## PROJECT NAME:

MERIT CATEGORIES	NUMERI	C V	ALL	JES	SCORE
COMMUNITY QUALITY OF LIFE & EQUITY (10 POINTS POSSIBLE)					
Land Use Compatibility	SCORE	-1	to	+3	0
Smart Growth	SCORE	-1	to	+3	0
Environmental Justice	SCORE	-1	to	+2	0
Accessibility	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 Areas Protection/Mitigation	SCORE	-1	to	+2	0
Greenhouse Gas Emissions Reduction	SCORE	-1	to	+2	0
	SCORE	-1	to	+2	0
Alternative Fuels Support					0
Other Environmental/Health Benefit	SCORE	-1	to	+2	
	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	0	to	+3	0
Security and Resiliency to Natural Hazards and Human Caused Events	SCORE	-1	to	+3	0
Bonus Points	SCORE	0	to	+5	0
	SUBTOTAL	-2	to	+11	0
OPERATIONS & TECHNOLOGY (5 POINTS POSSIBLE)	_				
Traffic Operations & Reliability Improvements	SCORE	-1	to	+3	0
Use of Beneficial 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)					
Innovation (2 Foliations	SCORE	0	to	+2	0
	SUBTOTAL	0	to	+2	0
PROJECT DELIVERY (2 POINTS POSSIBLE)	30D.OTAL				<u> </u>
On Schedule/On Budget	SCORE	_າ	to	+2	0
On scriedule/On Budget	SUBTOTAL	-2 <b>-2</b>	to to	+2	0 <b>0</b>
	SOBIOTAL	-2	ıu	ŦΖ	U
PROJECT MERIT CATEGORY SUB TOTAL					
Total from Line Items Above	SUBTOTAL	-29	to	+76	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	0.0

**b/c score converted** TO POINT SCALE

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



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.	
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<ul> <li>Project implements access management features (e.g. shared driveways, raised medians, service roads, dedicated turning lanes, driveway reduction, and cross-easement access) we remove transportation/land use conflicts; and/or</li> </ul>	iich
<ul> <li>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 pot</li> </ul>	ntin
degradation from increased facility utilization or from conflicts between transportation and development.	IILIa
Project has neutral effect (no known impact, positive or negative) on land use compatibility. Project maintains existing infrastructure or implements changes with neutral impacts wi	h
regard to land use.	
Project introduces a new, significant conflict between the transportation system and land use.	
LAND USE COMPATIBILITY SO	ORE
mart Growth (3 points)	4
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 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.	on
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 signif	cant
historic and archeological resources  A To feet prived lead uses and compact development, development, the ophanical section of beauty in public space, the discretizant and affordable property of the ophanical section of	lity
<ul> <li>To foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordab of housing in proximity to places of employment, recreation and commercial development and the integration of all income and age groups</li> </ul>	ity
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 ensure predictability by cheegthoring existing and creating new communities which reduce grouphouse are emissions and do not compromise the needs of future generation.	bu
<ul> <li>To promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generation among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain it</li> </ul>	
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 even	s,
including hazard risk analysis data if applicable	
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 exis	ina
corridor within or contiguous to existing development; brownfield or greyfield redevelopment.	i ig
Project serves new development which encourages one or more of the following development characteristics: mixed use development; compact development; range of housing type	s;
jobs-housing balance; or support for compact growth.	
Project has neutral effect (no known impact, positive or negative) on smart growth and only replaces appropriately scaled infrastructure.	
Project contradicts smart growth by: encouraging creation of new sprawl; inducing new greenfield development not contiguous to existing development; supporting creation or expanding the project contradicts of t	nsior
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.	
