

Capital District
Transportation Committee

January 31, 2018

**The Community and Transportation Linkage Planning Program for 2018-19
Project Evaluation and Funding Recommendation**

Introduction

The Capital District Transportation Committee (CDTC) has reserved \$150,000 for consultant assistance and \$100,000 for staff technical assistance in the Draft 2018-2020 Unified Planning Work Program to support the Community and Transportation Linkage Planning Program (the Linkage Program) for up to three projects in the 2018-2019 Federal Fiscal Year. CDTC issued a solicitation for new projects in September 2017 with a December 15, 2017 deadline. Eight (8) submissions were received and evaluated. The following summarizes the project evaluation process and describes the projects recommended for funding.

Project Proposals and Screening

Following CDTC's Linkage Program evaluation procedures, staff screened the applications to ensure they were complete and met all program requirements. Four (4) proposals were noted as needing clarifications regarding the proposed scope of work and budget. Those four projects were: US 4 Corridor Study Update (East Greenbush), Balltown Road Corridor Study (Niskayuna), Union Street Land Use Corridor Study (Niskayuna) and Hoosick Street Parkway Implementation Study (Troy). Outreach to these sponsors resulted in a budget and scope change for the Balltown Road Corridor Study and East Greenbush and Troy amended the scope of work on their respective projects. Niskayuna's Union Street project was not changed as it was not the Town's top priority. The total consultant budget requested for each proposal is provided below totaling \$426,000 in federal planning funds.

Sponsor	Project Name	Consultant Total	Federal Planning Funds Requested	Local Cash Match
Albany	Bicycle Master Plan Update	\$90,000	\$67,500	\$22,500
Clifton Park	Town Center Open Space and Transportation Study	\$90,000	\$60,000	\$30,000
East Greenbush	US 4 Corridor Study Update	\$90,000	\$67,500	\$22,500
Niskayuna	Balltown Road Corridor Study	\$68,000	\$51,000	\$17,000
Niskayuna	Union Street Land Use Corridor Study	\$20,000	\$15,000	\$5,000
Schenectady	Craig-Main Complete Streets Study	\$90,000	\$67,500	\$22,500
Troy	Hoosick Street Parkway Implementation Study	\$92,500	\$67,500	\$25,000
Watervliet	Hudson Riverview Bike Hike Trail	\$40,000	\$30,000	\$10,000
Total		\$580,500	\$426,000	\$154,500

Sponsors also, in many cases, requested CDTC staff technical assistance to supplement consultant technical work on tasks related to the scope of work. In addition, several sponsors committed in-kind contributions of staff time to assist in the management of the study and to review study products. The value of both the requested CDTC staff technical assistance and the local in-kind contributions are provided below. Project descriptions are provided on pages 7-9.

Sponsor	Project Name	CDTC Staff Technical Assistance Requested	Local In-Kind Services Proposed
Albany	Bicycle Master Plan Update	\$10,000	\$0
Clifton Park	Town Center Open Space and Transportation Study	\$5,000	\$0
East Greenbush	US 4 Corridor Study Update	\$5,000	\$0
Niskayuna	Balltown Road Corridor Study	\$5,000	\$5,000
Niskayuna	Union Street Land Use Corridor Study	\$1,000	\$1,000
Schenectady	Craig-Main Complete Streets Study	\$5,000	\$20,000
Troy	Hoosick Street Parkway Implementation Study	\$0	\$5,000
Watervliet	Hudson Riverview Bike Hike Trail	\$0	\$5,000
Total		\$31,000	\$36,000

Evaluation Process

An evaluation team consisting of staff from CDTC, NYSDOT, CDTA and CDRPC then used the following evaluation criteria to discuss each of the proposals in detail. CDTC’s evaluation process is qualitative in nature. All efforts are required to meet the first two (2) criteria. Addressing the remaining six (6) criteria will help improve the priority of the submission. Submissions that best meet all eight (8) evaluation criteria will be considered first for funding. If there are more worthy submissions than available funding, funding options will also consider geographic balance and project type.

