applicable (N/A).

3. Plans, Specifications, & Estimates Status  
Select

4. Estimated Right-of-Way Acquisition (EROA) %  
Select  
0%  
30%  
60%  
90%  
100%  
(N/A) - Planning Project

5. Right-of-Way Acquisition (EROA) % (property ownership or related agreements)

6. Railroad & Utility Status  
Select

**B. RESILIENCE & SAFETY BENEFITS:**

7. Non-motorized crash count/rate [RGVMPO GIS Analysis]  
RGVMPO Staff will analyze the proposed project route to determine the non-motorized crash count/rate and eligible scoring points.

8. Proposed safety countermeasures (Check all that apply.)

- Lighting
- Signage improvements
- Pavement marking improvements.
- Speed management
- Curb extensions
- Crosswalk visibility enhancements
- Medians and/or refuge islands Rectangular
- Rapid Flashing Beacons (RRFB)
- Other:
- None

9. Proposed infrastructure elements (Check all that apply.)

- Separating bicycle and pedestrians from motorized traffic (excluding side paths with more than 10 crossings/driveways per mile)
- Safe routes for non-drivers travel plan
- Bicycle/Pedestrian Crossing
- On-road bicycle facilities
- Side path with less than 10 crossings/driveways per mile
- Traffic Calming
- Replacement/Rehabilitation
- Other:

10. Project promotes/enhances Resilience & Sustainability elements:  
Select Resilience & Sustainability elements

Select Resilience & Sustainability elements  
Replacing Aging Infrastructure  
Use of permeable surface materials  
Vegetation Management  
Bioswales & Rain Gardens  
Wetland Restoration & Preservation  
Elevated Structured  
One or more of these options  
Project does NOT promote/enhance Resilience & Sustainability elements

**C. EQUITY**

The BIL added a provision to the TA Set-Aside requiring that the competitive process used by a State or MPO include prioritization of project location and impact in high-need areas as defined by the State, such as low-income, transit-dependent, rural, or other areas (23 U.S.C. 133(h)(4)(D)).

11. Project Area: Is project located in a High-Need area? (is it transit dependent, rural, low-income)  
Select

12. Population Impacted: What is the potential population impacted? [RGVMPO GIS Analysis]  
RGVMPO staff will calculate the population residing within one mile of the project scope. If the project scope is part of a connected system, that population can be included with justification from the project sponsor.

- Avg. percent elderly
- Avg. percent disables
- Avg. percent zero car household
- Percentage living below the poverty line

13. Historically Disadvantaged Tract: Historically disadvantage tract follows the Justice 40 initiative which includes certain qualifying census tract, tribal lands, or any territory possession of the U.S. with a poverty rate of at least 20% as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of Census. Please [utilize this map](#) to answer.  
Select

**D. CONNECTIVITY**

14. Plan Consistency: Is the project consistent with regional and local plans? Provide documentation.

- Consistent with state plans (Texas Bicycle Tourism Trails Study)
- Consistent with regional plans (County-wide; Metro-area; or District-wide).
- Consistent with local plans.
- Inconsistent with plans.

15. Connects to existing multimodal transportation systems: Bike/Ped/Transit stops.

- Intersects or expands on existing bicycle lanes, sharrows, trails.
- Intersects or expands on existing sidewalks, ramps, bridges.
- Proposed project is 0 to 0.5 mile to a transit stop or transfer center.
- Does not connect to existing multimodal transportation systems.

16. Connects to public buildings, schools, and parks:

- Proposed project is 0 to 0.5 miles from a public building (city hall, libraries, recreation centers, etc.).
- Proposed project is 0 to 0.5 miles from a school (public, charter, higher education, etc.).
- Proposed project is 0 to 0.5 miles from a park (local, state, or federal).
- Does not connect to public buildings, schools, and parks.

17. Multi-jurisdictional connections or 10+ miles in length:

- Connects across municipal (within city limits) and county jurisdictions (outside city limits).
- Connects three or more municipalities/county limits.
- Proposed project is 10 miles or more in length (spans across one city).
- Does not connect to outside city limits.

Page 3 of 8



# PART B: PROJECT INFORMATION FORM (INCLUDING BUDGET BREAKDOWN)



**Project Information Form- Part B**

<p><b>Project</b>          CSJ: <u>Pending Funding Award</u>          HWY: <u>N/A</u>          Project Limits: _____          County: _____          Functionally Classified: <u>N/A</u>          Project Estimate Total Amount: _____          Let Date: <u>FY</u> - <u>  </u>          Scope of Work: _____          _____          _____          Letting by: <u>LG PROJECT SPONSOR</u></p>	<p><b>Project Manager</b>          TxDOT Project Manager (PM): <u>TxDOT to Provide</u>          LG PM &amp; Contact Information: _____</p> <p><b>Sponsor</b>          Local Government's (LGs) DUN #: _____          Project Sponsor: _____          Project Sponsor Address: _____          City: _____          County: _____          State: _____          Zip code (*****-****): _____          Interlocal Agreement Required: <u>select</u>          Interlocal- Names of LGs involved: _____          Interlocal Agreement Executed: _____          Interlocal Agreement - Execution Date: _____</p>
--	---

Description	Funding Source	Project Cost			Reimbursement to LG
	Category 9 or Local	LOCAL GOVERNMENT'S LATEST COST ESTIMATE (3)	Let Year	Federal 80% (4)	Yes or No (5)
PS&E (Preliminary Engineering)/Survey/Geo/ Pavement Design (1)	SELECT -		FY -		SELECT -
Environmental	SELECT -		FY -		SELECT -
Right of Way (ROW)	SELECT -		FY -		SELECT -
Utilities	SELECT -		FY -		SELECT -
Construction (2)	SELECT -		FY -		SELECT -
Construction (local 100%)*	SELECT -		FY -		SELECT -
Construction Engineering	SELECT -		FY -		SELECT -
Direct State Cost (15% of total project cost):	SELECT -		FY -		SELECT -
<b>Project Total</b>		<b>\$ 0</b>			

(1) Usually for Category 9 Planning Funded Projects. Locally Funded for Construction projects  
 (2) For Category 9 Construction Funded Projects. For further guidance, please use [TxDOT's Construction Cost Estimates Assistance Tool](#).  
 (3) Please provide the total cost estimates for each phase of the project. Some of these will be \$0.  
 (4) Only for the 80% Federal amount to be awarded to the project.  
 (5) Only Category 9 Funds are reimbursable.  
 \* The Local Government is responsible for 100% of the construction costs exceeding the approved federal funding.

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# Training Catalog

## Training

Texas Construction Career Academy

Public Transportation training videos and presentations

Electrical certification eLearning courses - contractors ▾

Training Catalog

TxDOT's historic preservation process (Section 106)

## Training enrollment guidelines for external agencies at TxDOT

Welcome to TxDOT's training program for external agencies. We're delighted to offer these courses at no cost to participants, but there are specific guidelines to follow for enrollment. To ensure a seamless process, please carefully review the following instructions.

### Course selection

- For learners local to the Austin, El Paso, Dallas, Fort Worth, Houston, San Antonio, and Pharr districts, in-person sessions are strongly recommended.
- Please note that virtual classes often have long waitlists and are less likely to have available seats.
- Enrollments are NOT guaranteed.

### Enrollment process

- Submitting a training request does not guarantee enrollment in your selected course.
- Requests are processed in the order received (first come, first served), with processing completed by the day before the class start date.
- Your request may be in queue until the specific enrollment deadline, which varies (typically between 30 days and the first day of class).
- Early submission is recommended, and enrollment status is typically confirmed by 14 days before the class starts but may vary depending on demand.

### Confirmation and participation

- If you have not received confirmation of enrollment, you are not enrolled. Please refrain from attending the class without confirmation, as you will not be permitted to participate.
- Most notifications are sent at least 14 days before the class start date.
- Availability indicated upon registration may not accurately reflect the class status, as updates occur daily.

# Local Government Project Procedures Qualification for TxDOT

LGP101 ⌚ 12

📄 Enrollment Form

<u>Location</u>	<u>Date</u>	<u>Availability</u>
⏴	⏴	⏴
📍 VIR-Virtual Instructor-led Training	11/06/2024 - 11/07/2024	👤 30/30
📍 VIR-Virtual Instructor-led Training	11/13/2024 - 11/14/2024	👤 30/30
📍 VIR-Virtual Instructor-led Training	12/04/2024 - 12/05/2024	👤 30/30
📍 VIR-Virtual Instructor-led Training	12/18/2024 - 12/19/2024	👤 30/30
📍 FTW-District HQ	01/08/2025 - 01/09/2025	👤 16/30
📍 PHR-District HQ	01/15/2025 - 01/16/2025	👤 6/30
📍 ELP-District HQ	02/05/2025 - 02/06/2025	👤 0/30
📍 VIR-Virtual Instructor-led Training	02/19/2025 - 02/20/2025	👤 3/30
📍 VIR-Virtual Instructor-led Training	02/26/2025 - 02/27/2025	👤 0/30
📍 DAL-District HQ	03/05/2025 - 03/06/2025	👤 2/30
📍 VIR-Virtual Instructor-led Training	03/12/2025 - 03/13/2025	👤 0/30
📍 SHQ-Stassney Headquarters	04/02/2025 - 04/03/2025	👤 0/40
📍 VIR-Virtual Instructor-led Training	04/16/2025 - 04/17/2025	👤 0/30



# Local Government Projects Best Practices Workbook

Local Government Programs Section, Transportation Programs Division

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# PART C: SPA FORM (TO DETERMINE PROJECT LEADS AND OVERSIGHT LEVELS)



**PROJECT B**

Name of previously completed project			
Describe type of work			
Describe any complex items of work			
Construction cost	Estimated:		Actual:
Letting date	Scheduled:		Actual:
Contract time	Scheduled:		Actual:
LG management activities performed by LG personnel			
LG management activities performed by consultants			
Name of current LG employee contact who worked on project		Phone #	
		Email	

**2. The capability of the LG to perform the type of work proposed or to award and manage a contract for that work in a timely manner, consistent with federal, state, and Department regulations, standards, and specifications**

Please describe the LG's proposed personnel.