SMART GROWTH SI	ORF
nvironmental Justice (2 points)	
	nent
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 improve	
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are provided over a portion of the project which is significant relative to the overall project.  Project is within or directly connected to an E1 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.  Project excludes E1 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.  Project is either A) within or directly connected to an E1 area and is new construction, vehicle capacity improvements, or reconstruction projects which add auto capacity or B) excludareas and has a primary purpose or significant focus on transit, bicycling, walking, or carpool.  ENVIRONMENTAL JUSTICE St.  ECCESSIBILITY (2 points)  Project sprimary 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.  Project implements elements included in an ADA Transition Plan.  Project implements elements included in an ADA Transition Plan.  Project removes an accessible element without replacing or upgrading, adds features(s) which impede universal access, or otherwise compromises accessibility.  ACCESSIBILITY St.  IAIL INFRASTRUCTURE (10 POINTS POSSIBLE)  reservation/Renewal of Existing (5 points)  Project preserves or renews critical infrastructure (highway, bridge, sidewalk, or trail) with regional significance (roads that serve 3 or more municipalities or bridges that carr NHS Route OR cross the Mohawk or Hudson Rivers) to the transportation system.  Project preserves or renews critical infrastructure or critical linkages (defined as facilities with greater importance to the transportation system, such as: sidewalks, trails, pedestr crossings, ADA compliant	ORE ORE ORE
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are provided over a portion of the project which is significant relative to the overall project.  Project is within or directly connected to an EI 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.  Project excludes EI 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.  Project is either A) within or directly connected to an EI area and is new construction, vehicle capacity improvements, or reconstruction projects which add auto capacity or B) exclude areas and has a primary purpose or significant focus on transit, bicycling, walking, or carpool.  ENVIRONMENTAL JUSTICE St  CCCESSIBILITY (2 points)  Project is 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.  Project implements elements included in an ADA Transition Plan.  Project implements element included in an ADA Transition Plan.  Project moves an accessible element without replacing or upgrading, adds features(s) which impede universal access, or otherwise compromises accessibility.  ACCESSIBILITY St  COMMUNITY QUALITY OF LIFE & EQUITY SUBTOTAL St  INTERNASTRUCTURE (10 POINTS POSSIBLE)  Treservation/Renewal of Existing (5 points)  Project reconstructs, renews, or preserves infrastructure flighway, bridge, sidewalk, or trail) with regional significance (roads that serve 3 or more municipalities or bridges that care NHS Route OR cross the Mohawk or Hudson Rivers) to the transportation system.  Project preserves or renews critical infrastructure fedicined as facilities with greater importance to the transportation system, such as: sidewalks, trails, pe	ORE ORE ORE
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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:	0
billion in franchiscontinual transfer of the continual transfer of the	
<ul> <li>transit infrastructure improvement</li> <li>sidewalk or trail connections or improvements</li> <li>innovative curbside management</li> </ul>	
appropriate road dieting	
speed reduction	5
• lane reduction	3
lane width reduction     shoulder improvements	
singuide improvements     improved freight access	
green infrastructure substantially managing stormwater on local sites	
access management, as described above in the Land Use Compatibility category	
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	1
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
Desired has a wheel offert for language position or apprehical parameter street.	0
Project has neutral effect (no known impact, positive or negative) on complete streets.  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 ULTI-MODALISM (10 POINTS POSSIBLE)	0
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	5
transit access.	
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	4
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	
Nutiti-use patris or separateu cycle patris     Queue jumps	
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	-2
negative impact on transit.  TRANSIT SCORE	0
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
	J
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 <u>AND</u> is within, or making a connection to, a Tier 2 Pedestrian District  Project improves accessibility, safety, or connectivity of pedestrian infrastructure while not being located within a defined pedestrian district.	1
