

APPENDIX C

TIP Evaluation Methodology

PROJECT NAME:

| MERIT CATEGORIES | NUMERIC VALUES SCORE | | |
|--|----------------------|-------------------|------------|
| COMMUNITY QUALITY OF LIFE & EQUITY (10 POINTS POSSIBLE) | | | |
| Land Use Compatability | SCORE | -1 to +3 | 0 |
| Smart Growth | SCORE | -1 to +3 | 0 |
| Environmental Justice | SCORE | -1 to +2 | 0 |
| Accessibility / ADA / Universal Design/Human Services Transport | SCORE | -1 to +2 | 0 |
| | SUBTOTAL | -4 to +10 | 0 |
| APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE) | | | |
| Preservation/Renewal of Existing | SCORE | -2 to +5 | 0 |
| Complete Streets | SCORE | -2 to +5 | 0 |
| | SUBTOTAL | -4 to +10 | 0 |
| MULTI-MODALISM (10 POINTS POSSIBLE) | | | |
| Transit | SCORE | -2 to +5 | 0 |
| Pedestrian | SCORE | -1 to +3 | 0 |
| Bicycle | SCORE | -1 to +2 | 0 |
| | SUBTOTAL | -4 to +10 | 0 |
| ENVIRONMENT & HEALTH (8 POINTS POSSIBLE) | | | |
| Sensitive Area Preservation/Mitigation | SCORE | -1 to +2 | 0 |
| Greenhouse Gas Emissions Reduction | SCORE | -1 to +2 | 0 |
| Alternative Fuels Support | SCORE | -1 to +2 | 0 |
| Other Health Benefit | SCORE | -1 to +2 | 0 |
| | SUBTOTAL | -4 to +8 | 0 |
| REGIONAL BENEFIT (5 POINTS POSSIBLE) | | | |
| Benefit beyond project to transportation system or quality region | SCORE | -2 to +5 | 0 |
| | SUBTOTAL | -2 to +5 | 0 |
| ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE) | | | |
| Economic Impact | SCORE | -2 to +5 | 0 |
| | SUBTOTAL | -2 to +5 | 0 |
| SAFETY & SECURITY (5 POINTS POSSIBLE) | | | |
| Additional Safety Benefit Beyond Crash History | SCORE | -1 to +3 | 0 |
| Security and Resiliency to Natural Hazards and Human Caused Events | SCORE | -1 to +2 | 0 |
| | SUBTOTAL | -2 to +5 | 0 |
| OPERATIONS & TECHNOLOGY (5 POINTS POSSIBLE) | | | |
| Traffic Operations & Reliability Improvements | SCORE | -1 to +3 | 0 |
| Use of Beneficent Advanced Technologies | SCORE | -1 to +2 | 0 |
| | SUBTOTAL | -2 to +5 | 0 |
| FREIGHT (5 POINTS POSSIBLE) | | | |
| Freight and Goods Movement | SCORE | -2 to +5 | 0 |
| | SUBTOTAL | -2 to +5 | 0 |
| PERFORMANCE (3 POINTS POSSIBLE) | | | |
| Anticipated Effect on all Performance Targets | SCORE | -1 to +3 | 0 |
| | SUBTOTAL | -1 to +3 | 0 |
| INNOVATION (2 POINTS POSSIBLE) | | | |
| Innovative Solutions | SCORE | 0 to +2 | 0 |
| | SUBTOTAL | 0 to +2 | 0 |
| PROJECT DELIVERY (2 POINTS POSSIBLE) | | | |
| On Schedule/On Budget | SCORE | -2 to +2 | 0 |
| | SUBTOTAL | -2 to +2 | 0 |
| PROJECT MERIT CATEGORY SUB TOTAL | | | |
| Total from Line Items Above | SUBTOTAL | -29 to +70 | 0 |
| Scaled to 50 points | | | 0.0 |

← **MERIT POINTS TOTAL**

| B/C RATIO | | |
|---|-----------------|-----------------|
| B/C Ratio Value (imported from separate analysis) | SUBTOTAL | 0 to +50 |

← **B/C SCORE CONVERTED TO POINT SCALE**

| PROJECT TOTAL (UP TO 100 POINTS) | | |
|----------------------------------|--------------|-------------------|
| Merit Categories + B/C Value | TOTAL | -21 to 100 |
| | | 0.0 |

