

SCREENING PROCESS

Introduction

The following screening criteria must be met for a project to advance to merit evaluations:

1. Consistency with SAFETEA-LU, and CDTC and local plans
2. Provision of local matching funds
3. Defined scope and timing
4. Meeting an identified need
5. Federal-aid eligibility

Consistency with SAFETEA-LU, and CDTC and Local Plans

Metropolitan Transportation Plan: Each proposed project is required to be consistent with the MTP as well as CDTC and Local Plans. The relevant MTP is the *New Visions 2030* Metropolitan Transportation Plan, adopted in October 2007. *New Visions 2030* includes a set of 31 Planning and Investment Principles to guide capital programming, in addition to 13 strategies (with 47 implementing actions, long and short term). Consistency with these principles and strategies is required to insure *New Visions 2030* implementation.

Major projects with system level impacts are not considered for TIP programming unless they are a recommended action from *New Visions 2030* or a CDTC Community and Transportation Linkage Planning Program study, other regional or corridor studies.

All capacity increasing projects should be consistent with the Congestion Management Process (CMP). Two goals are established to direct efforts and to help measure success.

Support growth in economic activity and maintain the quality of life in the Capital District by limiting the amount of "excess" delay encountered in the movement of people, goods and services.

Make contributions to the avoidance and mitigation of congestion on all modes by implementing demand management programs first, before performing capacity expansions. Reducing single occupant vehicle travel can be accomplished by encouraging telecommuting and programs that reduce the need for travel, balancing travel demand by time of day, encouraging use of transit, ridesharing, pedestrian and bicycle modes, improving operational efficiencies and achieving complementary transportation and land use systems.

Boundary Compatibility: Each proposed project is required to be consistent/complimentary with the facility (or proposed facility) in the adjacent jurisdiction if the project is near or crosses a jurisdictional boundary.

Land Use Linkage: Linear capacity improvements are required to be linked to local land use management. To maximize the effectiveness of existing facilities, a plan or commitment to

access management, construction of new local streets or provision of supplemental transit services must be in place prior to major capacity work.

Public and Sponsor Support: All projects are required to be consistent with community desires as documented in local land use plans or other policy documents that have been vetted through public workshops or other means.. Examples include CDTC Linkage Studies, regional land use/transportation plans, sub-area studies, Comprehensive Plans and other similar local planning work

Eight Planning Factors of SAFETEA-LU: ISTEA established sixteen planning factors to be considered in the development of the TIP. TEA-21 summarizes these into seven planning issues and SAFETEA-LU separated one of the TEA-21 factors into two for a total of eight. All projects are required to address at least one of these factors, as listed below:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight;
5. Promote and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

Provision of Local Matching Funds

Project sponsors are required to be willing and able to provide the local matching funds. All fund sources are not required to be "in hand", but need to have a "reasonable expectation" of being in place by the year of programming. Specifically, the issue of the provision of the required local match share is required to be documented as part of the project justification package. For most federal aid programs, the required local match is 20% however there are some programs for which other match levels are required (see Appendix A). Public/private financing possibilities should be addressed, if applicable. Transit operators are required by FTA to document financial capacity in the adopted TIP. All facilities that require an ongoing operating budget to be useful are required to demonstrate that such financial capacity exists.

Defined Scope and Timing

All projects are required to be well defined. Project limits, a detailed scope of work including all major multi-modal project elements, and the overall project concept need to be clearly stated. Planning projects must have further defined longer-range federally eligible projects. Preliminary engineering and right-of-way are acceptable project phases, provided that the other screening requirements have been met for the project as a whole. Phases of larger construction projects are requested to be usable segments that will provide benefit to the traveler. Properly completing the Project Justification Package will satisfy these criteria. Sponsors will be given 15 days from the date of written request from CDTC to provide missing or incomplete information related to the project justification package. Failure of the sponsor to respond within 15 days will result in the screen out of the project.

Phases programmed in the TIP must be able to be implemented by the end of the five-year programming period in that TIP.

Meeting an Identified Need

All projects are required to be justified based on meeting an identified transportation system need according to the criteria below.

Bridge Projects: Bridge projects are required to meet NYSDOT criteria for a deficient bridge.

Pavement Projects: Pavement projects are required to be of a scope that is consistent with the implementation of the *New Visions 2030* Metropolitan Transportation Plan and are eligible for federal-aid. Because the pavement condition score does not fully describe overall road conditions or substandard design features, pavement score is not used as a screening criterion, although it plays an influential role in project merit evaluation.

Transit Support: Transit projects are required to enhance the public transportation system.

Safety: Safety projects are required to either address locations with known safety problems, particularly locations that have histories of fatal or injury crashes, or locations that have the potential for fatal or injury crashes. Projects that address the emphasis areas of the New York State Strategic Highway Safety Plan are a priority.

Community Compatibility/Economic Development: Projects in this category are required to support local efforts to revitalize/redevelop, support economic development initiatives or enhance community quality of life.

Congestion Management: All capacity increasing projects should be consistent with the Congestion Management Process (CMP). CDTC has performed extensive analysis of existing congestion in the Capital Region, as documented in CDTC's *Metropolitan Congestion Management Process*, which was adopted by the CDTC in October 2007. CDTC's priority is to address existing congestion problems, with projected future congestion being a lesser

priority, subject to a "risk analysis" (See *New Visions 2030* Congestion Management Principles for more information).

Bicycle/Pedestrian: Bicycle and/or pedestrian projects are required to enhance the environment for bicycling and walking.

Other Project Types: Other project types are based on the project justifications provided by the project sponsor. Wherever possible, this justification includes the results of existing management systems or other performance-based standards.

Federal-aid Eligibility

In a general solicitation, all candidates must be eligible for either the Surface Transportation Program (STP) or the Congestion Mitigation and Air Quality Program (CMAQ). In a solicitation that is focused on specific fund sources, all candidates must be eligible for at least one of the fund sources being programmed.