

# **CAPITAL DISTRICT TRANSPORTATION AUTHORITY**



**110 Watervliet Avenue  
Albany, NY 12206  
(518) 482-4199**

## **COMPLIANCE REPORT TITLE VI OF THE CIVIL RIGHTS ACT OF 1964**

**Submitted to Mr. John H. Prince, Jr., Civil Rights  
Officer, Federal Transit Administration, Region II  
March 2, 2011**

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## **I. INTRODUCTION**

The Capital District Transportation Authority (CDTA), as the designated recipient of federal funds of the Federal Transit Administration (FTA), hereby submits this Title VI Program Update in conformance with Title VI of the Civil Rights Act of 1964, and the implementing regulations issued by the U.S. Department of Justice (28 CFR Part 42, Subpart F) and the U.S. Department of Transportation (49 CFR Part 2), and the Title VI Program Guidelines for Federal Transit Administration Recipients (Circular FTA C 4702.1 dated May 26, 1988 and supplemental instructions Title 49, Chapter 53, Section 5332 of the Code of Federal Regulations issued in 1998.

Demographic Profiles reflect data from the 2000 US Census. Data tables by census tract and TAZ are included in this submission. Service Area descriptions, service characteristics and other aspects of service quality reflect changes in CDTA service since our last compliance submission in 2008.

For this report the Minority Census Tracts are defined as those with double the average percentage minority population region (greater than 25%). This includes 27 census tracts which are 13% of the tracts in the region served.

This report shows that CDTA currently over serves minority areas as this is our role as a transit provide, but also as these locations are our highest ridership generators.

## **II. PROGRAM PURPOSE**

The purpose of this program is to ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance from the Federal Transit Administration (FTA).

## **III. PROGRAM OBJECTIVES**

The Capital District Transportation Authority (CDTA), through its Title VI Program, will meet the following objectives:

- To ensure that FTA-assisted CDTA benefits and related services are made available and are equally distributed without regard to race, color, or national origin.

- To ensure that the level and quality of CDTA's services are sufficient to provide equal access and mobility for any person without regard to race, color, or national origin.
- To ensure that opportunities to participants in the transit planning and decision- making process within the CDTA are provided to persons without regard to race, color or national origin.
- To ensure that CDTA's decisions on the location of transit services and facilities are made without regard to race, color, or national origin.
- To ensure that corrective and remedial action is taken to prevent discriminatory treatment of any beneficiary of CDTA's services based on race, color, or national origin.

## **IV. GENERAL REPORTING REQUIREMENTS**

This section summarized the general reporting requirements and their current status.

### **A. List Of All-Active Lawsuits Or Complaints Alleging Discrimination On The Basis Of Race, Color, Or National Origin With Respect To Service And Other Benefits**

There are no active lawsuits regarding such matters.

### **B. Description Of All Pending Applications For Financial Assistance Currently Provided By Other Federal Agencies To CDTA**

Currently, no applications are pending.

### **C. Summary Of All Civil Rights Compliance Reviews Conducted By Other Local, State Or Federal Agencies In The Last 3 Years**

There were no compliance reviews by other agencies in the past three years.

### **D. FFY12 Certifications and Assurances**

These are included in **Appendix A** on page VIII-1.

### **E. Incorporation of Corrective Actions into the TIP**

There are no previous Title VI deficiencies requiring corrective action through programming in the region's Transportation Improvement Program (TIP).

### **F. Fixed Facility Impact Analysis**

The Capital District Transportation Authority's 5-year Capital Program is currently being prepared for Board adoption in March of 2011. The Capital District Transportation Committee (CDTC), the region's metropolitan planning organization, is currently in the process of updating the

Transportation Improvement Program (TIP) for the region. *Appendix B* shows the CDTA submission to the CDTC TIP process, including projects in all fund sources. The CDTC TIP process must be completed (particularly for projects from the CMAQ and other flexible fund sources) before the CDTA capital program can be finalized. The chart in Appendix B, however, shows desired programming levels.

For major construction projects, the CDTA uses guidance from the National Environmental Policy Act (NEPA) standards and guidance from the FTA Environmental Assessment process when reviewing impacts on the community. Public participation is afforded by an extensive outreach to the community through informational meetings; public notices, and when needed, formal public hearings. With the completion of two major Intermodal facilities in the last three years, no additional projects meeting the definition of a “major” project have been initiated.

## V. PROGRAM SPECIFIC REQUIREMENTS

### A. Demographic Profile of the Capital District

**Table 1: Minority Census Tracts in the CDTA Service Area**

*Defined as double the average % minority (greater than 25%)*

Page V-2 provides documentation of the Minority Census Tracts within the CDTA Service Area. All are located within the three central cities of the region, and all are well served by bus routes. There are no deficiencies in this area.

The following maps are included in Appendix C, starting on page X-1:

- Figure 1: CDTA Bus Routes and Minority Census Tracts (Region Wide)
- Figure 2: CDTA Bus Shelters and Minority Census Tracts (Region Wide)
- Figure 3: CDTA Bus Stops and Minority Census Tracts (Region Wide)
- Figure 4: Albany Urban Bus Routes
- Figure 5: Albany Urban Bus Stops and Minority Census Tracts
- Figure 6: Troy Urban Bus Routes
- Figure 7: Troy Urban Bus Stops and Minority Census Tracts
- Figure 8: Schenectady Urban Bus Routes
- Figure 9: Schenectady Urban Bus Stops and Minority Census Tracts



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**Table 1: Minority Census Tracts in the CDTA Service Area**  
*Defined as double the average % minority (greater than 25%)*

Census Tract#	TOTAL AREA (Sq.Mi.)	Total Population	Minority	% Minority	IRace	White	Black	Native American	Asian	Hawaiian	Other	Reported 2 Races	Hispanic	Non-Hispanic 1 Race	Non-Hispanic White	Non-Hispanic Black	Native Amer.	Non-Hispanic Asian	Non-Hispanic Hawaiian	Non-Hispanic OTHER	Non-Hispanic 2 RACE	
1	1	1,728	1,045	60.50%	1,669	706	872	1	47	2	41	59	94	1,634	1,578	683	839	1	47	2	6	56
2	0.8	5,491	4,786	87.20%	5,270	814	4,218	6	102	9	121	221	401	5,090	4,914	705	4,084	4	102	9	10	176
3	2.22	5,560	2,511	45.20%	5,413	3,155	1,970	14	150	4	120	147	320	5,240	5,128	3,049	1,906	7	150	2	14	112
4.01	3.54	2,127	293	13.80%	2,103	1,867	151	5	65	-	15	24	61	2,066	2,047	1,834	144	4	62	-	3	19
4.03	1.27	4,411	691	15.70%	4,326	3,779	317	10	171	1	48	85	124	4,287	4,208	3,720	300	7	171	1	9	79
4.04	0.68	4,922	1,594	32.40%	4,810	3,461	651	7	502	-	189	112	378	4,544	4,469	3,328	622	4	498	-	17	75
5.01	0.21	3,506	1,567	44.70%	3,349	2,028	1,105	11	96	2	107	157	272	3,234	3,112	1,939	1,064	9	95	2	3	122
5.02	0.3	3,589	832	23.20%	3,511	2,871	421	16	148	3	52	78	179	3,410	3,341	2,757	416	14	148	2	4	69
6	0.2	3,296	1,667	50.60%	3,125	1,749	1,102	10	170	4	90	171	281	3,015	2,862	1,629	1,049	7	170	1	6	153
7	0.64	4,139	3,502	84.60%	3,972	679	3,126	27	69	-	71	167	208	3,931	3,792	637	3,047	25	67	-	16	139
8	0.14	2,284	1,698	74.30%	2,175	646	1,429	22	31	-	47	109	165	2,119	2,041	586	1,404	17	31	-	3	78
11	0.77	1,256	706	56.20%	1,211	580	562	6	27	-	36	45	80	1,176	1,137	550	552	6	26	-	3	39
14	0.3	3,610	856	23.70%	3,503	2,825	404	23	167	1	83	107	202	3,408	3,331	2,754	384	19	166	1	7	77
15	0.23	4,282	1,017	23.80%	4,137	3,347	500	12	203	2	73	145	187	4,095	3,981	3,265	490	10	201	2	13	114
16	0.36	4,106	863	21.00%	4,011	3,314	464	11	145	-	77	95	182	3,924	3,843	3,243	444	6	144	-	6	81
17	0.52	3,965	709	17.90%	3,879	3,325	341	18	136	-	59	86	150	3,815	3,749	3,256	335	14	134	-	10	66
18.01	2.95	6,828	655	9.60%	6,740	6,233	277	2	180	-	48	88	124	6,704	6,631	6,173	270	1	180	-	7	73
18.02	0.76	3,868	419	10.80%	3,825	3,516	192	3	103	-	11	43	94	3,774	3,734	3,449	178	2	102	-	3	40
19.01	0.33	2,656	310	11.70%	2,600	2,370	142	7	69	1	13	56	60	2,596	2,558	2,346	136	1	69	1	5	38
19.02	0.47	2,579	293	11.40%	2,546	2,318	130	2	85	1	10	33	51	2,528	2,502	2,286	126	2	84	1	3	26
20	1.15	5,679	1,951	34.40%	5,506	3,850	1,398	5	130	-	123	173	337	5,342	5,219	3,728	1,350	2	128	-	11	123
21	0.55	3,378	1,514	44.80%	3,216	1,944	1,023	20	132	1	96	162	241	3,137	3,015	1,864	995	17	131	1	7	122
22	0.09	2,213	907	41.00%	2,107	1,380	561	13	76	1	76	106	192	2,021	1,953	1,306	547	13	76	-	11	68
23	0.26	2,034	1,344	66.10%	1,951	752	1,089	9	11	2	88	83	228	1,806	1,743	690	1,027	6	10	2	8	63
25	0.31	2,980	2,333	78.30%	2,870	727	1,936	19	29	-	159	110	330	2,650	2,564	647	1,860	16	29	-	12	86
26	1.8	5,171	3,136	60.60%	4,984	2,147	2,534	22	72	-	209	187	408	4,763	4,615	2,035	2,473	19	68	-	20	148
127	0.84	2,407	113	4.70%	2,393	2,303	34	3	41	-	12	14	24	2,383	2,371	2,294	30	2	41	-	4	12
128	0.69	3,611	311	8.60%	3,545	3,375	115	13	18	1	23	66	105	3,506	3,444	3,300	107	11	18	-	8	62
129	0.74	3,311	289	8.70%	3,252	3,086	112	4	6	-	44	59	124	3,187	3,142	3,022	106	2	6	-	6	45
130	1.99	6,192	226	3.60%	6,140	6,003	74	5	41	5	12	52	62	6,130	6,087	5,966	70	5	41	4	1	43
131	0.92	2,278	82	3.60%	2,250	2,207	30	3	8	-	2	28	17	2,261	2,235	2,196	28	3	7	-	1	26
132	0.39	3,366	358	10.60%	3,311	3,112	93	8	46	1	51	55	186	3,180	3,133	3,008	76	6	34	1	8	47
133	0.55	4,221	480	11.40%	4,168	3,793	238	9	79	-	49	53	115	4,106	4,064	3,741	224	6	78	-	15	42
134	0.56	2,620	172	6.60%	2,592	2,485	64	1	12	7	23	28	68	2,552	2,526	2,448	55	1	12	7	3	26
135.02	10.02	8,720	976	11.20%	8,621	7,840	255	5	456	1	64	99	185	8,535	8,452	7,744	238	4	454	1	11	83
135.03	3.23	6,150	596	9.70%	6,060	5,632	146	10	244	-	28	90	113	6,037	5,961	5,554	144	10	244	-	9	76

