

PROJECT NAME:

MERIT CATEGORIES	SCORE
COMMUNITY QUALITY OF LIFE & EQUITY (10 POINTS POSSIBLE)	
Land Use Compatibility (3 points)	
• Project implements a recommendation from a Linkage Study, town center plan, or similar plan and aligns transportation system with existing or desired land uses.	2
• Project implements access management features (e.g. shared driveways, raised medians, service roads, dedicated turning lanes, driveway reduction, and cross-easement access) which remove transportation/land use conflicts; and/or • Project includes, utilizes, introduces, or implements local mitigation fees, such as by means of a Municipal GEIS, or other significant developer or business contributions for any potential degradation from increased facility utilization or from conflicts between transportation and development.	1
Project has neutral effect (no known impact, positive or negative) on land use compatibility. Project maintains existing infrastructure or implements changes with neutral impacts with regard to land use.	0
Project introduces a new, significant conflict between the transportation system and land use.	-1
LAND USE COMPATIBILITY SCORE	0
Smart Growth (3 points)	
Project supports 5 or more of the following New York State Smart Growth criteria. Some of these criteria are also captured in NYSDOT's GreenLites Program: • To advance projects for the use, maintenance or improvement of existing infrastructure • To advance projects in municipal centers • To advance projects in developed areas or areas designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan • To protect, preserve and enhance the state’s resources, including agricultural land, forests, surface and ground water, air quality, recreation and open space, scenic areas and significant historic and archeological resources • To foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and the integration of all income and age groups • To provide mobility through transportation choices including improved public transportation and reduced automobile dependency • To coordinate between state and local government and intermunicipal and regional planning • To participate in community based planning and collaboration • To ensure predictability in building and land use codes • To promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain its implementation • To mitigate future physical climate risk due to sea level rise, and/or storm surges and/or flooding, based on available data predicting the likelihood of future extreme weather events, including hazard risk analysis data if applicable	3
Project serves existing development and/or encourages one or more of the following: rehabilitation or densification of existing development; development of infill; growth in an existing corridor within or contiguous to existing development; brownfield or greyfield redevelopment.	2
Project serves new development which encourages one or more of the following development characteristics: mixed use development; compact development; range of housing types; jobs-housing balance; or support for compact growth.	1
Project has neutral effect (no known impact, positive or negative) on smart growth and only replaces appropriately scaled infrastructure.	0
Project contradicts smart growth by: encouraging creation of new sprawl; inducing new greenfield development not contiguous to existing development; supporting creation or expansion of new low-density single-use development; providing capacity expansion to induce remote development or unknown future development. NOTE: transportation investment serving existing low-density suburban or rural development, and not inducing additional demand, is to be supported and not penalized with a negative score.	-1
SMART GROWTH SCORE	0
Environmental Justice (2 points)	
Project is within or directly connected to an EJ area and has a primary purpose or significant focus on transit, bicycling, walking, or carpool. Significant focus means that the improvements are provided over a portion of the project which is significant relative to the overall project.	2
Project is within or directly connected to an EJ area and maintains existing infrastructure, with a primary purpose or significant focus on automobiles. Included are most highway resurfacing, traffic operations improvement, bridge deck repair, and preservation and rehabilitation type projects.	1
Project excludes EJ areas and maintains existing infrastructure, with a primary purpose or significant focus on automobiles. Included are most highway resurfacing, traffic operations improvement, bridge deck repair, and preservation and rehabilitation type projects.	0
Project is either A) within or directly connected to an EJ area and is new construction, vehicle capacity improvements, or reconstruction projects which add auto capacity or B) excludes EJ areas and has a primary purpose or significant focus on transit, bicycling, walking, or carpool.	-1
