



Transportation Alternative Set- Aside Working Group

Meeting #1
August 9, 2024





Agenda

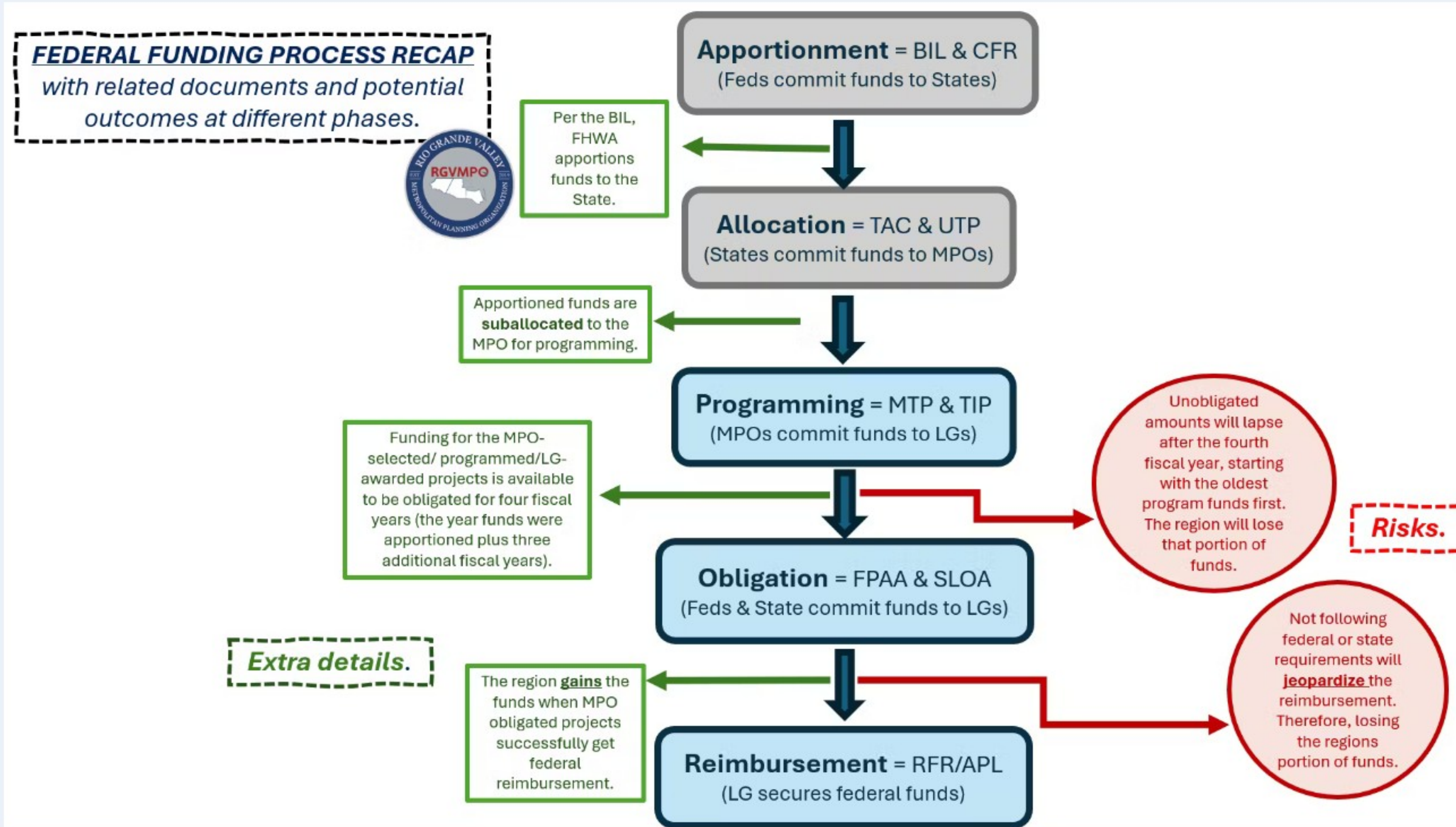
- Check-in (2:00 P.M.)
- I. Brief introduction to Transportation Alternatives (Category 9) Funding
- II. Overview of TxDOT's 2023 TA Call for Projects
- III. Purpose of the TASA Working Group Meetings
- IV. Review RGVMPO's FY23-24 TASA Call for Projects
- V. Present feedback received on RGVMPO's FY23-24 TASA Materials
- VI. Solicit input from attendees
- VII. Proposed RGVMPO FY25-26 TASA Call for Projects Timeline of Activities





I. Brief introduction to Transportation Alternatives (Category 9) Funding







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

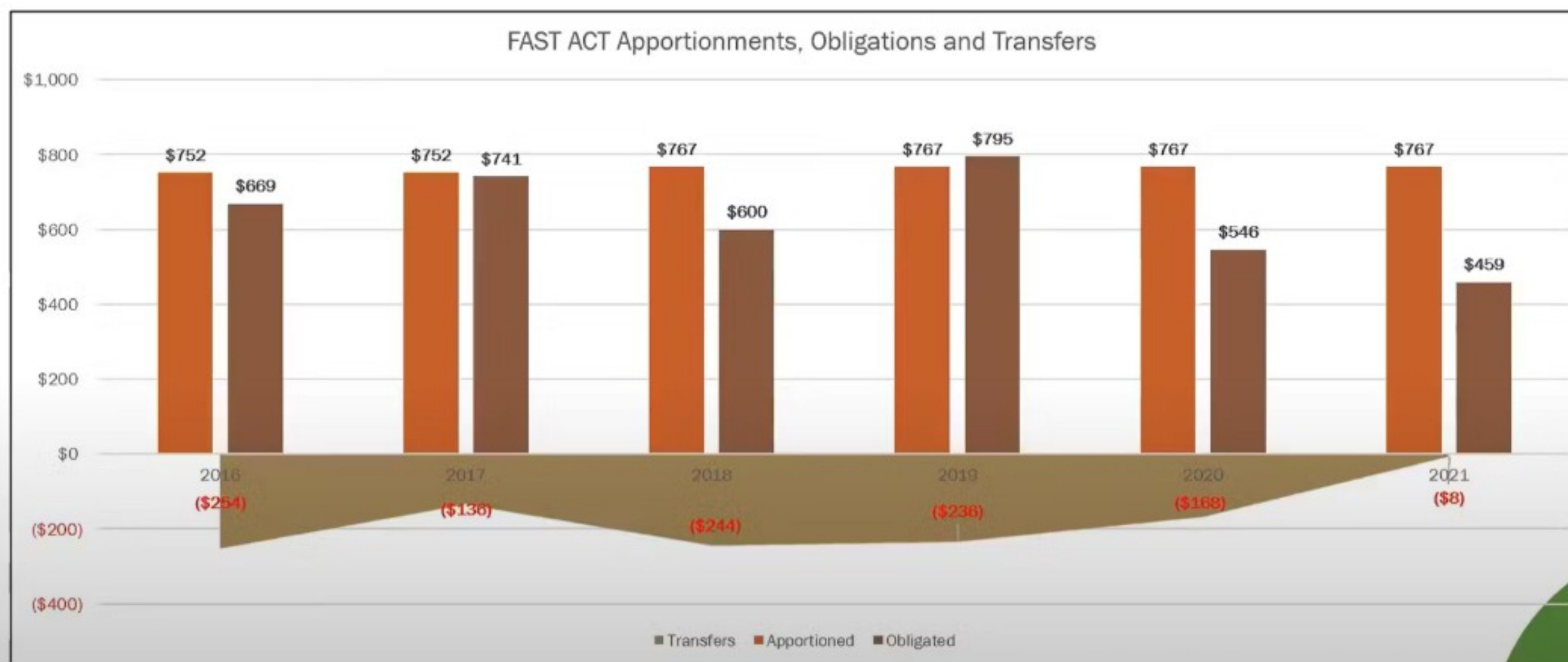
- Expand travel choice.
- Strengthen the local economy.
- Improve quality of life.
- Protect the environment.





Torsha Bhattacharyya

FAST Act Funding Levels 2016-2021

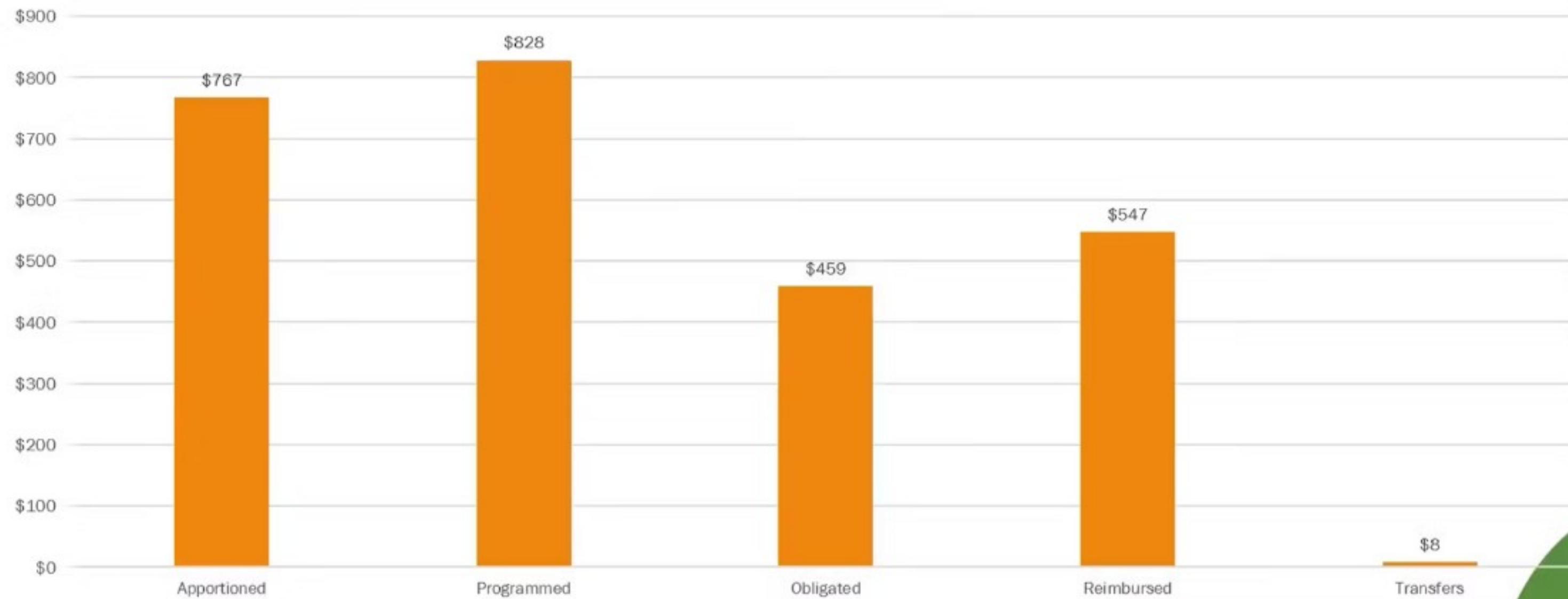




2021 TA Funding



2021 TrA DE Data (millions)





Bipartisan Infrastructure Law (BIL) contains new money on Surface Transportation includes:

- 70% increase in TA funding over 5 years
- up to 5% can be used on Technical Assistance
- new limits on transfers
- 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.**
- The BIL added a provision requiring that the competitive process, used by the 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)).
- All Recreational Trails projects are now eligible for TASA funds.

