

## The Community and Transportation Linkage Planning Program for 2015-16

### Introduction

The Capital District Transportation Committee (CDTC) has continued its support of the Community and Transportation Linkage Planning Program (the Linkage Program), reserving \$150,000 for consultant assistance and \$100,000 for staff technical assistance in its 2014-2016 Unified Planning Work Program for new projects from April 2015 through March 2016. CDTC solicited for new projects in November 2014 with a December 19, 2014 deadline. Ten submissions were received requesting \$327,500 in federal planning funds for consultant assistance. See the 2015-2016 Linkage Program Proposal list for project summaries.

	Consultant Total	Federal Planning Funds Requested	Local Cash	Additional CDTC staff Assistance Requested
Albany Waterfront Bikeway Connection Feasibility Study	\$70,000	<b>\$50,000</b>	\$20,000	\$10,000
Bethlehem Delaware Avenue Complete Street Feasibility Study	\$60,000	<b>\$45,000</b>	\$15,000	\$10,000
Brunswick Route 7 Corridor Study	\$50,000	<b>\$37,500</b>	\$12,500	\$5,000
Glenville Freemans Bridge Road Implementation Planning Project	\$20,000	<b>\$15,000</b>	\$5,000	\$2,500
Malta Form Based Code Complete Streets Feasibility & Planning Study	\$50,000	<b>\$37,500</b>	\$12,500	\$0
Malta Master Plan Update and Design Guidelines for US 9 South and NY 67 East	\$30,000	<b>\$22,500</b>	\$7,500	\$0
Sand Lake: West Sand Lake Hamlet Master Plan Implementation Plan	\$15,000	<b>\$11,250</b>	\$3,750	\$0
Schenectady Urban Bike Infrastructure Master Plan	\$75,000	<b>\$56,250</b>	\$18,750	\$0
Troy Bicycle Facilities Guidelines	\$30,000	<b>\$22,500</b>	\$7,500	\$0
Wilton Jones and Carr Road Linkage Study	\$40,000	<b>\$30,000</b>	\$10,000	\$0
<b>Total</b>	<b>\$440,000</b>	<b>\$327,500</b>	<b>\$112,500</b>	<b>\$27,500</b>

## **Evaluation Process**

Following CDTC's evaluation procedures, CDTC staff screened the applications to ensure they were complete and met all program requirements. All proposals were noted as being complete. It was then determined by CDTC staff that all of the projects fit into Tier 2 as none of the sponsors provided direct evidence of the availability of transportation project implementation funds in the next two or three years.

An evaluation team consisting of staff from CDTC, CDRPC, NYSDOT, CDTA and the NYS Department of Health then used the following evaluation criteria to discuss each of the proposals in detail. The evaluation criteria are not presented in order of importance however an indication of their relative importance is noted. All efforts are required to meet the first two criteria with the first criterion serving as an initial priority rating. Addressing the remaining five criteria will help improve the priority of the submission. Submissions that best meet all seven 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 in Tier 1, 2 or 3 as described on page 2? What is the need for the project? Is there a sense of urgency? (mandatory and improves priority):
2. Is the effort consistent with CDTC's Linkage Program strategies (see page 2) and *New Visions 2035* ([www.cdtcmpo.org/rtp2035/2035.htm](http://www.cdtcmpo.org/rtp2035/2035.htm)) regional planning principles? (mandatory)
3. 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)
4. Will the project have a positive impact on the transportation system when implemented? Is the project located on one or more of CDTC's Priority Networks ([www.cdtcmpo.org/maps.htm](http://www.cdtcmpo.org/maps.htm))? (improves priority)
5. Is the proposal an inter-municipal initiative? (improves priority)
6. Is the submission supported locally through complementary activities and/or funding commitments beyond the minimum match requirements? (improves priority)
7. For past sponsors of Linkage studies: Was the sponsor's performance adequate and appropriate as determined by CDTC staff? (improves priority)

## **Programming Recommendation**

The evaluation team had a lengthy discussion regarding each of the ten submissions. A relative ranking chart was created to illustrate how well each proposal met the evaluation criteria (see Table 1). Based on their review, the evaluation team recommends the Albany, Schenectady and Troy projects for funding. If approved by CDTC's Planning Committee, these projects would be added to the Unified Planning Work Program using \$128,750 in federal planning funds.