ENVIRONMENTAL JUSTICE SCORE	0
Accessibility (2 points)	
Project's primary purpose is to upgrade accessible features, introduce new accessible features, or remove barriers to universal access and is a high priority in an ADA Transition Plan.	2
Project implements elements included in an ADA Transition Plan.	1
Project has neutral effect (no known impact, positive or negative) on accessibility and/or provides required accessibility features.	0
Project removes an accessible element without replacing or upgrading, adds features(s) which impede universal access, or otherwise compromises accessibility.	-1
ACCESSIBILITY SCORE	0
COMMUNITY QUALITY OF LIFE & EQUITY SUBTOTAL SCORE	0
APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE)	
Preservation/Renewal of Existing (5 points)	
Project reconstructs, renews, or preserves infrastructure (highway, bridge, sidewalk, or trail) with regional significance (inclusive of 3 or more municipalities) (roads that serve 3 or more municipalities or bridges that carry an NHS Route OR cross the Mohawk or Hudson Rivers) to the transportation system, such as a port, airport, transit system, or interstate system.	5
Project preserves or renews critical infrastructure or critical linkages (defined as facilities with greater importance to the transportation system, such as: bridges with a detour >1 mile, lacking a reasonable redundant parallel route , major arterial providing community access or connectivity, etc.); and includes preservation, renewal, or upgrade to adjacent or associated facilities, such as: sidewalks, trails, pedestrian crossings, ADA compliant features, safety components, bike infrastructure listed in Bike sections, etc.	4
Project preserves or renews critical infrastructure or critical linkages; or reduces future maintenance burden such as by reducing travel lanes of a roadway or removing a significantly underutilized facility from regional inventory.	3
Project has a primary or substantial portion of scope devoted to preservation of pavement, bridges, sidewalks, trails, or other elements; and includes preservation, renewal, or upgrade to adjacent or associated facilities, such as: sidewalks, trails, bike infrastructure listed in Bike sections, pedestrian crossings, ADA compliant features, safety components, etc.	2
Project has a primary or substantial portion of scope devoted to preservation of pavement, bridges, sidewalks, trails, or other elements.	1
Project has neutral effect (no known impact, positive or negative) on preservation/renewal of existing infrastructure.	0
Project purpose is to add new auto capacity to an existing facility rather than improving existing system conditions or operational efficiency.	-1
Project purpose is to create an entirely new substantial roadway or other major auto capacity initiative which is not justified by a regional economic development project or a demonstrated serious congestion problem (e.g., an output from traffic model showing deterioration to unacceptable level of service).	-2
PRESERVATION/RENEWAL OF EXISTING SCORE	0
Complete Streets (5 points)	
Project is transformative in nature, replacing infrastructure which primarily serves high or moderate speed through traffic with a facility that fully or substantially implements complete street design. These criteria support the NYS Complete Streets legislation and NYSDOT's GreenLites program. i.e. includes 8 or more of the following 12 features: • transit infrastructure improvement • sidewalk or trail connections or improvements • appropriate road dieting • speed reduction • lane reduction • lane width reduction • shoulder improvements • improved freight access • green infrastructure substantially managing stormwater on local sites • access management, as described above in the Land Use Compatibility category • bike infrastructure (see bike section) • innovative curbside management	5

Project includes introduction of new or rehabilitation/upgrade of substantial complete streets features (those 12 features listed above). For the addition of 6 or 7 features, assign 4 points; for the addition of 4 or 5 features, assign 3 points; and for the addition of 2 or 3 features, assign 2 points.	2 to 4
Project is a preservation/maintenance project but scope is inclusive of rehabilitation/upgrade to minor complete streets features such as sidewalks, pavement markings (excluding sharrows), plantings, etc. Alternatively, if road is rural in character with minimal demand for complete streets, shared use, or purposes other than through traffic, scope addresses one place-appropriate complete streets oriented rehab/upgrade such as to green infrastructure, plantings, adjacent/nearby trail, adequate shoulder width for occasional bicycle travel, etc.	1