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135.03	4.89	3,680	417	11.30%	3,629	3,290	115	9	199	1	15	51	43	3,637	3,589	3,263	113	9	199	1	4	48
135.05	1.16	2,834	96	3.40%	2,801	2,750	12	2	26	1	10	33	25	2,809	2,779	2,738	11	1	26	1	2	30
136.01	5.34	7,813	993	12.70%	7,722	6,920	304	15	424	3	56	91	176	7,637	7,560	6,820	289	12	417	3	19	77
136.02	3.41	3,917	688	17.60%	3,850	3,282	356	5	170	-	37	67	106	3,811	3,754	3,229	347	5	168	-	5	57
137.03	6.28	2,975	646	21.70%	2,957	2,335	505	4	44	-	69	18	84	2,891	2,881	2,329	504	4	44	-	-	10
137.05	3.3	6,791	505	7.40%	6,733	6,330	203	17	159	-	24	58	86	6,705	6,658	6,286	197	14	154	-	7	47
137.06	1.09	2,106	175	8.30%	2,088	1,978	30	-	60	-	20	18	72	2,034	2,019	1,931	27	-	60	-	1	15
137.07	3.16	6,370	579	9.10%	6,308	5,858	119	17	286	-	28	62	127	6,243	6,198	5,791	105	10	285	-	7	45
138.01	8.07	7,225	683	9.50%	7,149	6,599	341	13	156	-	40	76	121	7,104	7,040	6,542	325	12	155	-	6	64
138.02	2.12	4,128	323	7.80%	4,096	3,844	115	1	122	5	9	32	63	4,065	4,042	3,805	106	1	122	5	3	23
139.01	1.57	2,671	250	9.40%	2,639	2,453	112	4	66	-	4	32	42	2,629	2,603	2,421	111	3	66	-	2	26
139.02	1.74	5,245	483	9.20%	5,185	4,804	168	3	178	2	30	60	84	5,161	5,111	4,762	163	3	178	2	3	50
140.01	1.58	4,027	530	13.20%	3,977	3,544	197	7	202	-	27	50	73	3,954	3,907	3,497	192	6	202	-	10	47
140.02	0.92	4,606	344	7.50%	4,549	4,312	159	7	51	-	20	57	76	4,530	4,476	4,262	154	6	51	-	3	54
141	6.09	5,011	336	6.70%	4,980	4,741	86	9	126	3	15	31	85	4,926	4,897	4,675	82	6	126	3	5	29
142.01	4.83	5,736	316	5.50%	5,678	5,495	69	8	80	2	24	58	106	5,630	5,579	5,420	66	8	80	2	3	51
142.02	3.05	5,371	244	4.50%	5,334	5,179	67	6	73	-	9	37	65	5,306	5,276	5,127	67	5	73	-	4	30
142.03	4.24	6,003	301	5.00%	5,960	5,767	72	4	90	2	25	43	88	5,915	5,872	5,702	72	3	90	2	3	43
143.01	13.25	2,680	452	16.90%	2,636	2,312	301	8	5	-	10	44	120	2,560	2,533	2,228	291	5	5	-	4	27
143.02	18.12	6,503	399	6.10%	6,452	6,162	111	12	147	6	14	51	80	6,423	6,378	6,104	107	11	147	3	6	45
144.01	51.75	4,782	276	5.80%	4,714	4,585	76	9	12	1	31	68	124	4,658	4,602	4,506	75	8	12	1	-	56
144.02	1.34	3,369	306	9.10%	3,290	3,127	98	9	22	1	33	79	140	3,229	3,184	3,063	92	6	21	1	1	45
145.01	21.77	2,324	36	1.50%	2,307	2,296	1	1	7	-	2	17	10	2,314	2,297	2,288	1	1	7	-	-	17
145.02	34.5	3,597	104	2.90%	3,573	3,518	13	9	20	-	13	24	43	3,554	3,533	3,493	12	8	20	-	-	21
145.03	2.13	2,705	73	2.70%	2,689	2,654	10	7	16	-	2	16	22	2,683	2,667	2,632	10	7	16	-	2	16
146.06	6.8	3,554	184	5.20%	3,521	3,405	49	2	48	1	16	33	63	3,491	3,460	3,370	45	1	42	1	1	31
146.07	8.53	7,528	390	5.20%	7,477	7,219	118	15	87	-	38	51	114	7,414	7,368	7,138	114	12	87	-	17	46
146.08	1.56	2,830	209	7.40%	2,803	2,649	67	1	69	1	16	27	54	2,776	2,757	2,621	64	1	69	1	1	19
146.09	2.51	4,898	675	13.80%	4,839	4,290	175	3	350	-	21	59	98	4,800	4,753	4,223	168	3	350	-	9	47
146.1	5.04	7,386	1,144	15.50%	7,298	6,358	291	10	610	1	28	88	164	7,222	7,148	6,242	279	9	608	1	9	74
146.11	6.13	1,775	134	7.50%	1,748	1,659	39	3	42	-	5	27	31	1,744	1,724	1,641	37	2	42	-	2	20
146.12	1.2	1,737	54	3.10%	1,721	1,696	19	-	2	1	3	16	18	1,719	1,705	1,683	19	-	2	1	-	14
146.13	26.94	2,980	183	6.10%	2,947	2,821	62	13	40	-	11	33	43	2,937	2,912	2,797	62	12	40	-	1	25
147	41.92	2,647	73	2.80%	2,621	2,579	20	5	13	2	2	26	8	2,639	2,616	2,574	20	5	13	2	2	23
148.01	64.76	2,846	71	2.50%	2,817	2,786	11	-	11	2	7	29	22	2,824	2,799	2,775	11	-	11	2	-	25
148.02	61.86	1,915	90	4.70%	1,895	1,838	38	1	3	-	15	20	23	1,892	1,872	1,825	37	1	3	-	6	20
148.03	58.55	3,466	88	2.50%	3,441	3,406	19	4	7	-	5	25	32	3,434	3,411	3,378	19	4	7	-	3	23
201.01	0.45	2,284	290	12.70%	2,234	2,018	99	4	87	-	26	50	57	2,227	2,190	1,994	98	3	87	-	8	37
201.02	0.34	2,664	948	35.60%	2,430	1,806	461	2	46	-	115	234	283	2,381	2,183	1,716	418	1	46	-	2	198
202	0.8	2,384	495	20.80%	2,296	1,964	229	20	25	-	58	88	162	2,222	2,152	1,889	209	17	25	-	12	70
203	0.21	2,614	510	19.50%	2,547	2,150	232	6	123	1	35	67	98	2,516	2,460	2,104	221	6	123	1	5	56
204.01	0.28	1,239	141	11.40%	1,219	1,115	60	2	21	1	20	20	39	1,200	1,181	1,098	58	2	21	1	1	19
204.02	0.2	768	59	7.70%	762	723	25	-	12	-	2	6	21	747	742	709	22	-	11	-	-	5

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205	0.69	4,589	471	10.30%	4,503	4,203	203	2	50	-	45	86	133	4,456	4,375	4,118	198	2	50	-	7	81
206	0.81	2,805	440	15.70%	2,735	2,391	255	11	19	-	59	70	115	2,690	2,639	2,365	239	11	19	-	5	51
207	0.55	5,136	2,089	40.70%	4,902	3,215	1,236	27	187	1	236	234	453	4,683	4,482	3,047	1,184	24	187	1	39	201
208	0.46	3,542	1,380	39.00%	3,370	2,238	926	24	50	7	125	172	235	3,307	3,166	2,162	895	24	49	4	32	141
209	0.29	3,238	2,072	64.00%	3,047	1,310	1,426	24	56	2	229	191	502	2,736	2,587	1,166	1,323	18	56	2	22	149
210.01	0.17	981	480	48.90%	936	512	329	8	37	-	50	45	81	900	865	501	319	7	37	-	1	35
210.02	0.2	2,218	1,338	60.30%	2,076	1,003	929	17	17	1	109	142	298	1,920	1,805	880	888	16	12	1	8	115
211.01	0.2	1,707	306	17.90%	1,667	1,430	159	7	60	-	11	40	56	1,651	1,617	1,401	149	7	60	-	-	34
211.02	0.8	320	62	19.40%	311	259	30	2	17	-	3	9	5	315	306	258	29	2	17	-	-	9
212	0.45	2,894	239	8.30%	2,850	2,699	97	3	38	3	10	44	65	2,829	2,788	2,655	88	3	38	2	2	41
213.01	0.52	2,633	223	8.50%	2,584	2,464	68	7	24	-	21	49	84	2,549	2,507	2,410	67	7	23	-	-	42
213.02	0.09	696	80	11.50%	678	628	32	8	1	-	9	18	19	677	659	616	31	8	1	-	3	18
214	0.31	3,051	871	28.50%	2,917	2,248	527	15	18	-	109	134	228	2,823	2,712	2,180	489	14	14	-	15	111
215	0.33	2,501	576	23.00%	2,399	2,003	279	9	33	-	75	102	198	2,303	2,234	1,925	258	8	33	-	10	69
216	0.48	3,451	417	12.10%	3,370	3,068	216	2	42	1	41	81	76	3,375	3,299	3,034	215	2	38	1	9	76
217	0.49	3,757	1,422	37.80%	3,544	2,448	824	15	131	3	123	213	297	3,460	3,285	2,335	784	15	131	3	17	175
218	2.07	6,721	872	13.00%	6,619	5,912	496	7	148	4	52	102	136	6,585	6,493	5,849	475	7	146	4	12	92
319	3.98	6,796	612	9.00%	6,735	6,238	127	8	337	-	25	61	81	6,715	6,663	6,184	127	8	337	-	7	52
320	2.54	6,135	740	12.10%	6,051	5,465	106	3	439	5	33	84	108	6,027	5,950	5,395	105	2	439	5	4	77
321.01	5.55	5,270	626	11.90%	5,206	4,729	62	7	385	-	23	64	111	5,159	5,105	4,644	58	6	384	-	13	54
321.02	2.8	1,722	102	5.90%	1,713	1,638	17	1	51	-	6	9	24	1,698	1,689	1,620	17	1	51	-	-	9
322	1.43	5,091	223	4.40%	5,048	4,931	45	9	56	1	6	43	90	5,001	4,975	4,868	42	7	56	-	2	26
323	0.36	2,866	126	4.40%	2,831	2,767	20	3	31	-	10	35	52	2,814	2,793	2,740	18	3	31	-	1	21
324.02	4.7	2,253	112	5.00%	2,231	2,161	15	6	44	1	4	22	31	2,222	2,204	2,141	15	3	44	1	-	18
324.03	3.11	2,091	49	2.30%	2,070	2,056	4	-	10	-	-	21	15	2,076	2,056	2,042	4	-	10	-	-	20
324.04	8.38	6,040	157	2.60%	6,005	5,923	27	6	38	2	9	35	51	5,989	5,954	5,883	24	6	38	2	1	35
325.02	2.84	3,811	120	3.10%	3,804	3,731	47	3	21	1	1	7	42	3,769	3,764	3,691	47	3	21	1	1	5
325.03	4	3,853	129	3.30%	3,823	3,751	28	3	31	1	9	30	41	3,812	3,786	3,724	27	3	31	1	-	26
325.04	26.07	2,178	70	3.20%	2,161	2,117	18	5	21	-	-	17	15	2,163	2,150	2,108	18	3	21	-	-	13
326.01	2.31	1,919	50	2.60%	1,911	1,881	7	2	16	-	5	8	13	1,906	1,898	1,869	7	2	16	-	4	8
326.02	23.91	3,608	93	2.60%	3,585	3,541	20	7	15	-	2	23	30	3,578	3,557	3,515	19	7	14	-	2	21
327	0.9	3,890	118	3.00%	3,851	3,797	18	6	13	3	14	39	44	3,846	3,815	3,772	18	6	10	3	6	31
328.01	0.18	1,025	29	2.80%	1,015	1,001	1	2	9	-	2	10	9	1,016	1,007	996	1	2	8	-	-	9
328.02	0.41	1,174	42	3.60%	1,166	1,135	16	5	1	1	9	8	6	1,168	1,160	1,132	16	5	1	-	6	8
329.01	1.72	3,892	133	3.40%	3,865	3,782	59	1	20	-	3	27	34	3,858	3,840	3,759	59	1	20	-	1	18
329.02	1.16	4,392	194	4.40%	4,340	4,237	52	11	33	-	7	52	50	4,342	4,294	4,198	52	10	32	-	2	48
330.02	2.95	2,181	77	3.50%	2,170	2,115	24	3	18	-	10	11	21	2,160	2,149	2,104	24	3	18	-	-	11
330.03	1.41	3,265	73	2.20%	3,248	3,209	17	-	21	-	1	17	19	3,246	3,230	3,192	17	-	21	-	-	16
330.04	1.56	2,970	162	5.50%	2,929	2,843	55	7	16	1	7	41	50	2,920	2,886	2,808	54	5	16	1	2	34
331.01	24.08	2,132	36	1.70%	2,122	2,104	4	4	2	4	2	10	14	2,118	2,110	2,096	4	4	3	2	1	8
331.02	72.14	5,808	163	2.80%	5,749	5,672	26	17	16	2	16	59	47	5,761	5,708	5,645	26	15	16	2	4	53
401	0.73	4,329	608	14.00%	4,241	3,790	320	9	18	1	103	88	190	4,139	4,067	3,721	310	7	18	-	11	72
402	0.56	4,299	472	11.00%	4,219	3,894	243	22	17	-	43	80	136	4,163	4,098	3,827	229	18	17	-	7	65

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403	0.49	3.045	366	12.00%	3,014	2,707	222	11	19	3	52	31	85	2,960	2,933	2,679	209	11	19	2	13	27
404	0.38	2.285	1,063	46.50%	2,203	1,271	725	15	26	-	166	82	253	2,032	1,963	1,222	693	6	26	-	16	69
405	0.32	2.152	1,012	47.00%	2,074	1,205	725	15	19	-	110	78	202	1,950	1,886	1,140	709	9	19	-	9	64
406	0.29	4.216	1,267	30.10%	4,106	3,029	411	4	569	-	93	110	174	4,042	3,942	2,949	401	4	569	-	19	100
407	0.73	4.929	1,590	32.30%	4,817	3,416	910	28	315	5	143	112	276	4,653	4,571	3,339	871	24	311	5	21	82
408	0.14	1.660	336	20.20%	1,620	1,345	230	3	11	-	31	40	59	1,601	1,562	1,324	223	3	10	-	2	39
409	0.41	2.803	520	18.60%	2,733	2,325	330	14	20	1	43	70	98	2,705	2,650	2,283	323	12	20	-	12	55
410	1.08	3.694	806	21.80%	3,588	2,953	523	5	24	5	78	106	179	3,515	3,421	2,888	498	4	22	1	8	94
411	1.77	5.168	925	17.90%	5,008	4,325	497	7	79	-	100	160	239	4,929	4,809	4,243	472	7	79	-	8	120
412	1.03	3.291	278	8.40%	3,242	3,033	132	-	20	1	56	49	94	3,197	3,157	3,013	120	-	20	-	4	40
413	1.15	3.907	642	16.40%	3,832	3,301	175	4	306	3	43	75	89	3,818	3,756	3,265	162	4	306	1	18	62
414	1.94	3.392	574	16.90%	3,318	2,849	169	3	274	1	22	74	57	3,335	3,270	2,818	169	3	272	1	7	65
515	1.63	2.542	396	15.60%	2,479	2,191	226	7	35	-	20	63	75	2,467	2,415	2,146	224	7	35	-	3	52
516	1.71	5.219	544	10.40%	5,125	4,725	322	14	50	1	13	94	90	5,129	5,055	4,675	312	11	50	1	6	74
517.01	61.44	3.323	63	1.90%	3,309	3,268	14	6	9	-	12	14	23	3,300	3,288	3,260	12	5	9	-	2	12
517.02	1.72	3.436	100	2.90%	3,416	3,353	19	14	17	2	11	20	34	3,402	3,384	3,336	15	14	17	2	-	18
518	64.84	5.644	141	2.50%	5,600	5,522	27	25	17	-	9	44	37	5,607	5,573	5,503	27	25	17	-	1	34
519.01	41.98	3.959	90	2.30%	3,935	3,884	24	9	18	-	-	24	17	3,942	3,920	3,869	24	9	18	-	-	22
519.02	9.88	3.497	133	3.80%	3,484	3,391	70	4	9	-	10	13	32	3,465	3,454	3,364	70	4	9	-	7	11
520.02	19.79	1.626	20	1.20%	1,618	1,608	1	2	5	-	2	8	4	1,622	1,614	1,606	1	2	5	-	-	8
520.03	12.46	4.194	163	3.90%	4,154	4,050	48	1	40	-	15	40	27	4,167	4,129	4,031	47	1	39	-	11	38
520.04	12.39	5.844	304	5.20%	5,807	5,584	56	4	142	2	19	37	62	5,782	5,751	5,540	56	4	142	2	7	31
521.01	45.96	1.987	45	2.30%	1,966	1,947	3	7	4	-	5	21	9	1,978	1,957	1,942	2	7	4	-	2	21
521.02	41.6	1.563	35	2.20%	1,554	1,533	3	1	14	-	3	9	7	1,556	1,547	1,528	2	1	14	-	2	9
521.03	59.93	1.901	47	2.50%	1,880	1,871	-	1	2	-	6	21	19	1,882	1,861	1,854	-	1	2	-	4	21
522.01	32.59	4.054	80	2.00%	4,031	3,987	7	12	14	-	11	23	27	4,027	4,008	3,974	6	11	14	-	3	19
522.02	36.15	7.987	188	2.40%	7,936	7,853	17	23	37	-	6	51	66	7,921	7,875	7,799	16	23	37	-	-	46
523.01	9.77	3.031	133	4.40%	2,982	2,920	18	2	39	-	3	49	32	2,999	2,957	2,898	16	2	39	-	2	42
523.03	2.07	1.090	43	3.90%	1,079	1,049	6	-	17	-	7	11	6	1,084	1,073	1,047	6	-	17	-	3	11
523.04	7.19	6.684	224	3.40%	6,627	6,491	85	8	26	1	16	57	54	6,630	6,582	6,460	84	8	26	1	3	48
524.02	11.32	2.153	60	2.80%	2,148	2,110	19	-	17	-	2	5	20	2,133	2,129	2,093	19	-	17	-	-	4
524.03	5.6	6.475	439	6.80%	6,428	6,101	189	12	110	-	16	47	86	6,389	6,347	6,036	185	10	110	-	6	42
524.04	7.43	6.932	585	8.40%	6,866	6,417	235	9	175	3	27	66	101	6,831	6,770	6,347	232	9	175	1	6	61
525.01	33.41	6.218	183	2.90%	6,176	6,091	25	11	35	-	14	42	77	6,141	6,106	6,035	24	10	35	-	2	35
525.02	29.31	4.640	172	3.70%	4,608	4,511	38	17	23	-	19	32	81	4,559	4,535	4,468	31	13	23	-	-	24
525.03	0.88	1.619	67	4.10%	1,608	1,567	22	-	4	-	15	11	29	1,590	1,579	1,552	22	-	4	-	1	11
526.01	44.58	3.716	146	3.90%	3,665	3,590	42	7	22	-	4	51	37	3,679	3,630	3,570	32	7	21	-	-	49
526.02	0.68	1.161	39	3.40%	1,146	1,126	10	5	4	-	1	15	10	1,151	1,140	1,122	10	4	4	-	-	11
526.03	58.08	2.873	77	2.70%	2,851	2,819	9	6	4	2	11	22	32	2,841	2,821	2,796	6	6	4	2	7	20
601.01	33.68	5.803	796	13.70%	5,745	5,097	461	13	35	3	136	58	244	5,559	5,510	5,007	450	13	35	2	3	49
601.02	8.44	4.655	77	1.70%	4,628	4,591	11	12	12	-	2	27	24	4,631	4,608	4,578	7	11	12	-	-	23
602	1.49	3.368	63	1.90%	3,353	3,318	23	3	5	-	4	15	21	3,347	3,335	3,305	22	3	5	-	-	12
603	57.02	3.511	72	2.10%	3,477	3,455	5	7	4	-	6	34	18	3,493	3,460	3,439	5	7	4	-	5	33