Table 1: 2015-16 Community and Transportation Linkage Planning Program Evaluation Results

	Evaluation Criteria						
	Tier Placement, Project Need, Sense of Urgency	Consistency with linkage Program Strategies and New Visions	Implementation Approach that May Lead to Success	Positive Impact on the Transportation System and Priority Networks	Inter-municipal Initiative	Local Support through Complementary Activities or Overmatch	Past Sponsor Performance on Linkage Studies
Albany Waterfront Bikeway Connection Feasibility Study	Tier 2, some urgency (+), will identify trail connection for Albany County Rail Trail and Mohawk Hudson Trails	Related to 4 Linkage Program strategies, urban center	Identify a preferred route to pursue for implementation	Important regional connection, transportation options in a challenged neighborhood, partially on bike/ped and transit networks	No but will have regional benefits with Bethlehem	Many letters of support, small overmatch	Generally positive, new Planning Director and Mayor, previous Linkage study just starting
Schenectady Urban Bike Infrastructure Master Plan	Tier 2, some urgency (+) given casino and redevelopment opportunities, updates a 15 year old bike plan	Related to 4 Linkage Program strategies, urban center	Develop a master plan for adoption by the city	Implements complete streets in City, updates bike master plan, major streets on bike/ped, transit, ITS and access management networks	No but City wide	Significant in-kind assistance, no overmatch	Very good through the Planning Department, first time with engineering
Troy Bicycle Facilities Guidelines	Tier 2, Implements Sustainable Troy Plan	Related to 4 Linkage Program strategies, urban center	Develop guidelines to be adopted by the City	Encourages bicycling in the city, implementing complete streets, major streets on bike/ped, transit, ITS and access management networks	No but City wide	No overmatch, Sustainable Troy support	New Mayor and new planning staff
Bethlehem Delaware Avenue Complete Street Feasibility Study	Tier 2, noted in Town Comprehensive Plan, town Complete Street resolution passed, no NYSDOT planned paving project	Related to 5 Linkage Program strategies, suburban arterial	Identify options for roadway including feasibility of lane reduction, relies on NYSDOT support and paving schedule	Supports complete streets, traffic calming and safety, on transit, ITS and access management networks	No but only addresses one segment of Delaware Avenue	Several letters of support, no overmatch	Very good

West Sand Lake Hamlet Master Plan Implementation Plan	Tier 2, feasibility analysis of previous Linkage study concepts (adopted by town)	Related to 4 Linkage Program strategies, rural arterial	If town ends up owning Mobil site, concepts could be implemented faster	Very local project in a low volume area, location is not on any priority networks	No	No overmatch	
Brunswick Route 7 Corridor Study	Tier 2, more detailed look at Route 7 as described in Town Comprehensive Plan, no NYSDOT planned paving project	Related to 5 Linkage Program strategies, suburban arterial	Little discussion as to implementation approach, relies on NYSDOT support and paving schedule	Application talks about widening/operational improvements along with bike/ped improvements, location partially on all five priority networks	No	No overmatch	New to CDTC's Linkage Program
Glenville Freemans Bridge Road Implementation Planning Project	Tier 2, feasibility analysis of a previous Linkage study concept through a much smaller study area	Related to 3 strategies, suburban arterial	Uncertainty related to NYSDOT Maple Ave/Rail project, relies on NYSDOT support and paving schedule	Limited due to small study area (Mohawk River to Freemans Bridge Road), location on bike/ped, ITS and access management networks	No	No overmatch	Challenges in the distant past with low study budgets, haven't worked with the town in over 8 years
Malta Master Plan Update and Design Guidelines for US 9 South and NY 67 East	Tier 2, project would update a section of the Town Comprehensive Plan, design guideline focused	Not directly discussed by sponsor but related to 3 strategies	Would likely be adopted/accepted as an updated to the town Comprehensive Plan	Weak connection to transportation, location on bike/ped and partially on access management networks	No	No overmatch	Good but the Route 9 Linkage study has not started yet
Malta Form Based Code Complete Streets Feasibility & Planning Study	Tier 2, would further refine the Form Based Code streets plan. Excludes Routes 9 and 67	Not directly discussed by sponsor but related to 5 strategies	Plan would be incorporated into the town's zoning code	Implements complete streets on new and improved town owned roads, location not on any priority networks	No	No overmatch	Good but the Route 9 Linkage study has not started yet
Wilton Jones and Carr Road Linkage Study	Tier 2, implements complete streets concept on Town owned roads in town Pathways plan and traffic study	Related to 3 Linkage Program strategies	Town mitigation fees may be used for implementation	Supports complete streets but very local and low volume area, not on any priority networks	No	No overmatch	Unclear priorities on previous study, new town staff to CDTC