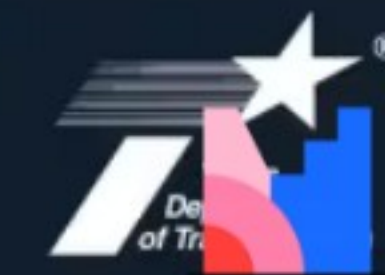
TA Set-Aside funds are contract authority with obligations reimbursed from the Highway Account of the Highway Trust Fund. **TA Set-Aside funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized.** This includes funds set aside for the RTP. **Thus, funds are available for obligation for up to 4 years** (23 U.S.C. 118). New obligations of STBG, TA Set-Aside, and RTP funds must follow the requirements and eligibilities of applicable law as amended by the BIL.





II. Overview of TxDOT's 2023 TA Call for Projects





2023 TxDOT's TASA Program Guide

<https://ftp.txdot.gov/pub/txdot/ptn/bicycle/2023-ta-program-guide.pdf>



TRANSPORTATION ALTERNATIVES
SET-ASIDE PROGRAM

2023 CALL FOR PROJECTS
PROGRAM GUIDE



Things we found helpful:

- TxDOT's 2023 TA Call for Projects Important Dates (p 4)
- 'Local Match for TA Projects' section (p 16)
- Criteria Categories, Descriptions, and Measures (p 20)
- 'Evaluation Process' section (p 21)
- 'Allowable Costs' section (p 23)



D. ALLOWABLE COSTS

For TxDOT's 2023 TA Program call, the department's TA funds are available for:

- Project construction
- Preliminary engineering and design, including preparation of construction plans, specification, and estimates (PS&E), and associated survey work
- Environmental documentation
- Planning activities associated with development of planning documents to assist communities develop non-motorized transportation networks
- Right-of-way acquisition on a case-by-case basis as approved by TxDOT. ROW acquisition must facilitate project execution within TA Program obligation requirements and be supported by affected property owners.

Any project costs incurred prior to selection by the commission, execution of a local agreement, or authorization from the department to proceed will not be eligible for reimbursement. The commission will specify an amount of federal TA funds for each project. See Section F for more information.

Projects funded under 23 U.S.C. §133, including TA projects, shall be treated as projects on a federal-aid highway (23 U.S.C. §133(i)). This subjects all TA projects to various federal-aid requirements (e.g., Davis-Bacon prevailing wage requirements, Buy America, planning, environmental review, procurement and letting, etc.). Guidance regarding such requirements is found in the **TxDOT Local Government Projects Toolkit (LGP Toolkit)** at <https://www.txdot.gov/government/processes-procedures/lgp-toolkit.html>. The LGP Toolkit provides specific information regarding the applicable laws (see Project Policy Manual), (see Project Management Guide), and best practices (see Best Practices Workbook) that must be adhered to regarding some or all phases of a TA project. Relevant portions of the LGP Toolkit are referenced in this guide.

The following costs are not eligible for federal reimbursement under this program call with TA funds:

- Environmental mitigation
- Utility adjustments (unless incidental to the project and approved as part of the project scope)
- Landscape improvements (unless incidental to the project and approved as part of the project scope)
- Acquisition of right-of-way and other property purchases that are not approved by TxDOT

The total amount for incidental construction activities (such as minor utility adjustment, drainage improvements, roadway repair, etc.) should not exceed 30% and amenities are limited to 10% of the project's construction budget.



TxDOT's TA Preliminary Application

<https://ftp.txdot.gov/pub/txdot/ptn/bicycle/2023-ta-preliminary-application.pdf>



2023 Transportation Alternatives

Call

Preliminary Application

Deadline to Submit PA

Project Sponsor

[Link](#)

1. Contact information

Local Government/Project Sponsor Name: _____

Contact Person: _____ Title: _____

Street Address: _____ City: _____

Zip Code: _____ Office Phone Number: _____ Email: _____

Other partnering entities: _____

2. Identify population area (based on project location)

An eligible project sponsor may represent a sub-area within its jurisdictional boundaries. County sponsors a project located within the boundaries of a City, Census Designated Metropolitan Area, or Unincorporated Area - use the smaller population area where the project is located. For population numbers, use [Census data](#) from the 2020 Decennial Census.

Location Name: _____ Population size: _____

3. Is the project within the boundaries of a [Metropolitan Planning Organization](#)?

If the project is within a MPO boundary, is the project within a Census Urbanized Area with a population greater than 200,000, designated as a [Transportation Management Area](#)?

Project Information

4. Project name: _____

Be concise and logical.

5. Eligible project type

Projects may include multiple project types; select all types that apply. (See instructions for details.)

- | | |
|---|--|
| <input type="checkbox"/> Bikeway improvements | <input type="checkbox"/> Other bicycle, pedestrian, or transit infrastructure installation |
| <input type="checkbox"/> Shared use path improvements | <input type="checkbox"/> Boulevard improvement (pedestrian, bicyclist, or transit) |
| <input type="checkbox"/> Pedestrian improvements | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Improvements for non-motorized transportation safety | |
| <input type="checkbox"/> Planning document | |

6. Project location

- | | |
|---|--|
| <input type="checkbox"/> On/along a TxDOT maintained roadway | <input type="checkbox"/> On/along a non-TxDOT maintained roadway |
| <input type="checkbox"/> Not within the right-of-way of any roadway | |

Project location notes: Projects or components of projects located entirely within a jurisdictional boundary that are for internal circulation only are not eligible for TxDOT's TA funding.

7. Provide a Google map link: _____

See PA instructions for recommended tutorial links and minimum requirements.



2023 TxDOT's TA Scoring Criteria & Timelines of Activities

<https://ftp.txdot.gov/pub/txdot/ptn/bicycle/2023-ta-call-for-projects-workshop-slides.pdf#page=34>





Project Selection: Focus Areas



- Improve **safety, access, or mobility** for people of **all ages and abilities**, especially bicycle and pedestrian facilities along the state highway system exceeding minimum design requirements, using innovative technologies, or extending beyond the scope of a major highway investment project area.
- Construct segments identified as part of **Texas Bicycle Tourism Trails** network or implement a locally-preferred alternate route.
- Improve **bicycling, wheelchair, and walking safety** and **access** to or between existing bicycle and pedestrian facilities and **public transportation**. This may include mobility hubs that integrate multiple modes of transportation (such as transit stops, carsharing, bikesharing, micromobility, or other shared-mobility services) leveraging existing facilities and public transit to expand access for non-motorized users.
- Enhance bicycle and pedestrian access and **safety to school**-related destinations enabling and encouraging children, including those with disabilities, to walk and bicycle to school activities.





Project Selection: Criteria Category weights by Project Category



Criteria Category	Criteria Category Weights			
	Community Based	Large Scale*	Network Enhancements	Non-Infrastructure
Safety	25%	25%	20%	30%
Connectivity & Accessibility	25%	25%	20%	30%
Project Readiness	25%	25%	35%	-
Geographic Equity	15%	15%	15%	20%
Community Support & Planning	10%	10%	10%	20%
Total	100%	100%	100%	100%

*Additional points may be added to Large Scale Active Transportation Infrastructure based on Transformative Elements of projects.






Project Selection: Criteria Evaluation Categories (Program Guide Table 4)



Criteria Category	Criteria Measures
Safety	Non-motorized crash count
	Non-motorized crash rate
	Documented safety hazards
	Professional judgement of countermeasure appropriateness
Connectivity & Accessibility	Connects to bike, ped, and/or transit infrastructure
	Connects to active transportation destinations
	Eliminates barriers
	Along long-distance bike route
	Population density
	Employer density
Project Readiness	Professional judgement rating of project constructability/ feasibility
	Professional judgement rating of shovel readiness
Geographic Equity	Average percent zero car household
	Average percent unemployed
	Average percent minority
	Average percent disabled
	Average percent elderly
Community Support and Planning	Professional judgement of supporting documentation of community support
	Professional judgement of alignment with local planning documents (if provided)

 TxDOT completes GIS analysis based on project location

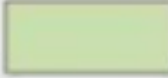
 TxDOT applies criteria based upon application responses