Project has neutral effect (no known impact, positive or negative) on complete streets.	0
Project removes, without replacement/upgrade, complete streets features (those 12 features listed above). For the removal of 1 or 2 features, assign -1 point; and for the removal of 3 or more features, assign -2 points.	-1 to -2
COMPLETE STREETS SCORE	0
APPROPRIATE INFRASTRUCTURE SUBTOTAL SCORE	0
MULTI-MODALISM (10 POINTS POSSIBLE)	
Transit (5 points)	
Project substantially furthers a major CDTA or New Visions Big Ticket regional transit initiative. Project implements a new transit priority network or substantially expands transit or transit access.	5
Project is on or physically connects to a transit priority network and adds 3 or more transit components. Alternatively, project’s primary purpose is transit improvement and over 50% of cost is directed to transit components. Transit components include: • Bus-only travel lane • Transit shelters, including concrete pad and access to board transit • Concrete transit pull-offs (bus bays) adjacent to the roadway • Curb extension at bus stops • Sidewalks • Transit signal priority • Park and Ride lots of at least 25 spaces • Innovative pedestrian crossings • Accessibility above ADA guidelines • Pedestrian signage throughout project area • Land set aside for future transit components • Multi-use paths or separated cycle paths • Queue jumps	4
Project is on or physically connects to a transit priority network, and includes at least one new transit component or upgrade (renew or repair) to existing transit components. If transit components are removed, there must be a net gain, with other transit component(s) added and/or upgraded.	3
Project is not on and does not physically connect to a transit priority network but does have a transit route present and the project adds transit component(s).	2
Project is not on and does not physically connect to a transit priority network, nor is a transit route present, and the project adds transit component(s).	1
Project has neutral effect (no known impact, positive or negative) on transit, and does not add, upgrade, or remove transit components.	0
Project is not on or does not physically connect to a transit priority network and removes transit component(s) without replacement/upgrade.	-1
Project is on or physically connects to a transit priority network and removes transit component(s) without replacement/upgrade. Alternatively, project is determined to have a serious negative impact on transit.	-2
TRANSIT SCORE	0
Pedestrian (3 points)	
Project improves accessibility, safety, or connectivity of pedestrian infrastructure <u>AND</u> is within, or making a connection to, a Tier 1 Pedestrian District.	3
Project improves accessibility, safety, or connectivity of pedestrian infrastructure <u>AND</u> is within, or making a connection to, a Tier 2 Pedestrian District	2
Project improves accessibility, safety, or connectivity of pedestrian infrastructure while not being located within a defined pedestrian district.	1
Project has neutral effect (no known impact, positive or negative) on pedestrian infrastructure.	0
Project removes pedestrian infrastructure (e.g., sidewalk, crosswalk, ped signals, signage, etc.) without replacing or enhancing it.	-1
PEDESTRIAN SCORE	0
Bicycle (2 points)	
Project is on, or making a connection to, the linear Bike Network and the project's primary purpose or significant focus is on bicycle infrastructure/accommodations. These accommodations must include at least 1 of the following, for the majority of the project area: • Trails • Bike lanes • Contra-flow bike lane • Cycle Tracks • Protected Bike Lanes (bollards, curbing, or raised pavement) • Buffered bike lanes • Intersection treatments -Bike boxes - Intersection crossing markings - Two-stage turn boxes - Combined bike lane / turn lane - Through bike lane • Bicycle signals <i>*sharrows are excluded from eligible accommodations</i>	2
Project is not on or directly connected to the linear Bike Network but it improves accessibility, safety, or connectivity of bicycle infrastructure (at least 1 of the above accommodations) in a non-incidental way. Projects such as highway repaving which may incidentally improve bicycle travel (e.g. by improving pavement condition) are excluded from receiving point value and are considered neutral.	1
Project has neutral effect (no known impact, positive or negative) on bicycle infrastructure/accommodations.	0
Project removes bicycle infrastructure/accommodations without replacing or enhancing it.	-1
BICYCLE SCORE	0
MULTI-MODALISM SUBTOTAL SCORE	0
ENVIRONMENT & HEALTH (8 POINTS POSSIBLE)	
Sensitive Areas Protection/Mitigation (2 points)	
The following sensitive areas and environmental features are defined and documented in New Visions, as well as NYSDOT's GreenLites program.	
