

Capital District
Transportation Committee

January 29, 2019

**The Community and Transportation Linkage Planning Program for 2019-20
Project Evaluation and Funding Recommendation**

Introduction

The Capital District Transportation Committee (CDTC) reserved up to \$150,000 for consultant assistance and \$100,000 for staff technical assistance in the 2018-2020 Unified Planning Work Program to support the Community and Transportation Linkage Planning Program (the Linkage Program) in the 2019-2020 Federal Fiscal Year. CDTC issued a solicitation for new projects in October 2018 with a December 14, 2018 deadline. Five (5) submissions were received and evaluated. The following summarizes the project evaluation process and offers the evaluation team recommendation.

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. The following proposals (see pages 6 and 7 for project descriptions) were received for consideration:

Sponsor	Project Name	CDTC Consultant Share	Local Consultant Share	Requested CDTC Staff Technical Assistance	Total Effort
Albany	Bicycle and Pedestrian Master Plan Update	\$67,500	\$22,500	\$10,000	\$100,000
Bethlehem	Cherry Avenue Extension and New Scotland Road Transportation Study	\$56,250	\$18,750	\$10,000	\$85,000
Menands	Menands Land Use Regulations Update	\$60,000	\$20,000	\$10,000*	\$90,000
Rensselaer	Rensselaer Train Station Connectivity Study	\$56,250	\$18,750	\$10,000	\$85,000
Wilton	Wilton Route 50 Corridor Study	\$55,125	\$18,375	\$10,000*	\$83,500
Total:		\$295,125	\$98,375	\$50,000	\$443,500

**CDTC added \$10,000 in technical assistance time for these studies based on past experience.*

Several sponsors offered additional local in-kind services to support their projects as shown below:

Sponsor	Local In-Kind Services Proposed
Bethlehem	\$5,000
Menands	\$5,000
Wilton	\$5,160
Total	\$15,160

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?

Programming Recommendation

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. Based on the information provided by the applicants and through follow up conversations, the evaluation team is recommending the City of Albany Bicycle and Pedestrian Master Plan for funding. The City indicated an important need with the limitations of the current Bicycle Master Plan, especially the lack of a hierarchy of street treatments and route priorities, and the desire to coordinate planning for pedestrian and bicyclist infrastructure needs in a strategic manner. The applications were ranked by the evaluation team as follows:

1. Albany – Fund
2. Menands
3. Bethlehem
4. Rensselaer
5. Wilton

If approved by CDTC's Planning Committee, Albany's project will be added to the 2018-2020 Unified Planning Work Program using the following budget:

CDTC Consultant Share	Local Consultant Share	CDTC Staff Resources*	Total Effort
\$67,500	\$22,500	\$30,000	\$120,000

* CDTC staff resources include the sponsor's requested technical assistance (\$10,000) plus staff time to support scope of work development for the Request for Expressions of Interest, study administration, meeting attendance, product review and other support as needed.

The City of Albany will also be committing to the following:

1. Project milestones beginning on April 1, 2019:

- 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.