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a non-incidental way. Projects such as highway repaving which may incidentally improve bicycl and are considered neutral.  Project has neutral effect (no known impact, positive or negative) on bicycle infrastructure/accommodations without replacing or enhancing it.  VIRONMENT & HEALTH (8 POINTS POSSIBLE)  Sensitive Areas Protection/Mitigation (2 points)  The following sensitive areas and environmental features are defined and documented in New 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  • rare plant populations/habitats  • significant ecological sites/significant ecological communities  • national & state historic sites  • national historic register districts & properties	ommodations.  BICYCLE SCORE  MULTI-MODALISM SUBTOTAL SCORE	( ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( (
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Sensitive Areas Protection/Mitigation (2 points)  The following sensitive areas and environmental features are defined and documented in New Device Province	• 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	
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<ul> <li>aquifers, including sole source aquifers &amp; primary aquifers</li> <li>reservoirs</li> <li>water features (streams, lakes, rivers)</li> <li>wetlands</li> <li>watersheds</li> <li>100 year flood plains</li> <li>rare animal populations/habitats</li> <li>rare plant populations/habitats</li> <li>significant ecological sites/significant ecological communities</li> <li>national &amp; state historic sites</li> </ul>	state parks and forests     state unique areas     state wildlife management areas     county forests and preserves     municipal parks and lands     land trust sites	
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reservoirs water features (streams, lakes, rivers) wetlands watersheds 100 year flood plains rare animal populations/habitats significant ecological sites/significant ecological communities national & state historic sites	state unique areas     state wildlife management areas     county forests and preserves     municipal parks and lands     land trust sites	
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<ul> <li>wetlands</li> <li>watersheds</li> <li>100 year flood plains</li> <li>rare animal populations/habitats</li> <li>rare plant populations/habitats</li> <li>significant ecological sites/significant ecological communities</li> <li>national &amp; state historic sites</li> </ul>	county forests and preserves     municipal parks and lands     land trust sites	
<ul> <li>watersheds</li> <li>100 year flood plains</li> <li>rare animal populations/habitats</li> <li>rare plant populations/habitats</li> <li>significant ecological sites/significant ecological communities</li> <li>national &amp; state historic sites</li> </ul>	municipal parks and lands     land trust sites	
<ul> <li>100 year flood plains</li> <li>rare animal populations/habitats</li> <li>rare plant populations/habitats</li> <li>significant ecological sites/significant ecological communities</li> <li>national &amp; state historic sites</li> </ul>	land trust sites	
<ul> <li>rare animal populations/habitats</li> <li>rare plant populations/habitats</li> <li>significant ecological sites/significant ecological communities</li> <li>national &amp; state historic sites</li> </ul>		
<ul> <li>rare plant populations/habitats</li> <li>significant ecological sites/significant ecological communities</li> <li>national &amp; state historic sites</li> </ul>	- 1415 Decidings	
<ul> <li>significant ecological sites/significant ecological communities</li> <li>national &amp; state historic sites</li> </ul>	Adirondack Park	
national & state historic sites	agricultural districts	
	NY Protected Lands	
Tradional historic register districts & properties	natural community habitats	
	Class I & II soils	
	• Class I & II solls	
Project is not within 1/4 mile of an environmentally sensitive feature OR project is within 1/4 mile	ile of an environmentally sensitive feature, has an expected environmental impact 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 environment	talimpact which is proposed to be fully mitigated <u>AND</u> project does not increase the	
impervious surface OR project adds a minor impervious surface by increasing an existing footpri	int/impervious surface or adding a new footprint/impervious surface on previously	
undisturbed/undeveloped land via the following: construction of new sidewalks, paved multi-us	se trails or other dedicated bicycle or pedestrian facility.	1
Project is within 1/4 mile of an environmentally sensitive feature, has an expected environment	tal impactwhich is proposed to be fully mitigated AND project adds a major impervious	
surface by increasing an existing footprint/impervious surface or adding a new footprint/imperv		
new roads, relocation or realignment of roads, roundabout construction, widening of existing la	anes or shoulders, or the addition of new laneAND/OR project introduces vehicular traffic	(
to previously undisturbed/undeveloped areas.		
