11. 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 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.

Draft Active Transportation Investment Category Criteria		
Investment Category Focused Criteria (55 Points)		**Points Up To**
Project has local support		**5**
Project is recommended in an existing plan or study; proof of previous community/public engagement; project has letters of support from local agencies, civic clubs, etc.	5	
Project improves or provides connectivty to destinations		**15**
Project provides access to community destinations (parks, libraries, clinics), economic destinations (jobs, employment centers, businesses), schools, transit, etc.	15	
Project addresses existing high-crash spots for pedestrians/cyclists		**10**
Project is along corridor(s) with bike/ped fatality and serious injury crash rate higher than regional average	10	
Project is along corridor(s) with bike/ped fatality and serious injury crash rate at regional average	7	
Project is along corridor(s) with bike/ped fatality and serious injury crash rate lower than regional average	3	
Project removes physical barriers to walking/bicycling		**10**
Project reduces physical barriers (bridges without bikeways, railroad crossings, freeways and limited access roads, bayous, non-geographic barriers such as lack of shade in high temperatures) to walking and/or bicycling	10	
Project fills a critical gap in the existing bike/ped network		**10**
Explain a critical gap in the existing bike/ped infrastructure network and how the proposing project closes that gap. Level of Traffic Stress can be used as a methodology to explain gaps	10	
Project Readiness		**5**
Ability to obligate funds and initiate construction quickly (within 3 years)	5	
Benefits to Other Categories (15 Points)		**Points Up To**
Project benefits high growth area needs		**5**
Project provides and/or improves access to development of residential, retail, or other land uses	5	
OR Project is in a high activity/low connectivity area as defined by the H-GAC ACE Tool	5	
Project improves traffic conditions for transit users		**5**
Project is located on or connects to transit route (local, express, signature, commuter) and/or provides first/last mile connection	5	
Project improves daily traffic operations		**5**
Project reduces conflict points between motor vehicles and vulnerable road users (peds and bikes) (i.e. intersection improvements, crossings, grade separation)	5	
Planning Factors (30 Points)		**Points Up To**
Access/Connectivity		**5**
# of low-income and minority households within a 1/4 mile of project	2	

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	
Project reduces NOx (nitrogen oxides), VOCs (volatile organic compounds)	2	
Innovation		**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