

# Rio Grande Valley Metropolitan Planning Organization Transportation Alternatives Set-Aside Program

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## 2023-2024 TASA PROGRAM CALL SCORING CRITERIA

Note: FY 2023 & FY 2024 funds will be combined for project call:

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
<b>Total</b>	<b>100%</b>	<b>100</b>

### Construction & Planning Scoring Criteria

Evaluation Criteria	Maximum Points	Description/Factors	Evaluation Method (Maximum PTS)	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 UD 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)	RGVMPO GIS analysis
			5 PTS- Railroad Impacts & Utility Coordination	RGVMPO GIS analysis
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	RGVMPO GIS analysis
			10 PTS- Proposed safety countermeasures	Analysis of application responses
			10 PTS- Proposed infrastructure elements	Analysis of application responses
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	RGVMPO GIS analysis
			4 PTS- Average percent disabled	RGVMPO GIS analysis
			4 PTS- Average percent zero car household	RGVMPO GIS analysis
			4 PTS- Percentage living below the poverty line	RGVMPO GIS analysis
			4 PTS- Within a historically disadvantaged tract	RGVMPO GIS analysis
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
<b>TOTAL:</b>			<b>0 to 100 Points</b>	