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

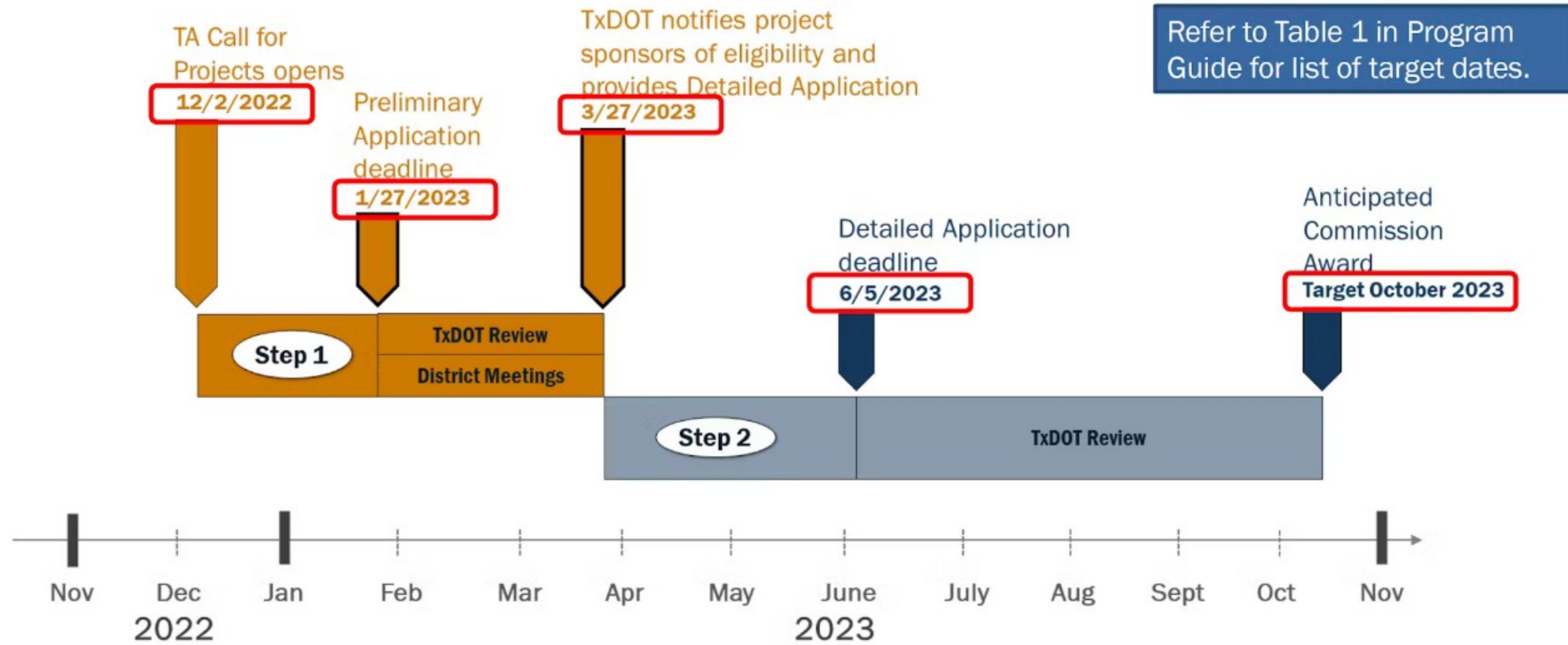
Milestones	Date
TxDOT's 2023 TA Call for Projects opens	December 2, 2022
Virtual workshops	November 29 - December 16, 2022
Responses to workshop questions posted	December 21, 2022*
Preliminary Application (PA) deadline	January 27, 2023
District coordination meeting	Before March 17, 2023*
TxDOT PA review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

*Target dates





2023 TA Call for Projects: *Timeline*





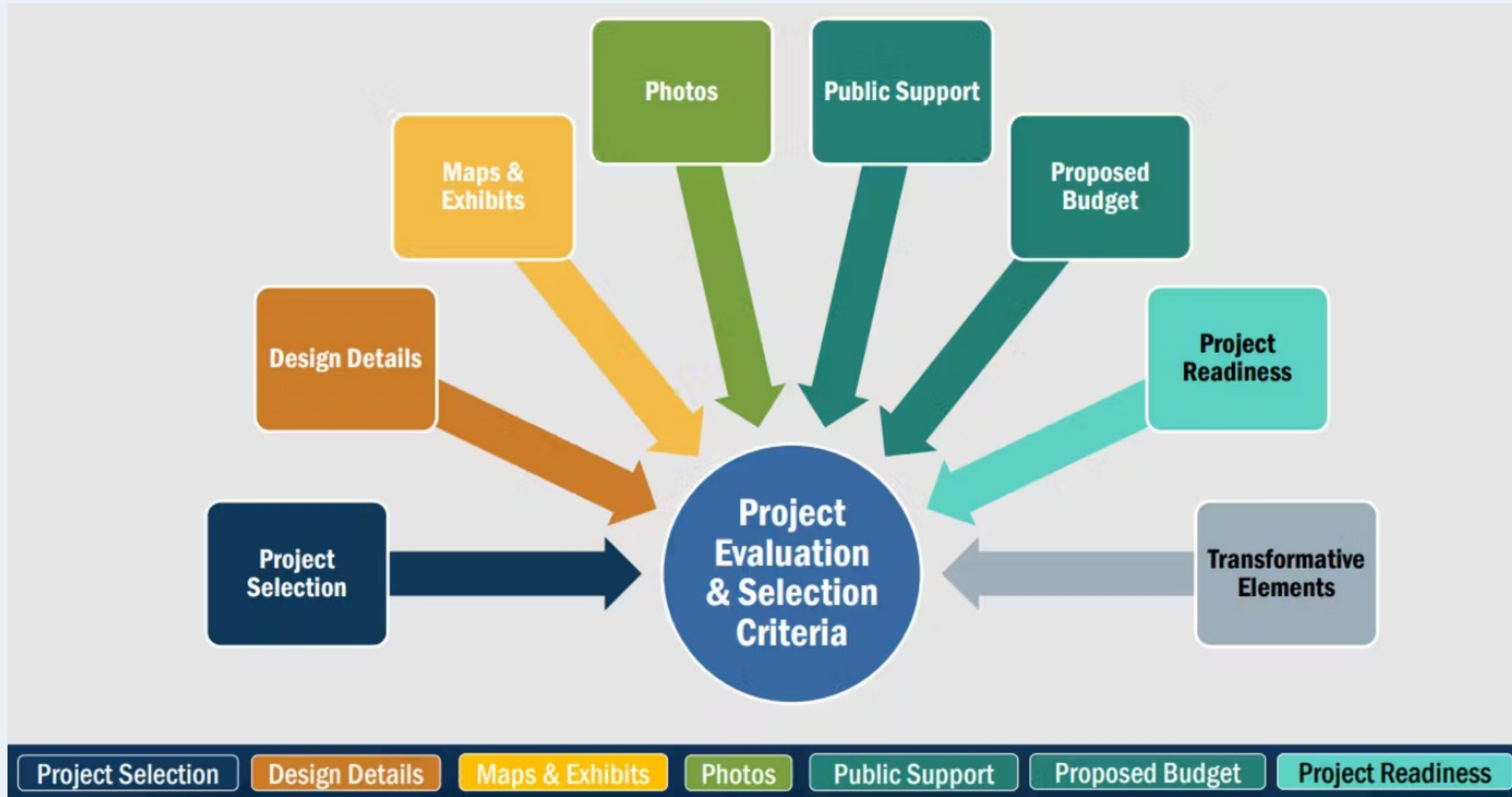
III. Purpose of the TASA Working Group Meetings



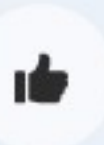


Implementation of the RGV MPO's Active Transportation Plan's Key Principles & Supporting Goals





How do aspects of the proposal/application support the scoring criteria?





Submit Application

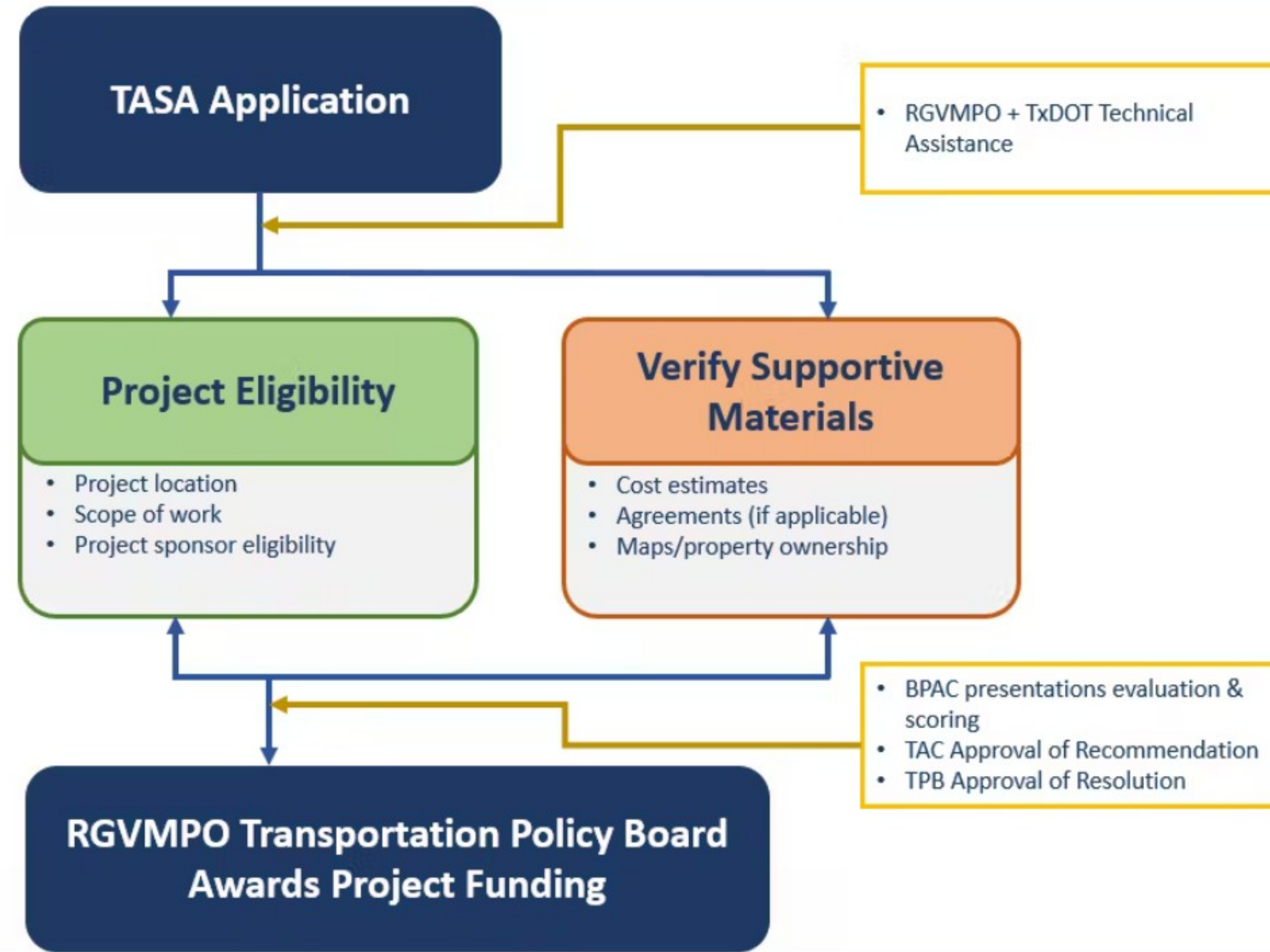
Project Sponsors submit fillable PDF application