Project is within 1/4 mile of an environmentally sensitive feature and is expected to have a signi	ificant environmental impact (an identified serious environmental risk or significant	
negative impact or any impact/risk that will not be fully mitigated).		-1
	SENSITIVE AREA PROTECTION/MITIGATION SCORE	(
Greenhouse Gas Emissions Reduction (2 points)		
Project reduces transportation greenhouse gas emissions through a travel demand reduction pr	rogram or a mode shift to transit or non-motorized vehicles, these are goals of the NYS	1
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		2
Project which includes features likely to reduce GHG emissions, including travel demand manag	ement 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.		(
Project is likely to increase transportation-related GHG emissions.		-
Alternative Fuels Support (2 points)	GREENHOUSE GAS EMISSIONS REDUCTION SCORE	(
Project includes infrastructure and/or elements that make the corridor eligible to be designated	d 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 "Corric	dor-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"		1
, ,		
Project has neutral effect (no impact) on alternative fuels.		(
Project removes infrastructure and/or elements that will downgrade a corridor's status from "C	Corridor-Ready" to "Corridor-Pending", or makes the corridor ineligible for designation by	
FHWA.	, , , , , , , , , , , , , , , , , , , ,	
Reference: Maps - Alternative Fuel Corridors - Environment - FHWA (dot.gov)		-
increment maps internative raci contacts - Environment - Enviva (accigov)		_
Other Environmental / Health Benefit (2 points)	ALTERNATIVE FUELS SUPPORT SCORE	(
Project includes 4 or more features beneficial to the environment or to public health not capture	red in another category	<u> </u>
	- '	2
Project includes feature(s) beneficial to the environment or to public health not captured in and		1
Project has minimal effect (no known impact, positive or negative) on any environmental/healt	n issues.	(
Project includes features significantly harmful to the environment or to public health.		-:
	OTHER HEALTH BENEFIT SCORE	(
IONAL BENEFIT (5 POINTS POSSIBLE)	ENVIRONMENT & HEALTH SUBTOTAL SCORE	(
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		1
Street Reconstruction and Reconfiguration		
Suburban Town Center Development		
Enhanced BRT with Transit Oriented Development		1
Integrated Corridor Management Program		5
Demand Management Program     VM	ιт,	
Carbon Tax, or Carbon Cap, Reduce & Invest • Ridesharing		
system for all users • Regional electric		
vehicle charging system		
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."		
<ul> <li>Project contributes to a region-wide (inclusive of 3 or more municipalities) initiative, or initiat</li> </ul>		
urban areas, improve community structure in growing suburbs, preserve open space and agricu manage congestion and mobility at a regional or intermunicipal level, improve region-wide or n		
urban areas improve community structure in growing suburba process area case and a selection		

	• Project is partially lunded by innovative lunding sources/mechanisms of intermunicipal partnersh.	ing graph agriculturat ar mitigation foog recordage dadicated transportation foog	
	public/private partnerships, intermunicipal financial partnering, etc.	ips, such as: impact or mitigation fees, user fees, dedicated transportation fees,	
	<ul> <li>Project requires, or is an outcome from, a Travel Demand Management (TDM) Plan, a plan which</li> </ul>	goes beyond a traffic engineering study and includes other travel demand managemen	
	strategies, such as: carpooling, vanpooling, walking, biking, shared mobility services, transit, commu	iter buses, park & ride lots, alternative parking strategies which encourage reduced	
	auto use.		
	Project has neutral effect (no known impact, positive or negative) on the region as a whole. Project	s positive or negative effects are contained to the immediate project surroundings or	0
	project locale. Project supports an impediment or barrier to a CDTC "Big Initiative" OR has a negative impact of reg	ional scale (a nogative impact is any impact described below in any category which	
	results in a negative score).	ional scale (a negative impact is any impact described below in any category which	-1
	Project supports an impediment or barrier to a CDTC "Big Initiative" <u>AND</u> has a negative impact of re	egional scale (a negative impact is any impact described below in any category which	
	results in a negative score).	6	-2
		REGIONAL BENEFIT SUBTOTAL SCORE	0
ECONOMIC D	EVELOPMENT (5 POINTS POSSIBLE)		
	mic Impact (5 points)		
	2 points for the following:		
	Project supports Capital Region Economic Development Council strategies AND is consistent with CI	OTC'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,		
		- 1	
	Childcare needs & potential solutions		
	<ul> <li>Economic &amp; environmental justice</li> <li>Community investment in placemaking &amp; downtown revitalization</li> </ul>		0 to 2
	Support for workforce development		
	• Life sciences cluster		
	Veteran participation in the workforce		
	• Innovation hot spot		
	Opportunity agenda		
	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	0 to 2
	<ul> <li>Project creates (or retains) permanent jobs, for example by improving access to areas of high job</li> </ul>	concentration of otherwise improves labor market access.	0 10 2
	<ul> <li>Project provides multimodal access to an urban center, activity center, area of high residential de</li> </ul>	nsity, major recreation, or community facility.	