Evaluation Criteria:

1. Is the initiative eligible and consistent with the Linkage Program strategies? What is the need for the project? Is there a sense of urgency?
2. Is the proposed scope of work reasonable for the proposed budget?
3. Is funding available for a related capital transportation project? Is there a completed Linkage Study, other locally adopted plan or adopted complete streets policy in place related to the effort?
4. What is the sponsors’ plan for implementation? Is the intent to adopt, endorse or accept the plan? Does the proposal indicate a path for success?
5. Will the project have a positive impact on the transportation system when implemented?

6. Is the proposal an inter-municipal initiative?

7. Is the submission supported locally through complementary activities and/or funding commitments beyond the minimum match requirements?

8. For past sponsors of Linkage studies, was the sponsor's performance adequate and appropriate as determined by CDTC staff?

The evaluation team discussed the merits of all the submissions and a summary of how each project relates to the evaluation criteria is provided in the Table on pages 4 and 5. Additional follow up with the City of Troy was undertaken to clarify how the proposed project related to the recently completed Route 7 Pedestrian Safety Study (June 2017). That information was provided to the evaluation team for their consideration.

Programming Recommendation

Based on the available financial resources (\$150,000 in federal funds), information provided by the project sponsors in the application and through follow up conversations with CDTC staff, the evaluation team is recommending the City of Schenectady Craig-Main Complete Streets Study and the City of Troy Hoosick Street Parkway Implementation Study for funding. The primary reasons are the relationship of the proposed transportation plans to community redevelopment initiatives underway, both communities have transit, bicycle and pedestrian oriented populations increasing the urgency for complete streets, both communities have made commitments beyond the local cash match and indicated implementation support for capital projects. Detailed descriptions are provided on page 7.

If approved by CDTC's Planning Committee, both projects would be added to the Draft 2018-19 Unified Planning Work Program using \$135,000 in federal planning funds for consultant work with an additional \$60,000 in CDTC staff technical assistance supporting both efforts (\$30,000 for Schenectady and \$30,000 for Troy). Technical assistance will include the development of the scope of work for the Request for Expressions of Interest, consultant selection, guidance of the consultant throughout the study, technical assistance on tasks and other support as needed on each project.

The project sponsors will also be committing to the following:

1. Project milestones beginning on April 1, 2018:

- Within 1 year – Execute the Memorandum of Understanding with CDTC, hire a study consultant and have a kick-off meeting.
- Within 2 years – 50% of the study scope of work completed by the consultant.
- Within 3 years – 100% of the study scope of work completed by the consultant. This does not include legislative adoption of the study findings.

If a sponsor fails to meet these requirements, an explanation for the delay must be provided to CDTC's Planning Committee along with a request for more time to meet the milestone.

2. For in-kind commitments of greater than \$5,000, the sponsor will be required to document the services provided in terms of salary rate/hour.

If the sponsor fails to meet these requirements, Linkage funds will be forfeited and future access to Linkage Program funds will be limited.