RGVMPO + TxDOT Review

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

Funding Award

Policy Board action expected Summer 2025

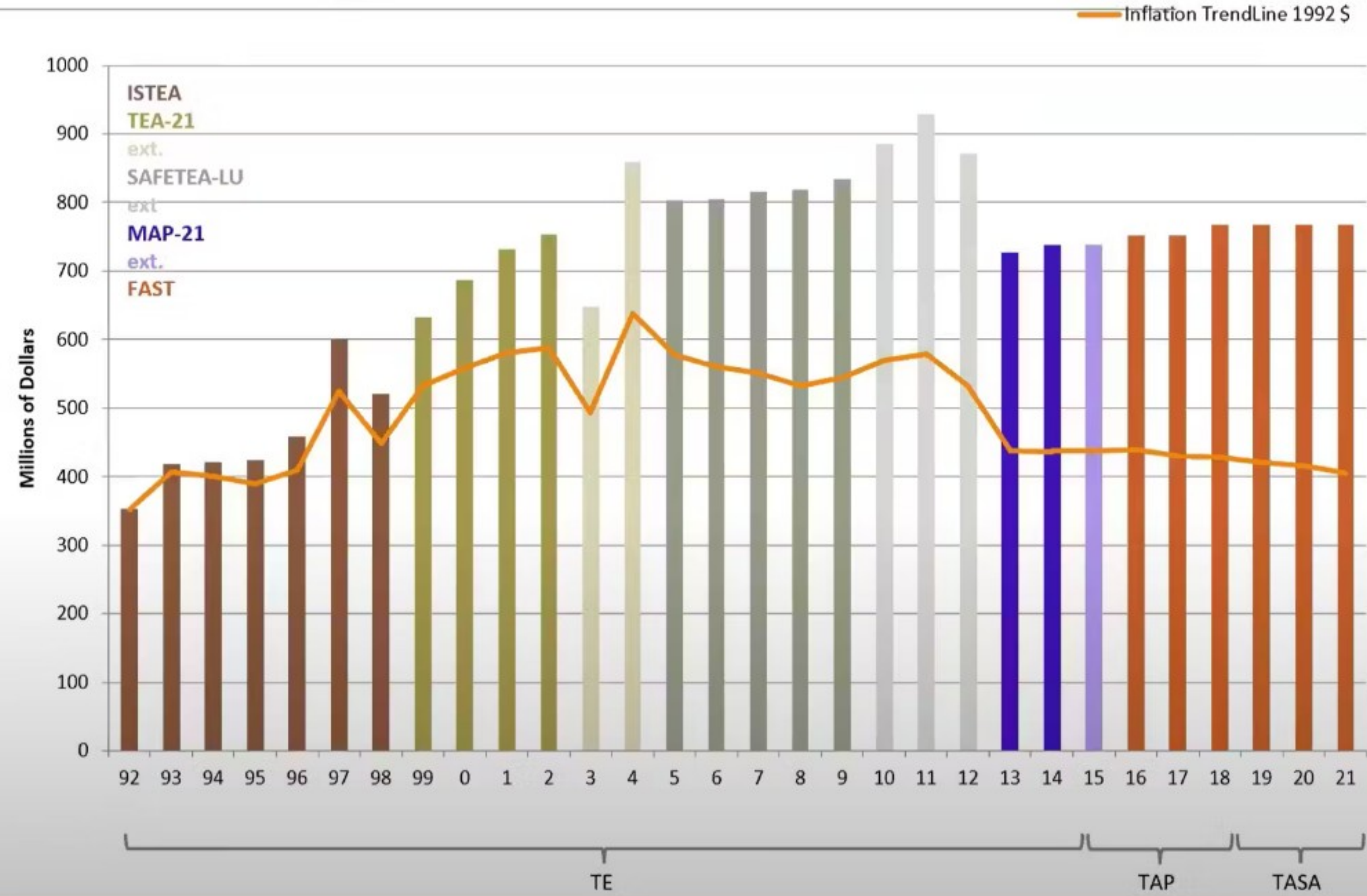


TASA Program Call Process





TA Funding 1992-Present





The TASA Working Group will assist with the selection of an **equitable group of TASA evaluators** for scoring the TASA project proposals, as well as determine any amendments needed for the FY 2025-2026 RGVMPO TASA Program Calls' Guide, Scoring Criteria, and Application.





IV. Review RGVMPO's FY23-24 TASA Call for Projects





2023 RGVMPPO TASA Program Guide

https://www.rgvmpo.org/home/showpublish_eddocument/998/638143058089470000





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2023 RGV MPO TASA Guide Table of Contents:



2023 RGV MPO TASA Application

<https://www.rgvmpo.org/home/showpublisheddocument/1034/63814488375710>

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RGVMPO FY2023-2024 TRANSPORTATION APPLICATION - Part 1

For Projects in the [RGVMPO Metropolitan Planning Organization](#)
(Cameron, Hidalgo, and Starr counties)

Project Sponsor Name	
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 map <i>Here's a tutorial for creating and sharing a google map for guidance</i>	
Project Length	Limits From

1. **Eligible Project Sponsor Category:** Please select the applicable category.
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 new infrastructure and replacement of existing infrastructure.
- Project is 100% new construction.
- Other:

2023 RGV MPO's TA Scoring Criteria

<https://www.rgvmpo.org/home/show/publisheddocument/1052/638133598968830000>

Rio Grande Valley Metropolitan Planning Organization Transportation Alternatives Set			
2023-2024 TASA P... CALL SC... Note: FY 2023 & FY 2024... be combin...			
PROJECT TYPE			
CONSTRUCTION of on-road and off-road trail facilities for pedestrian, bicyclist, and other non-motorized forms of transportation.			
PLANNING AND DESIGN of on-road and off-road trail facilities for pedestrian, bicyclist, and other non-motorized forms of transportation.			
Criteria Category	Criteria Weights		
Project Readiness	25%		
Safety Benefits	25%		
Equity	20%		
Connectivity	30%		
Total	100%		
Construction & Planning Scoring Criteria			
Evaluation Criteria	Maximum Points	Description/Factors	
Project Readiness	25	<ul style="list-style-type: none"> •Demonstrates planning/construction project funds obligating on time. •Demonstrates the ability to advance the project to construction immediately, if selected for funding •Identifies comprehensive, detailed construction/planning cost estimate. •Meets and/or exceeds design criteria established by UD Access Board, FHWA, AASHTO, TxDOT, and/or NACTO. 	10 PTS- Pla (PS&E) 5 PTS- Envir 5 PTS- Righ 5 PTS- Railr Coordinatio
Safety Benefits	25	<ul style="list-style-type: none"> •Demonstrated need for safety improvement and appropriate safety countermeasures. •Provides safer and/or less intimidating accommodations for walking, bicycling, and other non-motorized travel. 	5 PTS- Non 10 PTS- Pro 10 PTS- Pro
Equity	20	<ul style="list-style-type: none"> •Enhances livability by improving active transportation access and improves modes choice in underserved communities. •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. •New BIL requirements state the competitive process used by MPOs must prioritize project location & 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)). 	4 PTS- Aver 4 PTS- Aver 4 PTS- Aver 4 PTS- Perc line 4 PTS- With tract
Connectivity	30	<ul style="list-style-type: none"> •Improves active transportation access to destinations of interest such as business districts, downtown, centers of business activity, high density residential, and/or employment centers •Supports multi-modal connections. •Eliminates barriers to pedestrians, bicycle riders, and wheelchair users. •Supports investments in local/interregional tourism, especially Texas Bicycle Tourism Trails 	8 PTS- Impl transportat 8 PTS- Conr systems (B 8 PTS- Conr and parks 6 PTS- Mult 10+ miles in
TOTAL:			100 Po