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604	1.11	2,474	62	2.50%	2,462	2,427	7	2	8	6	12	12	29	2,445	2,433	2,412	6	2	7	-	6	12
605.01	41.09	1,971	44	2.20%	1,955	1,927	20	4	3	-	1	16	3	1,968	1,955	1,927	20	4	3	-	1	13
605.02	136.63	2,304	39	1.70%	2,283	2,269	3	-	2	-	7	21	14	2,290	2,274	2,265	3	-	2	2	-	16
605.03	45.09	1,841	54	2.90%	1,832	1,804	13	2	7	-	6	9	24	1,817	1,810	1,787	13	2	7	-	1	7
606	67.72	7,362	244	3.30%	7,273	7,174	48	10	25	-	16	89	83	7,279	7,205	7,118	48	9	25	-	-	74
607.01	28.57	5,669	220	3.90%	5,603	5,514	54	5	20	-	10	66	79	5,590	5,529	5,449	52	5	20	-	3	61
607.02	7.4	6,842	267	3.90%	6,781	6,628	66	12	46	7	22	61	64	6,778	6,719	6,575	66	10	46	7	15	59
608	32.9	4,603	125	2.70%	4,576	4,515	25	15	13	-	8	27	43	4,560	4,533	4,478	25	15	13	-	2	27
609.01	41.82	3,420	108	3.20%	3,400	3,335	44	1	8	3	9	20	39	3,381	3,365	3,312	42	1	8	1	1	16
609.02	1.09	1,721	43	2.50%	1,704	1,693	6	2	-	-	3	17	21	1,700	1,684	1,678	4	2	-	-	-	16
610	0.69	4,208	308	7.30%	4,139	3,927	121	5	52	2	32	69	70	4,138	4,081	3,900	117	5	51	2	-	57
611	3.75	5,775	462	8.00%	5,693	5,361	235	13	51	-	33	82	87	5,688	5,617	5,313	227	13	51	-	-	71
612	1.86	6,792	717	10.60%	6,675	6,163	333	15	99	2	63	117	180	6,612	6,514	6,075	314	13	99	2	11	98
613.01	14.49	2,727	91	3.30%	2,710	2,650	19	16	19	-	6	17	20	2,707	2,691	2,636	19	16	19	-	1	16
613.02	7.83	6,445	343	5.30%	6,364	6,165	106	14	45	4	30	81	123	6,322	6,261	6,102	99	13	44	3	-	61
613.03	0.45	239	13	5.40%	237	227	1	-	5	-	4	2	5	234	232	226	1	-	5	-	-	2
614.01	23.55	4,577	222	4.90%	4,505	4,395	47	24	16	2	21	72	73	4,504	4,444	4,355	46	23	15	2	3	60
614.02	10.73	8,007	342	4.30%	7,908	7,761	74	11	38	1	23	99	131	7,876	7,787	7,665	71	9	37	1	4	89
615	45.01	3,589	91	2.50%	3,563	3,528	3	-	11	2	19	26	38	3,551	3,526	3,498	3	-	11	2	12	25
616	32.82	3,954	94	2.40%	3,927	3,893	11	6	15	-	2	27	38	3,916	3,890	3,860	11	4	15	-	-	26
617.01	20.13	3,424	174	5.10%	3,379	3,287	27	10	26	-	29	45	77	3,347	3,314	3,250	26	10	25	-	3	33
617.02	9.49	4,124	71	1.70%	4,106	4,072	7	7	15	1	4	18	19	4,105	4,087	4,053	7	7	15	1	4	18
618	1.72	5,700	273	4.80%	5,631	5,488	65	10	29	-	39	69	115	5,585	5,532	5,427	62	10	29	-	4	53
619.01	22.11	6,980	276	4.00%	6,937	6,750	65	14	85	1	22	43	67	6,913	6,871	6,704	65	11	84	1	6	42
619.03	9.26	6,025	323	5.40%	5,962	5,766	76	22	52	1	45	63	121	5,904	5,850	5,702	74	20	49	1	4	54
620	42.13	5,878	127	2.20%	5,837	5,779	26	5	23	-	4	41	33	5,845	5,805	5,751	26	4	23	-	1	40
621	1.43	1,644	44	2.70%	1,633	1,608	5	3	12	1	4	11	14	1,630	1,621	1,600	4	3	12	-	2	9
622	0.6	3,060	87	2.80%	3,041	2,996	6	3	23	-	13	19	37	3,023	3,006	2,973	6	3	23	-	1	17
623	0.31	1,959	51	2.60%	1,953	1,920	12	2	10	-	9	6	23	1,936	1,932	1,908	12	2	10	-	-	4
624.02	6.53	9,303	747	8.00%	9,149	8,679	160	18	232	-	60	154	203	9,100	8,963	8,556	153	17	232	-	5	137
624.03	5.89	6,271	320	5.10%	6,205	6,010	66	9	105	1	14	66	85	6,186	6,131	5,951	62	9	105	1	3	55
624.04	11.23	1,243	23	1.90%	1,236	1,224	3	4	4	-	1	7	7	1,236	1,229	1,220	3	2	4	-	-	7
625.01	5.02	5,164	211	4.10%	5,124	4,987	35	3	98	-	1	40	39	5,125	5,088	4,953	33	3	98	-	1	37
625.02	6.93	7,920	542	6.80%	7,842	7,464	125	7	200	1	45	78	141	7,779	7,711	7,378	121	6	199	1	6	68
625.03	2.91	5,654	380	6.70%	5,626	5,337	69	5	197	-	18	28	78	5,576	5,549	5,274	66	5	197	-	7	27
625.04	11.16	8,003	565	7.10%	7,918	7,533	138	9	201	1	36	85	132	7,871	7,797	7,438	137	8	200	1	13	74
625.05	10.01	1,657	40	2.40%	1,643	1,626	5	-	9	2	1	14	9	1,648	1,634	1,617	5	-	9	2	1	14
626.01	7.06	2,319	93	4.00%	2,299	2,236	11	13	33	1	5	20	27	2,292	2,274	2,226	11	2	33	-	2	18
626.02	17.14	3,935	227	5.80%	3,889	3,752	25	8	91	-	13	46	56	3,879	3,837	3,708	25	8	91	-	5	42
627	7.05	6,311	231	3.70%	6,256	6,131	46	13	60	-	6	55	70	6,241	6,196	6,080	43	12	59	-	2	45
628	0.36	2,204	93	4.20%	2,173	2,117	17	4	33	-	2	31	10	2,194	2,165	2,111	16	4	33	-	1	29
<b>Totals</b>	<b>2251.94</b>	<b>794,293</b>	<b>98,440</b>	<b>12.4%</b>	<b>782,315</b>	<b>705,272</b>	<b>52,449</b>	<b>1,654</b>	<b>15,661</b>	<b>202</b>	<b>7,077</b>	<b>11,978</b>	<b>19,777</b>	<b>774,516</b>	<b>764,552</b>	<b>695,853</b>	<b>50,468</b>	<b>1,428</b>	<b>15,543</b>	<b>161</b>	<b>1,099</b>	<b>9,964</b>

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY**  
**TITLE VI PROGRAM UPDATE -- 2011**

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY**  
**TITLE VI PROGRAM UPDATE -- 2011**

**B. Service Provision**

Table 2 is a “Bus Service Directory” of the CDTA fixed route system. Because we operate essentially a radial service system and the majority of minority census tracts are located in the central cities of the region, virtually all of our bus routes serve minority neighborhoods. The two exceptions are our Saratoga County service, where no minority concentrations exist, and our suburban shuttle service, which primarily provides jobs access (as opposed to residential area access). Provision of service at night and on weekends is concentrated on urban routes.

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY**  
**TITLE VI PROGRAM UPDATE -- 2011**

### Table 2: CDTA Bus Service Directory

BUS SERVICE DIRECTORY		Service Operates						
Rt #	Route Name	Weekdays			Saturdays		Sundays	
		Rush Hr	Midday	Night	Day	Night	Day	Night
1	Central Avenue							
2	West Albany							
3	Quail Street Belt							
4	Pine Hills							
6	Second Avenue							
7	Glenmont							
8	Arbor Hill							
9	Whitehall Road							
10	Western Avenue							
11	UAlbany Shuttle							
12	Washington Avenue							
13	New Scotland Avenue							
18	Delaware Avenue							
19	Voorheesville							
21X	Altamont Express							
22	Albany-Troy-Watervliet							
27	Corporate Woods							
29	Albany / Cohoes via Route 9							
30	Belt via Hackett							
31	Shaker Road							
35X	Troy / Albany 787 Express							
50	Route Fifty							
55	Albany / Schenectady							
55X	Schenectady / Albany Express							
63	Route Twenty							
70	Troy / Schenectady							
80	Troy / Fifth Avenue							
82	Troy / Cohoes via Green Island							
85	Troy / Waterford							
87	Sycaway / Beman Park							
90	Troy / Latham / Crossgates							
214	Rensselaer 3rd Street / Amtrak							
224	Albany / Troy via I-90 & I-787							
232	Hampton Manor							
233	Albany / Schodack							
280	Troy / Albia							
286	RPI Shuttle							
289	Griswold Heights							
351	Van Vranken / Broadway							
352	McClellan Street / Altamont Ave							
353	Scotia / Mont Pleasant							
354	Rotterdam Square Mall / Nott St							
358	Hamburg St / McClellan St							
409	Clifton Park / Malta / Saratoga							
432	Mechanicville / Troy							
471	Union Avenue Seasonal							
472	Lake Avenue							
473	Jefferson Street / Night Loop							
520	Albany / Nassau Express							
540	Northway Xpress							
FLEX SERVICE SHUTTLES								
610	Flex Service Wolf Road							
611	Flex Service Twenty Mall							
612	Flex Service 155 & 5							
620	Flex Service Route Four							
		Trunk Routes						
		Neighborhood Routes						
		Express Routes						
		Flex Service Routes						



Table 3 summarizes average headway by route. There is no significant difference between routes primarily serving minority neighborhoods and those that do not.