Name of person to serve in the position of Responsible Person in Charge		Position/Title	
---	--	----------------	--

- Must be full-time employee of LG;
- Must be able to administer project activities (cost, time, scope, adherence to contract requirements, construction quality, etc.);
- Must maintain familiarity with day-to-day project operations (including project safety);
- Must make or participate in decisions about change orders or supplemental agreements;
- Must visit and review the project regularly;
- Must review financial processes, transactions and documentation; and
- Must direct his/her project staff (agency or consultant) at all stages of the project.

Name of person to serve as Project Manager		Position/Title	
--	--	----------------	--

- Responsible for daily oversight of the project;
- Primary point of communication with TxDOT for day-to-day matters;
- May be same person as Responsible Person in Charge; and
- May be local government employee or consultant.

Project Manager's previous experience on projects of similar type, complexity and cost	
Project Manager's previous experience on TxDOT and/or FHWA-funded projects	

Name of person to serve in the position of Qualified Person		Position/Title	
---	--	----------------	--

- Must have completed TxDOT-required LGPP training prior to execution of AFA;
- May be same person as Responsible Person in Charge or Project Manager; and
- May be LG employee or consultant.

Qualified Person's previous experience on projects of similar type, complexity and cost	
Qualified Person's previous experience on TxDOT and/or FHWA-funded projects	

Information submitted by:

LG representative signature	Date
LG representative printed name	LG representative title

# III. FY 2025-2027 TASA Scoring Criteria



## Planning vs Construction



Project Readiness\*

\*N/A for planning projects



Resilience & Safety Benefits



Equity



Connectivity



## Construction & Planning Scoring Criteria

Evaluation Criteria	Description/Factors	Evaluation Method	Evaluation Details
<p style="text-align: center;"><b>Project Readiness*</b></p>	<ul style="list-style-type: none"> <li>• Demonstrates planning/construction project funds obligating on time.</li> <li>• Demonstrates the ability to advance the project to construction immediately, if selected for funding</li> <li>• Identifies comprehensive, detailed construction/planning cost estimate.</li> <li>• Meets and/or exceeds design criteria established by UD Access Board, FHWA, AASHTO, TxDOT, and/or NACTO.</li> </ul> <p>*Planning Projects are not applicable (N/A) to Project Readiness.</p>	Plans, Specifications, and Estimates (PS&E)	Analysis of application responses
		Environmental Documentation	Analysis of application responses
		Right-of-Way (ROW)	Analysis of application responses
		Railroad Impacts & Utility Coordination	Analysis of application responses
<p style="text-align: center;"><b>Resilience &amp; Safety Benefits</b></p>	<ul style="list-style-type: none"> <li>• Demonstrated need for safety improvement and appropriate safety countermeasures.</li> <li>• Provides safer and/or less intimidating accommodations for walking, bicycling, and other non-motorized travel.</li> <li>• Enhances resilience to natural and man-made disruptions.</li> <li>• Promotes community resilience and sustainability, by ensuring access to alternative transportation during crises, supports vulnerable populations, and aligns with the RGV MPO Resilience and Sustainability Analysis for environmentally and economically stable practices.</li> </ul>	Non-motorized crash count/rate	RGVMPO GIS analysis
		Proposed safety countermeasures	Analysis of application responses
		Proposed infrastructure elements	Analysis of application responses
		Promotes and/or Enhances Resilience & Sustainability elements	Analysis of application responses
<p style="text-align: center;"><b>Equity</b></p>	<ul style="list-style-type: none"> <li>• Enhances livability by improving active transportation access and improves modes choice in underserved communities.</li> <li>• Provides health and environmental benefits by incorporating landscaping, sidewalk design, crossing treatments, street furniture, bike racks, or lighting to encourage pedestrian and cyclists to utilize the area.</li> <li>• New BIL requirements state the competitive process used by MPOs must prioritize project location &amp; impact in high-need areas as defined by the State, such as low-income, transit dependent, rural or other areas (23 U.S.C. 133 (h)(4)(D)).</li> </ul>	Average percent elderly	RGVMPO GIS analysis
		Average percent disabled	RGVMPO GIS analysis
		Average percent zero car household	RGVMPO GIS analysis
		Percentage living below the poverty line	RGVMPO GIS analysis
		Within a historically disadvantaged tract	RGVMPO GIS analysis
<p style="text-align: center;"><b>Connectivity</b></p>	<ul style="list-style-type: none"> <li>• Improves active transportation access to destinations of interest such as business districts, downtown, centers of business activity, high density residential, and/or employment centers</li> <li>• Supports multi-modal connections.</li> <li>• Eliminates barriers to pedestrians, bicycle riders, and wheelchair users.</li> <li>• Supports investments in local/interregional tourism, especially Texas Bicycle Tourism Trails</li> </ul>	Implements local/regional active transportation plans.	Analysis of application responses
		Connects to existing Bike/Ped/Transit Facilities and/or incorporates Complete Streets.	Analysis of application responses
		Connects to public buildings, schools, and parks	Analysis of application responses
		Multi-jurisdictional connections or 10+ miles in length	Analysis of application responses

# Planning vs Construction



Construction & Planning Scoring Criteria					
Evaluation Criteria	Maximum Points		Description/Factors	Evaluation Method (Maximum PTS)	Evaluation Details
	CONSTRUCTION	PLANNING			
<b>Project Readiness*</b>  <small>* Planning Projects are not applicable (N/A) to Project Readiness.</small>	40	N/A	<ul style="list-style-type: none"> <li>• Demonstrates planning/construction project funds obligating on time.</li> <li>• Demonstrates the ability to advance the project to construction immediately, if selected for funding</li> <li>• Identifies comprehensive, detailed construction/planning cost estimate.</li> <li>• Meets and/or exceeds design criteria established by UD Access Board, FHWA, AASHTO, TxDOT, and/or NACTO.</li> </ul>	10 PTS- Plans, Specifications, and Estimates (PS&E)	Analysis of application responses
				10 PTS- Environmental Documentation	Analysis of application responses
				10 PTS- Right-of-Way (ROW)	RGVMPO GIS analysis
				10 PTS- Railroad Impacts & Utility Coordination	RGVMPO GIS analysis

# Planning vs Construction



Construction & Planning Scoring Criteria					
Evaluation Criteria	Maximum Points		Description/Factors	Evaluation Method (Maximum PTS)	Evaluation Details
	CONSTRUCTION	PLANNING			
Connectivity	20	35	<ul style="list-style-type: none"> <li>•Improves active transportation access to destinations of interest such as business districts, downtown, centers of business activity, high density residential, and/or employment centers</li> <li>•Supports multi-modal connections.</li> <li>•Eliminates barriers to pedestrians, bicycle riders, and wheelchair users.</li> <li>•Supports investments in local/interregional tourism, especially Texas Bicycle Tourism Trails</li> </ul>	5 PTS or 8 PTS- Implements local/regional active transportation plans.	Analysis of application responses
				5 PTS or 9 PTS- Connects to Bike/Ped/Transit Facilities and/or incorporates Complete Streets.	Analysis of application responses
				5 PTS or 9 PTS- Connects to public buildings, schools, and parks	Analysis of application responses
				5 PTS or 9 PTS- Multi-jurisdictional connections or 10+ miles in length	Analysis of application responses
<b>TOTAL:</b>	<b>0 to 100 Points</b>				

# III. FY 2025-2027 TASA Scoring Criteria



## Planning vs Construction

Criteria Category	Criteria Category Weights	
	Planning	Construction
<b>Project Readiness*</b> <small>*Planning Projects are not applicable (N/A) to Project Readiness.</small>	N/A	40%
Resilience & Safety Benefits	35%	20%
Equity	30%	20%
Connectivity	35%	20%
Total	100%	100%

# Sample: FY 23-24 Project Scoring



2023-2024 RGVMPO TASA Total Project Scores

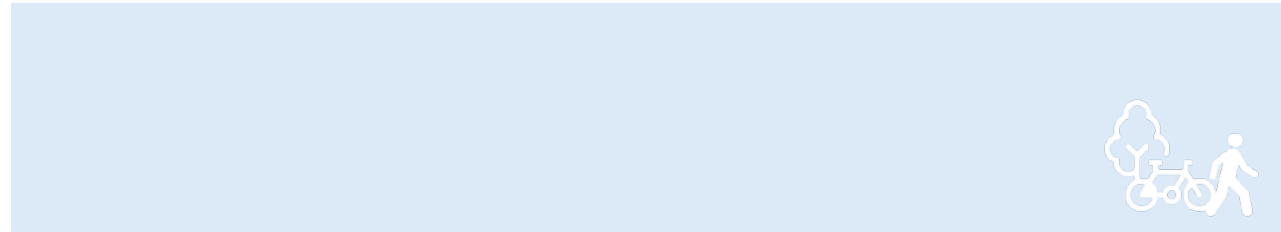
Project Type	Project Name (or street name)	TASA 80% Federal Request \$	Total Project Cost	Total Project Score (Average)					
				Project Readiness (max 25pts)	Safety Benefits (max 25pts)	Equity (max 20pts)	Connectivity (max 30pts)	Total Points (Average)	Overall Rank
Construction	I Road/ Hike & Bike Phase I	\$952,224	\$1,713,822	22.28571429	21.07142857	17.92857143	28	89.43	1
Construction	Cano St. & Veterans Blvd. Trail Improvements Project	\$886,025	\$1,107,531	21.35714286	20.28571429	18.5	28.35714286	88.50	2
Construction	Arroyo Colorado Hike and Bike Trail Safety Improvements	\$890,836	\$1,113,545	22.73333333	22.13333333	17.33333333	25.93333333	88.13	3
Planning	Dixieland Reservoir/Park Corridor Preliminary Engineering	\$276,000	\$345,000	19.375	21.625	18.875	28.25	88.13	4
Construction	FM2220 Underground Pedestrian and Bicycle Trail Crossing at Houston and Ware	\$2,237,711	\$2,843,688	18.92857143	23	17.85714286	27.35714286	87.14	5
Construction	Downtown Port Isabel Bicycle and Pedestrian Safety	\$1,124,628	\$1,405,785	20.13333333	21.53333333	18.66666667	26.2	86.53	6
Planning	Mission Comprehensive Transportation Alternative Assessment	\$200,000	\$250,000	15.5	23.625	18.9375	27.6875	85.75	7
Construction	Old Alice Road Sidewalks	\$3,189,622	\$3,459,622	22.9	20.46666667	14.53333333	26.8	84.70	8
Construction	Hidalgo County Precinct 1 & City of Weslaco Hike & Bike Trail - Phase I	\$3,558,129	\$4,447,661	19.21428571	20.21428571	16.85714286	25.64285714	81.93	9
Planning	West Rail Trail to Brownsville Sports Park	\$325,820	\$407,275	14.8	22.2	18.13333333	26.73333333	81.87	10
Planning	Morrison Road to Monte Bella Park	\$153,457	\$191,821	14.86666667	22.53333333	17.06666667	26.13333333	80.60	11
Construction	Dennet Road Gap	\$1,308,300	\$1,875,047	12.71428571	19.78571429	12.71428571	26.71428571	71.93	12

