

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 25-041

**ADOPTING CRITERIA FOR EVALUATING PARTICIPATION IN POTENTIAL
PEDESTRIAN AND/OR BICYCLE FACILITY PROJECTS**

WHEREAS, the Central Texas Regional Mobility Authority (the “Mobility Authority”) was created pursuant to the request of Travis and Williamson Counties and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.01, et. Seq. (the “RMA Rules”); and

WHEREAS, the Mobility Authority Board of Directors recognizes the importance of coordinating planning efforts with governmental entities in the jurisdiction of the Mobility Authority; and

WHEREAS, Mobility Authority staff has developed criteria for evaluating financial participation or sponsorship of potential pedestrian and/or bicycle facility projects (the “Pedestrian and Bicycle Facility Evaluation Criteria”) in the jurisdiction of the Mobility Authority; and

WHEREAS, Mobility Authority staff recommends the adoption of the Pedestrian and Bicycle Facility Evaluation Criteria, attached hereto as Attachment “A”.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors approves the Pedestrian and Bicycle Facility Evaluation Criteria attached hereto as Attachment “A” and authorizes the Executive Director to use the criteria to evaluate proposed projects and provide recommendations to the Board of Directors.

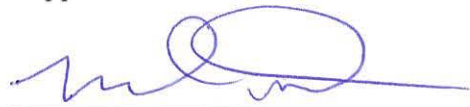
Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25th day of June 2025.

Submitted and reviewed by:



James M. Bass
Executive Director

Approved:



Michael Doss
Secretary, Board of Directors

Attachment A

Pedestrian and Bicycle Facility Evaluation Criteria

Performance Based Evaluation

The process has been designed to be an objective evaluation that emphasizes performance-based, results-driven outcomes. Projects will be selected based on objective criteria and analysis that demonstrate the direct, measurable impacts of a project. Project evaluations require robust information to support the project applications and evaluation process. The supporting information will be thoroughly evaluated to ensure that only accurate, verifiable data is considered.

Overview

Projects like shared-use paths are eligible, particularly those that improve safety and connectivity. Initially projects are screened based on eligibility requirements before being assessed for readiness to determine that the project has been developed appropriately, and to the extent necessary, to ensure successful implementation should the project be selected for funding participation or sponsorship. Projects that successfully pass through this step will then be evaluated using the project selection criteria that includes an evaluation of planning factors. Projects will be recommended based on the resulting score ranking and funding availability.

Readiness Overview

Readiness will assess projects based on the project development process and the resulting schedule for utilizing funding as it is critical to ensure that projects have completed the necessary steps to move forward in a timely manner. The end goal of the readiness assessment is to ensure, to the highest degree practicable, that projects moved forward into the evaluation process can be implemented as presented in the application should they be selected for funding.

Each project's unique development process will be considered in context; however, all projects should exhibit a thorough, iterative, and data-driven approach to development that ensures successful implementation. For the readiness evaluation, sponsors will provide a brief narrative summary of the project progress regarding the applicable development phase and include all relevant supporting materials for verification.

Location Requirements

The majority of a project must be located within the service area of the Mobility Authority.

Entity Eligibility

- a) For Participation: in order for the Mobility Authority to financially participate in a project the sponsoring entity must be a Governmental Entity as defined by Section 370.003, Transportation Code.
- b) For Sponsorship: the Mobility Authority may choose to sponsor a project of a Governmental Entity or any other entity through mutual agreement. This process in no way shall limit the ability of the Mobility Authority to independently pursue such projects.

Project Selection Criteria

Criteria	Performance Measure	Max Value
Planning	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.	10
Mobility/ Connectivity	Project removes a barrier or provides a connection to an existing Mobility Authority Shared Use Path (SUP) that did not exist previously.	20
	Project connects to existing facilities such as schools, community facilities, residential, employment centers, etc.	10
	Project directly links to a public transportation connection or is within - 0.25 miles or less (20) - 0.26 to 0.50 miles (15) - demonstrates potential for an identified future connection (5)	20
Safety	Project improves pedestrian and/or cyclist safety and security.	10
Environmental Impact	Project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.	10
Funding	Other identified/secured financial participants - each 5% of project (2)	20

Planning

Projects should be identified in locally or regionally adopted plans, including city or county thoroughfare plans, city comprehensive plans, or CAMPO documents including the long-range Regional Transportation Plan (RTP). Provide the name of the plan(s) in which the project is included, its date of adoption or approval, and include any additional identifying information which may be needed to locate the project.

Mobility/Connectivity

Project provides new connections or connections to Mobility Authority SUPs that increase access connectivity and reduce the functional network distance between two points for non-auto transportation. Project allows users to travel between points faster or overcome a barrier such as a river, roadway, or elevation change. Provide the distance of the shortest, safe alternative route compared to the distance with the project.

Connectivity

Provide list of existing school, community facilities, residential cluster, neighborhood, or employment center name along the project alignment (directly affected) and that would peripherally benefit from the project (within 0.25 mile).

List public transportation service or station served within 0.25 miles, or 0.5 miles. Provide map or other visual image such as an aerial screen capture with supporting measurement, along with graphical location of the public transportation route, service or station noted. Physical barriers, such as water crossing, fence, or building, should be avoided in measurement. Identified planned future transit improvements should be noted, with reference to the plan or estimated service start date.

Safety

Project provides additional separation from travel lanes, illumination, all-weather surface treatment. Project demonstrably serves both pedestrians and cyclists or separates the two modes through its implementation in a way that similar projects have documented safety improvement.

Environmental Impacts

Demonstrate that environmental factors have been identified and that all necessary measures to protect and enhance the environment and cultural resources have been taken into consideration and incorporated into the project. Supporting documentation for this effort include environmental studies, technical reports, permits and resulting design elements.

Funding

Describe how much funding other entities have committed for the project. Provide documentation that demonstrates the committed funding for the project.