Environmentally sensitive features include: • aquifers, including sole source aquifers & primary aquifers • reservoirs • water features (streams, lakes, rivers) • wetlands • watersheds • 100 year flood plains • rare animal populations/habitats • rare plant populations/habitats • significant ecological sites/significant ecological communities • national & state historic sites • national historic register districts & properties • federal parks and lands • state parks and forests • state unique areas • state wildlife management areas • county forests and preserves • municipal parks and lands • land trust sites • NYS DEC lands • Adirondack Park • agricultural districts • NY Protected Lands • natural community habitats • Class I & II soils	
Project is not within 1/4 mile of an environmentally sensitive feature <u>OR</u> project is within 1/4 mile of an environmentally sensitive feature, has an expected environmental -neutral or minimal- impact/ risk which is proposed to be fully mitigated <u>AND</u> reduces existing footprint/impervious surface or converts a motorized facility to a non-motorized facility.	2
Project is within 1/4 mile of an environmentally sensitive feature, has an expected environmental -neutral or minimal- impact/ risk which is proposed to be fully mitigated <u>AND</u> project does not increase the impervious surface <u>OR</u> project adds a minor impervious surface by increasing an existing footprint/impervious surface or adding a new footprint/impervious surface on previously undisturbed/undeveloped land via the following: construction of new sidewalks, paved multi-use trails or other dedicated bicycle or pedestrian facility.	1

Project is within 1/4 mile of an environmentally sensitive feature, has an expected environmental-neutral-or-minimal -impact/ <i>risk</i> which is proposed to be fully mitigated <u>AND</u> project adds a major impervious surface by increasing an existing footprint/impervious surface or adding a new footprint/impervious surface on previously undisturbed/undeveloped land via the following: construction of new roads, relocation or realignment of roads, roundabout construction, widening of existing lanes or shoulders, or the addition of new lanes <u>AND/OR</u> project introduces vehicular traffic to previously undisturbed/undeveloped areas.	0
Project is within 1/4 mile of an environmentally sensitive feature and is is expected to have a significant environmental impact (an identified serious environmental risk or significant negative impact or any impact/risk that will not be fully mitigated) on the feature .	-1
SENSITIVE AREA PROTECTION/MITIGATION SCORE	0
Greenhouse Gas Emissions Reduction (2 points)	
Project reduces transportation greenhouse gas emissions through a travel demand reduction program or a mode shift to transit or non-motorized vehicles, these are goals of the NYS Climate Leadership and Community Protection Act and NYSDOT's GreenLites program. Project with a primary purpose (and over 50% of budget) devoted specifically to GHG Emissions Reduction.	2
Project which includes features likely to reduce GHG emissions, including travel demand management or elements likely to encourage mode shift to transit or non-motorized travel.	1
Project has neutral effect (no known impact, positive or negative) on GHG emissions reduction.	0
Project is likely to increase transportation-related GHG emissions.	-1
GREENHOUSE GAS EMISSIONS REDUCTION SCORE	0
Alternative Fuels Support (2 points)	
Project includes infrastructure and/or elements that make the corridor eligible to be designated as an Alternative Fuel Corridor OR project includes the installation of electric vehicle charging infrastructure.	2
Project includes infrastructure and/or elements that will change a corridor's status from "Corridor-Pending" to "Corridor-Ready" OR the main objective of the project is to preserve and maintain an already designed Alternative Fuel Corridor OR the project includes "EV-Readiness" elements.	1
Project has neutral effect (no impact) on alternative fuels.	0
Project removes infrastructure and/or elements that will downgrade a corridor's status from "Corridor-Ready" to "Corridor-Pending", or makes the corridor ineligible for designation by FHWA.	-1
Reference: Maps - Alternative Fuel Corridors - Environment - FHWA (dot.gov)	
ALTERNATIVE FUELS SUPPORT SCORE	0
Other Environmental / Health Benefit (2 points)	
Project includes 4 or more features beneficial to the environment or to public health not captured in another category.	2
Project includes feature(s) beneficial to the environment or to public health not captured in another category.	1
Project has minimal effect (no known impact, positive or negative) on any environmental/health issues.	0
Project includes features significantly harmful to the environment or to public health.	-1
OTHER HEALTH BENEFIT SCORE	0
ENVIRONMENT & HEALTH SUBTOTAL SCORE	0
REGIONAL BENEFIT (5 POINTS POSSIBLE)	