Organization:  
 Primary Representative:  
 Alternate Representative:

Project Name: Project Type: Construction

Date: 8/17/2023

Rio Grande Valley Metropolitan Planning Organization Transportation Alternatives Set-Aside Program 2023-2024 TASA PROGRAM CALL SCORING CRITERIA EVALUATION <small>Note: FY 2023 &amp; FY 2024 funds will be combined for project call.</small>					
PROJECT TYPE		PERCENT OF TASA FUNDING PROGRAMMED			
CONSTRUCTION of on-road and off-road trail facilities for pedestrian, bicyclist, and other non-motorized forms of transportation.		up to 90%			
PLANNING AND DESIGN of on-road and off-road trail facilities for pedestrian, bicyclist, and other non-motorized forms of transportation.		minimum of 10%			
Criteria Category	Criteria Weights	Maximum Points			
Project Readiness	25%	25			
Safety Benefits	25%	25			
Equity	20%	20			
Connectivity	30%	30			
Total	100%	100			
Construction & Planning Scoring Criteria Evaluation Sheet					
Evaluation Criteria	Maximum Points	Description/Factors	Score (points)	Evaluation Method (Maximum Points)	Evaluation Details
Project Readiness	25	<ul style="list-style-type: none"> <li>•Demonstrates planning/construction project funds obligating on time.</li> <li>•Demonstrates the ability to advance the project to construction immediately, if selected for funding</li> <li>•Identifies comprehensive, detailed construction/planning cost estimate.</li> <li>•Meets and/or exceeds design criteria established by U.S. Access Board, FHWA, AASHTO, TXDOT, and/or NACTO.</li> </ul>		10 PTS- Plans, Specifications, and Estimates (PS&E)	Analysis of application responses
				5 PTS- Environmental Documentation	Analysis of application responses
				5 PTS- Right-of-Way (ROW)	RGVMP GIS analysis
				5 PTS- Railroad Impacts & Utility Coordination	RGVMP GIS analysis
SUBTOTAL:			out of 25 Points		
Safety Benefits	25	<ul style="list-style-type: none"> <li>•Demonstrated need for safety improvement and appropriate safety countermeasures.</li> <li>•Provides safer and/or less intimidating accommodations for walking, bicycling, and other non-motorized travel.</li> </ul>		5 PTS -Non-motorized crash count/rate	RGVMP GIS analysis
				10 PTS- Proposed safety countermeasures	Analysis of application responses
				10 PTS- Proposed infrastructure elements	Analysis of application responses
SUBTOTAL:			out of 25 Points		
Equity	20	<ul style="list-style-type: none"> <li>•Enhances livability by improving active transportation access and improves modes choice in underserved communities.</li> <li>•Provides health and environmental benefits by incorporating landscaping, sidewalk design, crossing treatments, street furniture, bike racks, or lighting to encourage pedestrian and cyclists to utilize the area.</li> <li>•New BIL requirements state the competitive process used by MPOs must prioritize project location &amp; impact in high-need areas as defined by the State, such as low-income, transit dependent, rural or other areas (23 U.S.C. 133 (h)(4)(D)).</li> </ul>		4 PTS- Average percent elderly	RGVMP GIS analysis
				4 PTS- Average percent disabled	RGVMP GIS analysis
				4 PTS- Average percent zero car household	RGVMP GIS analysis
				4 PTS- Percentage living below the poverty line	RGVMP GIS analysis
				4 PTS- Within a historically disadvantaged tract	RGVMP GIS analysis
SUBTOTAL:			out of 20 Points		
Connectivity	30	<ul style="list-style-type: none"> <li>•Improves active transportation access to destinations of interest such as business districts, downtown, centers of business activity, high density residential, and/or employment centers</li> <li>•Supports multi-modal connections.</li> <li>•Eliminates barriers to pedestrians, bicycle riders, and wheelchair users.</li> <li>•Supports investments in local/interregional tourism, especially Texas Bicycle Tourism Trails</li> </ul>		8 PTS- Implements local/regional active transportation plans.	Analysis of application responses
				8 PTS- Connects to existing transportation systems (Bike/Ped/Transit stops)	Analysis of application responses
				8 PTS- Connects to public buildings, schools, and parks	Analysis of application responses
				6 PTS- Multi-jurisdictional connections or 10+ miles in length	Analysis of application responses
SUBTOTAL:			out of 30 Points		
<b>PROJECT TOTAL POINTS:</b>			<b>out of 100 Points</b>		



Evaluator Initials:

# I Road / Hike & Bike Phase I

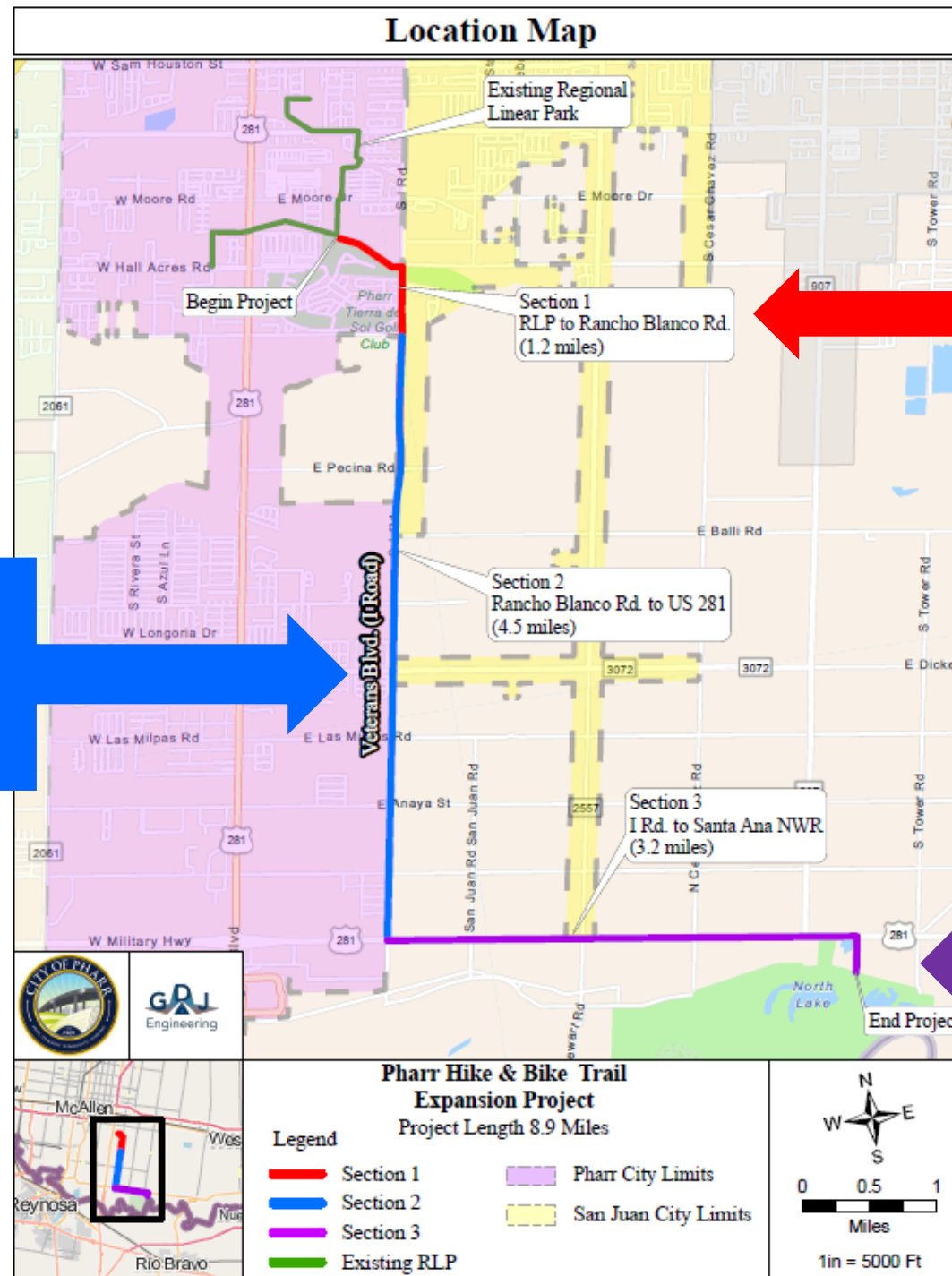
## \$952,224

City of Pharr

### **Construction Project**

Phase I of the project will be a 1.2-mile-long, 10-foot-wide, shared-use path that commences at the southeastern terminus of the existing Hidalgo County Pct. #2 Regional Linear Park (0.1 miles south of Moore Rd), runs southeast to I Rd, and then south to Javelina Dr, connecting to the proposed I Rd / Hike & Bike Phase II (CSJ: 0921-02-363).