	1 point for the following:		
	Project supports access to education-related economic drivers: job-related training locations, educa	itional opportunities (including vocational schools, proprietary higher-educational	
	institutions, community colleges, colleges, and universities), educationally affiliated research facilities		0 to 1
	industry cluster, innovative business, or industry target, e.g. project enhances region's technology s		
	Project has neutral effect (no known impact, positive or negative) on economic development.		0
	<ul> <li>1 point each (up to -2 points available in total):</li> <li>Project reduces access to job training locations; education; jobs; or manufacturing, technology, or</li> </ul>	intermodal centers	
	<ul> <li>Project readies access to job training locations, education, jobs, or manufacturing, technology, or</li> <li>Project creates negative impacts to local businesses including economic competitiveness; ability to</li> </ul>		-1 to -2
	increased traffic congestion; significantly decreased traffic, etc.	o managed a control of export, more ascallar anisport action costs, significantly	
	, , , , , , , , , , , , , , , , , , , ,	ECONOMIC DEVELOPMENT SUBTOTAL SCORE	0
SAFETY & SEC	URITY (11 POINTS POSSIBLE)		
Addit	onal 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):	
		Pedestrian/Bicycle Related:	
	Signal Timing and Phasing Adjustments     Traffic Grand Back plates with Patra Buffertive Bandons	Rectangular Rapid Flashing Beacons at Unsignalized Intersections     Dedeathing Marying Signal	
	Traffic Signal Back plates with Retro Reflective Borders     Intersection Warning Signs	Pedestrian Warning Signs     Medians and Pedestrian Crossing Islands	
	No Turn on Red Signs (standard or electric)	Pedestrian Hybrid Beacon	
	Parking Restrictions at Intersections	Pedestrian Countdown Timers	
	Parking Restrictions at Intersections     Intersection or Roadway Lighting	Pedestrian Countdown Timers     High Visibility Crosswalks	
	<ul> <li>Intersection or Roadway Lighting</li> <li>Flashing Beacons at Stop Controlled Intersections</li> </ul>		
	Intersection or Roadway Lighting	High Visibility Crosswalks     Sidewalks     Multi-Use Paths	
	<ul> <li>Intersection or Roadway Lighting</li> <li>Flashing Beacons at Stop Controlled Intersections</li> </ul>	<ul> <li>High Visibility Crosswalks</li> <li>Sidewalks</li> <li>Multi-Use Paths</li> <li>Bike lanes or other bicycling-related infrastructure</li> </ul>	
	<ul> <li>Intersection or Roadway Lighting</li> <li>Flashing Beacons at Stop Controlled Intersections</li> </ul>	High Visibility Crosswalks     Sidewalks     Multi-Use Paths     Bike lanes or other bicycling-related infrastructure     Leading Pedestrian Intervals	
	<ul> <li>Intersection or Roadway Lighting</li> <li>Flashing Beacons at Stop Controlled Intersections</li> </ul>	<ul> <li>High Visibility Crosswalks</li> <li>Sidewalks</li> <li>Multi-Use Paths</li> <li>Bike lanes or other bicycling-related infrastructure</li> </ul>	3
	<ul> <li>Intersection or Roadway Lighting</li> <li>Flashing Beacons at Stop Controlled Intersections</li> </ul>	High Visibility Crosswalks     Sidewalks     Multi-Use Paths     Bike lanes or other bicycling-related infrastructure     Leading Pedestrian Intervals	3
	<ul> <li>Intersection or Roadway Lighting</li> <li>Flashing Beacons at Stop Controlled Intersections</li> <li>Roundabout(s)</li> </ul>	High Visibility Crosswalks     Sidewalks     Multi-Use Paths     Bike lanes or other bicycling-related infrastructure     Leading Pedestrian Intervals	3
	Intersection or Roadway Lighting Flashing Beacons at Stop Controlled Intersections Roadway Related: Lane Geometry Adjustments (including road diets) Medians and Pedestrian Crossing Islands	High Visibility Crosswalks     Sidewalks     Multi-Use Paths     Bike lanes or other bicycling-related infrastructure     Leading Pedestrian Intervals	3
	Intersection or Roadway Lighting Flashing Beacons at Stop Controlled Intersections Roadway Related: Lane Geometry Adjustments (including road diets) Medians and Pedestrian Crossing Islands Sight Line Clearance	High Visibility Crosswalks     Sidewalks     Multi-Use Paths     Bike lanes or other bicycling-related infrastructure     Leading Pedestrian Intervals	3
	Intersection or Roadway Lighting Flashing Beacons at Stop Controlled Intersections Roundabout(s)  Roadway Related: Lane Geometry Adjustments (including road diets) Medians and Pedestrian Crossing Islands Sight Line Clearance Retro-reflective Signs and Shoulder Striping	High Visibility Crosswalks     Sidewalks     Multi-Use Paths     Bike lanes or other bicycling-related infrastructure     Leading Pedestrian Intervals	3