Benefit beyond project to transportation system or quality region (5 points)	
Project implements a substantial portion of one or more of the following CDTC "Big Initiatives": • Regional Greenway Program • Riverfront Access and Urban Development Program • Street Reconstruction and Reconfiguration • Suburban Town Center Development • Enhanced BRT with Transit Oriented Development • Integrated Corridor Management Program • Demand Management Program • Carbon Tax, or Carbon Cap, Reduce & Invest system for all users • VMT, • Ridesharing • Regional electric vehicle charging system	5
Up to 4 points cumulatively (award 1 point for each of the below): • Project implements a small portion of one or more of CDTC's "Big Initiatives." • Project contributes to a region-wide (inclusive of 3 or more municipalities) initiative, or initiative of broad geographic scope and impact, aimed at one or more of the following: revitalize urban areas, improve community structure in growing suburbs, preserve open space and agricultural land, make communities more livable, increase communities' transportation options, manage congestion and mobility at a regional or intermunicipal level, improve region-wide or multiple municipalities' safety. • Project is partially funded by innovative funding sources/mechanisms or intermunicipal partnerships, such as: impact or mitigation fees, user fees, dedicated transportation fees, public/private partnerships, intermunicipal financial partnering, etc. • Project requires, or is an outcome from, a Travel Demand Management (TDM) Plan, a plan which goes beyond a traffic engineering study and includes other travel demand management strategies, such as: carpooling, vanpooling, walking, biking, shared mobility services, transit, commuter buses, park & ride lots, alternative parking strategies which encourage reduced auto use.	4
Project has neutral effect (no known impact, positive or negative) on the region as a whole. Projects positive or negative effects are contained to the immediate project surroundings or project locale.	0
Project supports an impediment or barrier to a CDTC "Big Initiative" <u>OR</u> has a negative impact of regional scale (a negative impact is any impact described below in any category which results in a negative score).	-1
Project supports an impediment or barrier to a CDTC "Big Initiative" <u>AND</u> has a negative impact of regional scale (a negative impact is any impact described below in any category which results in a negative score).	-2
REGIONAL BENEFIT SUBTOTAL SCORE	0
ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE)	
Economic Impact (5 points)	
2 points for the following: Project supports Capital Region Economic Development Council strategies AND is consistent with CDTC's New Visions principles. See the CREDC website for descriptions of each strategy. For the consistency with 5-8 strategies, assign 2 points; and for the consistency with 1-4 strategies, assign 1 point. • Childcare needs & potential solutions • Economic & environmental justice • Community investment in placemaking & downtown revitalization • Support for workforce development • Life sciences cluster • Veteran participation in the workforce • Innovation hot spot • Opportunity agenda	0 to 2
1 point each (up to 2 points available in total): • Project creates (or retains) permanent jobs, for example by improving access to areas of high job concentration or otherwise improves labor market access. • Project provides multimodal access to an urban center, activity center, area of high residential density, major recreation, or community facility.	0 to 2
1 point for the following: Project supports access to education-related economic drivers: job-related training locations, educational opportunities (including vocational schools, proprietary higher-educational institutions, community colleges, colleges, and universities), educationally affiliated research facilities, or educationally affiliated business incubators <u>OR</u> has positive impact on a specific industry cluster, innovative business, or industry target, e.g. project enhances region's technology sector.	0 to 1
Project has neutral effect (no known impact, positive or negative) on economic development.	0
*-1 point each (up to -2 points available in total): • Project reduces access to job training locations; education; jobs; or manufacturing, technology, or intermodal centers. • Project creates negative impacts to local businesses including economic competitiveness; ability to manufacture, import, or export; increased transportation costs; significantly increased traffic congestion; significantly decreased traffic, etc.	-1 to -2
ECONOMIC DEVELOPMENT SUBTOTAL SCORE	0
SAFETY & SECURITY (11 POINTS POSSIBLE)	
Additional Safety Benefit Beyond Crash History (3 points)	
Project includes 6 or more new safety features expected to reduce the risk of fatal or serious injury crashes at locations with limited crash history (a proactive approach):	