V. Present feedback received on RGVMPO's FY23-24 TASA Materials

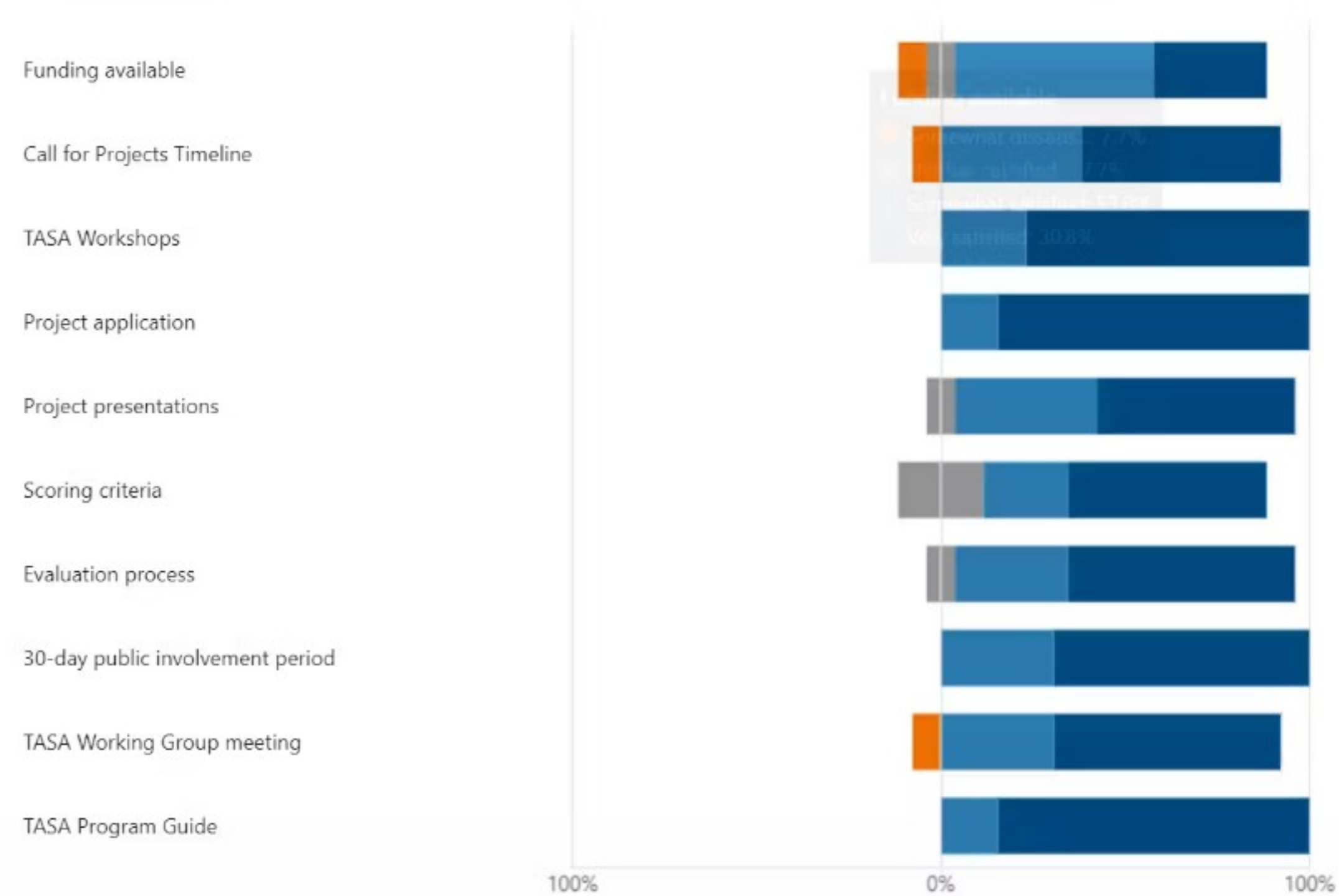




15. In regards to the FY2023-2024 TASA Call for Projects, how satisfied or dissatisfied were you with the following:

[More Details](#)

Very dissatisfied Somewhat dissatisfied Neither satisfied nor dissatisfied Somewhat satisfied Very satisfied



"Future TASA Calls could benefit from lessons learned from past/current program participants." Share info. on design reviews, procurement, & timeline.





Responses

I would try to make sure that scoring is based on the criteria presented for each element required in the application. For instance, if you are requiring a map, and submission of map counts one point max, allow incremental scoring so that we can judge quality, not just a yes/no standard. If two entities submitted an application, but one entity's map was much better in terms of rendering, then maybe one gets .6 and the better one gets 1. Etc.

Excellent

It would be easier to rate each topic of the evaluation criteria on a scale of 1 to 10 and have the value calculated. tiring to decide if a project was a 2 or 3 points of a possible 4 points was challenging when you had to remember that there were your given point with a total of 20 or 25 points.

Certain criteria seemed to penalize a projects that are in areas not as developed as existing corridors, like Old Alice Road. However there were other metrics which helped it garner technical points in the evaluation process. I lean toward allocating more points on readiness (or perhaps risk identification, like railroad Xings) since time management is a big factor in successful completion.

Re-focus on how funding is rewarded.

TASA Evaluation Feedback





NA
Some board members gave out incorrect information.
Great communication with applicants. Workshops were very thorough.
None, it was an excellent project call and scoring.
The funding awarded seemed to ultimately skew towards Hidalgo County agencies. The project scoring process could be made less subjective.
Maybe a scale can be presented to the BPAC members showing the total project cost in comparison to each other. The project price tags varied in a large range. This might give members another perspective in how they score and spread the funds among project while they rank projects.

TASA Evaluation Feedback cont.



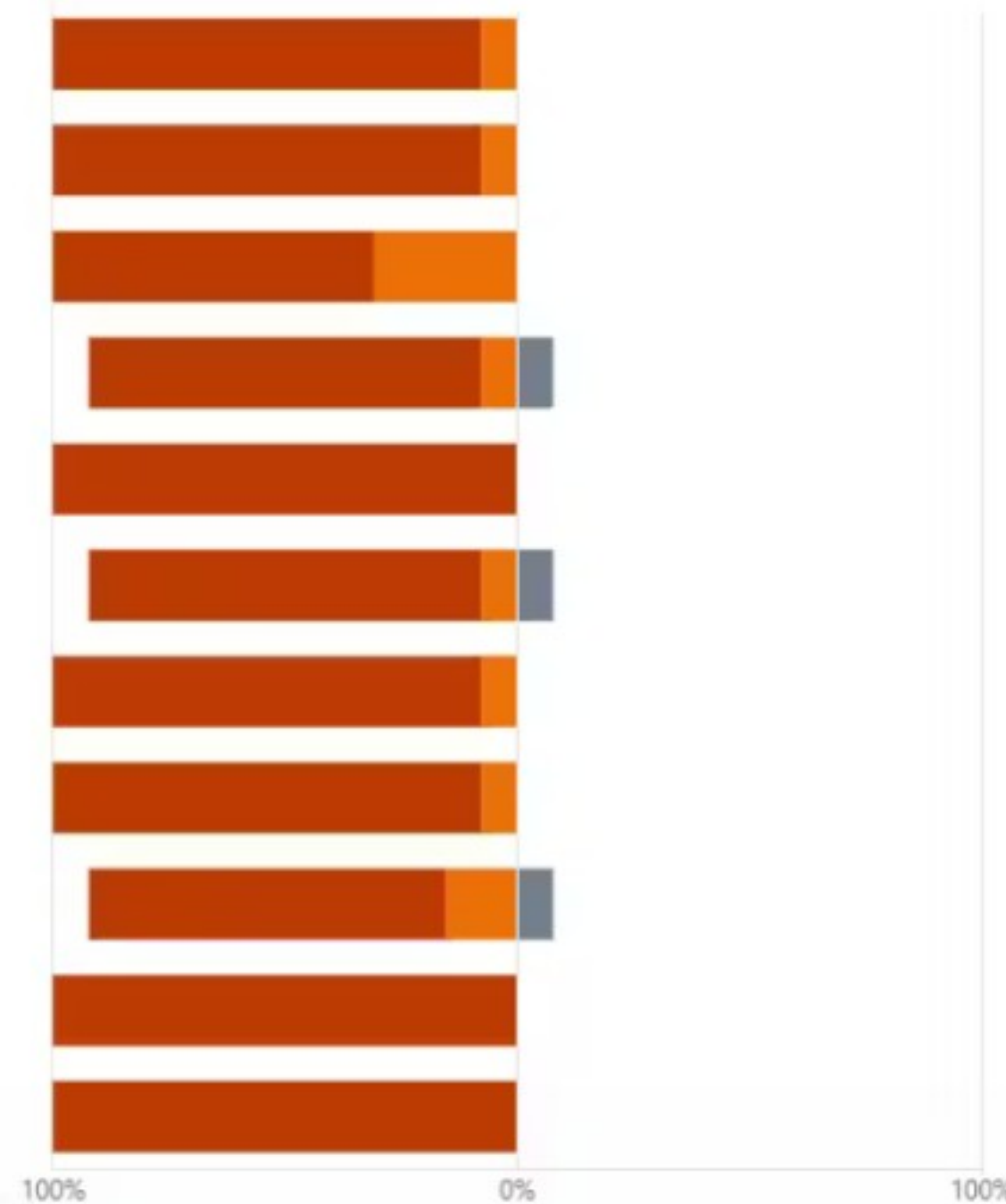


17. In regards to the TASA Program Guide, which factor(s) need(s) to be considered for revision:

[More Details](#)

■ Leave 'As Is' ■ add more detailed information/description ■ minimize or simplify description
■ add more Terminology ■ Consider Eliminating ■ Other Change

- A. Summary of Funding Opportunity
- B. Transportation Alternatives Set-Aside (TASA) Eligibility and Requirements
- C. Project Evaluation and Selection Criteria
- D. Allowable Costs
- E. 2023 Project Sponsor Workshop Schedule
- F. Selection of TA Projects by the Transportation Policy Board
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- J. Additional Weblinks
- K. Definitions and Terminology



"Future TASA Calls could benefit from lessons learned from past/current program participants." Share info. on design reviews, procurement, & timeline.





Responses

Future TASA calls could benefit from lessons learned from past/current program participants. CCRMA and CC had experiences in design reviews, procurement, and overall timeline that could benefit those thinking about applying so they get a sense of a path for timely success on their project.

