

Transportation Improvement Program (TIP): Project Evaluation Criteria
Alternative Modes
Livable Centers Initiative (LCI) Projects

Planning Factors	75%
Benefit/Cost	25%

Planning Factors: Livable Centers Projects

PLANNING FACTOR	MAX. POINTS AVAILABLE		EXPLANATION
Connectivity	40	10	Serves Activity Center Proposed facility is located within an area that meets the minimum recommended activity density threshold per acre (determined by analysis of population and employment density, based on center type). ¹
		15	Land Use Connections Project improves land use connections within 0.5 miles (to facilities such as schools, community facilities, residential uses, employment centers, etc.).
		15	Transit Connections² Proposed facility will be awarded: <ul style="list-style-type: none"> • 15 points if it directly links to a transit connection; • 10 points if it is within 0.25 miles of a transit connection; • 5 points if it is within 0.26 to 0.50 miles of a transit connection; or • 3 points if the project sponsor demonstrates a potential for future connection to a transit system.
Pilot Projects		5	The proposed facility will be awarded 5 points if it is a pilot or first-time facility (no other facility of this type exists within a jurisdiction or is within a 5-mile radius of the proposed facility).
Infrastructure/Community Design	20	10	Pedestrian/Bicycle Accommodations The proposed facility provides an accessible pedestrian/bicyclist environment and efficiently uses existing infrastructure.
		10	Community Preservation Project strengthens community identity and culture, preserving and enhancing historic and natural features where they exist.

¹ Density thresholds for different types of activity centers are defined within the *Livable Centers Benefits Calculator*, which is available online at <http://www.h-gac.com/community/livablecenters/tools.aspx>. Project area is considered within a ½-mile radius of the project location.

² *Transit connections* may include fixed-route bus stops; light rail stations; park and ride locations; and/or transit centers.

Safety	10	<p>Proposed facility:</p> <ul style="list-style-type: none"> • Provides pedestrian and/or bicycle facilities separated from vehicular traffic by a barrier or provides dedicated bicycle facilities along a low-volume, low-speed roadway that parallels a major corridor (within ½-mile). • Provides a new or improved pedestrian and/or bicycle connection to a school; • Provides exceptional accommodations for pedestrians and/or bicyclists at intersections; mid-block crossings; or at locations where there have been two (2) or more documented collisions between pedestrians/bicyclists and motor vehicles over the past five (5) years;³ and/or • Corrects existing pedestrian and bicycle facilities that do not comply with current ADA standards. <p>The project will be awarded:</p> <ul style="list-style-type: none"> • 10 points if three or more of the aforementioned characteristics are met; • 6 points if two of these characteristics are met; or • 3 points if one of these characteristics is met.
Existing Plans/Studies	10	Proposed facility is identified within an H-GAC Livable Centers Study, an H-GAC Special Districts Study, or a comparable multi-jurisdictional or local plan or study.
Funding Leverage and Economic Development	5	<p>Proposed facility leverages additional funding:</p> <ul style="list-style-type: none"> • Sponsor has committed to provide more than 20% of local match; and/or • Sponsor has documented partnerships with other public and/or private entities.
Underserved Population Access	10	<p>If all or part of the proposed facility is located within a Census Tract that has a higher proportion of the following populations than the regional average:⁴</p> <ul style="list-style-type: none"> • Minority Populations • Low-Income Households • Senior Populations (Over 65) • Limited Educational Attainment • Zero Automobile Ownership • Female Head of Household • Limited English Proficiency <p>The project will be awarded:</p> <ul style="list-style-type: none"> • 3 points if one of the aforementioned indicators is above the regional average;

³ Examples of exceptional accommodations at intersections and mid-block crossings include, but are not limited to, raised or in-roadway lighted crosswalks; mid-block signalized pedestrian crossings; median refuge islands; curb extensions; bicycle boxes; and/or grade-separated pedestrian/bicyclist crossings. Standard crosswalks and pedestrian signals are not considered exceptional accommodations.

⁴ These indicators are defined and mapped within H-GAC's *Environmental Justice Index*, which is part of the *2040 Regional Transportation Plan*.

		<ul style="list-style-type: none"> • 7 points if two of the aforementioned indicators are above the regional average; or • 10 points if three or more of the aforementioned indicators are above the regional average.
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