**Table 3: Average Headway by Route**

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY**  
**Average Headways on CDTA Fixed Route Service**

Route	Direction	Peak Service (start to 9AM, 3PM to 7PM)		Midday (9AM to 3 PM)		Evening/ Night (after 7PM)		Saturday		Sunday	
		Minutes	LOS	Minutes	LOS	Minutes		Minutes	LOS	Minutes	LOS
1	East/West	15.0	C	20.0	C	30.0	D	25.0	D	30.0	D
2	East/West	30.0	D	50.0	E	60.0	E	45.0	E		
3	Loop	40.0	E	40.0	E	40.0	E	30.0	D		
4	East/West	30.0	D	120.0	F						
6	North/South	25.0	D	25.0	D			30.0	D		
7	North/South	35.0	E	35.0	E	70.0	F	35.0	E	70.0	F
8	North/South	20.0	C	20.0	C	30.0	D	30.0	D	30.0	D
9	Loop	60.0	E	60.0	E						
10	East/West	10.0	B	20.0	C	40.0	E	25.0	D	30.0	D
11	East/West	24.0	D	24.0	D	24.0	D	24.0	D	24.0	D
12	East/West	20.0	C	20.0	C	20.0	C	20.0	C	30.0	D
13	East/West	10.0	B	30.0	D	45.0	E	37.0	E	45.0	E
18	East/West	15.0	C	45.0	E	60.0	E	75.0	F		
19	North/South	45.0	E								
21	East	45.0	E								
22	North/South	10.0	B	15.0	C	30.0	D	30.0	D	35.0	E
27	East/West	30.0	D	85.0	F	(one trip)	F				
29	North/South	30.0	D	50.0	E						
30	East/West	30.0	D	45.0	E						
31	East/West	75.0	F								
35X	North/South	30.0	D								
50	North/South	60.0	E	60.0	E	60.0	E	60.0	E	60.0	E
55	East/West	15.0	C	20.0	C	30.0	D	23.0	D	35.0	E
55X	East/West	15.0	C								
63	East/West	48.0	E								
70	East/West	60.0	E	50.0	E	60.0	E	70.0	F		
80	North/South	15.0	C	30.0	D	60.0	E	36.0	E	60.0	E
82	East/West	30.0	D	30.0	D	80.0	F	80.0	F		
85	North/South	20.0	C	20.0	C	45.0	E	33.0	E	45.0	E
87	East/West	20.0	C	20.0	C	60.0	E	30.0	D	40.0	E
90	East/West	55.0	E	55.0	E	55.0	E	55.0	E		
96	East/West	(one trip)	F								
214	East/West	30.0	D	40.0	E	60.0	E	70.0	F	70.0	F
224	North/South	30.0	D	45.0	E	60.0	E				
232	East/West	65.0	F								
233	East/West	65.0	F	65.0	F						
280	East/West	45.0	E	45.0	E	45.0	E	45.0	E	45.0	E
286	North/South	45.0	E	45.0	E	45.0	E	45.0	E	45.0	E
289	North/South	60.0	E	60.0	E	60.0	E	60.0	E		
351	East/West	45.0	E	45.0	E	45.0	E	45.0	E		
352	East/West	60.0	E	60.0	E	60.0	E	60.0	E		
353	North/South	45.0	E	45.0	E	45.0	E	45.0	E		
354	East/West	60.0	E	60.0	E	60.0	E	60.0	E		
358	North/South	60.0	E								
409	North/South	75.0	F	75.0	F	75.0	F				
432	North/South	(one trip)	F								
471	East/West			40.0	E			40.0	E	40.0	E
472	East/West	60.0	E	60.0	E	60.0	E	60.0	E	60.0	E
473	North/South	30.0	D	30.0	D	30.0	D	30.0	D	60.0	E
520	East/West	60.0	E								

 = No Service

SYSTEM AVERAGE HEADWAY		43.5	E
Trunk Routes Weekday Average Headway*		27.6	D
N'hood Routes Weekday Average Headway*		50.3	E
Express Routes Weekday Average Headway*		35.0	E

\* Does not include evening/night or weekend service.

Levels of service are in accordance with standards set in TCRP 100 - Transit Capacity and Quality of Service Manual 2nd Ed, pp. 3-30

### **C. Service Standards And Policy Changes Since 2008 Title VI Program**

In January 2007 CDTA published a final version of the Regional Transit Development Plan (TDP). The purpose of the TDP is to provide a comprehensive and consistent approach to service development and insure consistency with regional growth and economic development initiatives. The plan establishes a systematic evaluation of transit routes and regular assessment of service opportunities.

### **D. Service Delivery**

#### **(1) Vehicle Assignment**

CDTA is continuing its fleet replacement program and in January 2011 renewed its 5-year contract in with Gillig Corporation. Since 2008 CDTA has purchased and replaced over 105 fixed route buses with 15 of these being for a Bus Rapid Transit program. 72 of the buses purchased have been hybrid-electric propulsion, the remaining 33 are clean diesel. CDTA will continue to replace an estimate 20 buses per year as part of the new contract.

We currently have no plans to replace any buses in our shuttle fleet in 2011. This fleet consists of 20 buses made up of International and Chevy chassis with a 7 year chassis life.

We are also continuing to replace 29' diesel fueled buses in our Paratransit fleet, with 25' gasoline vehicles at a rate of approximately 6 buses per year. Both of these vehicles currently have a chassis life of 5 years. CDTA also just renewed a competitive contract with Arcola sales on this fleet replacement.

Vehicles are assigned on a daily basis based upon the distance traveled and need for special equipment, such as Automatic Passenger Counters to fulfill National Transit Database data gathering requirements. CDTA garages virtually its entire fleet at night and parks buses in lines according to these factors and the next day's scheduled pullouts. Individual buses are not assigned but are selected according to service needs – namely the first bus in the row goes on the next scheduled pull out.

(2) Load Factor

Load factor is an indicator of the extent or probable overcrowding or the need for additional vehicles. It is also a means to determine whether the level of service on a particular route at a particular time is adequate to assure a level of service deemed appropriate for the transit system.

CDTA has examined load factor on its buses and found no problems system-wide. Routes #12 and #55 have the highest instances of overcrowding but will be addressed with new services on both corridors via the implementation of Bus Rapid Transit on NY Route 5 (#55) and reallocation of resources to trunk routes as part of the Albany County Route Restructuring (#12).

CDTA has the operational practice of using “stub buses” deployed by our dispatch supervisors based on road supervision and operator requests to address overcrowding. That is, we monitor and adjust our service daily in response to load factors on the street, avoiding overcrowding through the use of strategically deployed vehicles and extra-board drivers. CDTA’s has recently purchased and installed a new Mobile Data Communications System, which includes Automatic Passenger Counters on a subset of the fleet. We are still learning the new system and how to extract reports from it. The following table represents APC data from February 2011, which is a random sampling.

# Table 4: Load Factors on CDTA Fixed Routes

## CAPITAL DISTRICT TRANSPORTATION AUTHORITY Loads on CDTA Fixed Route Service

Route	Direction	Observances LOS A	% LOS A	Observances LOS B	% LOS B	Observances LOS C	% LOS C	Observances LOS D	% LOS D	Observances LOS E	% LOS E	Observances LOS F	% LOS F	Typical LOS
1	East/West	3932	58.9%	1564	23.4%	830	12.4%	285	4.3%	54	0.8%	9	0.1%	A
2	East/West	3112	88.6%	290	8.3%	93	2.6%	15	0.4%	1	0.0%	1	0.0%	A
3	Loop	2885	99.9%	2	0.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	A
4	East/West	1174	98.7%	10	0.8%	5	0.4%	0	0.0%	0	0.0%	0	0.0%	A
6	North/South	1098	85.1%	153	11.9%	33	2.6%	4	0.3%	2	0.2%	0	0.0%	A
7	North/South	2448	94.5%	125	4.8%	16	0.6%	1	0.0%	0	0.0%	0	0.0%	A
8	North/South	8542	88.7%	879	9.1%	174	1.8%	31	0.3%	7	0.1%	0	0.0%	A
9	Loop	367	98.9%	4	1.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	A
10	East/West	5401	76.8%	1166	16.6%	347	4.9%	93	1.3%	24	0.3%	4	0.1%	A
11	East/West	7549	82.4%	673	7.3%	350	3.8%	251	2.7%	196	2.1%	144	1.6%	A
12	East/West	6003	64.0%	1634	17.4%	904	9.6%	440	4.7%	260	2.8%	145	1.5%	A
13	East/West	6020	83.1%	974	13.4%	210	2.9%	30	0.4%	7	0.1%	1	0.0%	A
18	East/West	2071	77.2%	391	14.6%	168	6.3%	42	1.6%	11	0.4%	1	0.0%	A
19	North/South	78	97.5%	2	2.5%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	A
21	East/West	47	81.0%	10	17.2%	1	1.7%	0	0.0%	0	0.0%	0	0.0%	A
22	North/South	11876	83.7%	1823	12.8%	420	3.0%	66	0.5%	7	0.0%	1	0.0%	A
29	North/South	1409	90.6%	130	8.4%	15	1.0%	1	0.1%	1	0.1%	0	0.0%	A
30	East/West	624	98.7%	7	1.1%	1	0.2%	0	0.0%	0	0.0%	0	0.0%	A
31	East/West	322	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	A
35	North/South	352	63.0%	156	27.9%	50	8.9%	1	0.2%	0	0.0%	0	0.0%	A
50	North/South	1667	93.2%	120	6.7%	2	0.1%	0	0.0%	0	0.0%	0	0.0%	A
55	East/West	4673	49.5%	1992	21.1%	1669	17.7%	804	8.5%	251	2.7%	54	0.6%	B
57	East/West	452	58.8%	228	29.6%	71	9.2%	17	2.2%	1	0.1%	0	0.0%	A
63	East/West	227	86.6%	35	13.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	A
70	East/West	1360	88.8%	149	9.7%	17	1.1%	3	0.2%	2	0.1%	1	0.1%	A
80	North/South	6245	97.0%	166	2.6%	22	0.3%	3	0.0%	2	0.0%	0	0.0%	A
82	East/West	3604	99.3%	17	0.5%	3	0.1%	0	0.0%	2	0.1%	3	0.1%	A
85	North/South	8800	89.7%	870	8.9%	125	1.3%	9	0.1%	1	0.0%	2	0.0%	A
87	East/West	8170	96.6%	258	3.1%	21	0.2%	3	0.0%	3	0.0%	2	0.0%	A
90	East/West	1976	78.8%	347	13.8%	132	5.3%	35	1.4%	15	0.6%	2	0.1%	A
96	East/West	79	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	A
214	East/West	3694	96.0%	141	3.7%	12	0.3%	1	0.0%	0	0.0%	0	0.0%	A
224	North/South	4515	94.7%	190	4.0%	44	0.9%	13	0.3%	5	0.1%	0	0.0%	A
232	East/West	80	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	A
233	East/West	397	96.6%	13	3.2%	1	0.2%	0	0.0%	0	0.0%	0	0.0%	A
280	East/West	4066	99.9%	0	0.0%	3	0.1%	0	0.0%	0	0.0%	0	0.0%	A
286	North/South	3530	99.6%	4	0.1%	9	0.3%	0	0.0%	2	0.1%	0	0.0%	A
289	North/South	2728	99.5%	10	0.4%	2	0.1%	0	0.0%	2	0.1%	0	0.0%	A
351	East/West	2160	99.2%	18	0.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	A
352	East/West	1900	99.9%	2	0.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	A
353	North/South	2609	96.5%	85	3.1%	7	0.3%	1	0.0%	0	0.0%	2	0.1%	A
354	East/West	1719	99.7%	6	0.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	A
358	North/South	540	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	A
409	North/South	1778	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	A
432	North/South	147	99.3%	1	0.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	A
472	East/West	3174	99.7%	6	0.2%	2	0.1%	0	0.0%	0	0.0%	0	0.0%	A
473	North/South	6212	98.7%	48	0.8%	20	0.3%	7	0.1%	4	0.1%	0	0.0%	A
520	East/West	221	97.4%	5	2.2%	1	0.4%	0	0.0%	0	0.0%	0	0.0%	A
SYSTEM AVERAGE		90.1%		6.8%		2.1%		0.6%		0.2%		0.1%	A	
TRUNK ROUTES		82.1%		11.4%		4.2%		1.5%		0.6%		0.2%	A	
NEIGHBORHOOD ROUTES		97.4%		2.3%		0.3%		0.0%		0.0%		0.0%	A	
EXPRESS ROUTES		73.0%		19.9%		6.2%		0.8%		0.0%		0.0%	A	

Northway Xpress (Route 540) omitted: no load-counting equipment on dedicated fleet of buses

Levels of service are in accordance with standards set in TCRP 100 - Transit Capacity and Quality of Service Manual 2nd Ed, pp. 3-45

(3) Passenger Waiting Amenities/Transit Access

CDTA has made progress in efforts to provide comfortable waiting amenities at major downtown bus stops located within minority census tracts and suburban transfer points to improve access to the suburban job market. CDTA is implementing these improvements with a program for passenger waiting amenities funded by FTA Section 5307. We also are active participants with the municipalities around the region in providing transit passenger amenities during the course of road reconstruction projects. CDTA's Section 5307 passenger amenity program for has been focused on improving and adding waiting amenities in the regions' three central cities (Albany, Rensselaer and Schenectady) with a major focus on central business districts, high volume bus stops and transfer locations.

Table 5 documents the location of the passenger waiting amenities (shelters) in the CDTA service area. Figure 3: CDTA Bus S located in Appendix C provides a graphic display of the same information. CDTA has 251 shelters, with 148, or **40%** of them located in minority census tracts.