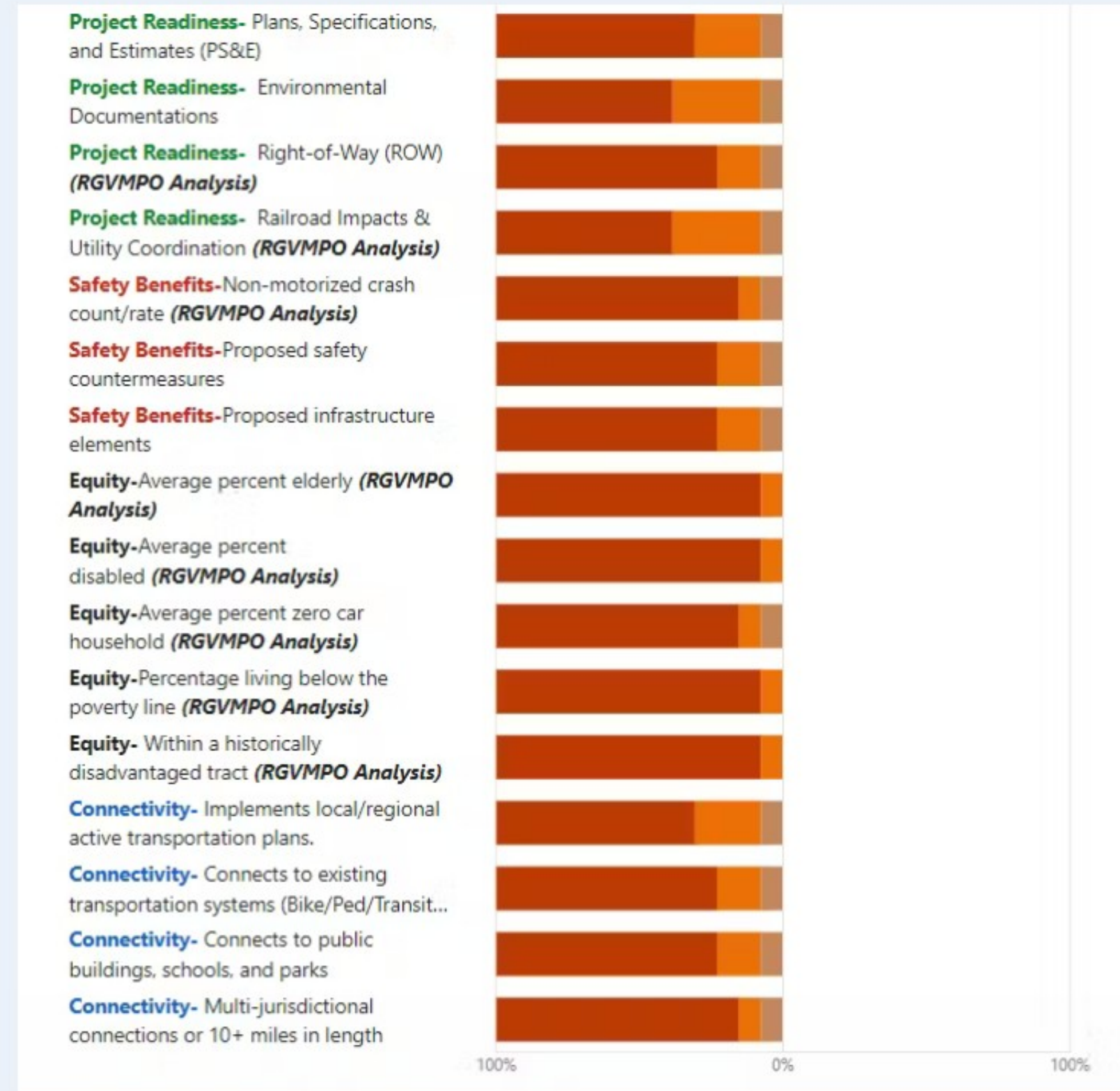
Need to promote all funding available to as many entities as possible.

It was good.

No comments, the TASA guide is very informative.

TASA Program Guide Feedback





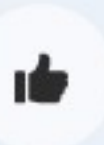
In regards to the TASA Application, which factor(s) need to be considered for revision (Red='As is'; Orange=Detailed description; Tan=change details)

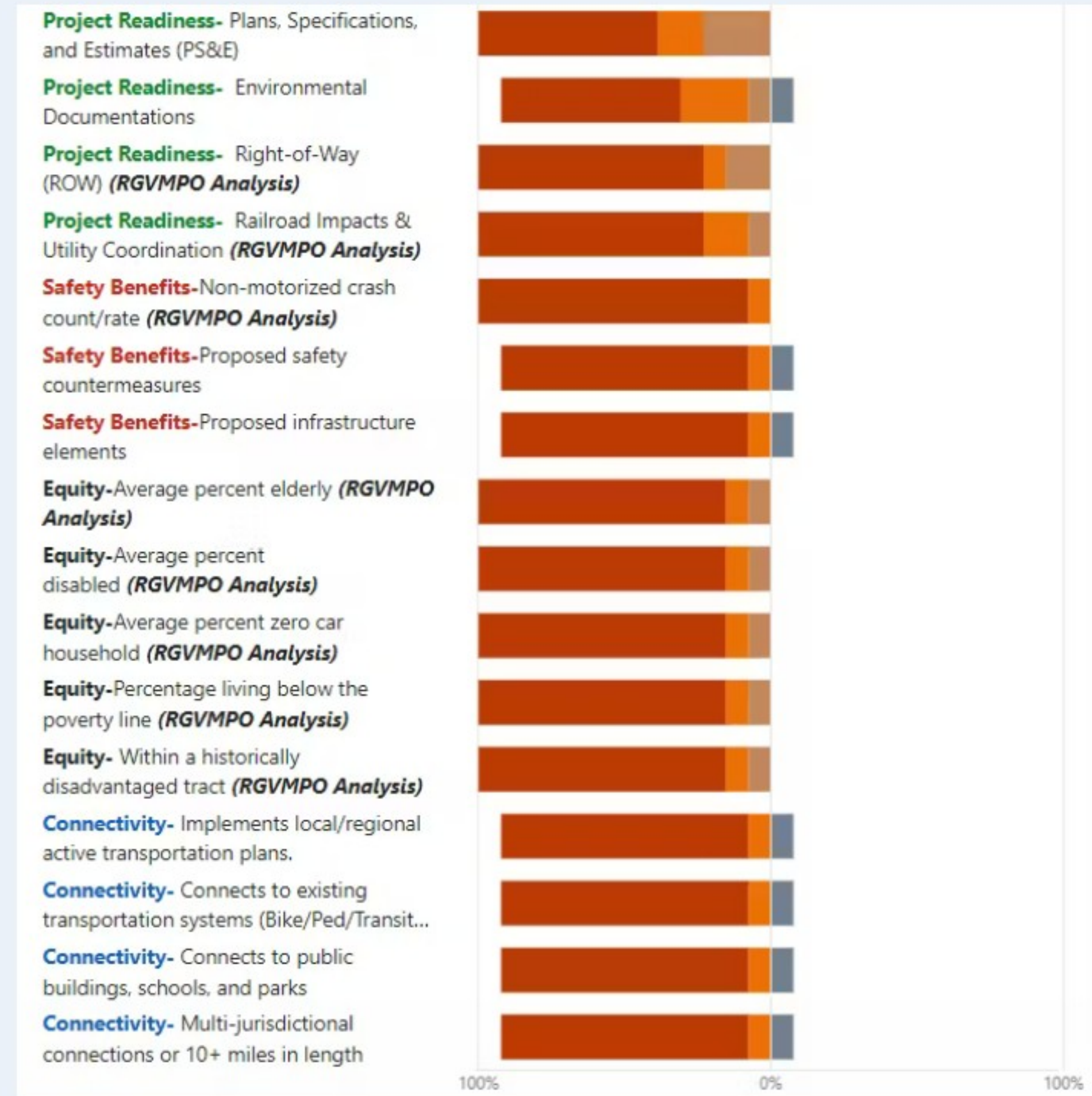




Responses
Be more specific in what sort of documents are acceptable to support Project Readiness. I believe this is an important criterion that reflects how well the project will do if awarded funding. Also, maybe have a slightly different application for planning projects because the criteria don't fit as well.
Add links to the resources where applicants can access the planning documents to check said consistency.
Connectivity is impeded by the distance between many of the point in the RGV.
NA
I really liked the safety portion being measured by the MPO. I personally measured points on a scale of most needing safety improvements scoring highest and least safety improvements needed scoring lower. I think including a rank for the projects included would help offer a uniform score, or at least ensure the projects are scored appropriately.
I would like to see most if not all of the scoring done initially by RGVMPO staff to help reduce subjectivity/favoritism, similarly to how Cat 7 projects are scored. The BPAC could then vote for final recommendations which could later be approved by the TAC and TPB.

TASA Application Feedback





In regards to the TASA Scoring Criteria, which factor(s) need to be considered for revision (Red=Leave 'as is'; Orange=Factors;Grey=Evaluation Method)





Responses

Readiness should allocate more points to environmental clearance as that impacts approvals of final schematics (therefore PS&E) and usually impacts ROW/Utilities (which I'd merge into one and have sponsors provide acquisition/relocation tables & maps. Make Railroad impacts into a risk mitigation category for RR or other coordination / permitting requirements.

I would like to be sent a summary of this survey. Robert Ordaz

NA

I think that your application is very similar to the state TASA and aligned with that process.

More points should be dedicated to project readiness. Projects lacking significant ROW should be strongly disincentivized. Most, if not all scoring should be done initially at the RGVMPO staff level, and then the BPAC can vote to finalize the recommendation.

TASA Scoring Criteria Evaluation Feedback





VI. Solicit input from attendees





Instructions





RGVMPO Focus Areas

For the FY2023-2024 TASA Call for Projects, the RGVMPO is particularly interested in projects that reflect a high degree of collaboration and community consensus while directly contributing to the RGVMPO's Active Transportation Plan (ATP) connectivity, accessibility, and community health 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.
- 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.
- Develop connections to key destinations; promoting more frequent participation in active transportation and allowing users of all ages and abilities to access resources across the region.
- Improve system safety; enhancing crosswalks and minimizing conflicts with motorized vehicles increases safety for all vulnerable road users.
- 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.
- Support local economies through active tourism; building a world class, regional network would support job creation and local spending.

The region's focus areas come from the Key Principles & Supporting Goals identified in the RGVMPO's Active Transportation Plan (adopted Dec. 2020).





EXAMPLES: SAFETY, CONNECTIVITY, TOURISM, PUBLIC HEALTH, ETC.

Of the ATP's supporting goals, which focus areas should be prioritized?