Evaluation Summary	Albany: Bicycle Master Plan Update	Clifton Park: Town Center Open Space and Transportation Study	East Greenbush: US 4 Corridor Study Update	Niskayuna: Balltown Road Corridor Study
1. Is the initiative eligible and consistent with the Linkage Program strategies? What is the need for the project? Is there a sense of urgency? (mandatory and improves priority)	Meets 4 of 7 strategies, 2009 Bike Plan needs more detail, not urgent though Bikeshare creates some priority	Meets 3 of 7 strategies, recently purchased land from school district, 2012 plan called for a park with a connector road but vision needs revisiting.	Meets 4 of 7 strategies, would develop concepts for both land use and transportation, State owned road, development has changed since 2006 plan.	5 of 7 strategies, Balltown is facing development pressure and lacks complete street features. No recent corridor planning work.
2. Is the proposed scope of work reasonable for the proposed budget? (mandatory)	Yes, concern that significant scope is dedicated to building a map layer for GIS	Yes, concern the scope may focus too much on a park plan.	Yes, concern about the high investment already made in this corridor and what more can be done.	Yes, reduced the requested scope of work and increased the budget including a higher local match.
3. Is funding available for a related capital transportation project? Is there a completed Linkage Study, other locally adopted plan or adopted complete streets policy in place related to the effort? (improves priority)	Implementation \$ not identified, City does install bike infrastructure as part of the capital paving program. Project is related to multiple adopted plans and a Complete Street Policy is in place	Implementation \$ not identified, project is related to multiple plans. Town has a good track record of implementation.	Update of 2006 US 4 Corridor Study, looking for a partial scoping report	Balltown is being resurfaced in 2018 from Route 5 to Route 7, concern about timing of Linkage work, complete streets policy in place.
4. What is the sponsors' plan for implementation? Is the intent to adopt, endorse or accept the plan? Does the proposal indicate a path for success? (improves priority)	Implementation approach not specifically indicated. CDTC to administer the consultant.	Town intends to adopt the results of the study. CDTC to administer the consultant.	Product will be used during development reviews, will identify an alternative for Route 4, Town would like to handle the consultant administration	Implementation approach not specifically indicated, CDTC to administer the consultant
5. Will the project have a positive impact on the transportation system when implemented? (improves priority)	It has the potential to increase safe riding options for cyclists.	A connector road could decrease pressure on adjacent roadways and become a complete street	Town would like to plan for a complete street on Route 4.	Town would like to plan for a complete street on Balltown Road.
6. Is the proposal an inter-municipal initiative? (improves priority)	No	No	No but the study will consider recent development and design consistency with Route 4 in North Greenbush. No commitment to the project from North Greenbush	No
7. Is the submission supported locally through complementary activities and/or funding commitments beyond the minimum match requirements? (improves priority)	Minimum match commitment, Mayor letter of support	Overmatch of local cash match, Town Board resolution of support, two support letters from state legislators	Minimum match commitment, Town Supervisor support	Minimum match commitment, Balltown signal at Nott HSIP project. Town Board resolution
8. For past sponsors of Linkage studies: Was the sponsor's performance adequate and appropriate as determined by CDTC staff? (improves priority)	Yes	Yes	Yes - new planning staff	New to Linkage, positive on recent CDTC Complete Streets Workshop

Evaluation Summary	Niskayuna: Union Street Land Use Corridor Study	Schenectady: Craig-Main Complete Streets Study	Troy: Hoosick Street Parkway Implementation Study	Watervliet: Hudson Riverview Bike Hike Trail
1. Is the initiative eligible and consistent with the Linkage Program strategies? What is the need for the project? Is there a sense of urgency? (mandatory and improves priority)	Project was not seriously evaluated, significant concerns over scope and budget, Town indicated this was not their top priority	Meets 6 of 7 strategies, many redevelopment projects underway, low income/EJ area, pedestrian focus community, high priority as city plans to implement a complete street	Meets 6 of 7 strategies, redevelopment/EJ area with funding support via TRIP, urgent as TRIP plans for neighborhood redevelopment	Meets 3 of 7 strategies, previously studied, on street trail alignment considered for short term, need stated in several studies.
2. Is the proposed scope of work reasonable for the proposed budget? (mandatory)	No, budget far too low for the project	Yes, no concerns and significant in-kind support	Yes, City amended the scope to account for the recently completed Route 7 Pedestrian Safety Study	Yes, concern that this has already been studied and engineering is what is really needed
3. Is funding available for a related capital transportation project? Is there a completed Linkage Study, other locally adopted plan or adopted complete streets policy in place related to the effort? (improves priority)	A recent grant supports installation of a pedestrian crosswalk, complete streets policy in place	Purpose is to develop a street plan the City can implement, supports the bicycle infrastructure master plan, City identified as a pedestrian safety focus community in the NYS Pedestrian Safety Action Plan.	TRIP has committed funding support for new sidewalks and lighting in the neighborhoods, will update aspects of the 2000 Hoosick Street Linkage Study	Implementation \$ not identified, relates to several previously completed studies including recent City Bike Plan and Complete Streets Policy
4. What is the sponsors' plan for implementation? Is the intent to adopt, endorse or accept the plan? Does the proposal indicate a path for success? (improves priority)	Not indicated	City plans to adopt the results, Engineering Department is looking for \$ for implementation, CDTC administration of the consultant	TRIP grant for implementation of some concepts (EPA Community that Works Grant), City plans to adopt the findings, CDTC administration of the consultant	Implementation approach not clearly indicated, City Council and complete streets committee support
5. Will the project have a positive impact on the transportation system when implemented? (improves priority)	Plan for a complete street, no mention of design consistency with the City of Schenectady section of Union Street.	Possible complete street in an area where walking and biking are essential modes of transport	City would like to plan for traffic calming on Hoosick Street, creating better neighborhood connections and implementing Complete Street principles.	Project could provide a more direct connection to the waterfront and on off-road link for the Mohawk Hudson Trail
6. Is the proposal an inter-municipal initiative? (improves priority)	No	No	No	No
7. Is the submission supported locally through complementary activities and/or funding commitments beyond the minimum match requirements? (improves priority)	Minimum match commitment, Town Board resolution.	Minimum match commitment, significant in-kind support, 11 support letters	Slight overmatch of local cash, partnering with TRIP and other community groups	Minimum match commitment, City Council support
8. For past sponsors of Linkage studies: Was the sponsor's performance adequate and appropriate as determined by CDTC staff? (improves priority)	New to Linkage, positive on recent CDTC Complete Streets Workshop	Yes	New Planning Commissioner is expected to be involved throughout the study process	Yes