**2019-2020 Linkage Program
Evaluation Summary**

Evaluation Criteria:	Albany Bicycle and Pedestrian Master Plan, City of Albany	Cherry Avenue Extension and New Scotland Road Transportation Study, Town of Bethlehem	Menands Land Use Regulations Update, Village of Menands
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)	Yes, relates to 5 program strategies. Existing bike plan is dated, lacks detail on the infrastructure types for priority street to create a network. Does not include pedestrian facilities. City is a state designated Pedestrian Safety Focus City.	Yes, relates to 4 program strategies. Unclear need as Albany County is studying the bridge area now and NYSDOT is conducting a speed study on Cherry Avenue. Bicyclist safety and the Kenwood/Cherry intersection are overarching concerns.	Yes, potentially relates to all 7 strategies. Not urgent as they are just getting started on updating their comprehensive plan - consultant to begin in January 2019 with completion in 2020.
2. Is the proposed scope of work reasonable for the proposed budget? (mandatory)	CDTC staff would need to help with data collection. Much of the proposed work will build on other work.	Some concern about the budget being too low based on past experience and the size of the proposed study area.	Yes. Small village with a single core commercial corridor.
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)	City would support implementation through grants and the City's Capital Program. Project supported by Albany 2030, Complete Streets resolution and Complete Streets Guidebook.	Grants and capital programming likely, town has a good track record. Funding for bridge is at least questionable. Consistent with Town and CDTC planning principles and numerous past town plans, Bethlehem Complete Streets resolution.	Capital projects are not needed for zoning. Village does not have a current comprehensive plan which is in development. UAlbany studio jump started comp plan process. Will create 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)	Yes. Implied adoption but not definite. City wants to identify a prioritized implementation plan for capital improvements.	Town Board to adopt final study. Implementation strategy to be developed in plan. NYSDOT owns Cherry Avenue and Albany County owns the bridge.	Village Board anticipates formal adoption of new zoning and subdivision regulations.
5. Will the project have a positive impact on the transportation system when implemented? (improves priority)	Yes. Would greatly improve safe travel options in the City and would begin to develop an ADA inventory and other pedestrian data/infrastructure plans	Increase multi-modal options, traffic calming. May lead to a safety improvement as vehicles slow down.	Project will support the development of multi-modal transportation options and the River Corridor BRT
6. Is the proposal an inter-municipal initiative? (improves priority)	No	No	No
7. Is the submission supported locally through complementary activities and/or funding commitments beyond the minimum match requirements? (improves priority)	No additional match beyond the minimum. City has been proactive in implementing bicycle infrastructure in recent years.	No additional cash match but proposed additional in-kind support. NYSDOT encouraged the town to apply for Linkage on Cherry Ave. Albany County did not support some scope elements.	No additional cash match but proposed additional in-kind support.
8. For past sponsors of Linkage studies: Was the sponsor's performance adequate and appropriate as determined by CDTC staff? (improves priority)	Yes, most recent study was the 2017 Waterfront Connector Feasibility Study (in the South End)	Yes, most recent study was the 2017 Delaware Avenue Complete Streets Study	Yes, most recent study was the 2011 Route 32 Conceptual Plan Transportation Analysis in Menands, Colonie and Watervliet.

**2019-2020 Linkage Program
Evaluation Summary**

**Rensselaer Train Station
Connectivity Study, City of
Rensselaer**

**Wilton Route 50 Corridor Study,
Town of Wilton**

Evaluation Criteria:

<p>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)</p>	<p>Yes, would potentially relate 5 strategies. Would complement BOA nomination study. No urgency and may be premature.</p>	<p>Yes, relates to 3 strategies. CDTC tech assistance study would feed into the Linkage study. Unclear need due to tech assistance project and proposed TIP project in same area. Residential growth is occurring.</p>
<p>2. Is the proposed scope of work reasonable for the proposed budget? (mandatory)</p>	<p>Yes. Data collection for Amtrak riders after they leave the station would be needed.</p>	<p>Yes</p>
<p>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)</p>	<p>Complete streets policy was adopted in December, Downtown and Waterfront Development Plans adopted in 2010 and 2011, respectively.</p>	<p>Yes. Town of Wilton Comprehensive Plan and Generic Environmental Impact Statement (GEIS)</p>
<p>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)</p>	<p>Would create a phased implementation plan that would rely on grant programs and perhaps the City's capital program. Concern about the path of success and the timing.</p>	<p>Plan will be used to apply for capital funding.</p>
<p>5. Will the project have a positive impact on the transportation system when implemented? (improves priority)</p>	<p>Yes, will develop a multi-modal plan for the City, assist in implementing complete streets.</p>	<p>Ideally would help to create a more multi-modal environment.</p>
<p>6. Is the proposal an inter-municipal initiative? (improves priority)</p>	<p>No</p>	<p>No</p>
<p>7. Is the submission supported locally through complementary activities and/or funding commitments beyond the minimum match requirements? (improves priority)</p>	<p>No additional match. BOA nomination study being pursued.</p>	<p>No additional match but proposed additional in-kind support. Town working through TIP process now and tech assistance project.</p>
<p>8. For past sponsors of Linkage studies: Was the sponsor's performance adequate and appropriate as determined by CDTC staff? (improves priority)</p>	<p>Yes but different staff, most recent study was the 2004 Route 20 Corridor Study</p>	<p>Yes, most recent study was the 2012 Exit 16 Corridor Linkage Study</p>

