

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

*Last Edit: 10/23/2024*

**2025-2027 TASA PROGRAM CALL SCORING CRITERIA**

Note: FY 2025, FY 2026, and FY 2027 funds (total of \$11,610,553) will be combined for the 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	
	CONSTRUCTION	PLANNING	CONSTRUCTION	PLANNING
<b>Project Readiness*</b> <small>* Planning Projects are not applicable (N/A) to Project Readiness.</small>	40%	N/A	40	N/A
<b>Resilience &amp; Safety Benefits</b>	20%	35%	20	35
<b>Equity</b>	20%	30%	20	30
<b>Connectivity</b>	20%	35%	20	35
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100</b>	<b>100</b>

Construction & Planning Scoring Criteria					
Evaluation Criteria	Maximum Points		Description/Factors	Evaluation Method (Maximum PTS)	Evaluation Details
	CONSTRUCTION	PLANNING			
<b>Project Readiness*</b> <small>* Planning Projects are not applicable (N/A) to Project Readiness.</small>	40	N/A	<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
				10 PTS- Environmental Documentation	Analysis of application responses
				10 PTS- Right-of-Way (ROW)	RGVMPO GIS analysis
				10 PTS- Railroad Impacts & Utility Coordination	RGVMPO GIS analysis
<b>Resilience &amp; Safety Benefits</b>	20	35	<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> <li>•Enhances resilience to natural and man-made disruptions.</li> <li>•Promotes community resilience and sustainability, by ensuring access to alternative transportation during crises, supports vulnerable populations, and aligns with the RGVMPO Resilience and Sustainability Analysis for environmentally and economically stable practices.</li> </ul>	5 PTS or 8 PTS-Non-motorized crash count/rate	RGVMPO GIS analysis
				5 PTS or 9 PTS- Proposed safety countermeasures	Analysis of application responses
				5 PTS or 9 PTS- Proposed infrastructure elements	Analysis of application responses
				5 PTS or 9 PTS- Promotes and/or Enhances Resilience & Sustainability elements	Analysis of application responses
<b>Equity</b>	20	30	<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 or 6 PTS- Average percent elderly	RGVMPO GIS analysis
				4 PTS or 6 PTS- Average percent disabled	RGVMPO GIS analysis
				4 PTS or 6 PTS- Average percent zero car household	RGVMPO GIS analysis
				4 PTS or 6 PTS- Percentage living below the poverty line	RGVMPO GIS analysis
				4 PTS or 6 PTS- Within a historically disadvantaged tract	RGVMPO GIS analysis
<b>Connectivity</b>	20	35	<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>	5 PTS or 8 PTS- Implements local/regional active transportation plans.	Analysis of application responses
				5 PTS or 9 PTS- Connects to Bike/Ped/Transit Facilities and/or incorporates Complete Streets.	Analysis of application responses
				5 PTS or 9 PTS- Connects to public buildings, schools, and parks	Analysis of application responses
				5 PTS or 9 PTS- Multi-jurisdictional connections or 10+ miles in length	Analysis of application responses
<b>TOTAL:</b>	<b>0 to 100 Points</b>				