# Project Map



TASA FY 2023-2024  
Proposed Project

CSJ 0921-02-363, etc.  
I Road / Hike & Bike  
Bid Opening: February 2024  
Cat. 7 + CRRSAA

Estimated Cost  
\$5,800,000  
Texas Federal Lands  
Access Program (FLAP)  
\$4,300,000 (Jan. 2023)  
Programed FY 2025



# Project Readiness: Plans, Specs, & Estimates 10 pts.

CITY OF PHARR SHARED-USE SIDEPATH

**CITY OF PHARR**

**PLANS OF PROPOSED  
ROADWAY IMPROVEMENTS  
CITY OF PHARR  
SHARED-USE SIDEPATH PROJECT**

SHARED-USE SIDEPATH • 47,836.80 FT. • 9.08 MI.  
"T" ROAD • 21,542.40 FT. • 4.08 MI.  
NET LENGTH OF PROJECT • 69,379.20 FT. • 13.14 MI.

LIMITS: 0.43 MILES WEST OF VETERANS BLVD. AND 0.20 MILES NORTH OF HALL ACRES  
RECONSTRUCTION OF "T" RD. AND A SHARED-USE TRAIL AND WILL INCLUDE  
GRAVING, ASPHALT, SIGNING, PAVEMENT MARKINGS, LIGHTING, & PEDESTRIAN BRIDGE.

DATE:	FEDERAL AID PROJECT NO.:	SHEET
09/21/2023		1
STATE:	STATE:	COUNTY:
TEXAS	TX	HIDALGO CO.
DIST.:	SEC.:	TOWNSHIP NO.:
0921	02	39.3

**INDEX DATA**  
SHEET ON PAGE 1

**EXHIBIT A**

**2023-2024 TASA**

**Program Call**

**City of Pharr**

**SHARED-USE SIDEPATH PROJECT DATA**  
(CBS: 0921-02-363)

DESIGN SPEED: "T" RD.: 50 mph	FUNCTION CLASS: "T" RD.: MAJOR COLLECTOR
EXCEPTIONS: STA 34+13.85 TO STA 59+19.68	BRIDGE: STA 40+97.26 - STA 41+32.26
RAILROAD CROSSINGS: NONE	ADT: "T" ROAD: TBA
EVALUATIONS: NONE	

REGISTERED ACCESSIBILITY SPECIALIST (RAS) INSPECTION REQUIRED.

TDLR No. EABPRJ\_\_\_\_\_

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION ON NOVEMBER 1, 2014 AND SPECIFICATION ITEMS LISTED AND DATED SHALL GOVERN ON THIS PROJECT.

**CITY OF PHARR ADMINISTRATION**

AMBROSIO HERNANDEZ	MAYOR
ROBERTO CARRILLO	MAYOR PRO TEM
RAMIRO CABALLERO	COMMISSIONER
DANIEL CHAVEZ	COMMISSIONER
ITZA FLORES	COMMISSIONER
ELEAZAR GUAJARDO	COMMISSIONER
RICARDO MEDINA	COMMISSIONER

RECOMMENDED FOR LETTING: \_\_\_\_\_

ADVANCE PROJECT DEVELOPMENT

**LOCAL ENTITIES**

HIDALGO COUNTY IRING DISTRICT NO. 2 DATE: \_\_\_\_\_

HIDALGO CO. DRAINAGE DIST. NO. 1 DATE: \_\_\_\_\_

APPROVED FOR CONSTRUCTION

OMAR ANZALDUA JR., P.E.  
CITY ENGINEER, CITY OF PHARR

DATE: \_\_\_\_\_

- Professional Engineering Services contract executed December 15, 2020
- Construction plans are complete (cover sheet shown on left side)

# Project Readiness: Env. Documentation

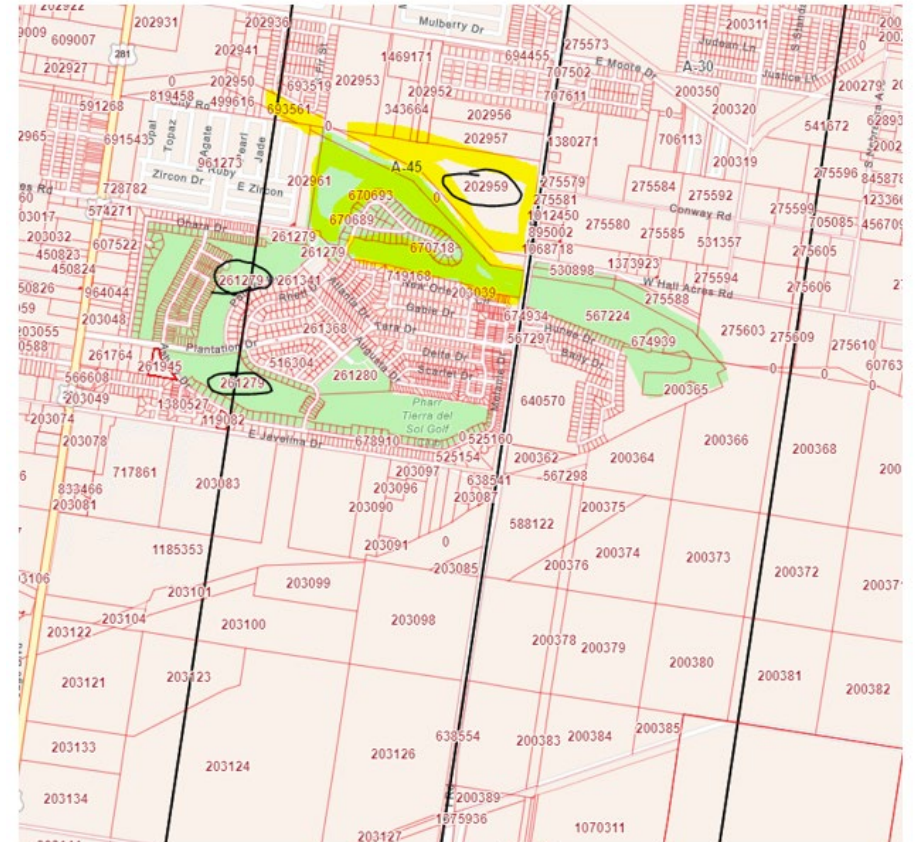
*5 pts.*

- Only Phase II has been environmentally cleared

# Project Readiness: Right-of-Way (ROW) 5 pts. [RGVMPO Analysis]

100%

- City of Pharr
  - 202959
  - 261279
- HIDALGO COUNTY DRAINAGE DIST NO 1
  - 693561
  - 1132255



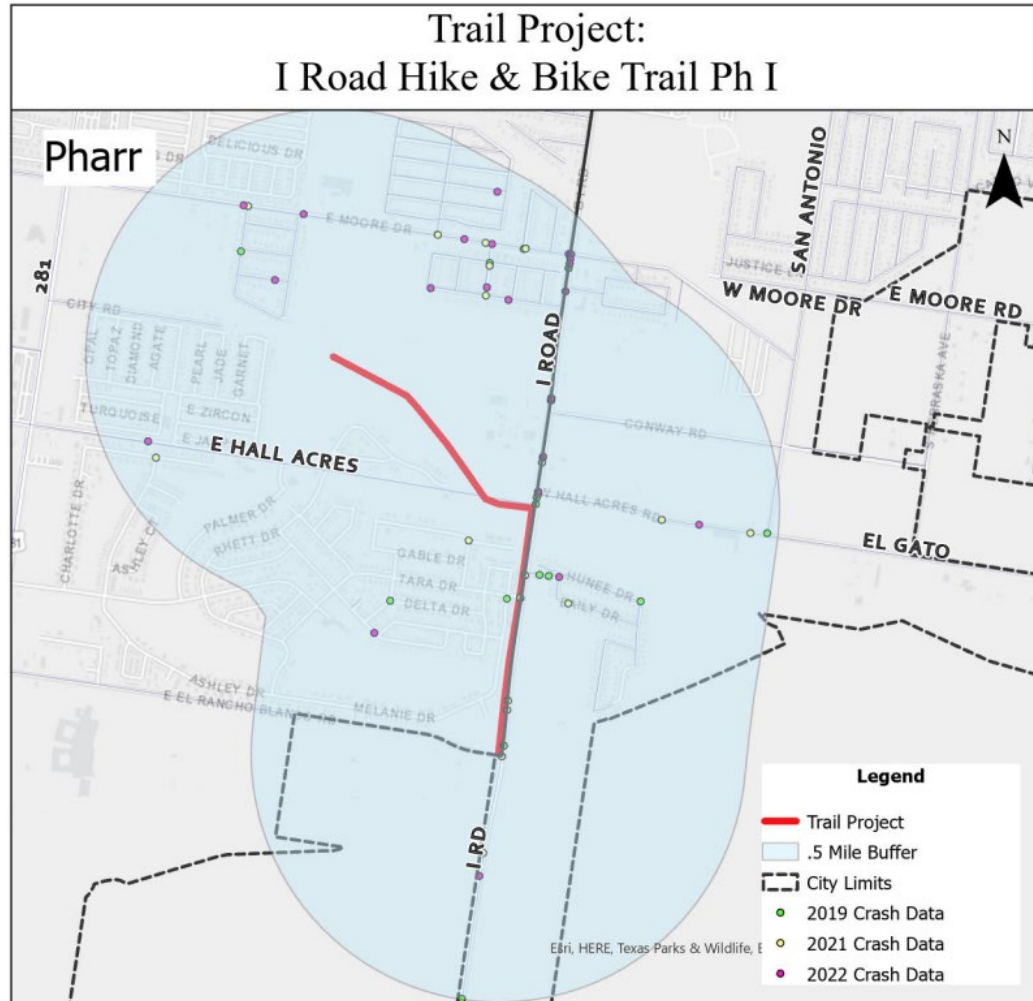
# Project Readiness: Railroad & Utility Coordination

5 pts. [RGVMPO Analysis]

