

## **DRAFT Evaluation Methodology FY 2025 -2030 TIP Update February 2024**

### **TIP Category – Roads**

Projects will be scored as 'Pavement Only' or 'Complete Streets'. Proposed scoring criteria are as follows:

**Pavement Only:** similar to the scoring system used for Bridge NY solicitations. Emphasis on benefit-cost of pavement repair.

- **80-point Benefit Cost Score;** taking into account facility value, safety benefits, pavement condition, service life extension, and cost of repair. Pavement projects with B/C of 40 or higher receive full 80 points; all others scaled accordingly (a pavement project with a B/C ratio of 30 will receive 60 points).
- **20-point Merit Score;** up to five points for each merit category:
  - Freight Impact
  - Project Delivery
  - Security/Resiliency
  - Equity/Environmental Justice
- **100 points total**

**Complete Streets:** very similar to the scoring system used in prior TIP solicitations; half the score is based on the benefit-cost ratio which takes into account facility value, safety benefits, pavement condition, service life extension, and cost of repair. The other half of the score is a streamlined merit evaluation.

- **50-point Benefit Cost Score;** taking into account facility value, pavement condition, service life extension, and cost of repair.
- **50-point Merit Score;** some of the prior TIP merit categories were consolidated if highly correlated with one another. We're reducing from 23 categories to 10:
  - Land Use, Smart Growth, and Access Management (5 points)
  - Multimodal & Complete Streets (5 points)
  - Regional Benefit & Economic Impact (5 points)
  - ITS, Operations, and Innovation (5 points)
  - Equity/Environmental Justice (5 points)
  - ADA Accessibility (5 points)
  - Alternative Fuels (5 points)
  - Security/Resiliency (5 points)
  - Freight (5 points)
  - Project Delivery (5 points)
- **100 points total**

### **TIP Category – Bridge**

The proposed scoring process for bridges is based on the process used for the last two rounds of the Bridge NY Program.

- **80-point Benefit-Cost Score**; taking into account the facility value, bridge condition, service life extension, and cost of repair. Bridge projects with B/C of 40 or higher receive full 80 points; all others scaled accordingly (a bridge with a B/C ratio of 30 will receive 60 points).
- **20-point Merit Score**; up to four points for each merit category:
  - Complete Streets
  - Freight Impact
  - Project Delivery
  - Security/Resiliency
  - Equity/Environmental Justice
- **100 points total**

### **TIP Category – Congestion, Freight, and Air Quality**

This new category was developed to align with System Performance and Greenhouse Gas performance management targets. We will continue to evaluate tools such as NYSDOT's CMAQtraq to see if we can use them to develop a quantitative scoring component. For now, the scoring process outlined below assumes we will only have in-house resources available.

- **70-point Project Benefits score**: Project consistency with plan goals, objectives, and strategy recommendations;
  - Project is consistent with the goals and objectives detailed in a State or MPO Congestion, Freight, or Air Quality plan (Congestion Management Process, NY State Freight Transportation Plan, Regional Freight Plan, Regional Truck Parking Study, NY State Carbon Reduction Strategy Plan, CDRPC Capital Region Priority Climate Action Plan, or other state, regional, or local plan endorsed by the Transportation Council), and will contribute to performance management targets
  - Project implements one or more strategies, actions, or recommended projects identified in a State or Transportation Council Congestion, Freight, or Air Quality plan. The strategy, action, or project proposed will be effective in addressing the specific identified transportation problem/need.
  - For Congestion projects:
    - Project is implementing an appropriate Congestion Management Strategy at one or more of the locations identified as top congested locations in the CMP that is expected to treat the type of congestion observed at that location
    - Project is proposing a cost-effective solution, such as an ITS or TSMO Strategy, before more costly projects or attempted/ruled out
    - For ITS projects, documented coordination with partner agencies to assure consistency and interoperability of ITS hardware, software, and processes

- For Air Quality projects:
  - Project is expected to cost-effectively reduce harmful criteria pollutant emissions and/or greenhouse gas emissions. Resources including the FHWA CMAQ Cost-Effectiveness Report (2020) will be used to evaluate relative impact of different project types.
- **30-point merit score**; up to 10 points in each category:
  - Safety Benefits
  - Equity/Environmental Justice
  - Project Delivery
- **100 points total**

### **TIP Category – Bike and Ped Only**

This process is very similar to scoring system used in prior TIP solicitations; half the score is assigned based on the A-B-C Project Benefits (same as prior TIP update), and the other half is a streamlined merit evaluation.