**Table 5: Passenger Waiting Amenities in Minority Areas**

Stop ID #	Municipality	Description	In Minority Tract?
877	ALBANY	WESTERN AVE & ALLEN ST	
889	ALBANY	WESTERN AVE & ALLEN ST	
1025	ALBANY	NEW SCOTLAND AVE & ALLEN ST (ST. PETERS HOSPITAL)	
152	ALBANY	CENTRAL AVE & COLVIN AVE	X
198	ALBANY	CENTRAL AVE & HANNAFORD PLAZA	
3413	ALBANY	CENTRAL AVE & COLVIN AVE	X
3419	ALBANY	855 CENTRAL AVE	X
11581	ALBANY	WASHINGTON AVE & MANNING BLVD	
141	ALBANY	CENTRAL AVE & QUAIL ST	X
209	ALBANY	CENTRAL AVE & ONTARIO ST	X
221	ALBANY	CENTRAL AVE & ONTARIO ST	X
222	ALBANY	CENTRAL AVE & QUAIL ST	X
257	ALBANY	WESTERN AVE & ONTARIO ST	
259	ALBANY	WESTERN AVE & S LAKE AVE	
260	ALBANY	WESTERN AVE & THURLOW TERR	
286	ALBANY	WESTERN AVE & N LAKE AVE	
884	ALBANY	WESTERN AVE & PARTRIDGE ST	
3487	ALBANY	QUAIL ST & BRADFORD ST	X
10143	ALBANY	QUAIL ST & BRADFORD ST	X
145	ALBANY	CENTRAL AVE & N MANNING BLVD	X
148	ALBANY	CENTRAL AVE & N ALLEN ST	X
207	ALBANY	CENTRAL AVE & N ALLEN ST	X
211	ALBANY	CENTRAL AVE & N MANNING BLVD	X
1498	ALBANY	100 WATERVLIET AVE	X
3287	ALBANY	ALLEN AND WASHINGTON	X
9013	ALBANY	WATERVLIET AVE & ESSEX ST	X
1050	ALBANY	NEW SCOTLAND AVE & S LAKE ST (SAGE COLLEGE)	X
450	ALBANY	44 HOLLAND AVE (WALLGREEN PHARMACY)	X
452	ALBANY	HOLLAND AVE & NEW SCOTLAND AVE	X
460	ALBANY	84 HOLLAND AVE (VETERANS HOSPITAL)	X
461	ALBANY	44 HOLLAND AVE (MENTAL HEALTH)	X
2557	ALBANY	HACKETT BLVD & SAMARITAN RD	X
9007	ALBANY	HACKETT BLVD & SAMARITAN RD	X
9031	ALBANY	NEW SCOTLAND AVE & HOLLAND AVE (ALBANY LAW)	X
7216	ALBANY	SUNY COLLINS CIRCLE	X
11331	ALBANY	GREEN ST & BASSETT ST	X
118	ALBANY	BROADWAY & VAN WOERT ST	X
2168	ALBANY	N PEARL ST & CLINTON AVE (CLINTON SQUARE)	X

3358	ALBANY	LARK DR & ARBOR DR	X
3436	ALBANY	N PEARL ST & LIVINGSTON AVE	X
3461	ALBANY	CLINTON AVE & N HAWK ST	X
10693	ALBANY	LARK DR & WHITNEY YOUNG	X
10865	ALBANY	COUNTY LOT	X
11588	ALBANY	BROADWAY & CLINTON AVE	X
11626	ALBANY	N PEARL ST & LIVINGSTON AVE	X
422	ALBANY	101 S PEARL ST & VAN ZANDT ST	X
1470	ALBANY	Van Tromp & N.Pearl St (Cap.Rep.Theater)	X
2043	ALBANY	S PEARL ST & DUNN MEMORIAL BRIDGE	X
2589	ALBANY	STATE ST & PEARL ST	X
2664	ALBANY	STATE ST & JAMES ST	X
2665	ALBANY	STATE ST & LODGE ST	X
3221	ALBANY	N PEARL ST & TEN EYCK PLAZA	X
3937	ALBANY	BROADWAY & HUDSON AVE	X
3943	ALBANY	20 N PEARL ST (RITE AID SHELTER)	X
9018	ALBANY	BROADWAY & ORANGE ST	X
10087	ALBANY	EAGLE ST & STATE ST (CITY HALL)	X
10741	ALBANY	S PEARL ST & DUNN BRIDGE RAMP	X
1790	ALBANY	S SWAN ST & WASHINGTON AVE	X
265	ALBANY	MADISON AVE & NEW SCOTLAND AVE	
285	ALBANY	WESTERN AVE & THURLOW TERR	
1789	ALBANY	WASHINGTON AVE & S SWAN ST	
1843	ALBANY	WASHINGTON AVE & ROBIN ST	X
2169	ALBANY	LEXINGTON AVE & WASHINGTON AVE	X
2178	ALBANY	LIVINGSTON AVE & HENRY JOHNSON BLVD	X
2663	ALBANY	WASHINGTON AVE & LARK ST	
3239	ALBANY	WASHINGTON AVE & LARK ST (ARMORY)	X
3241	ALBANY	WASHINGTON AVE & DOVE ST	X
3301	ALBANY	WASHINGTON AVE & S SWAN ST	X
3340	ALBANY	2ND ST & HENRY JOHNSON BLVD	X
3455	ALBANY	CENTRAL AVE & HENRY JOHNSON BLVD	X
3473	ALBANY	CLINTON AVE & LARK ST	X
10721	ALBANY	LIVINGSTON AVE & N LAKE AVE	X
236	ALBANY	WESTERN AVE & RUSSELL RD	
10612	ALBANY	WESTERN AVE & HILLCREST AVE	
10615	ALBANY	UALBANY LIBRARY	X
444	ALBANY	DELAWARE AVE & MYRTLE AVE	X
449	ALBANY	DELAWARE AVE & HOLLAND AVE	X
462	ALBANY	DELAWARE AVE & HOLLAND AVE	X
466	ALBANY	DELAWARE AVE & ELM ST	X
3404	ALBANY	2ND AVE & BOGART TERR	X
373	ALBANY	FRONTAGE RD & PITCH PINE RD	



11972	ALBANY	DAUGHTERS OF SARA	
10626	ALBANY	WALMART - CROSSGATES COMMONS	
3250	ALBANY	WASHINGTON AVE & HAWK ST	X
3362	ALBANY	S PEARL ST & RENSSELAER ST	X
3385	ALBANY	S PEARL ST & MORTON AVE	X
1138	ALBANY	WHITEHALL RD & PICOTTE DR	
1141	ALBANY	WHITEHALL RD & MAXWELL ST	
1294	ALBANY	WHITEHALL RD & S MANNING BLVD	
1001	ALBANY	1061 NEW SCOTLAND RD	
1045	ALBANY	NEW SCOTLAND RD & MCCORMACK RD	
2089	ALBANY	500 NORTHERN BLVD (MEMORIAL HOSPITAL)	X
3346	ALBANY	ABC WTEN 10 BUILDING	X
3351	ALBANY	600 NORTHERN BLVD & NEW LOUDEN	X
2633	ALBANY	S PEARL ST & GANSEVOORT ST	X
10684	ALBANY	MT HOPE DR & GARLAND CT	X
10717	ALBANY	700 S PEARL ST (PICOTTE FAMILY CENTER)	X
1253	BETHLEHEM	DELAWARE AVE & SHELTER PARK/RIDGE	
1254	BETHLEHEM	DELAWARE AVE & NORMANSKILL BLVD	
1257	BETHLEHEM	DELAWARE AVE & ELSMERE AVE	
1333	BETHLEHEM	DELAWARE AVE & ARC NORMANSKILL	
10596	BETHLEHEM	ELM AVE PARK & RIDE	
11755	BETHLEHEM	WALMART - GLENMONT	
2868	BRUNSWICK	TRUSTCO BANK - BRUNSWICK PLAZA	
12307	CLIFTON PARK	EXIT 9 - CROSSING PARK & RIDE	
12308	CLIFTON PARK	EXIT 8 - PARK AND RIDE	
4093	COHOES	REMSEN ST & CANAL SQUARE	
4118	COHOES	REMSEN ST & CANAL SQUARE	
4162	COHOES	MOHAWK ST & SCHOOL ST	
11559	COHOES	MANOR SITES APT	
4018	COHOES	COLUMBIA ST & EDDY FORD NURSING	
87	COLONIE	BROADWAY & VILLAGE ONE APTS	
96	COLONIE	550 BROADWAY	
101	COLONIE	BROADWAY & PRICE CHOPPER PLAZA	
11	COLONIE	BROADWAY & 1ST ST	
11001	COLONIE	BROADWAY & MENANDS DINER	
499	COLONIE	WORKERS COMPENSATION BLDG	
31	COLONIE	WOLF RD & COLONIE CENTER	
32	COLONIE	WOLF RD & BED BATH AND BEYOND	
10522	COLONIE	80 WOLF RD	
10523	COLONIE	50 WOLF RD	
10524	COLONIE	WOLF RD & SAND CREEK RD	
10526	COLONIE	TOWERS OF COLONIE & SAND CREEK RD	
10506	COLONIE	WOLF RD & NEWBURY PLAZA	

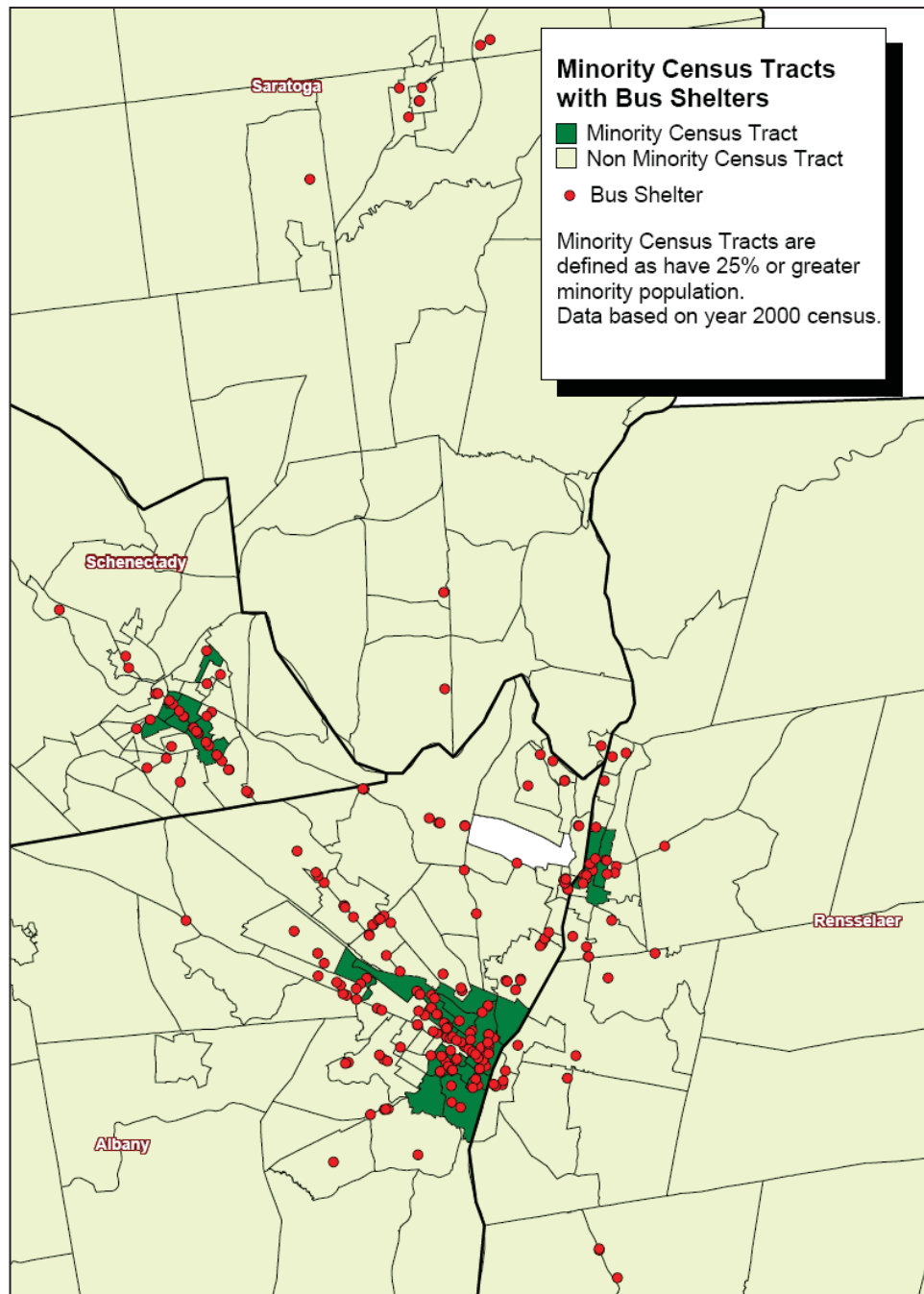


188	COLONIE	CENTRAL AVE & INTERSTATE AVE	
107	COLONIE	BROADWAY & RIVERVIEW CENTER	
3342	COLONIE	WARDS LN & PARK HILL APTS	
3393	COLONIE	WARDS LN & PARK HILL DR	
10680	COLONIE	BROADWAY & MORGAN LINEN	
3488	COLONIE	CENTRAL AVE & OSBORNE RD	
165	COLONIE	CENTRAL AVE & COLONIE CENTER	
2359	COLONIE	CENTRAL AVE & HAWLEY AVE	
10514	COLONIE	CENTRAL AVE & NORTHWAY MALL	
11599	COLONIE	ATRIUM DR & PALISADE DR	
1888	COLONIE	660 NEW LOUDON RD	
7168	COLONIE	LATHAM FARMS	
11116	COLONIE	RTS 2 & 9 & LATHAM FARMS MALL	
11055	COLONIE	NEW LOUDON RD & SPRINGWOOD MANOR	
10648	COLONIE	KEY BANK	
11531	COLONIE	14 CORP WOODS BLVD	
2370	COLONIE	VILLAGE CENTER	
2369	COLONIE	VILLAGE CENTER	
11317	COLONIE	1614 CENTRAL AVE	
10272	COLONIE	CENTRAL AVE & VLY RD	
2367	COLONIE	CENTRAL AVE & RT 155	
10256	COLONIE	CENTRAL AVE & OLD KARNER RD	
10258	COLONIE	CENTRAL AVE & RUTLAND AVE (	
2463	COLONIE	800 Rt7 (NYSUT)	
11306	COLONIE	RT 7 & WADE RD	
11302	COLONIE	RT 7 & WADE RD	
2476	COLONIE	RT 7 & VLY RD	
3622	COLONIE	RT 7 & VLY RD	
3756	COLONIE	RT 2 & DELATOUR RD	
10770	EAST GREENBUSH	WALMART - RENSSELAER PLAZA	
11312	GLENVILLE	RT 5 PARK & RIDE	
3572	GLENVILLE	207 MOHAWK AVE	
3617	GLENVILLE	5TH ST & ROOT AVE	
11571	GREEN ISLAND	VETERANS MEMORIAL HWY & COHOES AVE	
11743	GREEN ISLAND	VETERANS MEMORIAL HWY & COHOES AVE	
2016	GUILDERLAND	WESTERN AVE & MCKOWN RD	
10613	GUILDERLAND	UALBANY (SEFCU CENTER)	
10617	GUILDERLAND	WESTERN AVE & HILLCREST ST	
10620	GUILDERLAND	1450 WESTERN AVE	
12021	GUILDERLAND	2 EXECUTIVE PARK DR	
12022	GUILDERLAND	EXECUTIVE PARK DRIVE @ STOP SIGN	
7175	GUILDERLAND	CROSSGATES MID-MALL	