	Intersection or Roadway Lighting Flashing Beacons at Stop Controlled Intersections 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 Visibility Crosswalks     Sidewalks     Multi-Use Paths     Bike lanes or other bicycling-related infrastructure     Leading Pedestrian Intervals	3
	Intersection or Roadway Lighting Flashing Beacons at Stop Controlled Intersections 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	High Visibility Crosswalks     Sidewalks     Multi-Use Paths     Bike lanes or other bicycling-related infrastructure     Leading Pedestrian Intervals	3
	Intersection or Roadway Lighting Flashing Beacons at Stop Controlled Intersections 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 Visibility Crosswalks     Sidewalks     Multi-Use Paths     Bike lanes or other bicycling-related infrastructure     Leading Pedestrian Intervals	3
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	Intersection or Roadway Lighting Flashing Beacons at Stop Controlled Intersections 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	High Visibility Crosswalks     Sidewalks     Multi-Use Paths     Bike lanes or other bicycling-related infrastructure     Leading Pedestrian Intervals	3
	Intersection or Roadway Lighting Flashing Beacons at Stop Controlled Intersections 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)	High Visibility Crosswalks     Sidewalks     Multi-Use Paths     Bike lanes or other bicycling-related infrastructure     Leading Pedestrian Intervals	3
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	Intersection or Roadway Lighting Flashing Beacons at Stop Controlled Intersections 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	High Visibility Crosswalks Sidewalks Multi-Use Paths Bike lanes or other bicycling-related infrastructure Leading Pedestrian Intervals Accessible Pedestrian Signals	2
	Intersection or Roadway Lighting Flashing Beacons at Stop Controlled Intersections 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	High Visibility Crosswalks Sidewalks Multi-Use Paths Bike lanes or other bicycling-related infrastructure Leading Pedestrian Intervals Accessible Pedestrian Signals	
	Intersection or Roadway Lighting Flashing Beacons at Stop Controlled Intersections 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 Project adds 1-2 new safety features intended to reduce the risk of fatal or serious injury crashes at Project adds 1-2 new safety features intended to reduce the risk of fatal or serious injury crashes at	High Visibility Crosswalks Sidewalks Multi-Use Paths Bike lanes or other bicycling-related infrastructure Leading Pedestrian Intervals Accessible Pedestrian Signals	2
	Intersection or Roadway Lighting Flashing Beacons at Stop Controlled Intersections 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 Intight 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 Project adds 1-2 new safety features intended to reduce the risk of fatal or serious injury crashes at Project adds 1-2 new safety features intended to reduce the risk of fatal or serious injury crashes at Project has neutral effect (no known impact, positive or negative) on safety beyond crash history.	High Visibility Crosswalks Sidewalks Multi-Use Paths Bike lanes or other bicycling-related infrastructure Leading Pedestrian Intervals Accessible Pedestrian Signals	2 1
Secur	Intersection or Roadway Lighting Flashing Beacons at Stop Controlled Intersections 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 Project adds 1-2 new safety features intended to reduce the risk of safal or serious injury crashes at location with crash history and project includes education and enforcement activities. Project has neutral effect (no known impact, positive or negative) on safety beyond crash history.	High Visibility Crosswalks  Sidewalks  Multi-Use Paths  Bike lanes or other bicycling-related infrastructure  Leading Pedestrian Intervals  Accessible Pedestrian Signals  locations with limited crash history.  Iocations with limited crash history, or project is part of a larger safety effort in a  ADDITIONAL SAFETY BENEFIT SCORE	2 1 0 0
Secur	<ul> <li>Intersection or Roadway Lighting</li> <li>Flashing Beacons at Stop Controlled Intersections</li> <li>Roundabout(s)</li> </ul> Roadway Related: <ul> <li>Lane Geometry Adjustments (including road diets)</li> <li>Medians and Pedestrian Crossing Islands</li> <li>Sight Line Clearance</li> <li>Retro-reflective Signs and Shoulder Striping</li> <li>Curve Warning Signs</li> <li>High Friction Surface Treatments</li> <li>Centerline Audible Roadway Delineators (CARDS)</li> <li>Shoulder Audible Roadway Delineators (SHARDS)</li> <li>Safety Edge</li> <li>Traffic Calming</li> <li>Speed Feedback Signs</li> </ul> Project adds 3-5 new safety features intended to reduce the risk of fatal or serious injury crashes at Project adds 1-2 new safety features intended to reduce the risk of fatal or serious injury crashes at location with crash history and project includes education and enforcement activities. Project has neutral effect (no known impact, positive or negative) on safety beyond crash history. ty 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 haz	High Visibility Crosswalks Sidewalks Multi-Use Paths Bike lanes or other bicycling-related infrastructure Leading Pedestrian Intervals Accessible Pedestrian Signals  locations with limited crash history. locations with limited crash history, or project is part of a larger safety effort in a  ADDITIONAL SAFETY BENEFIT SCORE	2 1 0 0