0%

- No railroad coordination necessary
- Utility coordination is pending

# Safety Benefits: Non-motorized Crash Count/Rate 5 pts. [RGVMPO Analysis]

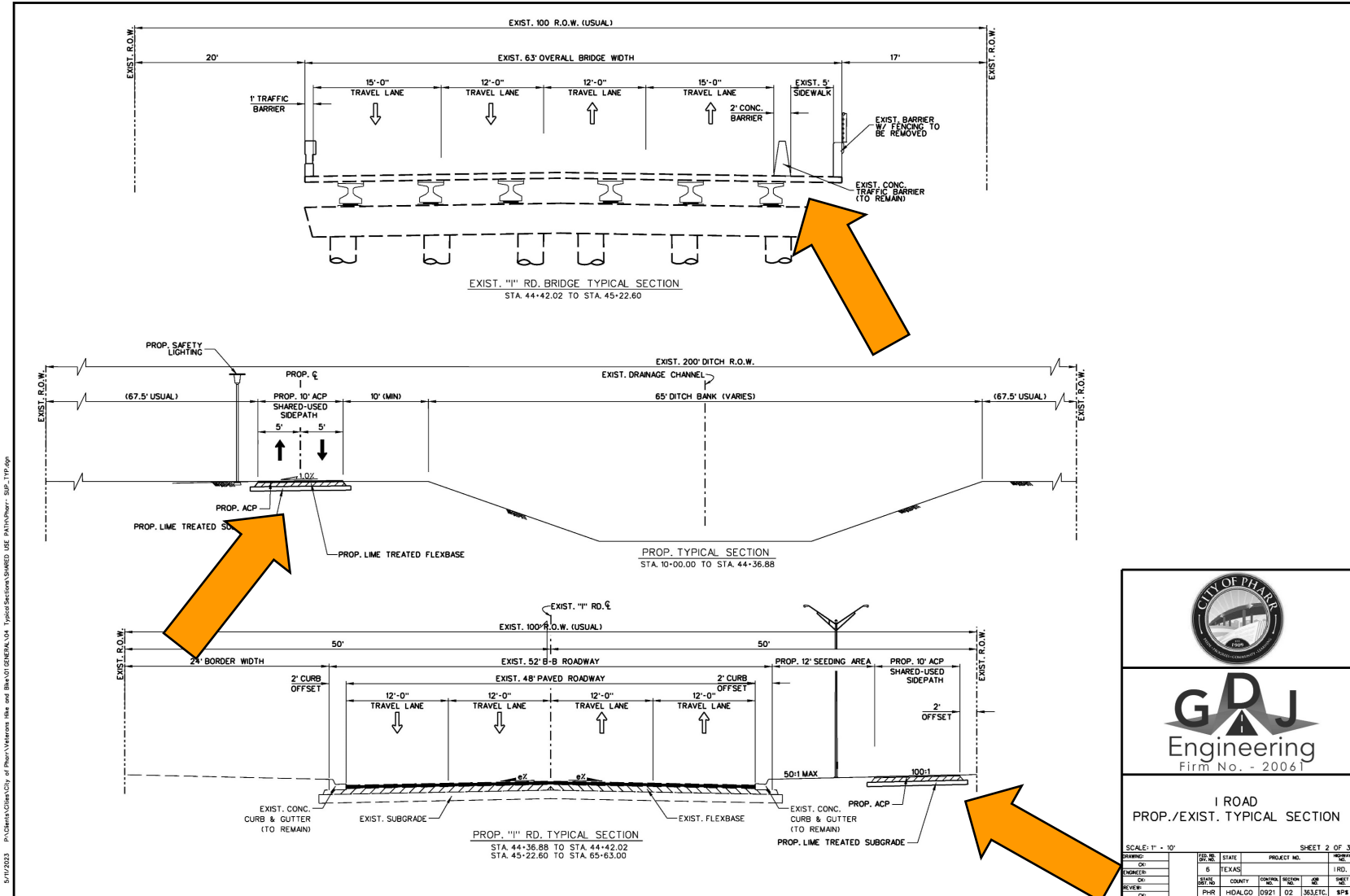


	2019	2021	2022
Motorized Crashes	27	26	24
Fatalities	0	0	0
Non-Motorized Crashes	0	2	0
Fatalities	0	0	0
Total Crashes	27	28	24
Total Fatalities	0	0	0

# Safety Benefits: Proposed Countermeasures

## 10 pts.

Off-street shared use path with less than 10 crossings/driveways per mile.



CITY OF PHARR  
 2018

**GDJ**  
 Engineering  
 Firm No. - 20061

**I ROAD**  
 PROP./EXIST. TYPICAL SECTION

SCALE: 1" = 10'

SHEET 2 OF 3

DATE	NO.	STATE	PROJECT NO.
DESIGNED BY	DR.	TXAS	
CHECKED BY	DR.		
APPROVED BY	DR.		
DATE	NO.	STATE	PROJECT NO.
DESIGNED BY	DR.	TXAS	
CHECKED BY	DR.		
APPROVED BY	DR.		



# Equity: Average Percent Elderly 4 pts. [RGVMPO Analysis]

• 16%

## Population by Age

Total	4,233	100%
Age 0-17 (children)	1,373	32%
Age 18-64 (Adult)	2,197	52%
Age 65+ (Senior Population)	663	16%

	Buffer Estimates	Percent	City/Town Pharr TX	County Hidalgo TX	State Texas
<b>General Buffer Area Statistics</b>					
Land Area (in square miles)	2		24	1,571	261,268
Population	4,233		78,689	861,137	28,635,442

## Screening Tool for Equity Analysis of Projects (STEAP) Project Buffer Analysis Profile Report

Data Source: American Community Survey 2016-2020  
Prepared by FHWA Office of Planning



Analysis of 1 Buffer of Size 0.5 Miles

Reference Layers  
City/Town: Pharr TX  
County: Hidalgo TX  
State: Texas



# Equity: Average Percent Disabled 4 pts. [RGVMPO Analysis]

- 17%

## Other Vulnerable Populations or Households

Total Population	2,857	100%
Number of Veterans (18+)	119	4%
Number of People with Disabilities (Civilian Non-Inst) *	496	17%

## Screening Tool for Equity Analysis of Projects (STEAP) Project Buffer Analysis Profile Report

Data Source: American Community Survey 2016-2020  
Prepared by FHWA Office of Planning



Analysis of 1 Buffer of Size 0.5 Miles

Reference Layers  
City/Town: Pharr TX  
County: Hidalgo TX  
State: Texas

Note: \*, The variables marked with an asterisk are estimated from Census Tract data. More information on the disaggregation method can be found on the "Help" tab of the Screening Tool for Equity Analysis of Projects webpage.

# Equity: Average Percent Zero Car Household 4 pts. [RGVMPO Analysis]

- 8%

## Vehicle Ownership

Total Households	1,216	100%
Zero Vehicle Households	96	8%

### Screening Tool for Equity Analysis of Projects (STEAP) Project Buffer Analysis Profile Report

Data Source: American Community Survey 2016-2020  
Prepared by FHWA Office of Planning



Analysis of 1 Buffer of Size 0.5 Miles

Reference Layers  
City/Town: Pharr TX  
County: Hidalgo TX  
State: Texas

Note: \*, The variables marked with an asterisk are estimated from Census Tract data. More information on the disaggregation method can be found on the "Help" tab of the Screening Tool for Equity Analysis of Projects webpage.

# Equity: Average Percent living below the poverty line 4 pts. [RGVMPO Analysis]

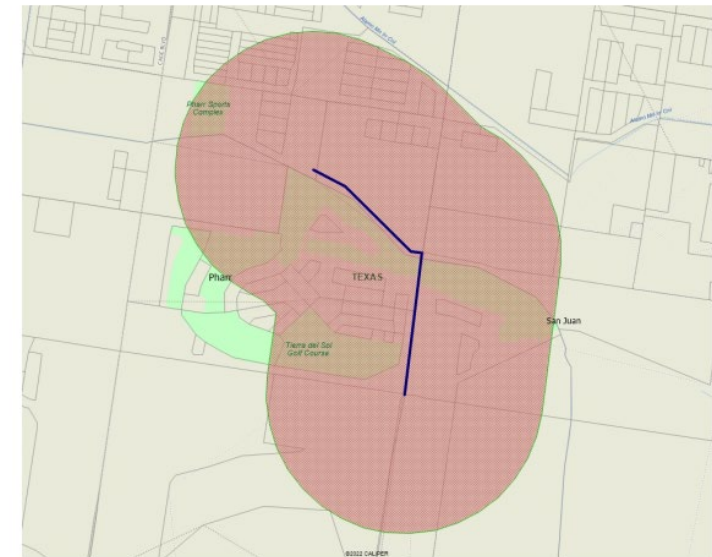
- 26%

## Population in Poverty by Age \*

Total (Population for whom poverty status is determined)	4,172	100%
People in Poverty – Age 0-5	265	6%
People in Poverty – Age 6-17	229	5%
People in Poverty – Age 18-24	114	3%
People in Poverty – Age 25-64	401	10%
People in Poverty – Age 65+	95	2%

## Screening Tool for Equity Analysis of Projects (STEAP) Project Buffer Analysis Profile Report

Data Source: American Community Survey 2016-2020  
Prepared by FHWA Office of Planning



Analysis of 1 Buffer of Size 0.5 Miles

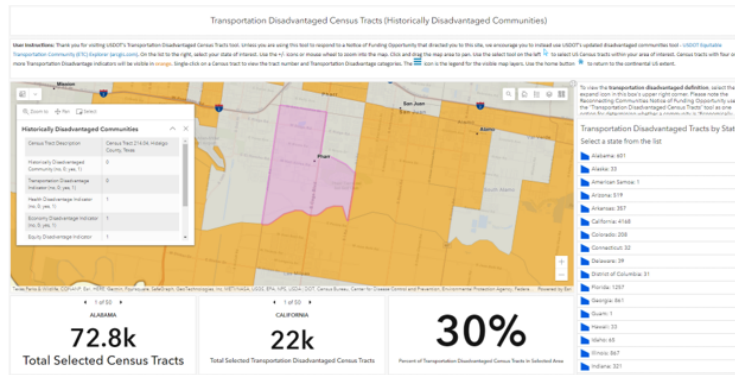
Reference Layers  
City/Town: Pharr TX  
County: Hidalgo TX  
State: Texas

Note: \*, The variables marked with an asterisk are estimated from Census Tract data. More information on the disaggregation method can be found on the "Help" tab of the Screening Tool for Equity Analysis of Projects webpage.