Intersection Related: • Signal Timing and Phasing Adjustments • Traffic Signal Back plates with Retro Reflective Borders • Intersection Warning Signs • No Turn on Red Signs (standard or electric) • Parking Restrictions at Intersections • Intersection or Roadway Lighting • Flashing Beacons at Stop Controlled Intersections • Roundabout(s)		Pedestrian/Bicycle Related: • Rectangular Rapid Flashing Beacons at Unsignalized Intersections • Pedestrian Warning Signs • Medians and Pedestrian Crossing Islands • Pedestrian Hybrid Beacon • Pedestrian Countdown Timers • High Visibility Crosswalks • Sidewalks • Multi-Use Paths • Bike lanes or other bicycling-related infrastructure • Leading Pedestrian Intervals • Accessible Pedestrian Signals		3
Roadway Related: • Lane Geometry Adjustments (including road diets) • Medians and Pedestrian Crossing Islands • Sight Line Clearance • Retro-reflective Signs and Shoulder Striping • Curve Warning Signs • High Friction Surface Treatments • Centerline Audible Roadway Delineators (CARDS) • Shoulder Audible Roadway Delineators (SHARDS) • Safety Edge • Traffic Calming • Speed Feedback Signs				
Project adds 3-5 new safety features intended to reduce the risk of fatal or serious injury crashes at locations with limited crash history.				2
Project adds 1-2 new safety features intended to reduce the risk of fatal or serious injury crashes at locations with limited crash history, or project is part of a larger safety effort in a location with crash history and project includes education and enforcement activities.				1
Project has neutral effect (no known impact, positive or negative) on safety beyond crash history.				0
ADDITIONAL SAFETY BENEFIT SCORE				0
Security and Resiliency to Natural Hazards and Human Caused Events (3 points)				
Full closure of road or bridge imminent due to infrastructure condition or vulnerability to natural hazards, >24 hrs OR detour >1 mile.				3
Project implements a location-specific initiative identified in a county, state, or other hazard, security, emergency management, or resiliency plan.				2
Project provides for redundancy or makes facility more resilient by improving/remediating critical components on a facility defined in a risk analysis or vulnerability assessment as sensitive, high-exposure, or high consequence to natural or human-caused disaster.				1
Project has neutral effect (no known impact, positive or negative) on security or resiliency.				0
Project makes an asset or the system more vulnerable (for example, by impeding an evacuation route or reducing access to emergency services) or project conflicts with a county, state, or other hazard/security/emergency management plan.				-1
Bonus points will be awarded to proposed projects determined to be vulnerable to natural or man-made hazards or in close proximity to a critical facility.				
Vulnerable infrastructure Score: Project receives 1 point for each vulnerability and proximity to a critical facility <1 mile, up to 5 points)				
Vulnerability: • Low condition rating (score <5) • Carries people & goods over a river or stream (culvert or bridge) • Carries people & goods over an interstate • Carries people & goods over a railroad • Within ¼ mile of a lake, river or stream • Evacuation route Critical facility: • Hospital • Emergency operations center • Electric substation • Nursing home • School • Shelter • Power generation facility • Wastewater treatment facility • Hazardous materials facility		5		
SECURITY AND RESILIENCY SCORE				0
SAFETY & SECURITY SUBTOTAL SCORE				0
OPERATIONS & TECHNOLOGY (5 POINTS POSSIBLE)				
Traffic Operations & Reliability Improvements (3 points)				
Project is a significant investment in operations or reliability such as installation of new roundabout, corridor signalization improvements, TMC operations funding, or an initiative involving a beneficial advanced technology listed below.				3
Project is located on the ITS priority network and includes substantial features targeting operations and reliability improvements such as traffic signal intersection improvements (including signal coordination, transit signal priority, and/or pedestrian signals), or ITS/CCTV signage or infrastructure.				2
Project is not located on the ITS priority network but includes substantial features targeting operations and reliability improvements such as traffic signal intersection improvements (including signal coordination, transit signal priority, and/or pedestrian signals), or ITS/CCTV signage or infrastructure.				1
Project has neutral effect (no known impact, positive or negative) on operations and reliability.				0
Project introduces a new impediment to or reduction of traffic operations or reliability.				-1
TRAFFIC OPERATIONS & RELIABILITY IMPROVEMENTS SCORE				0
Use of Beneficial Advanced Technologies (2 points)				