11299	GUILDERLAND	RT 20 & CARPENTER VILLAGE	
12302	MILTON	GEYSER RD & MILTON TOWN HALL	
2422	NISKAYUNA	CENTRAL AVE & BALLTOWN RD	
2657	NISKAYUNA	STATE ST & BALLTOWN RD	
10993	NORTH GREENBUSH	BLOOMINGROVE DR & VRM	
3779	NORTH GREENBUSH	MAIN AVE & WYNANTSKILL SQ	
9037	NORTH GREENBUSH	D'VILLE PARK & RIDE	
10801	RENSSELAER	EAST ST & 4TH ST	
11394	RENSSELAER	3RD AVE & WALKER ST (CITY HALL)	
11420	RENSSELAER	3RD AVE & BROADWAY	
10800	RENSSELAER	RENSSELAER RAIL STATION	
11417	RENSSELAER	EAST ST AT STEWARTS	
11408	RENSSELAER	1639 3RD ST	
11248	ROTTERDAM	HAMBURG ST & CAMPBELL RD	
11235	ROTTERDAM	ALTAMONT AVE & PRICE CHOPPER	
11212	ROTTERDAM	ALTAMONT AVE & WALMART	
12153	SARATOGA SPRINGS	BROADWAY & ELLSWORTH JONES PLACE	
12194	SARATOGA SPRINGS	BROADWAY & CONGRESS PARK CENTRE	
11472	SARATOGA SPRINGS	BROADWAY & CONGRESS PARK	
11476	SARATOGA SPRINGS	BALLSTON AVE & PRICE CHOPPER PLAZA	
11735	SARATOGA SPRINGS	CHURCH ST & SARATOGA HOSPITAL	
2267	SCHENECTADY	STATE ST & ELBERT ST	X
2447	SCHENECTADY	STATE ST & FEHR AVE	X
1736	SCHENECTADY	STATE ST & WESTERN PKWY	X
3718	SCHENECTADY	NOTT ST & ELLIS HOSPITAL	
3550	SCHENECTADY	MCCLELLAN ST & EASTERN AVE	
1721	SCHENECTADY	STATE ST & DIVISION ST	X
2261	SCHENECTADY	STATE ST & MCCLELLAN ST	X
2342	SCHENECTADY	STATE ST & ELM ST	X
2387	SCHENECTADY	STATE ST & ELM ST	X
2974	SCHENECTADY	MCCLELLAN ST & ELLIS HOSPITAL (MCCLELLAN CAMPUS)	
3200	SCHENECTADY	STATE ST & STEUBEN ST	X
3965	SCHENECTADY	STATE ST & MCCLELLAN ST	X
11328	SCHENECTADY	STATE ST & DIVISION ST	X
2755	SCHENECTADY	STATE ST & VEEDER AVE	X
2656	SCHENECTADY	STATE ST & STEUBEN ST	X
2393	SCHENECTADY	STATE ST & HULETT ST	X
12335	SCHENECTADY	797 BROADWAY DSS NORTH STOP	X
11618	SCHENECTADY	BROADWAY & GUILDERLAND AVE	
2382	SCHENECTADY	STATE ST & WOODLAWN PLAZA	X
2446	SCHENECTADY	STATE ST & FENWICK ST	
2497	SCHENECTADY	1573 STATE ST	X
2499	SCHENECTADY	STATE ST & CORLAER AVE	

2967	SCHENECTADY	STATE ST & VAN ZANDT ST	
10294	SCHENECTADY	STATE ST & CLINTON ST	X
1594	SCHENECTADY	STATE ST & N CHURCH ST	
10230	SCHENECTADY	STATE ST & CLINTON ST	X
2649	SCHENECTADY	GERLING ST & SHERIDAN AVE	
2421	SCHENECTADY	STATE ST & WASHINGTON AVE	
11283	SCHENECTADY	VAN VRANKEN AVE & WOOD AVE	X
11169	SCHENECTADY	CHRISLER AVE & MONT PLEASANT	
9002	SCHODACK	SCHODACK RD PARK & RIDE	
2234	SCHODACK	COLUMBIA TPKE & SCHURMAN RD	
2249	SCHODACK	COLUMBIA TPKE & SCHODACK PLAZA	
4250	TROY	BURDEN AVE & CROSS ST	
4238	TROY	VANDEBURG AVE & MORRISON AVE	
4258	TROY	HUDSON VALLEY SHELTER	
10988	TROY	RT 4 & HUDSON VALLEY SHELTER	
4279	TROY	RIVER ST & HUTTON ST	X
4329	TROY	6TH AVE & HOOSICK ST	X
4425	TROY	6TH AVE & KENNEDY TOWERS	X
7118	TROY	RIVER ST & FRONT ST	X
7124	TROY	4TH ST & BROADWAY	X
7130	TROY	4TH ST & FULTON ST	X
815	TROY	2ND AVE & 124TH ST	
10983	TROY	8TH AVE & NORTHERN DR	
836	TROY	2ND AVE & 115TH ST	
4269	TROY	2ND AVE & 101ST ST	
4237	TROY	MADISON AVE & LARK ST	
10050	TROY	BURDETT AVE & DETROIT AVE	
10970	TROY	BURDETT AVE & SAMARITIAN HOSPITAL	
7116	TROY	3RD ST & CONGRESS ST	X
2892	TROY	HOOSICK ST & TROY PLAZA	X
3811	TROY	HOOSICK ST & 13TH ST	X
10971	TROY	PEOPLES AVE & 15TH ST	
822	WATERFORD	4TH ST & BROAD ST (KEY BANK)	
15	WATERVLIET	BROADWAY & SENIOR CITIZEN CENTER	
76	WATERVLIET	BROADWAY & SENIOR CITIZEN CENTER	
783	WATERVLIET	2ND AVE & PRICE CHOPPER	
11112	WATERVLIET	19TH ST & 3RD AVE	
11003	WATERVLIET	2ND AVE & 18TH ST	
73	WATERVLIET	2ND AVE & 21 ST	
4215	WATERVLIET	2ND AVE & 21 ST	
12143	WILTON	WALMART - WILTON	
12144	WILTON	LOWES DR	

*According to 2011 Passenger Waiting Amenity Data, 40% of passenger waiting amenities are located in minority census tracts.*



(4) Transit Access

Transit access is measure of the distance a person must travel to gain access to transit service. It is a general measure of the distribution of routes within the service area. The maps included in Appendix C, which depict CDTA transit routes over minority neighborhoods shows no disparities in transit access that negatively impact minority neighborhoods.

(5) Public Outreach Efforts

CDTA does public outreach regarding bus service through:

- Press releases
- Public meetings
- On -board and bus shelter notices
- Direct Mail and on Board Surveys
- Public service announcements
- STAR Focus Meeting - Bi-Annual
- Participation in Neighborhood Meetings and local improvement efforts
- Pursuit of transit amenities as part of private and public developments/road projects
- CDTA 's Web page <http://www.cdta.org>. The web page includes:
  - a. Overview and History of CDTA
  - b. CDTA Board of Directors & Senior staff
  - c. Annual Auditor's Report
  - d. How to use CDTA services
  - e. Fare structure
  - f. New services or major project status
  - g. Schedules/route maps, schedule or other service changes
  - h. Ability to comment to CDTA by e-mail

(6) Minority representation - non-elected committees/board minority representation

CDTA Board: CDTA board members are appointed by the governor and confirmed by the state senate. There are 3 board seats from Albany County

and 2 each from Rensselaer, Saratoga and Schenectady Counties. There are presently no minority members. CDTA staff has no control over this matter.

STAR Town Meetings: CDTA holds a biannual outreach workshop for elderly and disabled customers using STAR or CDTA's regular route services. These are announced both in newspapers and on buses.

Regional Transportation Coordination Committee (RTTC): The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation was passed in August 2005. SAFETEA-LU requires that projects selected for funding under the Section 5310 Elderly Individuals with Disabilities Program, the Job Access and Reverse Commute (JARC) Program, and the New Freedom Program be "derived from a locally developed, coordinated public transit-human services transportation plan", and that the plan be "developed through a process that includes representatives of public, private and nonprofit transportation and human services providers and participation by the public."

The Capital District Transportation Committee, the Metropolitan Planning Organization (MPO) for the Capital District, convened a committee of stakeholders, called the Regional Transportation Coordination Committee or RTCC, to help develop the coordinated plan, identify areas of need and ensure that JARC, New Freedom and Section 5310 funds are spent appropriately. The RTCC membership consists of the regional steering committee that was formed by the Capital District Transportation Authority (CDTA) to guide the Job Access and Reverse Commute efforts and others that were added to ensure that representation fulfills the guidelines set forth in the SAFETEA-LU legislation.

**Table 6: Regional Transportation Coordination Committee Membership List**

<b>Name</b>	<b>Organization</b>
Luis D. Acosta	Capital District Transportation Authority/Access Transit
Ralph Scarano	Albany County Department for the Aging
Tim Farrell	Albany County Department of Social Services
Ed Dugrenier	Capital District Psychology Center
Rocky Ferraro	Capital District Regional Planning Commission
Kristina Younger	Capital District Transportation Authority
Mary Ellen Casey-Usis	Capital District Transportation Authority
Michele Abel	Catholic Charities/Wheels to Work
Margo Mahoski	Catholic Charities of Schenectady
Bill Garrison	Center for Disability Services
Mike Barry	Center for Disability Services
Rosemary Nichols	City of Watervliet
Kathy Fletcher	Clearview Center (Mental Health)

Name	Organization
Mary Broderick	Foster Grandparents
Denise Figueroa	Independent Living Center of the Hudson Valley
Tom Vaughn	NYS Department of Transportation
Deborah Osborne	NYS Department of Family Assistance
Elise Relyea	NYS Office of Temporary and Disability Assistance
David La Fleur	NYS Department of Education VESID
Ed Martin	Rensselaer County ARC
Carol Croak	Rensselaer County Department of Social Services
Greg Cuda	Saratoga Bridges
Phyllis Relyea	Schenectady County ARC
Edward Bittig	Schenectady County Department of Social Services
Jane Schramm	Senior Services of Albany

Membership is open to interested agencies and employers concerning or involved in program administration of the JARC program. Minorities are encouraged to participate.

(7) Limited English Proficiency (LEP) and Multilingual Facilities

The non-English-speaking population in the Capital District is very small (<1%), so CDTA has not, in general, provided multilingual materials. We do, however, provide interpretive services, upon request, to those using American Sign Language (ASL) at public meetings and through TTY technology on the telephone. We also have made it a point to have at least one of our Trip Planners, who are stationed in the area's One Stop Employment Centers, and one of the call taker's in CDTA's call center be fluent in Spanish, and have trained another in ASL. Once a need is identified, CDTA's travel trainer who is fluent in Spanish will reach out to that person to assist them in the knowledge and use of the system. We produced our Capital District Job Access Transportation Guide in both Braille and large print.

## **E. Service Evaluation**

CDTA surveys its customers on a regular basis. Table 7: *CDTA 2008 and 2009 Customer Survey, Comparison of Responses by Whites, Non-Whites* shows the results of the most recent survey administered by Fact Finders on behalf of CDTA. As seen from the table below, there are no significant differences among responses by white and non-white transit riders.

CDTA customers were asked to rank various service features on the scale from 1 to 5 (1=never, 2=rarely, 3=sometimes, 4=usually, 5=always). The results of the survey show that white and non-white riders gave very similar ranking when evaluating CDTA system service.



**Table 8: CDTA 2008-2009 Customer Survey, Comparison of Responses by Whites, Non-Whites**

**COMPOSITE PERFORMANCE RATINGS BY RACE**  
**Average Performance Score (Scale: 1 - 5)**

Summary of Performance Ratings:	CDTA Regular Route Rider Survey			
	Summer-August 2008		Fall-October 2009	
	White	Non-White	White	Non-White
<b>Bus Arrives On Time</b>	4.02	3.77	4.00	3.70
<b>Bus is Clean</b>	4.09	3.96	4.19	4.00
<b>Courteous to Riders</b>	4.37	4.16	4.39	4.08
<b>Feel Safe Riding Bus</b>	4.31	4.20	4.43	4.30
<b>Maps &amp; Schedules are Easy to Read / Us</b>	4.08	4.18	4.38	4.20

*Average Performance Score is based on a scale of 1 to 5 where  
always = 5, usually = 4, sometimes = 3, rarely = 2, and never = 1.*

## **VI. TITLE VI MONITORING PROCESS**

### **A. Overview**

Kristina Younger, Deputy Executive Director of Business Development, manages CDTA transit operations' planning. Business Development Staff is responsible for making service recommendations. Major service changes require approval by the Authority Board. The Executive Director approves minor service changes.

Other staff, such as Division Superintendents, Planning Staff, and Scheduling personnel, attends the meetings as needed, depending upon the agenda topics. A checklist of Title VI concerns is used to evaluate service, if major changes are planned. The major service change in the 3 years since our last compliance report was a restructuring of our Schenectady local route structure, which was implemented in May 2010.

#### **(1) General Service Review**

Service review is accomplished through:

- A monthly performance report
- The staff committee noted above
- Surveys and tracking all comments and complaints received by CDTA's Business Development Department.

CDTA uses the results obtained from customer surveys and the comment/complaint process as input into work programs for our Departments. For example, low ratings on cleanliness lead to remedial action (e.g. additional training, incentive contests) by Maintenance and, if the budget permits, the hiring of additional cleaners. Low ratings for on-time performance and overall service quality contributes to scheduling and route evaluation work. Again, response is budget-driven with an emphasis on cost-effectiveness. Ratings on operator courtesy advise our training programs. Safety ratings are used in our annual review of safety programs and development of our Safety Plan. The answers to questions about the ease of obtaining and using customer information about our system are used by Marketing to improve such information. Thus far, there has been no significant difference in the response on quality concerns between our minority and total customers. If such a difference is found in the future, a more detailed analysis of the survey responses by route will be undertaken to better pinpoint the problem and determine more focused response.

a. Schenectady Route Restructuring Plan: Rider Improvements and Impact Analysis

CDTA restructured neighborhood routes in the city and county of Schenectady to make service more efficient and comprehensible while providing better connections between neighborhoods and major destinations. The overall geographic coverage of the area was improved and the hours of service increased. *This plan was based upon outreach to the public and stakeholders within Schenectady County.* The consolidation of under-utilized routes to increase efficiency and frequency may require that some customers walk to different stops to get their buses. The vast majority of riders have seen a significant improvement in service: access to jobs, medical services, social services, education and shopping. This has been evidenced by increased ridership.