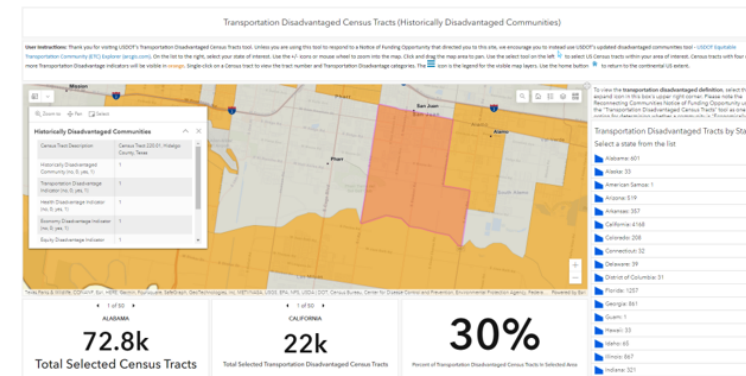
# Equity: Within a historically disadvantaged tract 4 pts. [RGVMPO Analysis]

- Yes, project falls within a historically disadvantage tract.

**Road / Hike & Bike Phase I Project: Equity Points:**  
 Transportation Disadvantaged Census Tracts ([Historically Disadvantaged Communities](#))  
 FHWA: [Screening Tool for Equity Analysis of Projects](#)  
 Two Census Tracts fall under this project.



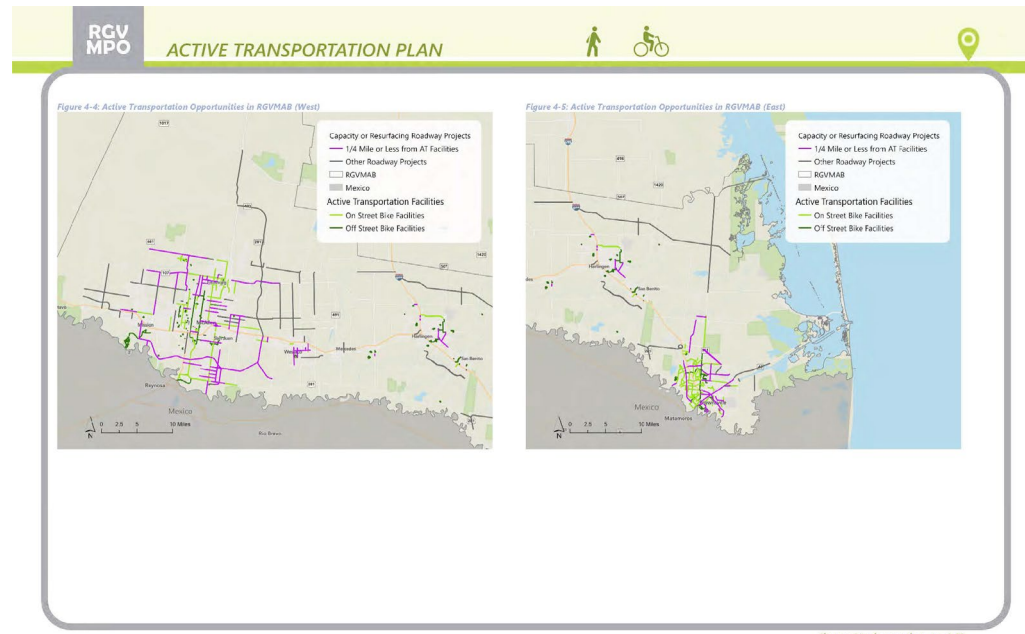
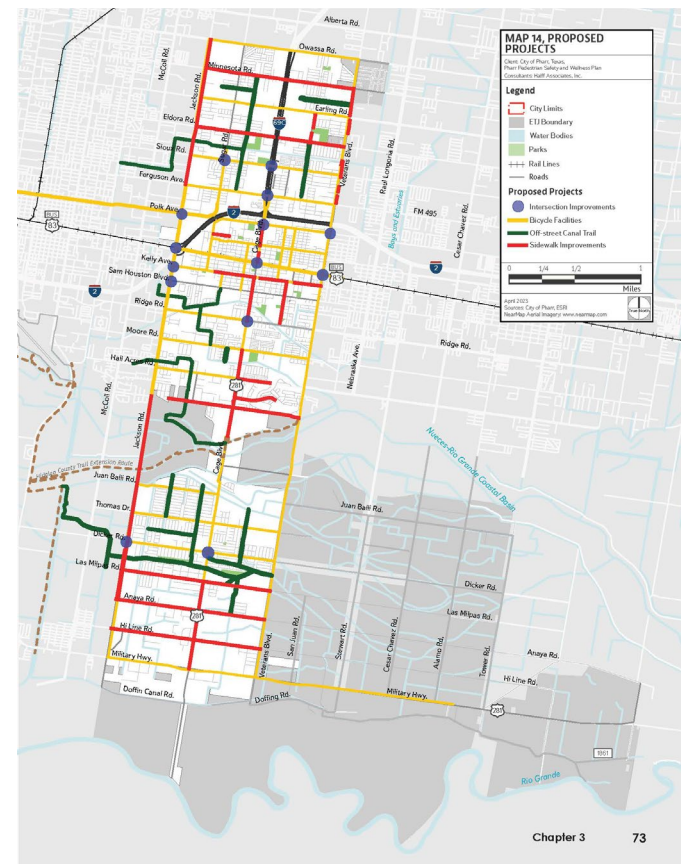
Census Tract Description	Census Tract 214.04, Hidalgo County, Texas
Historically Disadvantaged Community (no, 0; yes, 1)	0
Transportation Disadvantage Indicator (no, 0; yes, 1)	0
Health Disadvantage Indicator (no, 0; yes, 1)	1
Economy Disadvantage Indicator (no, 0; yes, 1)	1
Equity Disadvantage Indicator (no, 0; yes, 1)	1
Resilience Disadvantage Indicator (no, 0; yes, 1)	0
Environmental Disadvantage Indicator (no, 0; yes, 1)	0



Census Tract Description	Census Tract 220.01, Hidalgo County, Texas
Historically Disadvantaged Community (no, 0; yes, 1)	1
Transportation Disadvantage Indicator (no, 0; yes, 1)	1
Health Disadvantage Indicator (no, 0; yes, 1)	1
Economy Disadvantage Indicator (no, 0; yes, 1)	1
Equity Disadvantage Indicator (no, 0; yes, 1)	1
Resilience Disadvantage Indicator (no, 0; yes, 1)	0
Environmental Disadvantage Indicator (no, 0; yes, 1)	0

# Connectivity: Implements Local/Regional Active Transportation plans 8 pts.

- Local Plan: Pedestrian Safety & Wellness Plan
- Regional Plan: RGVMPO Active Transportation Plan



**Shared Use Path/Trail**

**Description:**  
Shared Use Paths (also known as Multi-Use Paths) and Trails are facilities that support both bicycle and pedestrian use, as well as other forms of active transportation. These facilities are completely separated from roadway networks and may instead follow corridors along waterways and irrigation channels, parks, unused railways, natural areas and greenbelts, and utility rights-of-way.

**Design Standards/Specifications:**

- The recommended minimum paved width for a two-directional Shared Use Path or Trail is 10 ft with a maximum of 14 ft.
- A width of 8 ft may be used for a short distance due to physical constraint/right-of-way limitations.
- Pathways with heavy peak hour and/or seasonal volumes should use a centerline stripe or multiple texture materials to clarify the direction of travel and organize pathway traffic.

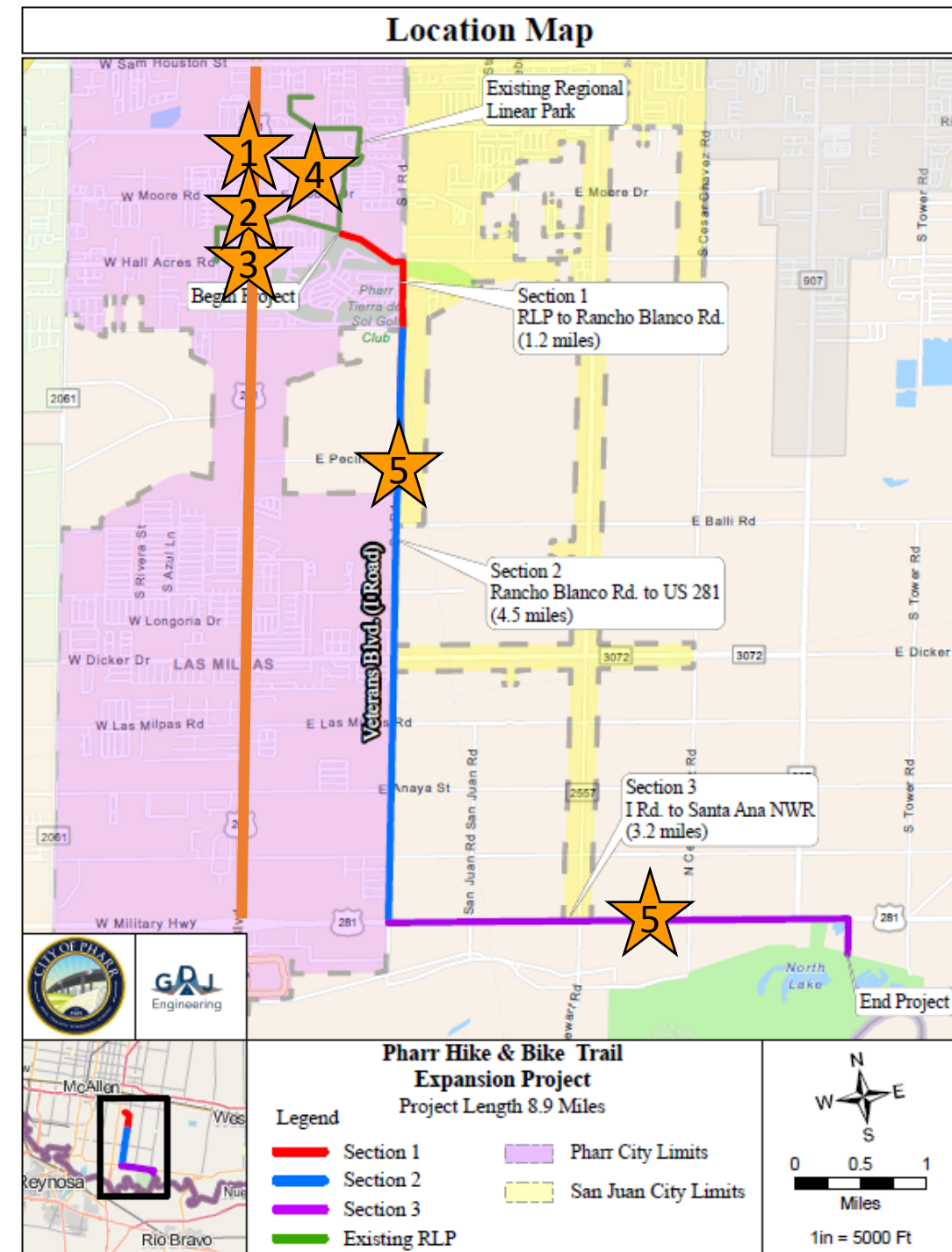
**Benefits:**  
Because these types of facilities are completely separated from roadway networks, they provide all types of users the highest levels of comfort and safety. Shared Use Paths and Trails are generally wide enough to allow for higher volumes of active transportation users, providing enough space for all types of users and people with all levels of ability to use the facility at the same time.