Secur	<ul> <li>Intersection or Roadway Lighting</li> <li>Flashing Beacons at Stop Controlled Intersections</li> <li>Roundabout(s)</li> <li>Roadway Related:</li> <li>Lane Geometry Adjustments (including road diets)</li> <li>Medians and Pedestrian Crossing Islands</li> <li>Sight Line Clearance</li> <li>Retro-reflective Signs and Shoulder Striping</li> <li>Curve Warning Signs</li> <li>High Friction Surface Treatments</li> <li>Centerline Audible Roadway Delineators (CARDS)</li> <li>Shoulder Audible Roadway Delineators (SHARDS)</li> <li>Safety Edge</li> <li>Traffic Calming</li> <li>Speed Feedback Signs</li> <li>Project adds 3-5 new safety features intended to reduce the risk of fatal or serious injury crashes at location with crash history and project includes education and enforcement activities.</li> <li>Project has neutral effect (no known impact, positive or negative) on safety beyond crash history.</li> <li>ty and Resiliency to Natural Hazards and Human Caused Events (3 points)</li> <li>Full closure of road or bridge imminent due to infrastructure condition or vulnerability to natural happroject implements a location-specific initiative identified in a county, state, or other hazard, security</li> </ul>	High Visibility Crosswalks Sidewalks Multi-Use Paths Bike lanes or other bicycling-related infrastructure Leading Pedestrian Intervals Accessible Pedestrian Signals  locations with limited crash history. locations with limited crash history, or project is part of a larger safety effort in a  ADDITIONAL SAFETY BENEFIT SCORE  Izards, >24 hrs OR detour >1 mile  ty, emergency management, or resiliency plan.	2 1 0 0
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Vulnerability:  - Low condition rating (score <5) - Carries people & goods over a river or stream (culvert or bridge) - Carries people & goods over a river attace - Carries people & goods over a river
Carries people & goods over a niverstate (Company over an interstate (Company ove
Carries people & goods over an interstate     Carries people & goods over a railroad     Vithin X mile for a lake, river or stream     School     Sweather treatment facility     History     History     Prover generation facility     History     History     History     History     History     Sweather treatment facility     History     History     History     History     History     Sweather treatment facility     History     History     History     History     History     Sweather treatment facility     History     History     History     History     Sweather treatment facility     History     History     History     History     History     Traffic Operations & Reliability improvements (3 points)     Traffic Operations & Reliability improvements (3 points)     Project is a significant intersection improvements (3 points)     Project is 1 Sportly 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.  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.  Project into 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.  Project has neutral effect (no known impact, positive or negative) on operations and reliability.  Project has neutral effect (no known impact, positive or negative) on operations or reliability.  Project plans neutral effect (no known impact, positive or negative) on operations or introduction of new a
• Carries people & goods over a railroad     • Within \$ mile of a lake, river or stream     • Evacuation route     • Safety & Security And Residuation     • Safety & Security And Residuation     • Project is organization route in the route route of the route route on the route route of the route route on the route route of the route route of the route route on the ITS priority routevor and route 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.      • Project introduces a new impediment to or reduction of traffic operations and
* Within is mile of alake, river or stream  * Evacuation route  * School **  * Power generation facility **  * Hazardous materials facility **  * Traffic Operations & SECURITY AND RESILIENCY SCORE **  * OPERATIONS & TECHNOLOGY (5 POINTS POSSIBLE)  **  **  **  **  **  **  **  **  **