Program Proposal Summaries

Recommended for Funding:

Craig-Main Complete Streets Study, City of Schenectady

The City of Schenectady intends to create a detailed master plan that can be used as the basis of future engineering and construction projects in the City's Hamilton Hill and Mont Pleasant neighborhoods. The primary focus area is the 0.9 mile Craig Street/Main Avenue corridor, extending from Albany Street to Crane Street. Secondary focus areas will be the adjoining major routes to area schools and the two neighborhood commercial districts on Albany Street and Crane Street for an additional street length of approximately one mile. The study will consider pedestrians, bicyclists, transit riders and motorists, with an emphasis on safe routes to schools, strengthening connections between neighborhoods and to downtown, and improving the viability of alternate modes of transportation for neighborhood commuters. This effort will build upon the City's 2020 Comprehensive Plan, the Schenectady Bike Infrastructure Master Plan and the HUD Community Needs Assessment.

CDTC Staff Technical Assistance	Consultant (Federal Share)	Consultant (Local Share)	Local In-Kind Contribution	Total Effort
\$30,000	\$67,500	\$22,500	\$20,000	\$140,000

City of Troy, Hoosick Street Parkway Implementation Study

The City of Troy seeks to enhance the functioning of Hoosick Street and the two Hillside Neighborhoods, separated by the Route 7 bridge and roadway widening in the 1970's. The general study area includes Hoosick Street from the Hudson River to 14th Street on the east, and the Hillside Neighborhoods from Jacob Street in the South to Middleburgh Street in the north. The study will develop affordable options to calm traffic on Hoosick Street and its feeders to connect both Hillside South and Hillside North with Route 7 and the River Street commercial corridor. Particular attention will be given to bicycle accommodations, vehicle turning movements and potential rerouting options to reduce cut through traffic through the neighborhoods. The study will also develop neighborhood Complete Street concepts, streetscape enhancements and improved traffic patterns within both neighborhoods including connections to downtown commerce and transit services. This effort will build upon the 2004 Hoosick Street Phase II Corridor Linkage Study and the Route 7 Pedestrian Safety Study.

CDTC Staff Technical Assistance	Consultant (Federal Share)	Consultant (Local Share)	Local In-Kind Contribution	Total Effort
\$30,000	\$67,500	\$25,000	\$5,000	\$127,500

Projects Not Recommended for Funding

Balltown Road Corridor Study, Town of Niskayuna

The Town of Niskayuna seeks to study Balltown Road from Route 7 to the Craig Elementary School property just north of River Road to integrate Complete Street design elements into the future transportation system. The study will assess current traffic for all transportation modes

and make recommendations for improvements, recommend improvements for Bicycle / Pedestrian crossings for access to schools and commercial areas and improving bicycle / pedestrian connections along the length of Balltown Road, identify potential costs and ways to finance future improvements and identify the potential impact of traffic diversions onto residential streets. The Town recently adopted a Complete Streets Policy and the Complete Streets Committee identified Balltown Road as a high priority for improving walking and biking conditions.