# Connectivity:

Connects to existing transportation systems (Bike/Ped/Transit stops)

8 pts.

1. Valley Metro Route 30 – Pharr – San Juan – Edinburg (Cage Blvd.)
2. Bike lane (Cage Blvd.)
3. Sidewalks (Cage Blvd.) (existing/design phase)
4. HC Precinct 2 Regional Linear Park
5. I Road / Hike & Bike (design/pre-construction phase)



# Connectivity:

Connects to public buildings, schools, and parks

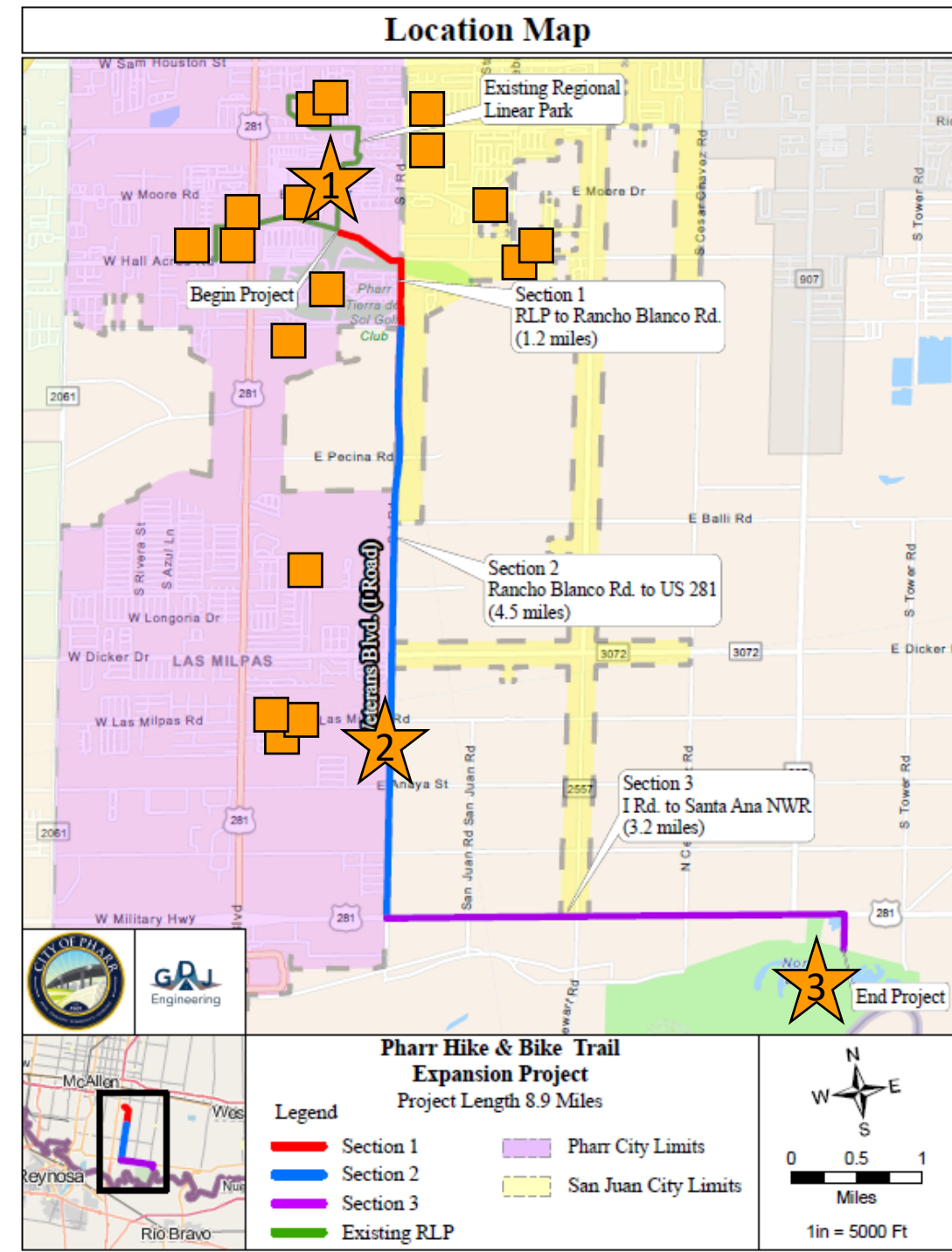
8 pts.

## Direct Connections:

1. HC Precinct 2 Regional Linear Park
2. Hidalgo Park Elementary School
3. Santa Ana WLR

### Within 1-Mile Radius

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>▪ City of Pharr Police Department</li> <li>▪ Kennedy Middle School</li> <li>▪ City of Pharr Baseball Complex</li> <li>▪ Liberty Middle School</li> <li>▪ Hidalgo County Tax Office – Pharr Substation</li> <li>▪ Tierra Del Sol Golf Course</li> <li>▪ PSJA Early College High School</li> <li>▪ PSJA Collegiate School of Health Professions</li> <li>▪ Dora Garza Park</li> </ul> | <ul style="list-style-type: none"> <li>▪ Southwest Early College High School</li> <li>▪ Cesar Chavez Elementary School</li> <li>▪ IDEA Pharr</li> <li>▪ Boys &amp; Girls Club</li> <li>▪ JC Kelly Elementary School</li> <li>▪ City of San Juan Sanitation Department</li> <li>▪ City of San Juan Wetlands</li> <li>▪ San Juan Cemetery</li> </ul> |
|--|--|

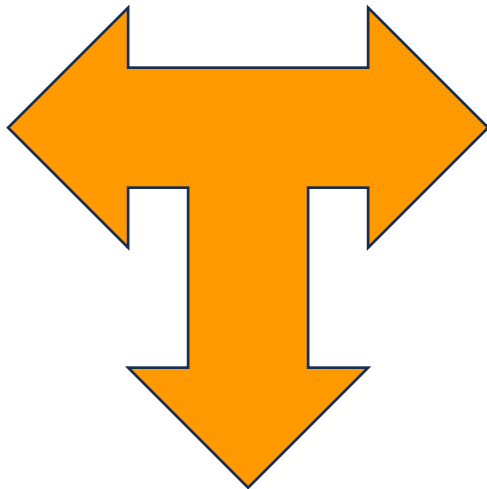


# Connectivity:

Multi-jurisdictional connections or 10+ miles in length

6 pts.

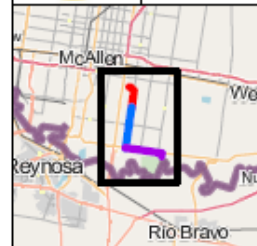
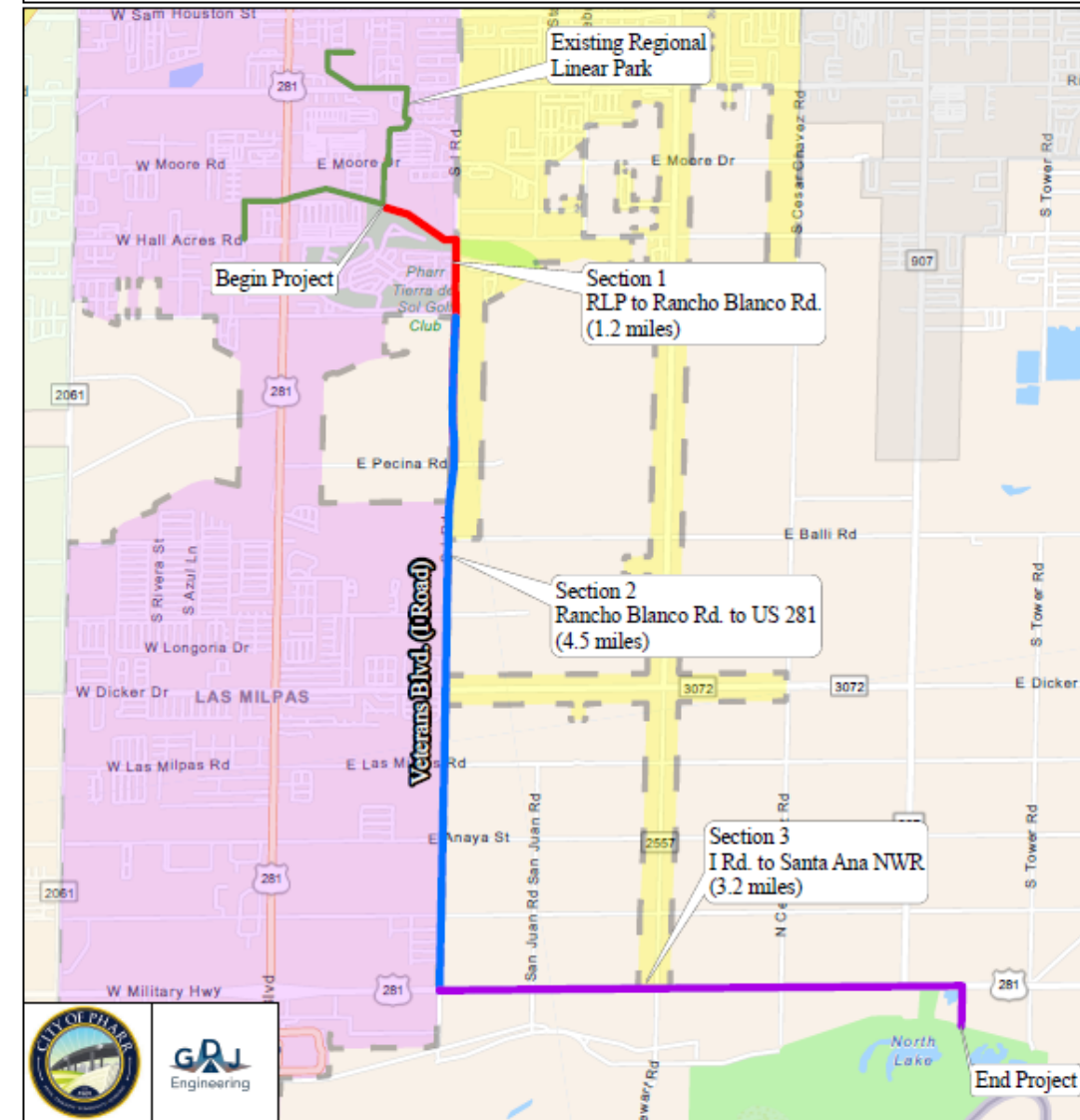
City of Pharr