Project's primary purpose is, and over 50% of budget is devoted to, upgrades to advanced technologies or introduction of new advanced technologies related to the following: • Automated data collection • Automated traffic enforcement • LED lighting • Electric Vehicle charging • Automated Vehicles • Connected Vehicles • Real-time travel information communication • Self-organizing traffic lights • Dynamic speed limit signs • Other ITS		2		
Project includes appropriate upgrades to advanced technological features or introduction of new advanced technological features.				1
Project has neutral effect (no known impact, positive or negative) on advanced technology.				0
Project removes useful advanced technology without replacing or upgrading or fails to include appropriate advanced technology in scope.				-1
USE OF BENEFICENT ADVANCED TECHNOLOGIES SCORE				0
OPERATIONS & TECHNOLOGY SUBTOTAL SCORE				0
FREIGHT (5 POINTS POSSIBLE)				
Freight and Goods Movement (5 points)				
Award 1 point for each of these criteria (for a cumulative total of up to 5 maximum): • Project improves a MPO or NYSDOT identified freight movement issue. • Project removes/substantially improves a freight related land-use compatibility, noise, or safety issue. • Project is located on, or provides access to, the CDTC Freight Priority Network, and provides a travel time and/or reliability benefit(s). • Project enhances access to a key freight generator (Ex: Airport, Ports, Major Distribution Centers, Industrial Park/cluster of industrial land uses). • Project enhances access to any intermodal freight movement (Ex: air to truck/rail, rail to truck/water, water to rail/truck/air, etc.).		1 to 5		
Project has neutral effect (no known impact, positive or negative) on freight and goods movement.				0
Project is located on, or provides access to, the CDTC Freight Priority Network, and increases travel time and/or decreases reliability.				-1
Project negatively affects freight movement or safety in an area with a known MPO or NYSDOT identified freight movement or freight-related safety issue; alternatively, project introduces a specifically freight-related land use incompatibility (e.g., substantial increase to freight traffic load in residential area, introduction of significant freight traffic noise or other significant freight related nuisance).				-2
FREIGHT SUBTOTAL SCORE				0
PERFORMANCE (3 POINTS POSSIBLE)				
Anticipated Effect on all Performance Targets (3 points)				
Project has a positive effect on at least 50% of the existing, applicable performance targets (and a minor effect on the others).				3
Project has a positive effect on at least 25% of the existing, applicable performance targets (and a minor effect on the others).				2
Project has a positive effect on greater than 0% of the existing, applicable performance targets (and a minor effect on the others).				1
Project has no effect on the existing, applicable performance targets.				0
Project has a negative effect on at least 15% of the existing, applicable performance targets.				-1
PERFORMANCE SUBTOTAL SCORE				0
INNOVATION (2 POINTS POSSIBLE)				
Innovative Solutions (2 points)				

Project includes a significantly innovative feature not captured elsewhere in merit criteria and which is a new model for the state.	2
Project includes a significantly innovative feature not captured elsewhere in merit criteria and which is a new model for the region.	1
Project includes no identified significantly innovative features new to the state or region and not captured elsewhere in merit criteria.	0
INNOVATION SUBTOTAL SCORE	0
PROJECT DELIVERY (2 POINTS POSSIBLE)	
On Schedule/On Budget (2 points)	
Includes all of the sponsor's projects completed within the last five years and those with any phase listed on the TIP in the last five years. On schedule is defined as obligating construction funding in the original programmed year unless the schedule change was not requested by the sponsor. On budget is defined as completing the project within 10% of the original total cost.	
All of their projects have been on schedule <u>AND</u> on budget.	2
50% or greater of their projects have been either on schedule <u>AND</u> on budget.	1
Sponsor has not had any projects programmed on a TIP in the last five years or no other score can be applied.	0
Over 50% of their projects have not been on schedule or have not been on budget, or both.	-1
At least 1 project was not completed as scoped in the project justification package or other application, and no amendment was approved for the change(s). If this criteria applies, no other criteria in this category applies and the project only receives this score.	-2
PROJECT DELIVERY SUBTOTAL SCORE	0
PROJECT MERIT CATEGORY SUB TOTAL (-29 to 70 POINTS)	0
Scaled to 50 points	0.0

B/C RATIO (0 to 50 POINTS)	
B/C Ratio Value	SUBTOTAL0.0

PROJECT TOTAL (-21 to 100 POINTS)	
Scaled Merit Categories + B/C Ratio Value	TOTAL0.0