



# RGVMPO Transportation Alternatives

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*Coming soon:*  
FY2023-2024  
TASA Call for Projects  
\$11,189,136

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MINIMUM OF 10% FOR PLANNING = \$1,118,913

CSJ #	PROJECT NAME	PROJECT SPONSOR	FEDERAL AWARD
0921-02-430	Hidalgo County Mobility Plan	LRGVDC	\$ 264,000
<a href="#">0921-02-431</a>	<a href="#">Jackson Rd. Hike &amp; Bike Trail</a>	<a href="#">McAllen</a>	<a href="#">\$ 808,232</a>
<a href="#">0921-02-432*</a>	<a href="#">PSJA Tri-City Ped. Safety, Phase II</a>	<a href="#">Pharr</a>	<a href="#">\$ 1,296,136</a>
0921-06-322	Brownsville to Los Fresnos Connect	Brownsville	\$ 512,000
0921-06-324	Brownsville to LF Connect, Phase II	Brownsville	\$ 512,000
<a href="#">0921-06-325*</a>	<a href="#">North High School Park Connection</a>	<a href="#">Los Fresnos</a>	<a href="#">\$ 308,810</a>
0921-06-326	Olmito Sidewalks	Cameron Co.	\$ 318,965
0921-06-327	Las Palmas Sidewalks	Cameron Co.	\$ 240,934
0921-02-480	Hike & Bike Trail + Bike Racks	UTRGV	\$ 285,300

All projects have existing Advanced Funding Agreements (AFA) that may be amended for funding/project changes with TPB Approval.  
[Projects \*pending the execution of AFA Amendments for approved project changes.\*](#)

- = project received Economically Disadvantaged Counties (EDC) funds

This Table reflects the list of RGVMPPO Transportation Alternatives Set-Aside (TASA; also known as Category 9) Projects **programmed** with the FY2019-2020 federally **apportioned** funds. The TASA/Category 9 funds awarded to this list of projects will lapse/expire September 2023. This means the federal awards must be **obligated** by August 2023.

The RGVMPPO has developed a schedule of activities Project Sponsors must meet to prevent the lapsing of funds.

# FY2019-2020 TASA Projects = \$4,546,377

All projects must obligate federal funds **by August 2023**

## FY2019-2020 TASA Program Schedule of Activities

December 2022	Report to Transportation Policy Board for consideration(s) of funding/project changes
<b>January 2023</b>	<b>Deadline</b> for final consideration(s) of funding/project changes
<b>April 2023</b>	<b>Deadline</b> to fully execute AFA Amendment(s) for final approved funding/project changes.
June 2023	Final Project Certifications = Ready-To-Let (RTL)
July 2023	Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request
August 2023	Funds obligated by receipt of FPAA + SLOA

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). Prior to submitting a request for an FPAA/SLOA, the Final Project Certifications must be completed to signal the project's Ready-to-Let (RTL) status. Due to the time it takes to reach RTL status, the deadline for funding/project changes will be December 2022 in order to accommodate the time to develop and fully execute AFA Amendments with TxDOT Pharr District. Projects currently pending an AFA Amendment must fully execute by November 2022.

CSJ #	PROJECT NAME	PROJECT SPONSOR	FEDERAL AWARD
0921-02-495	Elsa Getting Connected	Elsa	\$ 46,920
<a href="#">0921-02-496</a>	Bridge Street BikePed Plan	Hidalgo	\$ 70,000
<a href="#">0921-02-497*</a>	Freddy Gonzalez Trail	Edinburg	\$ 699,996
0921-06-349	Arroyo Colorado Phase III Study	Harlingen	\$ 141,568
0921-06-350	West Rail Trail - Amenities	Brownsville	\$ 900,000
0921-06-351*	Bejarano-McFarland-Gonzalez Trail Ext.	Port Isabel	\$ 435,300

Projects with a *fully executed* an Advanced Funding Agreement (AFA) for awarded TASA funds.

\* = project received Economically Disadvantaged Counties (EDC) funds

## **FY2021-2022 TASA Program Schedule of Activities**

January 2022	Deadline to execute project Advanced Funding Agreement (AFA)
April 2022	Project Status Update to Transportation Policy Board

**FY2021-2022 TASA Projects = \$2,293,784**

# Transportation Alternatives Set-Aside 101

(also known as TASA or Category 9)

- **The Fixing America's Surface Transportation (FAST) Act replaced the Moving Ahead in Progress in the 21<sup>st</sup> Century (MAP-21) Act in December 2015, funding fiscal years (FYs) 2016-2021 as a five-year bill with a one-year extension in effect for FY2019-2020 Projects.**
- Authorized \$835M annually to TASA for FYs 2016-2017 and \$850M for FYs 2018-2020; with \$85M reserved for the Recreational Trails Program (RTP) per year. The additional extension was authorized at \$850M.
- **FAST Act preserved projects and activities previously eligible under TAP, and the way funding is distributed within states (developed under MAP-21).**
- After RTP funds are allocated, half of TASA funding is suballocated to areas based upon their relative share of the state's total population:
  - Areas with populations of 5,000 or less
  - Areas with populations between 5,001 and 200,000
  - **Urbanized areas with populations of more than 200,000\***
- **TASA funds must be distributed through a competitive process. No more than 80% of the eligible project costs can be reimbursed by the federal government.**
- **\*The Metropolitan Planning Organization (MPO) is responsible for project selection and administration in conjunction with the state DOT.**

# Transportation Alternatives Set-Aside 101

(also known as TASA or Category 9)

**Federal funding for surface transportation follows a multistep process**, and TASA is a reimbursement program in which FHWA compensates states for project costs as they are incurred.

- **Apportionment**: FHWA apportions funds to each state as determined by federal legislation.
- **Programming**: DOTs and MPOs select projects to receive funding.\*
- **Obligation**: FHWA commits to reimburse states for the federal share of the project cost.\*\*
- **Reimbursement**: FHWA reimburses states for work completed.\*\*

**Federal amounts available may be reduced through rescissions, lapsing and transfers.**

A **rescission** cancels a specified amount of unobligated funds that have already been apportioned.

To an extent, funds from TASA may be **transferred** to other transportation funding programs.

**Lapsing** applies to MAP-21-era funds, and these funds can ‘disappear’ as though they never existed.

- TA represents the single largest investment in trails, walking and biking and is among the smallest line items in transportation spending.
- **The regional pipeline of potential projects needed to create connected active-transportation networks far exceeds the current level of funding and rate of obligation.**

\* RGV MPO’s TAC & TPB Responsibility

\*\* Primarily Project Sponsor’s Responsibility