Fineture     Prower generation facility     Wastewarter teatment facility     Freight fa
Power generation facility  ***Watewater treatment facility  ***Hazardous materials facility  ****Pright facility improvements I points    ****Pright facility improvements I points    ****Pright facility improvements I points    ****Pright facility improvements Reliability improvements I points    ****Pright facility improvements    ****Pright
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Hazardous materials facility Frieght facility  SECURITY AND RESILIENCY SCORE  SAFETY & SECURITY SUBTOTAL SCORE  OPERATIONS & TECHNOLOGY (S 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.  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.  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.  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.  1 Project introduces an ew impediment to or reduction of traffic operations or reliability.  1 Project introduces and over 50% of budget is devoted to, upgrades to advanced technologies or introduction of new advanced technologies related to the following:  2 Automated data collection  2 Automated data collection  3 Automated vehicles  4 Connected Vehicles  4 Connected Vehicles  5 Connected Vehicles  6 Connected Vehicles  7 Dynamic speed limit signs  9 Other ITS  Project includes appropriate upgrades to advanced technological features or introduction of new ad
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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 involvin a beneficial advanced technology listed below.  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.  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.  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.  Project has neutral effect (no known impact, positive or negative) on operations and reliability.  Project introduces a new impediment to or reduction of traffic operations or reliability.  Project sprimary 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 traffic enforcement**  **LED lighting**  **Project includes appropriate upgrades to advanced technological features or introduction of new advanced technological features.  **Project has neutral effect (no known impact, positive or negative) on advanced technology.  Project removes useful advanced technology without replacing or upgrading or falls to include appropriate advanced technology in scope.  **USE OF BENEFICENT ADVANCED TECHNOLOGIES SCOR
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OPERATIONS & TECHNOLOGY SUBTOTAL SCORE FREIGHT (5 POINTS POSSIBLE)
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.  1 to 5
Project is located on, or provides access to, the CDTC Freight Priority Network, and provides a travel time and/or reliability benefit(s).
<ul> <li>Project enhances access to a key freight generator (Ex: Airport, Ports, Major Distribution Centers, Industrial Park/cluster of industrial land uses).</li> </ul>
<ul> <li>Project enhances access to any intermodal freight movement (Ex: air to truck/rail, rail to truck/water, water to rail/truck/air, etc.).</li> </ul>
Project has neutral effect (no known impact, positive or negative) on freight and goods movement.
Project is located on, or provides access to, the CDTC Freight Priority Network, and increases travel time and/or decreases reliability.
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).
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).
Project has a positive effect on at least 25% of the existing, applicable performance targets (and a minor effect on the others).
Project has a positive effect on greater than 0% of the existing, applicable performance targets (and a minor effect on the others).
Project has no effect on the existing, applicable performance targets.
Project has a negative effect on at least 15% of the existing, applicable performance targets.
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.
Project includes a significantly innovative feature not captured elsewhere in merit criteria and which is a new model for the region.
Project includes no identified significantly innovative features new to the state or region and not captured elsewhere in merit criteria.
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
r programment in the programment of the contract of the contra
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
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.
cost.  All of their projects have been on schedule <u>AND</u> on budget.  2
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
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 B/C RATIO (0 to 50 POINTS)

 B/C Ratio Value
 SUBTOTAL
 0.0

PROJECT TOTAL (-21 to 100 POINTS)

Scaled Merit Categories + B/C Ratio Value

TOTAL

0.0