← **TOTAL PROJECT SCORE**

PROJECT NAME:

| MERIT CATEGORIES | | SCORE |
|--|--------|----------|
| COMMUNITY QUALITY OF LIFE & EQUITY (10 POINTS POSSIBLE) | | |
| Land Use Compatibility (3 points) | | |
| <p>2 points for the following:</p> <ul style="list-style-type: none"> Project implements a recommendation from a Linkage Study, town center plan, or similar plan and aligns transportation system with existing or desired land uses. | 0 to 2 | |
| <p>1 point for one or both of the following</p> <ul style="list-style-type: none"> 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. 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. | 0 or 1 | |
| Project has neutral effect (no known impact, positive or negative) on land use compatibility. Project maintains existing or implements changes with neutral impacts with regard to land use. | 0 | |
| Project introduces a new, significant conflict between transportation system and land use. | -1 | |
| LAND USE COMPATIBILITY SCORE | | |
| Smart Growth (3 points) | | |
| <p>Project supports 5 or more of the following New York State Smart Growth criteria;</p> <ul style="list-style-type: none"> 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 groups To provide mobility through transportation choices including improved public transportation and reduced automobile dependency To coordinate between state and local government and municipal 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 and implement. | 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; support for compact growth; or growth within or adjacent to an activity center. | 1 | |
| Project has neutral effect (no known impact, positive or negative) on smart growth or 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 is to be supported and not penalized with a negative score. | -1 | |
| SMART GROWTH SCORE | | |
| 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 | | |
| Accessibility / ADA / Universal Design/Human Services Transport (2 points) | | |
| Project's primary purpose is to upgrade accessible features, introduce new accessible features, or remove barriers to universal access and is in an area identified as a high priority for access improvement/compliance in an ADA Transition Plan. Alternatively, project's primary purpose is improved operation or coordination of human services transport. | 2 | |
| Project includes the addition or upgrade of accessibility features such as upgrading or adding ADA curb ramps, audio-visual signals, etc. | 1 | |
| Project has neutral effect (no known impact, positive or negative) on accessibility/ADA/universal design/human services transport. | 0 | |
| Project removes an accessible element without replacing or upgrading, adds features(s) which impede universal access, or otherwise compromises accessibility. Alternatively, project impedes operation or coordination of human services transport. | -1 | |
| ACCESSIBILITY/ADA/UNIVERSAL DESIGN/HUMAN SERVICES SCORE | | |
| 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 and bridge) with regional significance (inclusive of 3 or more municipalities) 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 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, pedestrian crossings, ADA compliant features, safety components, bike lanes, 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, or other elements; and includes preservation, renewal, or upgrade to adjacent or associated facilities, such as: sidewalks, pedestrian crossings, ADA compliant features, safety components, bike lanes, etc. | 2 | |
| Project has a primary or substantial portion of scope devoted to preservation of pavement, bridges, sidewalks, 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 | | |
| Complete Streets (5 points) | | |
| <p>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, i.e. includes 8 or more of the following 11 features:</p> <ul style="list-style-type: none"> multimodalism transit infrastructure improvement sidewalk/bike 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 | 5 | |
| Project includes introduction of new or rehabilitation/upgrade of substantial complete streets features (those 11 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 | |