- **50-point Project Benefits Score**; using similar methodology as the prior TIP solicitation:
  - Assigning an A-B-C score for Cost effectiveness
  - Assigning an A-B-C score for Market Potential
  - Assigning an A-B-C score for Safety
  - Convert these to numerical scores, sum, and scale to 50 points
- **50-point Merit Score**:
  - Land Use, Smart Growth, and Access Management (10 points)
  - Multimodal & Complete Streets (10 points)
  - Equity/Environmental Justice (10 points)
  - ADA Accessibility (5 points)
  - Security/Resiliency (5 points)
  - Project Delivery (10 points)
- **100 points total**

### **TIP Category – Other**

Projects in this category will not receive a numerical score. They will be presented to Planning Committee after a review is conducted by Transportation Council staff consistent with the criteria below. Staff will provide a relative ranking and programming recommendations.

- Consistency with regional goals and objectives detailed in the Metropolitan Transportation Plan or other applicable Transportation Council, State, or other regional/local, plan
- Eligibility for one or more funding sources being programmed in the TIP update
- Project will effectively address a transportation problem/need and has a clearly defined scope, schedule, and cost estimate
- Project has documented support from stakeholders and community

- Project has prior planning, conceptual design, environmental review, or other preliminary work that demonstrates project feasibility, identifies barriers to implementation, and supports the proposed project scope
- (Optional) Project will prepare a future project for competitiveness for discretionary grant funds to be brought to the region (such as a PEL study)

**Additional notes:**

The revised TIP evaluation methodology was prepared in accordance with recommendations made by the TIP Task Force as documented in the adopted TIP Policy Document. Project categories have changed and each project category has its own scoring system. The scoring systems were developed to meet the following recommendations from the TIP Policy Document:

- Simpler, more streamlined applications to reduce staff burden, especially on smaller communities.
- Preservation projects, by definition, do not make additional changes to the roadway, but use the same application and are evaluated using the same criteria as projects that do. There should be a category for simple pavement preservation projects with a streamlined application.
  - Consider removing the Preservation vs. Beyond Preservation label
- Revise merit evaluation process to ensure only context-appropriate scores are being evaluated for each project category.
  - Each category would include a small number of high-impact scores that would be evaluated for each project (like recent BRIDGE-NY solicitation)
- Consider re-evaluating the ratio between the quantitative and qualitative parts of the review.
- Consider incorporating locally funded design into the Project Delivery merit category criteria.
- Remove user cost component of Benefit / Cost analysis.
- Consider aligning categories/scores with federally required performance measures
- Separate scoring process for “unique project types” that do not fit into other categories

A correlation coefficient matrix was prepared in Excel to determine which merit categories may be merged. Scores with very high correlation (0.5 or greater) were recommended for merging. The merged categories will have re-worked scoring criteria.

**Old merit scores**

**Proposed merged category**

Land Use Smart Growth	Land Use, Smart Growth, and Access Management
Complete streets Transit Pedestrian Bicycle GHG Emissions	Multimodal & Complete Streets

Safety Additional	
Regional Benefit Economic Impact	Regional Benefit and Economic Impact
Traffic operations Advanced Tech Innovative Solutions	ITS, Operations, and Innovation

The following merit scores are recommended for elimination:

Eliminate these merits:	Reason:
Preservation and Renewal	Duplicative of benefit-cost score
Sensitive Area	Recommendation by Teresa; most projects got 1 point for proximity to environmental feature
Environmental Other	Criteria poorly defined; only two projects were awarded 1 point each (Westerlo multi-use trail and Wilton NY-50 design-only projects)
Performance Measures	Duplicative of all other categories

These merit scores will be kept as individual merit categories, but we can still re-work the specific scoring criteria:

**Keep these merits individual:**

- Environmental Justice
- Accessibility/ADA
- Alt Fuels
- Security and Resiliency
- Freight
- Project Delivery