

Capital District
Transportation Committee

January 26, 2016

The Community and Transportation Linkage Planning Program for 2016-17

Introduction

The Capital District Transportation Committee (CDTC) has continued its support of the Community and Transportation Linkage Planning Program (the Linkage Program) in Federal Fiscal Year 2016-17 by reserving roughly \$100,000 for consultant assistance and \$75,000 for staff technical assistance in CDTC's Draft 2016-2018 Unified Planning Work Program. The funding would be for a maximum of two new projects. CDTC solicited for new projects in November 2015 with a December 18, 2015 deadline. Three submissions were received requesting \$210,000 in federal planning funds for consultant assistance. Project summaries are provided on page 3.

| | Consultant Total | Federal Planning Funds Requested | Local Cash | Additional CDTC staff Assistance Requested |
|--|---------------------|---|-----------------|---|
| Albany Shaker Road Corridor Study – Albany County and Town of Colonie** | \$80,000 | \$60,000 | \$20,000* | \$10,000 |
| Crescent Road Corridor Study – Town of Clifton Park | \$80,000 | \$60,000 | \$20,000 | \$0 |
| Freemans Bridge Road Complete Streets Feasibility Study & Policy – Town of Glenville** | \$50,000 | \$25,000 | \$25,000 | \$2,500 |
| Total | \$210,000 | \$145,000 | \$65,000 | \$12,500 |

*Match to be split between the County and Town.

**In-kind services beyond the consultant budget are being provided as follows: Albany County/Town of Colonie = \$5,000, Town of Glenville = \$7,500.

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 and were categorized by Tier as noted in Table 1.

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. 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 six criteria will help improve the priority of the submission. Submissions that best meet all eight evaluation criteria will be considered first for funding.

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? (mandatory and improves priority)
2. Is the proposed scope of work reasonable for the proposed budget? (mandatory)
3. What is its Tier placement (as described on pages 1 and 2 of this solicitation) and is there a completed Linkage Study, other locally adopted plan or adopted complete streets policy in place related to the effort? (improves priority)
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)
5. Will the project have a positive impact on the transportation system when implemented? (improves priority)
6. Is the proposal an inter-municipal initiative? (improves priority)
7. Is the submission supported locally through complementary activities and/or funding commitments beyond the minimum match requirements? (improves priority)
8. 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 submission. 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 Glenville and Albany County/Town of Colonie projects for funding. If approved by CDTC's Planning Committee, these projects would be added to the 2016-18 Unified Planning Work Program using \$85,000 in federal planning funds for consultant work with an additional \$12,500 in CDTC staff technical assistance supporting the efforts. Project sponsors will also be committing to the following milestones beginning on April 1, 2016:

1. Within 1 year – Execute the Memorandum of Understanding with CDTC, hire a study consultant and have a kick-off meeting.
2. Within 2 years – 50% of the study scope of work completed by the consultant.
3. 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 they must come to CDTC's Planning Committee to provide an explanation for the delay and request more time to meet the milestone. If a sponsor fails to make this request, Linkage funds will be forfeited.

Proposed Project Summaries

Albany Shaker Road Corridor Study

The Town of Colonie and Albany County are requesting consultant assistance to address traffic issues as they relate to future development along Albany Shaker Road (from the City of Albany line to just beyond Watervliet Shaker Road). The purpose of the study is to first analyze problem areas in the corridor; including traffic signal operations and delays, lack of turn lanes, etc., and extrapolate how those problems may be exacerbated by future development. Second, the study will investigate and prioritize land use and roadway measures that could optimize the existing roadway. Concepts to be explored include zoning and planning changes, options for intersection improvements such as signal coordination and retiming, turning lanes, roundabouts and/or other cross section changes, improvements to increase walking, bicycling and transit use, and access management techniques. The study should produce a prioritized list of improvements and countermeasures with cost estimates, cost effectiveness analyses and feasibility considerations.

Requested Consultant Total: \$80,000 (\$60,000 federal, \$10,000 from Albany County and \$10,000 from the Town of Colonie)

Requested CDTC Staff Technical Assistance: \$10,000

Local In-Kind Staff Contribution: \$5,000

Crescent Road Corridor Study

The Town of Clifton Park is requesting consultant assistance to coordinate the development of a future vision for the Crescent Road Corridor (from I-87 Exit 8 to Vischer Ferry Road) that establishes a multi-modal approach to providing for future transportation needs. This study will involve a community-based evaluation to determine how best to meet the needs of current and future users, and to establish a long-term plan to guide evolution of the corridor that appropriately correlates the balance between land use and transportation planning. The desired outcome for the Crescent Road Corridor Plan is an implementation matrix of projects to address the operational safety, and capacity needs of the corridor.