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| Project is a preservation/maintenance project but scope is inclusive of rehabilitation/upgrade to minor complete streets features such as sidewalks, pavement markings, 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 11 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 | |
| APPROPRIATE INFRASTRUCTURE SUBTOTAL SCORE | 0 |
| MULTI-MODALISM (10 POINTS POSSIBLE) | |
| Transit (5 points) | |
| Project substantially furthers a major CDTA regional transit initiative or a transit-related CDTC "Big Ticket" 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 Queue jumps • 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 | 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 | |
| Pedestrian (3 points) | |
| Project improves accessibility, safety, or connectivity of pedestrian infrastructure ~AND~ is within, or making a connection to, a Tier 1 Pedestrian District. | 3 |
| Project improves accessibility, safety, or connectivity of pedestrian infrastructure ~AND~ 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 | |
| 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. | 2 |
| Project is not on or directly connected to the linear Bike Network but it improves accessibility, safety, or connectivity of bicycle infrastructure in a non-incident way (e.g., project installs bike lane, widen shoulders specifically for bike usage, or implements comprehensive bicycle signage program). 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 (e.g., bike lane, multi-use path, signage, pavement markings, etc.) without replacing or enhancing it. | -1 |
| BICYCLE SCORE | |
| MULTI-MODALISM SUBTOTAL SCORE | 0 |
| ENVIRONMENT & HEALTH (8 POINTS POSSIBLE) | |
| Sensitive Areas Protection/Mitigation (2 points) | |
| Project includes a significant sustainable feature <u>AND</u> is not within 1/4 mile of an environmentally sensitive feature. (See lists below.) Significant sustainable features include: • retention/detention ponds • new or improved wetlands • green infrastructure (bioswales, porous pavement, etc.) • native plant species planting • invasive plant species removal • historic building restoration • stream restoration • wildlife crossing construction • other environmental mitigation strategies or significant sustainable features | 2 |
| Environmentally sensitive features include: • sole source aquifers • aquifers • reservoirs • water features (streams, lakes, rivers) • wetlands • watersheds • 100 year flood plains • rare animal populations • rare plant populations • significant ecological sites • significant ecological communities • state historic sites • national historic sites • national historic register districts | |
| • national historic register 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 • rare plant habitats • Class I & II soils | |
| Project includes a significant sustainable feature which proposes to fully mitigate any impact/risk <u>AND</u> is within 1/4 mile of an environmentally sensitive feature. (See lists above.) | 1 |
| Project has neutral effect (no known impact, positive or negative) on environmentally sensitive areas OR includes identified minor environmental impact or risk of impact but proposes to fully mitigate any and all impact/risk. | 0 |
| Project is within 1/4 mile of an environmentally sensitive feature, is believed to have a potential impact on the feature, and the scope does not propose to fully mitigate the impact/risk. Alternatively, project is deemed to include a serious environmental risk or significant negative impact. | -1 |
| SENSITIVE AREA PROTECTION/MITIGATION SCORE | |
| 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. 2 points for project with a primary purpose (and over 50% of budget) devoted specifically to GHG Emissions Reduction 1 point for project which includes features likely to reduce GHG emissions, including travel demand management, compact mixed-use development, etc. | 1 or 2 |
| Project has neutral effect (no known impact, positive or negative) on GHG emissions reduction. | 0 |
| Project is judged likely to increase transportation-related GHG emissions. | -1 |
| GREENHOUSE GAS EMISSIONS REDUCTION SCORE | |
| Alternative Fuels Support (2 points) | |
| Project includes infrastructure/programs which encourage electric, biofuel, natural gas, or other alternative fuel usage, or encourage high efficiency vehicles, at the following levels of magnitude: • 2 point for displacement of over 1000 gas gallon equivalents (GGE's) • 1 points for displacement of 1 to 1000 gas gallon equivalents (GGE's) | 1 or 2 |

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| Project has neutral effect (no known impact, positive or negative) on alternative fuels. | 0 |
| Project removes without upgrading infrastructure/programs which encourage alternative fuel usage. | -1 |
| ALTERNATIVE FUELS SUPPORT SCORE | |
| Other Environmental / Health Benefit (2 points) | |
| Project includes other features beneficial to the environment or to public health not captured in another category. Other environmental features include warm mix asphalt, recycled pavements, use of recycled plastics and other recycled materials, and other energy-saving strategies. Other health features include improvements which increase access to medical care, healthy foods, parks, and recreation; and which increase access to jobs and affordability which reduces financial stress. For the addition of 4 or more features, assign 2 points; and for the addition of 3 or less features, assign 1 point. | 1 or 2 |
| Project has neutral effect (no known impact, positive or negative) on any additional environmental/health issues. | 0 |
| Project reduces existing use of the above environmental and health features or includes other features harmful to the environment or to public health. | -1 |
| OTHER HEALTH BENEFIT SCORE | |
| 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": <ul style="list-style-type: none"> Regional Greenway Program Riverfront Access and Urban Development Program Street Reconstruction and Reconfiguration Suburban Town Center Development Guideway Transit System with Transit-Oriented Development Integrated Corridor Management Program Demand Management Program | 5 |
| Up to 4 points cumulatively (award 1 point for each of the below): <ul style="list-style-type: none"> 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, carshare, bikeshare, transit, commuter buses, park & ride lots, alternative parking strategies which encourage reduced auto use. | 1 to 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 | |
| ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE) | |
| Economic Impact (5 points) | |
| 2 points for the following: Project supports development that is consistent with the Capital Region Economic Development Council's 8 regional strategies listed below. 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. <ul style="list-style-type: none"> Leverage & Collaborate Open New Doors Prepare For Tomorrow Build A SuperHighway Bring Cities To Life Sustain & Optimize Our Surroundings Showcase Our Beauty Spotlight Our Strengths | 0, 1, or 2 |
| 1 point each (up to 2 points available in total): <ul style="list-style-type: none"> 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, or area of high residential density. Project improves access to a major recreation or community facility. | 0, 1, or 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 or 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): <ul style="list-style-type: none"> 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 | |
| SAFETY & SECURITY (5 POINTS POSSIBLE) | |
| Additional Safety Benefit Beyond Crash History (3 points) | |
| Project includes new features intended to reduce the risk of fatal or serious injury crashes at locations with limited crash history (a proactive approach), or is part of a larger corridor or area-wide safety effort which includes education and enforcement activities. For the addition of 6 or more features, assign 3 points; for the addition of 3-5 features, assign 2 points; for the addition of 2 or less features, assign 1 point. Features include: <ul style="list-style-type: none"> Traffic Signal Back plates with Retro Reflective Borders Enhanced Delineation and Friction for Horizontal Curves Safety Edge Medians and Pedestrian Crossing Islands Pedestrian Hybrid Beacon Road Diet Centerline Audible Roadway Delineators (CARDS) Pedestrian Countdown Timers High Visibility Crosswalks Sidewalks Signal Re-timing Additional Warning and Regulatory Signs (for drivers, pedestrians, etc.) Leading Pedestrian Intervals Accessible Pedestrian Signals No Turn on Red Signs (standard or electric) Intersection Lighting Education campaign Enforcement campaign | 1 to 3 |
| Project has neutral effect (no known impact, positive or negative) on safety beyond crash history. | 0 |
| Project introduces features which have negative safety implications. | -1 |
| ADDITIONAL SAFETY BENEFIT SCORE | |
| Security and Resiliency to Natural Hazards and Human Caused Events (2 points) | |
| Project implements an initiative identified in a county, state, or other hazard/security/emergency plan, such as: improving a vulnerable evacuation route; providing enhanced access to critical needs or facilities such as hospitals, medical care, emergency care, or emergency services; enabling emergency response; or assisting in recovery activities. | 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 |