Bicycle Master Plan Update, City of Albany

The City of Albany seeks to update its 2009 Bicycle Master Plan. Since the Bicycle Master Plan's adoption, the City has made great advances in the implementation of the plan's recommendations and seeks to update the plan in order to reflect ongoing progress, upgrade the plan's goals, and provide a Geographic Information System (GIS) layer of bicycle routes and infrastructure accessible to the public on the Search Albany interactive map. With the launch of the CDPHP Bike Share Program, Complete Streets Policy and Design Manual, and Madison Avenue road diet, there was a 20% increase in cyclists between the Spring and Fall 2017 counts. With an increasing number of cyclists on the roads, the number of reported incidents between travelers has also increased which prompted bicyclists to request information about existing and planned routes as well as other tools that can improve traffic safety. In addition, this Study would inventory and map the progress in bicycle infrastructure and route upgrades that have been made in the past ten years as well as those projects that are in the planning stages.

Hudson Riverview Bike Hike Trail, City of Watervliet

The City of Watervliet seeks to review feasibility issues and create a plan for the construction of the segment of the Mohawk Hudson Bike Hike Trail (MHBHT) that would be an extension of the existing MHBHT along the Hudson River. The study area includes the east side of I-787 beginning at the 4th street parking lot, running north along the east side of I-787 including the area between the river and the roadway, and ending at the Hudson Shores Park facility at 23rd Street. This is referenced as the Riverview Trail Alternative in the City's 2013 Bike Master Plan.

Town Center Open Space and Transportation Study, Town of Clifton Park

The Town of Clifton Park seeks to study the 37± acres roughly between Moe Road and Maxwell Drive recently transferred to the Town of Clifton Park from the Shenendehowa Central School District. The project purpose is to create a cohesive, shared community vision and identify conceptual land use and transportation planning concepts; identify and address issues and concerns; develop conceptual design for key improvements and identify strategies to ensure that the park is a safe and thriving public space for all. Planning and public involvement for the Town Center Park is anticipated to take place throughout 2018 and into early 2019 (estimated 15 month planning process). The public planning process will include review of concepts from the 2010 Town of Clifton Park Recreation Plan; and the three previous linkage studies for this area to date: the 2008 Exit 9 Land Use & Transportation Study (Clifton Park & Halfmoon), 2012 Clifton Park Town Center Plan, and the 2015 Town Center Zoning Code (amending Clifton Park Town Code §208).

US 4 Corridor Study Update, Town of East Greenbush

The Town seeks to update the 2006 Route 4 Corridor Study by studying the segment of US 4 between Mannix Road and the town line with North Greenbush in the context of development changes over the last ten years in both towns. Existing adjacent land use and likely future development and transportation conditions will be evaluated in order to identify enhancements to the transportation system. With recently completed Traffic Impact Studies, land use developments such as the Regeneron Mill Creek Expansion, East Greenbush Technology Park, and New York Independent System Operator (NYISO) Expansion are expected to place additional stress on the already taxed transportation network as travel demand increases for all modes. This study will provide a potential, but partial, draft of a NYSDOT style scoping report to be used for further project development as funds become available for implementation. The study calls for identifying three draft design concepts based on existing conditions and input received from stakeholders and the public. Complete streets strategies will be considered including traffic operations, access control, pedestrian and bicycle accommodations, speed calming, transit accommodations and sustainable accommodations for storm water runoff. The recommendations will be used by the Town's Planning and Zoning Departments to guide future development in the corridor.

Union Street Land Use Corridor Study, Town of Niskayuna

The Town of Niskayuna seeks to study 0.6 mile segment of Union Street between Van Antwerp Road and Balltown Road. Through this study, the Town intends to better understand how a change of land use and density may impact transportation along this corridor due to recent redevelopment pressure, like the recently approved 36,000 square foot medical professional office near Troy Place/Union Street. The 2013 Comprehensive Plan for the Town identified this corridor as "one of the Town's major arterials". This study will focus on creating a connected and integrated multi-modal transportation network, supporting urban revitalization and redevelopment of exiting commercial/residential areas along Union Street. The Town is currently implementing a grant to install a crosswalk across Union Street with a raised island refuge for pedestrians between Saint Kateri Tekakwitha Church and the Brookdale Niskayuna assisted living complex.