46 responses





TABLE 18: CATEGORY 9: TRANSPORTATION ALTERNATIVES

DISTRICT/MPO/DIVISION/PROGRAM	FY 2025	FY 2026	FY 2027
ABL - Abilene MPO	\$-	\$-	\$-
AMA - Amarillo MPO	\$1,415,899	\$743,277	\$756,323
ATL - Texarkana MPO	\$-	\$-	\$-
AUS - CAMPO MPO	\$5,574,292	\$5,685,785	\$5,454,007
BMT - SETRPC MPO	\$-	\$-	\$-
BRY - Bryan/College Station MPO	\$1,417,802	\$744,276	\$757,340
CRP - Corpus Christi MPO	\$1,309,555	\$1,335,747	\$1,281,296
DAL/FTW/PAR - NCTCOG MPO	\$25,926,306	\$24,691,663	\$23,789,409
ELP - El Paso MPO	\$3,160,149	\$3,223,356	\$3,091,958
HOU/BMT - HGAC MPO	\$21,211,314	\$21,635,567	\$20,753,607
LBB - Lubbock MPO	\$971,136	\$990,560	\$950,181
LRD - Laredo Webb County Area MPO	\$964,484	\$983,774	\$943,672
LRD - Eagle Pass MPO	\$-	\$-	\$-
ODA - Permian Basin MPO	\$-	\$-	\$-
PAR - Grayson County MPO	\$-	\$-	\$-
PHR - Rio Grande Valley MPO	\$3,872,213	\$3,949,663	\$3,788,657

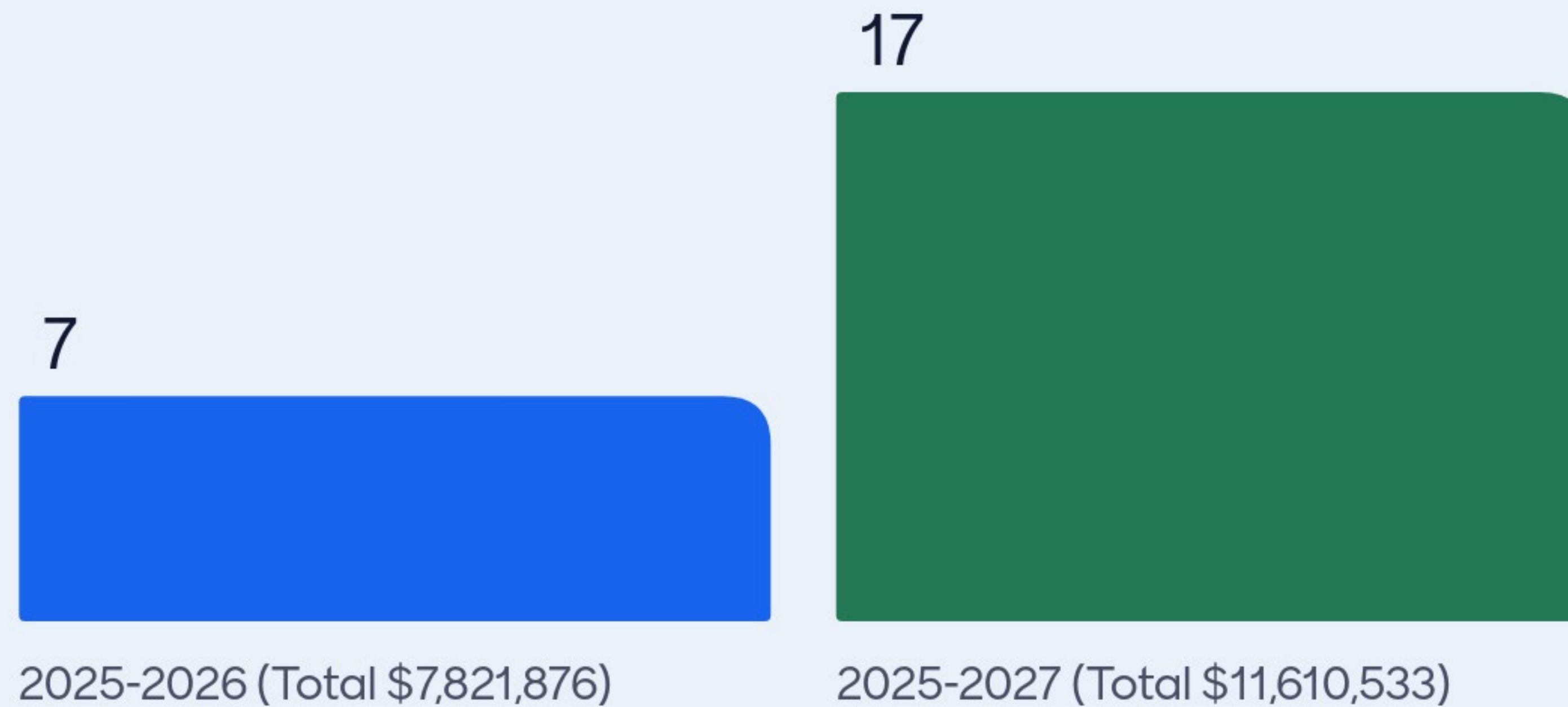
Draft 2025 UTP Category 9: TASA Allocation





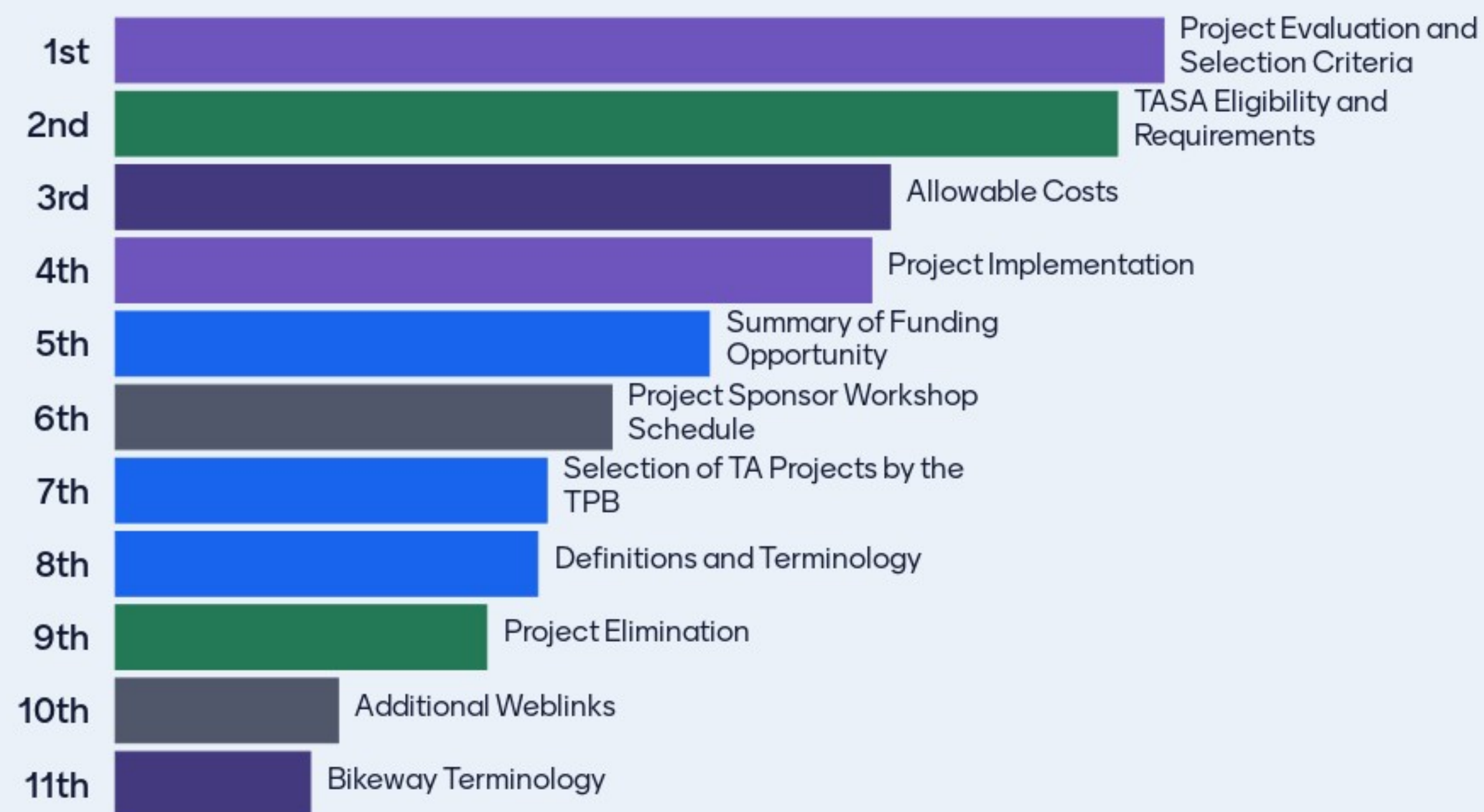
TOTALS ARE 100% TOTAL (80% FEDERAL + 20% LOCAL MATCH)

How many FY's should the RGVMPPO make available to program for this TASA Call for Projects?





Which sections of the program guide are most important? Please rank by 1st being most important.



Regarding revisions to the TASA Program Guide, what else should RGVMPO Staff take into consideration?



Please don't add limitations related to geographic distribution.

Local match and project readiness

Listing previous year awards / locations. Perhaps in map format w summary info of the winning projects.

Required certifications, trainings

Previous project completions

Past Performance (TxDOT Report Card)

Final Environmental clearance should not have a heavy weight on the application since that will be done during PS&E phase.

Highlight the suggested trainings available for LGP 101, 102, and the coming 103 courses w TxDOT.

2



13



Regarding revisions to the TASA Program Guide, what else should RGVMPO Staff take into consideration?



A lessons learned section showing the big obstacles or difficulties you've seen previous grantees face & overcome

Partnerships

Past performance in other projects. Were the projects delivered successfully and within the required timeline.

Regional approach

The Program guide should include a timeline of the activities to get to letting. It would be good to show the activities on the process for better scheduling

Keep the program guide simple!

Past performance for applicants with significant delays and seeking additional funding for new projects

The LGP trainings are super important. I second that one

2



13



Regarding revisions to the TASA Program Guide, what else should RGVMPO Staff take into consideration?



Benefit to the community

Tips / Suggestions / Best Practices for Project Submittals. Ex. Ask staff Q's 30 days before deadline, or mistakes / common questions list.

Success in delivering previously awarded projects.

UsabilitySustainability

Project readiness, projects closer to shovel ready should take priority

2



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

Last Edit: 3/1/2023

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
Total	100%	100





What general/big-picture recommendations do you have regarding the RGVMPPO's TASA Scoring Criteria Categories and Weights/Maximum Points?