Requested Consultant Total: \$80,000 (\$60,000 federal, \$20,000 local match)

Freemans Bridge Road Complete Streets Feasibility Study & Policy

The Town of Glenville is requesting consultant assistance and CDTC staff technical assistance to undertake a Complete Streets feasibility study on Freemans Bridge Road. The goal of the study is to enable safe, attractive, and comfortable access and travel for users of the road to increase the walkability and livability of the town. Building upon the findings of the 2015 Traffic Evaluation of Freemans Bridge Road, the study would analyze the existing conditions and research feasible options for future road design concepts that incorporate Complete Streets features. Getting buy-in from the public, property owners, other stakeholders and NYSDOT on the concept(s) is a key aspect of this project. Strategies to be evaluated include access management and mobility for automobiles, bicycle, pedestrian and the potential for transit.

Requested Consultant Total: \$50,000 (\$25,000 Federal, \$25,000 Local Cash Match)

Requested CDTC Staff Technical Assistance: \$2,500

Local In-Kind Staff Contribution: \$7,500

Table 1
2016-17 Community and Transportation Linkage Planning Program Project Evaluation Summary

| Evaluation Criteria | Albany Shaker Road Corridor Study | Crescent Road Corridor Study | Freemans Bridge Road Complete Streets Feasibility Study & Policy |
|---|---|---|--|
| 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) | It is eligible and consistent with four Linkage Program strategies. Additional residential and commercial development and redevelopment is in the planning stages in the corridor. Transit will be supported with the project if walkability is improved. | It is eligible and consistent with three Linkage Program strategies. Additional residential and commercial development and redevelopment is in the planning stages in the corridor. | It is eligible and consistent with four Linkage Program strategies. Project is a prioritized project type (complete streets). Casino brings attention to the area as well as new commercial and residential development and redevelopment. |
| 2. Is the proposed scope of work reasonable for the proposed budget? (mandatory) | Yes. Some information from the Exit 4 and CDTC's GEIS work with the Town already exists to support the effort. | Yes. A draft detailed scope was provided. | Very reasonable since the traffic data analysis has already been completed. A draft detailed scope was provided. |
| 3. What is its Tier placement and is there a completed Linkage Study, other locally adopted plan or adopted complete streets policy in place related to the effort? (improves priority) | Tier 3. Albany County passed a resolution in support of a corridor study. No complete streets policy. | Tier 3. Mentions Northway study but not adopted by Town. No complete streets policy. | Tier 2. Freemans Bridge Road master plan adopted by town in 2014. No 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) | County and town working together will lead to a stronger product and increase likelihood of implementation. Will take SEQR action if necessary. | Town intends to adopt the study and amend the town Comprehensive Plan to incorporate the findings. | Town intends to adopt the plan by resolution. Buy in from NYSDOT is important for the project. |
| 5. Will the project have a positive impact on the transportation system when implemented? (improves priority) | If implemented, it will improve the corridor for all modes of travel. Improved pedestrian environment will support existing transit services. | If implemented, it will improve the corridor for motor vehicle, pedestrian and bicycle travel. | If implemented, it will improve the corridor for all modes of travel. Improved pedestrian environment will support existing transit services. |
| 6. Is the proposal an inter-municipal initiative? (improves priority) | No but a joint application from the road owner and the town makes for a stronger partnership | No. Support letter provided by the road owner Saratoga County | No. |
| 7. Is the submission supported locally through complementary activities and/or funding commitments beyond the minimum match requirements? (improves priority) | Minimum match split 50/50 between the Town and County. | Minimum match. | Overmatch of funding (50%) |
| 8. For past sponsors of Linkage studies: Was the sponsor's performance adequate and appropriate as determined by CDTC staff? (improves priority) | Yes. Staff has remained unchanged in many years. New elected officials since last Linkage Program award. | Yes with very recent successful experience. | Staff has remained unchanged in many years. New elected officials since last Linkage Program award. |