### **Service Improvements**

**Reduced Transfers:** The previous neighborhood routes in Schenectady terminated in downtown forcing many riders to transfer between routes with low frequencies. All of the new routes operate as cross-towns, passing through the downtown business district, substantially reducing the need for transfers.

**Consistent Route Pattern:** Schenectady's neighborhood routes were the most difficult to understand in CDTA's system as they consist of numerous deviations, one-way loops, and zig-zag patterns. The new patterns are simple and clear. All routes travel in two-way directions on main corridors with no deviations.

**Improved Night Service:** Currently, service in the late evening is provided by entirely separate routes that are long one-way loops with a confusing route pattern and limited coverage. Night service was be provided by the new routes by extending their span to midnight.

**Improve Access Jobs, Medical Services, Social Services, Education & Shopping:** By providing more liner, cross-town service the new route system provides low-income neighborhoods, such as Yates Village and Mont Pleasant, more direct access to:

- Grocery Stores (ex. Price Chopper, Hannaford)
- Shopping Centers (ex. Walmart, Rotterdam Square Mall)
- Employment Sites (ex. Rotterdam Industrial Park, Ellis Hospital)
- Department of Social Services (Broadway)

**Feeder to BRT and Route 5:** NY Route 5 is the spine of Schenectady route system and is planned for BRT. New routes all provide more direct connections to this corridor at intersections with future BRT stations.

### New Direct Connections (former transfers)

	From	To
#351	Hillside Ave apartments Yates Village Northside neighborhood	Department of Social Services Rotterdam Industrial Park
	Eastern Rotterdam Belluvue neighborhood	New Golub Headquarters Union College
	Golub Warehouse	New Golub Headquarters
#352	Sheridan Village Apartments Union Street neighborhood Eastern Avenue neighborhood Central State neighborhood	Route 5 & BRT Altamont Ave (Walmart, shopping and grocery stores)
	Route 5 & BRT	Ellis Hospital campuses Altamont Ave (Walmart, shopping and grocery stores)
#353	Scotia	Altamont Ave (Walmart, shopping and grocery stores)
	Mont Pleasant neighborhood Hamilton Hill neighborhood	Glenville Walmart Altamont Ave (Walmart, shopping and grocery stores)
#354	Union Street neighborhood Northside neighborhood	Rotterdam Square Mall

### Impacts

**Reduced Saturday Morning Service:** Most of Schenectady's neighborhood routes formerly began at approximately 7:00am, while the new service begins at 9:00am. This will primarily impact those using transit to access service jobs.

**Consolidated Segments:** Areas where service is lightly used routes were consolidated. Street segments with few or no riders were eliminated. Almost all of these roadways, with exception of Hamburg Street, are short segments with other options within walking distance. The segments and their alternatives are listed below:

Neighborhood / Streets	Currently Served By	Alternative Options	Walking Distance	Low-Income Neighborhood	Rider/Day Affected (Approximate)	Impact / Complaints
Hamburg Street	#53	North of Chrisler: Walk to Altamont Ave (#354) South of Chrisler: No option; Service eliminated	1/2 mile - 1 mile	No	20	High
Eastern Avenue	#62 one-way	Walk to Union Street (#70)	1 block or 500ft	Yes	30	Medium
Union College area						
Park Place	#61 one-way #77 one-way	Walk to Seward Place (#351, #354)	1 block or 500ft	No	5	Low
Union Ave and Wendell Ave	#59 #62	Walk to Union Street (#70)	Less than 1/4 mile	No	5	Low
East-end of #59						
Nott Street East and Van Antwerp (includes Nisky Town Hall / Library)	#59	Walk to Saint James Plaza (#354)	1/4 - 1/2 mile	No	5	Medium
Grand Blvd		Walk to either Nott Street (#354) or Union Street (#70)	1/4 - 1/2 mile	No	5	Low
East-end of #61						
Providence Ave and Dean Street	#61	Walk to Hillside Avenue (#351)	1/4 - 1/2 mile	No	1-5	Low
Baker Street, Dorwaldt Blvd, Gerling Street	#61	Walk to either Nott Street (#354) or Sheridan Village (#352)	1/4 - 1/2 mile	No	5	Low
Hamilton Hill						
Summit Street and Strong Street	#53	Walk to Craig St or Albany Street (#353)	1/4 - 1/2 mile	Yes	15	High
Duane Avenue	#53	Walk to Craig St (#353) or Brandywine Ave (#352)	1/4 mile	Yes	5	Low
Mont Pleasant						
3rd Ave, Congress St, and 10th Ave	#52	Walk to Crane Street (#353)	1/4 mile	Yes	30	High
Chrisler Ave (btw Main and Lakeview)	#52	Walk to Crane Street (#353)	1 block or 500ft	Yes	15	Low

## (2) Specific Route Implementation Examples

As part of this update, CDTA Planning staff looked specifically at the performance of representative routes in minority and non-minority areas. Details of this analysis appear in the tables below. CDTA's Bus Service Network System-wide focuses on Urban Core (Radial Pattern) and is reflected in the Maps/Overlays submitted in Appendix C: Demographic Profile Maps. The selections of Minority Routes for this sample are routes that operate and serve many minority/low income tracts. The following three routes were selected:

- Routes 6/8: These routes are interlined operating along most of the same corridor and entirely w/in Minority/Low Income Tracts in Albany.
- Route 55: This is CDTA's highest passenger volume route serving the core of two downtowns (Albany and Schenectady).
- Route 85: This route operates almost entirely through Minority/Low Income tracts in Troy.

For comparison, the selection of Non-Minority Routes (other than Express Routes) was difficult since all CDTA routes travel through Minority Tracts for at least part of their journey. Non-Minority Routes were selected if they

*predominately* operating outside Minority Tracts and through higher income neighborhoods.

- Route 4 Pine Hills Operates from Downtown Albany to higher income and non-minority neighborhoods to the SW edge of the City.
- Route 50 operates from downtown Schenectady through the suburban Town of Glenville up through rural Saratoga County to the City of Saratoga Springs and the shopping areas in the Town of Wilton.
- Route 63's origin and destination are downtown locations but operate through the length of the suburban Towns of Rotterdam and Guilderland.

A summary of the results of this comparison appears below.

**Table 9: Comparison of Service and Amenities in Minority and Non-Minority Areas**

	Route Length	Number of Trips per week	Number of Bus Stops (both directions)	Number of Passenger Waiting Amenities	On Time Performance	
					% Early	% Late
Minority Routes						
Route 6 Second Avenue	8.23	60	105	22	14	16
Route 8 Arbor Hill	8.35	104	106	18	18	14
Route 55 Schenectady-Albany	15.89	118	169	61	6	37
Route 85 Waterford-Troy	8.66	92	101	14	11	20
Non-Minority Routes						
Route 4 Pine Hills	5.61	32	88	12	17	23
Route 50	30.26	37	124	6	12	24
Route 63	20.11	12	233	23	8	25

*\*The On Time data above is taken from CDTA's MOBILEstatistics program.*

**Table 10: Comparison Performance Measure – Service Accessibility**

	Weekday			Saturday		Sunday	
	Rush Hr	Midday	Night	Day	Night	Day	Night
<b>Minority Routes</b>							
Route 6 Second Avenue	Y	Y	N	Y	N	N	N
Route 8 Arbor Hill	Y	Y	Y	Y	Y	Y	N
Route 55 Albany / Schenectady	Y	Y	Y	Y	Y	Y	Y
Route 85 Waterford/Troy	Y	Y	Y	Y	Y	Y	N
<b>Non-Minority Routes</b>							
Route 4 Pine Hills	Y	Y	N	N	N	N	N
Route 50	Y	Y	Y	Y	Y	Y	N
Route 63	Y	N	N	N	N	N	N

**Table 11: Comparison Performance Measure – Average Headway**

	Weekday						Saturday		Sunday	
	Rush Hour Minutes	Rush Hour LOS	Midday Minutes	Midday LOS	Evening Minutes	Evening LOS	Minutes	LOS	Minutes	LOS
<b>Minority Routes</b>										
Route 6 Second Avenue	25	D	25	D			30	D		
Route 8 Arbor Hill	20	C	20	C	30	D	30	D	30	D
Route 55 Albany/Schenectady	15	C	20	C	30	D	23	D	35	E
Route 85 Waterford/Troy	20	C	20	C	45	E	33	E	45	E
<b>Non-Minority Routes</b>										
Route 4 Pine Hills	30	D	120	F						
Route 50	60	E	60	E	60	E	60	E	60	E
Route 63	48	E								

Levels of service are in accordance with standards set in TCRP 100 - Transit Capacity and Quality of Service Manual 2nd Ed, pp. 3-30

**Table 12: Comparison Performance Factor – Load Factor**

Route	Direction	Observances LOS A	% LOS A	Observances LOS B	% LOS B	Observances LOS C	% LOS C	Observances LOS D	% LOS D	Observances LOS E	% LOS E	Observances LOS F	% LOS F	Typical LOS
<b>Minority Routes</b>														
6	North/South	1098	85%	153	12%	33	3%	4	0%	2	0%	0	0%	A
8	North/South	8542	89%	879	9%	174	2%	31	0%	7	0%	0	0%	A
55	East/West	4673	49%	1992	21%	1669	18%	804	9%	251	3%	54	1%	B
85	North/South	8800	90%	870	9%	125	1%	9	0%	1	0%	2	0%	A
<b>Non-Minority Routes</b>														
4	East/West	1174	99%	10	1%	5	0%	0	0%	0	0%	0	0%	A
50	North/South	1667	93%	120	7%	2	0%	0	0%	0	0%	0	0%	A
63	East/West	227	87%	35	13%	0	0%	0	0%	0	0%	0	0%	A

Levels of service are in accordance with standards set in TCRP 100 - Transit Capacity and Quality of Service Manual 2nd Ed, pp. 3-45

### (3) Levels & Disparity of Service

There has been no negative disparity identified in the level or quality of service provided by CDTA since the last Title VI Update.

No action currently needed. Ongoing monitoring when service changes are introduced will occur.

### **B. Areas Needing Improvement**

There are no transit service areas requiring immediate improvement, as CDTA meets or exceeds the requirements of Title VI in terms of service provision, equity of distribution of passenger amenities, fleet deployment, perceived customer service quality.



## **VII. IMPLEMENTATION PLAN**

### **A. Service Changes Anticipated Over The Next Three Years And Anticipated Affect On Minority Communities And Minority Users**

CDTA intends to continue to improve its service to customers. Our ongoing Jobs Access Program in particular, will further improve transit access for minority communities and minority users. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation was passed in August 2005. As noted and described above, SAFETEA-LU requires that projects selected for funding under the Section 5310 Elderly Individuals with Disabilities Program, the Job Access and Reverse Commute (JARC) Program, and the New Freedom Program be “derived from a locally developed, coordinated public transit-human services transportation plan”, and that the plan be “developed through a process that includes representatives of public, private and nonprofit transportation and human services providers and participation by the public.”

The RTCC, which is hosted by CDTC, developed a comprehensive program of projects designed to increase mobility options for TANF recipients in the Capital District Region under this new SAFETEA-LU umbrella. These efforts are funded by:

(1) FTA Job Access and Reverse Commute Grants  
(Positive Impact)

FTA Grant NY-37-X059-01, provides Administrative, Mobility Management, and Safety Net Taxi Brokerage (taxi rides), and direct service provision providing jobs access transportation.

(2) TANF Transportation Contracts (Positive Impact)

CDTA has completed ten one year contract cycles with NYSDOT for TANF Transportation services, concentrated exclusively on a pass program for eligible participants. CDTA has been providing transit passes to four counties in the Capital District over this ten year period. Due to NYS budget cuts, funds for TANF Transportation Programs has been eliminated for the upcoming fiscal year (4.1.11 through 3.31.12) with the exception of one of our four counties which has not yet exhausted its previous TANF Transportation Grant. However, each of the three counties that has exhausted its TANF Transportation Grant, has chosen to continue supporting the Transportation Pass Program for individuals who are

enrolled in employment and employment related activities through other local Department of Social Services dollars.

(3) United We Ride Efforts (Positive Impact)

In 2006, the RTCC, in cooperation with the Albany County United We Ride Effort, conducted a survey of human service agencies that either provide, contract or have clients in need of specialized transportation. Over 500 survey questionnaires were mailed to human service agencies located in the four counties. Ninety-three providers and eighty non-providers completed the survey. The survey data were used to aid in the identification of unmet need and to help craft a list of recommendations for future focus. The data collected strongly support a need for additional wheelchair accessible vehicles. Clearly the population is aging--fourteen percent of today's population is aged 65+ and that percentage will increase to 17% by 2020. Almost 3% of today's population has a physical disability. Survey respondents indicated that of their clients having a transportation limitation (transportation limitation was defined as any physical, developmental, mental, economic or other condition that limits a person's ability or causes difficulty in getting to places ), 18 percent need assistance in getting in the vehicle, 15 percent need a personal attendant and 12 percent use wheelchairs. Predominant mobility needs identified by survey respondents included assistance in getting in and out of the vehicle, personal escorts and wheelchairs. These data reinforce the notion that door to door service is desirable and that there is a need for additional mobility training.

CDTA and CDTC have plans to update this survey in a cooperative effort with the United Way 211, operated by Family and Children's Services. Using an on-line survey tool, we anticipate a higher response rate. As part of this effort, we also plan to sponsor at least two community forums on senior and disabled mobility.

(4) New Freedom Program (Positive Impact)

The New Freedom Program is a new formula grant program for public or alternative transportation services and facility improvements to address the needs of persons with disabilities *that go beyond those required by the American with Disabilities Act (ADA)*. New Freedom Funds can be used to cover capital and operating costs to provide new service. The RTCC has "bundled" the solicitation for this program to include two-three years of funds to allow multi-year project proposals and to provide an opportunity for applications to have an adequate time period to determine project success. The solicitation encourages projects that request funds for operating assistance over capital projects, in order to stretch the funding (operating expenses a 50/50 match, whereas capital projects require an 80/20 match) and to promote fuller utilization of the existing Human Service Agency vehicle inventory, which they survey showed to collectively be a large fleet in good condition. Given the needs assessment documented in the coordinated plan, the RTCC continues to support the ongoing travel training and mobility management program, as well as implemented three additional projects

(Catholic Charities of Schenectady County's Weekend Service, City of Watervliet Circulator Service, and the acquisition and leasing of Ten Accessible Taxi Vehicles to support the transportation taxi transportation needs of wheelchair users throughout the four counties in the Capital District).

