

### **TIP DEVELOPMENT ISSUES**

1. How much funding (\$42.6M per year) is dedicated directly to NYSDOT and how much funding is programmed by CDTC?
2. What is a fair and objective project evaluation system?

NOTE: Due the short time needed to produce and mail, the following analysis was developed without NYSDOT review. We believe that we have represented the NYSDOT positions accurately, but in the end that is for NYSDOT to tell us at the next Planning Committee meeting.

### **SCENARIO 1A.**

Original NYSDOT proposal to dedicate approximately \$33M (77%) for State projects which the NYSDOT would program, with the remaining \$9M going to CDTC to program existing and new local projects and set-asides.

#### Positives:

- It is NYSDOT's proposal, so we assume they would support it.
- It is a guaranteed amount of funding that will be spent on local projects, and local projects will not compete with State projects.

#### Negatives:

- It is not consistent with CDTC or other NYS MPO practices, and is not continuing, cooperative, and comprehensive as required by federal law.
- Need supporting documentation or funding formula to understand the basis.
- It sets a potentially negative precedent.
- It does not include local project carry-overs, set-asides, or funding swaps.

### **SCENARIO 1B.**

Latest NYS DOT proposal to dedicate approximately \$24.9M (58%) for State projects which the NYSDOT would program, with the remaining \$16M going to CDTC/NYSDOT to program both existing and new State and local projects and set-asides.

#### Positives:

- It is consistent with CDTC or other NYS MPO practices, and is continuing, cooperative, and comprehensive as required by federal law.
- We think it is NYSDOT's proposal, so we assume they have no objections.
- It reinforces a positive precedent.

#### Negatives:

- It does not guarantee funding for local projects, and local projects will compete with State projects.
- Need supporting documentation so that NYSDOT maintenance projects do not compete for the remaining \$16M.
- It does not include local project carry-overs, set-asides, or funding swaps.

### **SCENARIO 1C.**

CDTC proposal to dedicate approximately \$21.3M (50%) for State projects which the NYSDOT would program, with the remaining \$19.66M going to CDTC/NYSDOT to program both existing and new State and local projects and set-asides.

#### Positives:

- It is consistent with CDTC or other NYS MPO practices, and is continuing, cooperative, and comprehensive as required by federal law.
- It reinforces a positive precedent.
- It is very close to CDTC's estimate for past NYSDOT maintenance funding (IM, NHS, and TMC set-asides).

#### Negatives:

- It does not guarantee funding for local projects, and local projects will compete with State projects.
- It was CDTC's proposal, and NYSDOT does not agree with it.
- Need supporting documentation so that NYSDOT maintenance projects do not compete for the remaining \$16M.
- It does not include local project carry-overs, set-asides, or funding swaps.

### **SCENARIO 2A.**

Original CDTC draft Merit Evaluation Criteria, in which the merit category (non-quantifiable benefits) score makes up 67 points in the maximum 100 point score and the B/C ratio makes up 33 points.

#### Positives:

- Creates the best incentive for including these non-quantifiable features.
- Best connection to New Visions 2040.
- Gives local, lower traffic volume, roads a better chance to compete.
- In test B/C ratio impact on past bridge and pavement projects is 63% of total score.

#### Negatives:

- NYSDOT does not support because they believe that State projects cannot include non-quantifiable features and local projects can.

### **SCENARIO 2B.**

NYSDOT proposal for Merit Evaluation Criteria, in which the merit category (non-quantifiable benefits) score makes up 50 points in the maximum 100 point score and the B/C ratio makes up 50 points.

#### Positives:

- It is NYSDOT's proposal, so we assume they would support it.

#### Negatives:

- Lessens the incentive for including these non-quantifiable features.
- Decreases the connection to New Visions.
- Gives State, higher traffic volume, roads an advantage.
- In test B/C ratio impact on past bridge and pavement projects is 75% of total score.

### **OTHER SCENARIOS**

Other scenarios briefly considered, but not supported include:

- Support one of the above scenarios but present and consider the merit category (non-quantifiable benefits) score and the B/C ratio separately.
- Continue using the existing project evaluation system which consists of B/C ratio, filters, and networks.

<b>ISSUE #1 - Funding Split</b>			
<b>Criteria</b>	<b>Scenario 1A</b>	<b>Scenario 1B</b>	<b>Scenario 1C</b>
NYS DOT Dedicated Funding	\$33M (77%)	\$24.9M (58%)	\$21.3M (50%)
NYS DOT Support	Yes	Yes	No
Guaranteed Local Funding	Yes	No	No
Local & State Projects Compete	No	Yes	Yes
Consistent & Cooperative	No	Yes	Yes
Supporting Documentation	No	No	No
Setting Precedent	Negative	Positive	Positive
Include Other Funding Issues	No	No	No

<b>ISSUE #2 - Project Evaluation</b>		
<b>Criteria</b>	<b>Scenario 2A</b>	<b>Scenario 2B</b>
NYS DOT Support	No	Yes
Creates Best Incentive	Yes	No
Best New Visions Connection	Yes	No
State Roads Impact	Neutral	Positive
Local Roads Impact	Positive	Negative
B/C Ratio Impact	Neutral	Positive

## **RECOMMENDATIONS**

CDTC certainly recognizes value of its own proposals, and supports them. However, we also recognize the need to develop a consensus, to compromise, and, because of the deadlines, to reach a decision soon. For these reasons, we offer the following recommendations:

1. How much funding (\$42.6M per year) is dedicated directly to NYSDOT and how much funding is programmed by CDTC? Recommend Scenario 1B.
2. What is a fair and objective project evaluation system? Recommend Scenario 2B.

We look forward to your input, and will be prepared to answer your questions.