Multimodal projects

PS&E for Construction projects. Those closer to be shovel-ready should have priority

Simplify scale of points, and keep it consistent.

Weigh higher for Env cleared projects due to timeline. And shovel ready projects

Criteria should be equitable for small, rural communities as well as large communities with many resources

Different planning scoring criteria or application

More points for shovel ready projects that already have required ROW.

Take into account Zoning and planning when scoring the TASA projects. (Complete Streets)

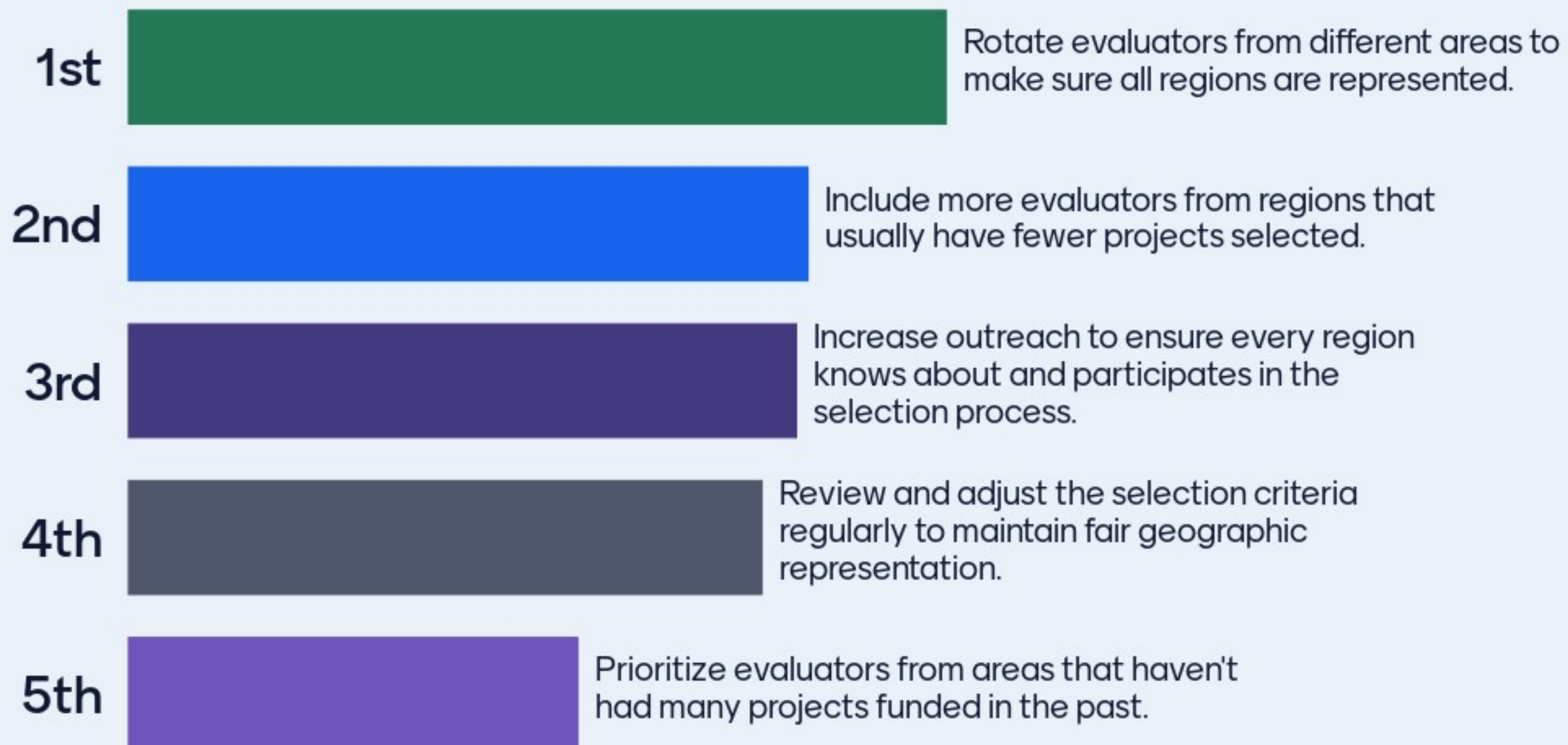
What general/big-picture recommendations do you have regarding the RGVMPPO's TASA Scoring Criteria Categories and Weights/Maximum Points?



Need to celebrate our successes for the RGVMPPO. Longstanding program and need to know how we have taken advantage of these programs and more to come. Opportunities for others and our job to press on.



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



Overall Program Feedback?



Last programmed call went very well. Only minor tweaks are really needed

Provide examples from across the nation that were funded with TASA funds

Program gets better every year!

Eva and Melany 2024

Evaluators should have participated in 2 of the 3 workshops.

Persistency in pushing program!

I liked the idea of having non-biased evaluators. I am all for seeking a RFQ to have evaluators from not our region

I do like the idea about small cities vs large city pot of TASA.





VII. Proposed RGVMPO FY25-26 TASA Call for Projects Timeline of Activities

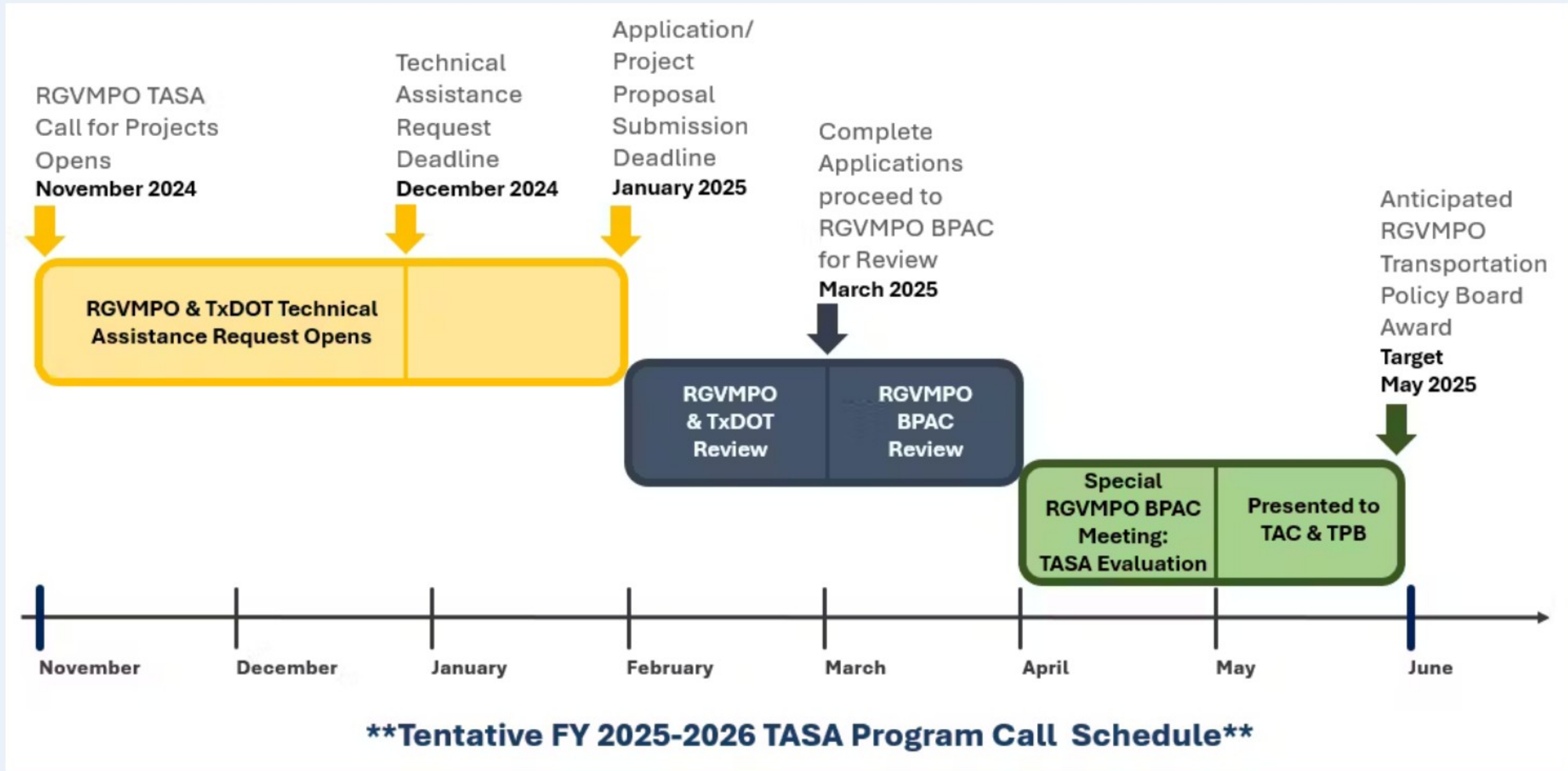




Month/Year	Activity	Additional Details
August 2024	TASA Working Group Mtg. #1 (Overall Program Feedback)	August 9 th at 2:00pm -3:30pm
September 2024	TASA Working Group Mtg. #2 (Feedback on Draft Materials)	September 13 th at 2:00pm -3:30pm
October 2024	TASA Working Group Mtg. #3 (Finalizing Program Materials)	October 9 th at 2:00pm -3:30pm
November 2024	Open FY 2025-2026 Call for Projects	November 1 st at 8am
December 2024	Deadline to <i>Request</i> Technical Assistance	December 23 rd at 5pm
January 2025	Application Deadline = Call Closes	January 31 st at 5pm
February 2025	RGVMPO & TxDOT Application Review	<i>Staff may need to contact applicants for info.</i>
March 2025	Applicants provide requested info.	<i>Clarification on project scope, budget, info., etc.</i>
<i>TBD 2025</i>	<i>Project Presentations at RGVMPO BPAC</i>	<i>Special Meeting for Evaluation & Scoring</i>
May 2025	Action at BPAC & TAC to recommend projects for funding	Resolution to Program TA Funds at Policy Mtg.

Tentative RGVMPO TASA Timeline of Activites







Thank you!

TASA Working Group Meeting #2 will be held virtually on September 13, 2024 from 2PM - 3:30PM
via Teams .