2019-2020 Linkage Program Proposal Summaries

Albany Bicycle and Pedestrian Master Plan, City of Albany:

Update the 2009 Bicycle Master Plan to reflect physical changes in the City and current industry standards while also integrating the needs of pedestrians to create a new Bicycle and Pedestrian Master Plan. The update will reassess the 2009 plan goals, update the City's vision for an improved bicycle and pedestrian network, identify gaps and opportunities for the cycling/pedestrian community and prioritize plan implementation in order to serve cyclists and pedestrians of varying demographics. The scope of work will include a review of existing plans and local policies, inventory and assessment of existing bicycle and pedestrian facilities and conditions, an extensive public participation program and the development of a plan with recommendations that consider infrastructure, safety, education, encouragement and policy enforcement.

Cherry Avenue Extension and New Scotland Road Transportation Study, Town of Bethlehem:

The study will focus on the Slingerlands Hamlet Area to evaluate the following: 1) Cherry Avenue Extension includes dated/substandard design features inconsistent with the NYSDOT Highway Design Manual and does not accommodate pedestrian and bicycle travel. Complete streets design elements are needed to allow pedestrian and bicycle travel to/from the New Scotland Road hamlet area and McCormack roads neighborhoods and Delmar; 2) Access to the Rail Trail from the New Scotland Road Hamlet area and McCormack roads neighborhoods along Cherry Avenue Extension; 3) Cherry Avenue/Kenwood Avenue intersection pedestrian improvements and access to the Rail Trail; 4) The impact of the replacement of the historic rail trail bridge in Slingerlands which could open a portion of New Scotland Road to truck traffic through a quiet residential neighborhood in the Slingerlands Historic District. Additional scope of work elements include a multi-modal operational and safety existing conditions assessment, an extensive public involvement process and the development of alternative design concepts that incorporate complete street principles.

Menands Land Use Regulations Update, Village of Menands:

Update and revise the Village's land use regulations to improve walkability, encourage redevelopment of vacant or underutilized commercial sites, and foster infill development and compact design. This effort will focus on updating street standards, parking requirements, multi-modal facilities, access management measures, and addressing impediments to creating mixed uses. The Village will audit its zoning and subdivision regulations with a particular interest in addressing commercial centers and encouraging reactivation of several key sites. The Village would also like to develop and adopt complete street standards through this initiative. The Village is currently pursuing an update to its Comprehensive Plan targeted for completion in Spring 2020.

Rensselaer Train Station Connectivity Study, City of Rensselaer:

The City's recently completed Brownfield Opportunity Area (BOA) Nomination study identified the existing and desired land uses in the study area around the Rensselaer Rail Station. This effort is needed to identify and align the transportation demands of the study area with the land uses identified in the BOA study. Anticipated study tasks include an existing conditions evaluation of the current multi-modal transportation system for its strengths and weaknesses and identification of optimal connections within the study area through data analysis and perhaps modeling to inform the creation of alternative approaches to connectivity and multi-modalism. The Study should be prescriptive in how it identifies feasible projects, taking into

account existing and future funding opportunities. It should also consider changes that could be made without major capital funding, such as changes to the zoning code or the creation of development design guidelines.

Wilton Route 50 Corridor Study, Town of Wilton:

Evaluate the approximately 2.25 mile section on NYS Route 50 from Perry Road to Edie Road with specific focus on the preferred intersection and roadway design for NYS Route 50 approaching and between the intersections with Old Gick Road/Ingersoll Road and Jones Road. The Town is experiencing increased development interest in lands adjacent to this corridor and a potential land use scenario will need to be defined and used as the basis of this evaluation. This effort would build upon existing data and documentation and collect new traffic volume and crash data at the Perry Road and Edie Road intersections with NY Route 50. The study would then evaluate feasible alternatives by identifying safety benefits, anticipated operations, potential environmental impacts, and cost estimates for each feasible alternative, and involve the public and specific stakeholders in the decision process. All feasible alternatives will include accommodations for pedestrians and bicyclists and consider transit in the area.