City of San Juan

City of Pharr ETJ

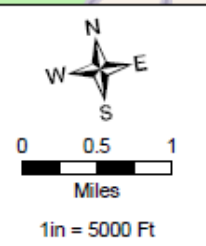
## Location Map



**Pharr Hike & Bike Trail Expansion Project**  
Project Length 8.9 Miles

**Legend**

Section 1	Pharr City Limits
Section 2	San Juan City Limits
Section 3	
Existing RLP	





# IV. Timeline of Activities



Date	Milestones
November 1, 2024	RGVMPO FY 2025-2027 TASA Call for Projects Opens (12 p.m.).
November 1, 2024	RGVMPO TASA Program Virtual Workshop (Microsoft Teams).
November 13, 2024	RGVMPO TASA Program Virtual Workshop (Microsoft Teams).
November 27, 2024*	Responses to TASA Workshop questions posted.
December 23, 2024	Deadline to request Technical Assistance (5 p.m., more info. on page #12).
January 31, 2025	Deadline to submit application/project proposals (5 p.m.).
February 2025	RGVMPO & TxDOT Staff application review (may seek clarification).
March 2025	Complete applications proceed to RGVMPO BPAC Voting Members for review.
April 2025	Special RGVMPO BPAC Meeting for application evaluation and project scoring.
May 8, 2025	Recommendations presented to RGVMPO Technical Advisory Committee (TAC).
May 28, 2025*	RGVMPO Transportation Policy Board (TPB) awards/programs TASA funds.

\*Target dates

# Technical Assistance Request

## FORM

### [Technical Assistance Request Form](#)

## Technical Assistance Request Form

To request technical assistance for the RGVMPD Program Call, please fill out this form below.

\* Name

  
FIRST NAME   
LAST NAME

\* Title 

  
200 characters

Entity 

  
200 characters


\* Email

Contact number

  
(111) 111 1111 ext. 

\* Available Date and Time to meet

Alternate available Date and Time to meet

\* Request Description 

  
2000 Character limit  
2000 characters


Please provide any supported attachments, if necessary.

 **BROWSE...** **CLEAR** 

Maximum size allowed: 5 MB  
Maximum number of files allowed: 2  
Allowed types: .jpg, .jpeg, .png, .doc, .docx, .xls, .xlsx, .pdf

To receive a copy of your submission, please fill out your email address below and submit.

Email Address

 I'm not a robot   
reCAPTCHA  
Privacy - Terms

[Review](#)

Submit

# BPAC Evaluators



## Rank the following strategies to ensure equitable geographic representation for TASA project evaluations?



# BPAC Evaluators

## Last Call for Projects Evaluators (16 total)

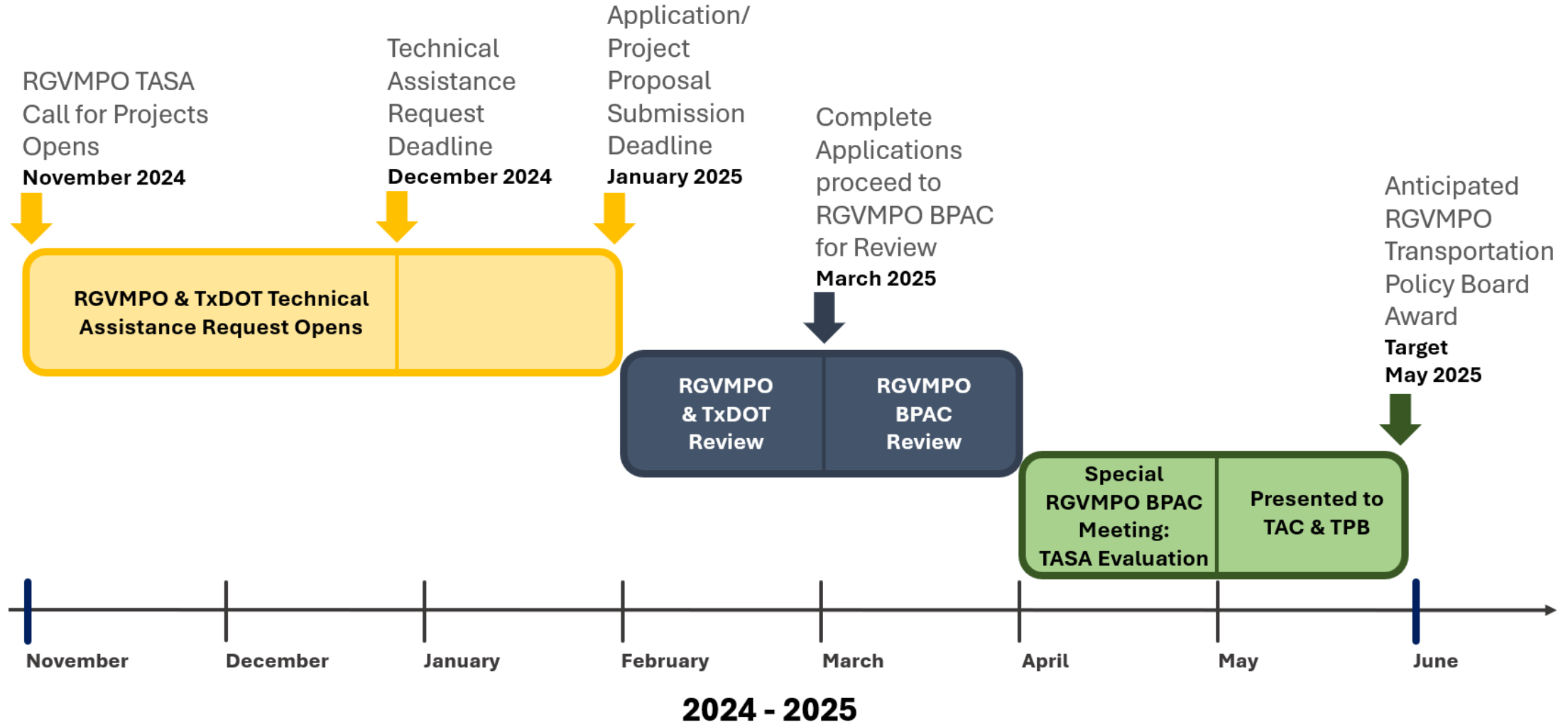
- 3 Regional Public Agencies
- 4 Hidalgo County Public Agencies
- 1 Cameron County Public Agency
- 2 Regional Bicycle-Oriented Agencies
- 2 Regional Stakeholder Organizations
- 4 Citizens At-Large (3 HC; 1 CC area)

## As of November 1, 2024 (11 total)

- 2 Regional Public Agencies
- 2 Hidalgo County Public Agencies
- 3 Cameron County Public Agencies
- 2 Regional Bicycle-Oriented Agencies
- 2 Citizens At-Large (Hidalgo Co. Area)

	REPRESENTATIVE OF	APPOINTED DESIGNEE	ALTERNATE REPRESENTATIVE	TERM EXPIRES
Public Agency (1 of 8)	Hidalgo County	Velinda Reyes	Nick Perez	July 2025
Public Agency (2 of 8)	City of Harlingen	Javier Mendez	Armando Villela	July 2026
Public Agency (3 of 8)	City of Brownsville	Joel Garza	Christopher Nelson	July 2026
Public Agency (4 of 8)	City of San Benito	Johanna Maldonado	Monica Rodriguez	July 2026
Public Agency (5 of 8)	TxDOT Pharr District	Augustin Ramirez	Edgar Perez	Sept. 2026
Public Agency (6 of 8)	LRGV Development Council	Javier Dominguez	Nancy Sanchez	Sept. 2026
Public Agency (7 of 8)	City of Pharr	Maria Rangel	Edwin Manrique	Sept. 2026
Public Agency (8 of 8)	<i>Vacant Position</i>			
Economic Development Agency (1 of 1)	<i>Vacant Position</i>			
Bicycle-Oriented Agency (1 of 2)	Valley Off-Road Bicycling Association	David Hernandez BPAC CHAIR	Marcel Fortuin	Sept. 2026
Bicycle-Oriented Agency (2 of 2)	Caracara Trails	Dr. Rose Gowen	BPAC Vice-Chair (elected Oct. '22)	<b>Oct. 2024</b>
Stakeholder Organization (1 of 2)	<i>Vacant Position</i>			
Stakeholder Organization (2 of 2)	<i>Vacant Position</i>			
Bike/Ped Citizen (1 of 4)	At-Large	Jon Ray Bocanegra	Michael McNew	July 2026
Bike/Ped Citizen (2 of 4)	At-Large	Richard Cavin		Sept. 2026

# IV. Timeline of Activities





# Thank You!

## RGVMPO FY 2025-2027 Transportation Alternatives Set-Aside Workshop #2

Will be held virtually on November 13, 2024, from 1:30pm-3:00pm via MS TEAMS