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| Project makes an asset or the system more vulnerable (for example, by impeding/reducing an evacuation route or access to emergency services) or project conflicts with a county, state, or other hazard/security/emergency plan. | -1 |
| SECURITY AND RESILIENCY SCORE | |
| 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 adaptive signal control, self-organizing signals initiative, speed harmonization, dynamic lane assignment or other appropriate active traffic management strategy. | 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 | |
| Use of Beneficial Advanced Technologies (2 points) | |
| Project's primary purpose is, and over 50% of budget is devoted to, upgrades to advanced technological features or introduction of new advanced technological features, such as signal coordination, transit signal priority, pedestrian signals, adaptive signal control, self-organizing signals, bluetooth based detection, CCTV, variable message signs, central software, in pavement detection, speed harmonization, variable speed limits, dynamic lane assignment, queue warning, etc. | 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 | |
| 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): | |
| <ul style="list-style-type: none"> 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 | |
| PERFORMANCE (3 POINTS POSSIBLE) | |
| Anticipated Effect on all Performance Targets (3 points) | |
| Project has a positive effect on at least 75% of the existing, applicable performance targets. | 3 |
| Project has a positive effect on at least 50% of the existing, applicable performance targets. | 2 |
| Project has a positive effect on at least 25% of the existing, applicable performance targets. | 1 |
| Project has neutral effect (no known impact, positive or negative) on the existing, applicable performance targets. | 0 |
| Project has a negative effect on an existing, applicable performance target. | -1 |
| PERFORMANCE SUBTOTAL SCORE | |
| INNOVATION (2 POINTS POSSIBLE) | |
| Innovative Solutions (2 points) | |
| Project includes a significantly innovative feature not captured elsewhere in merit criteria which is a new model for the state. | 2 |
| Project includes a significantly innovative feature not captured elsewhere in merit criteria which is a new model for the region. | 1 |
| Project includes no identified significantly innovative features not captured elsewhere in merit criteria. | 0 |
| INNOVATION SUBTOTAL SCORE | |
| PROJECT DELIVERY (2 POINTS POSSIBLE) | |
| On Schedule/On Budget (2 points) | |
| Includes the sponsor's latest projects, a minimum of 2 and a maximum of 3). On schedule is defined as obligating construction funding in the original programmed year. On budget is defined as completing the project within 10% of the original total cost. | |
| At least 2 of their projects are on schedule <u>AND</u> on budget. | 2 |
| At least 2 of their projects are on schedule <u>OR</u> on budget. | 1 |
| Sponsor does not have 2 applicable projects programmed on a TIP or no other score can be applied. | 0 |
| At least 2 of their projects are <u>NOT</u> on schedule <u>AND</u> <u>NOT</u> on budget. | -1 |
| At least 1 project was not completed as originally scoped in the project justification package. If this criteria applies, no other criteria in this category applies and the project only receives this score. | -2 |
| PROJECT DELIVERY SUBTOTAL SCORE | |
| 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 | SUBTOTAL |

| | |
|---|------------------|
| PROJECT TOTAL (-21 to 100 POINTS) | |
| Scaled Merit Categories + B/C Ratio Value | TOTAL 0.0 |