## 10. TRANSPORTATION ALTERNATIVES SET-ASIDE (TASA) UPDATE

## **BACKGROUND**

At the March 2020 Transportation Policy Council (TPC) meeting, the TPC approved goals, priorities, and policies for selection and prioritization of projects to be programmed in the the Transportation Improvement Program, the 10-Year-Plan, and the Regional Transportation Plan. This process identified eight investment categories, six of which have completed the project selection process. H-GAC's upcoming Transportation Alternatives Set-Aside (TASA) Call for Projects will adhere to the established Project Selection Process framework.

Active Transportation (AT) is one of eight investment categories identified in H-GAC's Transportation Project Selection Process approved by the TPC. AT selection criteria are drafted through coordination between H-GAC staff and members of the Pedestrian-Bicyclist Subcommittee. Upon approval by the TPC, the AT selection criteria will be used to evaluate submitted potential projects.

## **CURRENT SITUATION**

On May 29, 2025, the Pedestrian-Bicyclist subcommittee held a workshop to refine AT investment category selection criteria drafted by H-GAC staff. Refined criteria were approved by the subcommittee and are now being presented to the Transportation Improvement Program Subcommittee, Transportation Advisory Committee and Transportation Policy Council for review and approval. Concurrently, H-GAC staff is developing the TASA Call for Projects program guidelines and application materials. The criteria were drafted in accordance with the 100-point scoring system defined in the H-GAC Project Selection Process Document, with the following point distribution (also available on the following scoring matrix):

Investment Category Focused Criteria: 55 Points

Project has local support (5)

Project improves/provides new connectivity to community and economic destinations (15)

Project addresses existing high-crash spots for pedestrians/cyclists (10)

Project removes physical barriers to walking/bicycling (10)

Project fills a critical gap in the existing bike/ped network (10)

Project readiness (5)

- Benefits to Other Investment Categories: 15 Points

Project benefits high growth area needs (5)

Project improves traffic conditions for transit users (5)

Project improves daily traffic operations (5)

- Planning Factors: 30 Points

Safety (7)

Resiliency (5)

Access/Connectivity (5)

Impact on Vulnerable Populations (5)

Impact on Natural/Cultural Resources (5)

Innovation (3)

## **ACTION REQUESTED**

Information Only.

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DR Project is in a high activity/low connectivity area as defined by the H-GAC ACE Tool  Froject improves traffic conditions for transit users  Froject is located on or connects to transit route (local, express, signature, commuter)  Ind/or provides first/last mile connection  Froject improves daily traffic operations  Froject reduces conflict points between motor vehicles and vulnerable road users (peds and bikes) (i.e. intersection improvements, crossings, grade separation)	Project provides and/or improves access to development of residential, retail, or other land		
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roject improves traffic conditions for transit users roject is located on or connects to transit route (local, express, signature, commuter) and/or provides first/last mile connection  roject improves daily traffic operations  roject reduces conflict points between motor vehicles and vulnerable road users (peds and bikes) (i.e. intersection improvements, crossings, grade separation)	OR Project is in a high activity/low connectivity area as defined by the H-GAC ACE Tool		
roject is located on or connects to transit route (local, express, signature, commuter) and/or provides first/last mile connection  roject improves daily traffic operations  roject reduces conflict points between motor vehicles and vulnerable road users (peds and bikes) (i.e. intersection improvements, crossings, grade separation)		5	
roject improves daily traffic operations  roject reduces conflict points between motor vehicles and vulnerable road users (peds and vikes) (i.e. intersection improvements, crossings, grade separation)	Project improves traffic conditions for transit users		5
roject improves daily traffic operations  roject reduces conflict points between motor vehicles and vulnerable road users (peds and bikes) (i.e. intersection improvements, crossings, grade separation)	Project is located on or connects to transit route (local, express, signature, commuter)		
roject reduces conflict points between motor vehicles and vulnerable road users (peds and vikes) (i.e. intersection improvements, crossings, grade separation)	and/or provides first/last mile connection	5	
ikes) (i.e. intersection improvements, crossings, grade separation)	Project improves daily traffic operations		5
	Project reduces conflict points between motor vehicles and vulnerable road users (peds and		
5	bikes) (i.e. intersection improvements, crossings, grade separation)		
1 - 1		5	
Planning Factors (30 Points) Points Up To	Planning Factors (30 Points)		Points Up To
Access/Connectivity 5	Access/Connectivity		5
t of low-income and minority households within a 1/4 mile of project 2	# of low-income and minority households within a 1/4 mile of project	2	

	ı	
Project improves or provides new connectivity to medical facilites within 1/4 mile of project boundary	1	
Project improves or provides new connectivity to schools/colleges/universities within 1/4 mile	1	
Project improves or provides new connectivity to social services facilities	1	
Impact on Vulnerable Populations		5
# of vulnerable populations within 1/4 mile of proposed project (if population is zero, full		
points are provided because no mitigation or avoidance of impacts is required)	5	
Project provides benefits (safety, bike/ped facilities, improves connectivity to transit stops) to		
vulnerable populations	3	
Project avoids or mitigates adverse effects to vulnerable populations	2	
Impact on Natural/Cultural Resources		5
Project avoids or mitigates adverse impacts to natural (flood plains, wetlands) and cultural (historic and archeological sites) resources	3	
	2	
Project reduces NOx (nitrogen oxides), VOCs (volatile organic compounds)		12
Innovation Control of the control of		3
Project implements new infrastructure or technologies intended to enhance accessibility, mobility, multimodalism, resiliency, reliability, or traffic operations. Installation of new technology such as autonomous/connected vehicle technology		
	3	
Safety-Existing Conditions		3
Project is in a location with a fatality and serious injury crash rate higher than the regional		
average	3	
Project is in a location with a fatality and serious injury crash rate equal to the regional average	1	
Project is in a location with a fatality and serious injury crash rate lower than the regional		
average	0	
Safety-Crash Reduction Narrative Scoring		4
All work types together reduce total potential crashes by (consolidated crash reduction factor) > 50%	4	
All work types together reduce total potential crashes by (consolidated crash reduction factor) = 30-50%	3	
All work types together reduce total potential crashes by (consolidated crash reduction		
factor) < 10%	1	
Resiliency-Existing Conditions		2
High vulnerability to flooding score on regional resiliency tool	1	
High criticality score on regional resiliency	1	
Resiliency-Flooding Vulnerability Reduction Scoring		3
Project scope includes drainage above and beyond minimum federal standard	3	
Project includes drainage to a minimum federal standard	1	
TOTAL POINTS		100