(5) Changes in Service Features (Positive Impact)

BRT: After several years of planning, CDTA is in the process of implementing its first BRT line in the Capital District to begin service on April 1, 2011. The Route 5 BusPlus service will connect the cities of Albany and Schenectady. There are various CDTA initiatives currently underway that will not only enhance existing bus transportation service along NY 5 and other corridors, but will also function as key components to BRT service as well.

New York State Route 5 has been one of the main travel corridors in the Capital District for over a century. It is the region's strongest market, representing one-quarter of CDTA's total ridership, 15% of the region's households, and 30% of the region's jobs with ½ mile. The Capital District Transportation Committee (CDTC), the region's metropolitan planning organization, has identified this corridor for a preferred future of revitalization with quality transit service as the catalyst. The economic benefits of the transit service emerge from the essential mobility and congestion relief that is provided.

This corridor served over 3,000,000 transit patrons last year, and with BRT is targeted to carry 3.5 million. BRT vehicles are diesel hybrid electric transit coaches, of low floor design and accessible to persons with disabilities. They are equipped with CDTA's Mobile Data Communications System (MDCS) and advanced fare collection system. Bus Rapid Transit (BRT) service will stop at only 20 enhanced passenger stations and will allow the corridor to be traveled approximately 25% faster than the current local bus service, which will also remain in service. The limited-stop operation in itself, which will be supported and facilitated by the construction of the 20 stations, will account for half of that travel time saving. The addition of bicyclist/pedestrian access improvements, customer information displays, and other amenities at the proposed BRT stations will help draw new riders to the system. The 20 BRT station locations were selected on the basis of current ridership on the local buses that serve the corridor, plus considerations of optimal BRT station spacing. An effort was made to select those locations with high numbers of existing boardings and alighting and at the same time, maintain reasonable spacing between stations. Proposed bus station amenities and improvements will include new shelters, sidewalk improvements, concrete bus aprons, curb ramps, and pedestrian/bicycle crosswalks and pedestrian signals.

Schenectady County Route Restructuring Implementation: In May 2010 CDTA implemented a new neighborhood route system with Schenectady County. The service plan was based upon ridership data and public input. A number of public meeting and workshops to gather the input from the public, institutions and organizations and CDTA staff on potential Schenectady bus routes restructuring. The route restructuring lead to the following improvements:

- Late evening service on all neighborhood routes
- Direct connections from low-income minority neighborhoods to shopping centers and grocery stores
- Reduced transfers by establishment of cross-town services

After only 8 months of implementation ridership has already increased by 15%.

Albany County Route Restructuring: In October 2010 CDTA began the planning process for the restructuring of services in Albany County to redesign our services to reallocate service to corridors with the highest demand. CDTA has since undergone a substantial public input campaign including:

- On-board surveying of all neighborhood routes and most trunk routes
- Attending meetings of neighborhood associations, community groups, and public housing tenant associations
- Mail and online surveys to customers who have contacted CDTA in the past
- Website devote to the project with ability for riders/residents to comment online
- One-on-one interviews with non-riders
- Interviews with major employers, educational institutions, and social service agencies

Using ridership data and input listed above CDTA is currently designing a service plan and will conduct workshops in Albany County in May 2011 for public review and comment. The service plan will be finalized in the summer of 2011 with implementation in late summer and early fall.

#### (6) Fares

As of April 1, 2009 CDTA adopted a new fare policy. The base fare is \$1.50, the suburban shuttle system fare is also \$1.50 and the Senior/Disabled half fare is \$0.75

A Day Card is \$4.00 which provides a one day unlimited use of the system. A 3-Day Pass valued at \$10.00 provides the customer 3 days of unlimited service use. A swiper pass for 5-days is valued at \$55.00 and \$65.00 for 7 days. The price of one ten-trip ticket is valued at \$13.00, and fare for the STAR service is \$2.50.

CDTA's Summer Fun Pass allows kids 17 and under to ride all of CDTA's regular routes anytime from July 1 through August 31 for one low price of \$30.

The latest change in fare structure is the adoption of a 31 Day Rolling Swiper valued at \$65.00, a half fare Swiper for \$27.50 (5-Day) and \$32.50 (7-Day), and a 31 Day Rolling Half Fare Swiper valued at \$32.50.

## **B. Implementation Focus**

CDTA has met the deadline for submission of its Title VI Program in 2011 with a comprehensive program. Current and planned changes will allow continued improvements in this area. The major areas where CDTA is focusing implementation efforts are:

- Implementation of service standards through geographic based restructurings: CDTA has developed and adopted a Transit Development Plan, which provides a comprehensive and cohesive structure to service planning. We have implemented the service structure successfully in Saratoga, Troy and Schenectady, and are now in the planning stages for Albany.
- Better customer information: CDTA has launched an online Trip Planner- a web-based application of HASTINFO software. The Trip Planner allows planning trips and view schedules online. This will further enhance customer transit experience and make CDTA transit system even more user friendly.

In addition, we have upgraded our overall website, have included next stop announcement technology in all of our new bus purchases, and are in the development stage of real-time next arrivals signs at major bus stops.

CDTA in cooperation with CDTC has implemented a GIS based carpool matching software to upgrade the regional ridesharing website – [www.ipool2.org](http://www.ipool2.org) . In addition to having a carpool matching capability, transit information and schedules will be integrated into the software. In addition, a specific website for travel demand management information is in development in a cooperative fashion with CDTC.

- Continued leadership in the region's Welfare-to-Work Program: CDTA was the recipient of the 2001 American Public Transit Association's Welfare-To-Work Award for its work in this area. CDTA has successfully completed ten (10) TANF Transportation contracts (Transit Pass Program for sanctioned employment and employment related activities). NYS budget cuts proposed for the fiscal year 4.1.11 through 3.31.12 eliminates NYS funding for this activity, but CDTA has been successful in negotiating with the local Department of Social Services to transition the

Transit Pass Program under TANF funding, to a CDTA Corporate Swiper Program utilizing other funding sources within the Department of Social Services budget. The Department of Social Services, throughout the region, continues to partner with CDTA on many fronts to support a variety of their employment and non employment efforts in the community, including One Stop the Employment Centers and Disability Navigators, and they remain active in the RTCC.

- Automated passenger-counting (APC) and other communications systems: CDTA has upgraded and improved the reporting uses of its APCs. We have installed GPS-based automatic vehicle location technology and intend to use the information to improve our operating performance.
- Passenger waiting amenities program: CDTA will continue to implement a passenger amenities focused on the highest use boarding locations. Minority neighborhoods will continue to benefit.
- Route 5 Bus Rapid Transit (BRT) Project: CDTA is a second tier member of the FTA BRT Consortium. Our BRT project is distinguished by its focus on connecting two central cities with significant minority concentrations, and its incremental implementation approach. Working with municipalities on supportive land use while simultaneously improving our service package and technology is a strategy that will yield increasing benefits over the next five to ten years. We are now completing the construction phase of the BRT system including shelters with passenger amenities located along both eastbound and westbound on the Route 5 corridor, in anticipation of the April 4, 2011 start date. .
- Express Services : CDTA's route design guidelines describe express services as those that serve long-distance commutes in congested corridors during peak travel times. Schedules are built by using the freeway system and park and ride lots with consistent trip patterns. The desired vehicle type is a commuter coach with zone or premium fares consistent with the service model. In the current system, the route that best meets this design guideline is the Northway Express operated under contract to CDTA. There are six other routes that are called express, but they do not operate within the guidelines. Our long-term goal is to bring the Express services within the desired service model. To accomplish this, additional resources for commuter coaches will be required, as well as more work on coordination with local services.
- Rural and Other Services: Rural services comprise less than 1% of CDTA's operations. Included in this category are seasonal services such as the Saratoga trolley and Grafton Park services, once-a week trips to rural Albany, Schenectady, and Rensselaer Counties, and special event services. They are low productivity routes providing lifeline services. Other service models using smaller vehicles and dial-a-ride reservation

systems may be more cost effective while providing better service quantity and quality. Partnerships with human service agencies to increase coordination and the availability of transportation to special needs populations could also serve this need. The evaluation of alternate proposals requires more study and outreach to affected populations in 2011.

## **VIII. APPENDIX A: FFY10 CERTIFICATIONS AND ASSURANCES**



## **01. ASSURANCES REQUIRED FOR EACH APPLICANT**

*Each Applicant for FTA assistance must provide all assurances in this Category “01.” Except to the extent that FTA expressly determines otherwise in writing, FTA may not award any Federal assistance until the Applicant provides the following assurances by selecting Category “01.”*

### **A. Assurance of Authority of the Applicant and Its Representative**

The authorized representative of the Applicant and the attorney who sign these certifications, assurances, and agreements affirm that both the Applicant and its authorized representative have adequate authority under applicable State, local, or Indian tribal law and regulations, and the Applicant’s by-laws or internal rules to:

- (1) Execute and file the application for Federal assistance on behalf of the Applicant;
- (2) Execute and file the required certifications, assurances, and agreements on behalf of the Applicant binding the Applicant; and
- (3) Execute grant agreements and cooperative agreements with FTA on behalf of the Applicant.

### **B. Standard Assurances**

The Applicant assures that it will comply with all applicable Federal statutes and regulations in carrying out any project supported by an FTA grant or cooperative agreement. The Applicant agrees that it is under a continuing obligation to comply with the terms and conditions of the FTA grant agreement or cooperative agreement, including the FTA Master Agreement that is incorporated by reference and made part of the latest amendment to its grant agreement or cooperative agreement with FTA issued for its project. The Applicant recognizes that Federal laws and regulations may be modified from time to time and those modifications may affect project implementation. The Applicant understands that Presidential executive orders and Federal directives, including Federal policies and program guidance may be issued concerning matters affecting the Applicant or its project. The Applicant agrees that the most recent Federal laws, regulations, and directives will apply to the project, unless FTA issues a written determination otherwise.

### **C. Intergovernmental Review Assurance**

Except if the Applicant is an Indian tribal government seeking assistance authorized by APPENDIX A 49 U.S.C. 5311(c)(1), the Applicant assures that each application for Federal assistance it submits to FTA has been submitted or

will be submitted for intergovernmental review to the appropriate State and local agencies as determined by the State. Specifically, the Applicant assures that it has fulfilled or will fulfill the obligations imposed on FTA by U.S. Department of Transportation (U.S. DOT) regulations, “Intergovernmental Review of Department of Transportation Programs and Activities,” 49 CFR part 17. This assurance does not apply to Applicants for Federal assistance under FTA’s Tribal Transit Program, 49 U.S.C. 5311(c)(1).

#### D. Nondiscrimination Assurance

As required by 49 U.S.C. 5332 (which prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity), by Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and by U.S. DOT regulations, “Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act,” 49 CFR part 21 at 21.7, the Applicant assures that it will comply with all requirements imposed by or issued pursuant to 49 U.S.C. 5332, 42 U.S.C. 2000d, and 49 CFR part 21, so that no person in the United States, on the basis of race, color, national origin, creed, sex, or age will be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination in any program or activity (particularly in the level and quality of transportation services and transportation-related benefits) for which the Applicant receives Federal assistance awarded by the U.S. DOT or FTA. Specifically, during the period in which Federal assistance is extended to the project, or project property is used for a purpose for which the Federal assistance is extended or for another purpose involving the provision of similar services or benefits, or as long as the Applicant retains ownership or possession of the project property, whichever is longer, the Applicant assures that:

(1) Each project will be conducted, property acquisitions will be undertaken, and project facilities will be operated in accordance with all applicable requirements of 49 U.S.C. 5332, 42 U.S.C. 2000d, and 49 CFR part 21, and understands that this assurance extends to its entire facility and to facilities operated in connection with the project;

(2) It will promptly take the necessary actions to effectuate this assurance, including notifying the public that complaints of discrimination in the provision of transportation-related services or benefits may be filed with U.S. DOT or FTA. Upon request by U.S. DOT or FTA, the Applicant assures that it will submit the required information pertaining to its compliance with these provisions;

(3) It will include in each sub-agreement, property transfer agreement, third party contract, third party subcontract, or participation agreement adequate provisions to extend the requirements imposed by or issued pursuant to 49 U.S.C. 5332, 42 U.S.C. 2000d and 49 CFR part 21 to other parties involved therein including any

subrecipient, transferee, third party contractor, third party subcontractor at any level, successor in interest, or any other participant in the project;

(4) Should it transfer real property, structures, or improvements financed with Federal assistance provided by FTA to another party, any deeds and instruments recording the transfer of that property shall contain a covenant running with the land assuring nondiscrimination for the period during which the property is used for a purpose for which the Federal assistance is extended or for another purpose involving the provision of similar services or benefits;

(5) The United States has a right to seek judicial enforcement with regard to any matter arising under Title VI of the Civil Rights Act, U.S. DOT implementing regulations, and this assurance; and

(6) It will make any changes in its Title VI implementing procedures as U.S. DOT or FTA may request to achieve compliance with the requirements imposed by or issued pursuant to 49 U.S.C. 5332, 42 U.S.C. 2000d, and 49 CFR part 21.

#### E. Assurance of Nondiscrimination on the Basis of Disability

As required by U.S. DOT regulations, “Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance,” at 49 CFR 27.9, the Applicant assures that, as a condition to the approval or extension of any Federal assistance awarded by FTA to construct any facility, obtain any rolling stock or other equipment, undertake studies, conduct research, or to participate in or obtain any benefit from any program administered by FTA, no otherwise qualified person with a disability shall be, solely by reason of that disability, excluded from participation in, denied the benefits of, or otherwise subjected to discrimination in any program or activity receiving or benefiting from Federal assistance administered by the FTA or any entity within U.S. DOT. The Applicant assures that project implementation and operations so assisted will comply with all applicable requirements of U.S. DOT regulations implementing the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, *et seq.*, and the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. 12101 *et seq.*, and implementing U.S. DOT regulations at 49 CFR parts 27, 37, and 38, and any other applicable Federal laws that may be enacted or Federal regulations that may be promulgated.

#### F. Suspension and Debarment

In accordance with the terms of U.S. DOT regulations, “Nonprocurement Suspension and Debarment,” 2 CFR Part 1200, which adopts and supplements the provisions of U.S. Office of Management and Budget (U.S. OMB) “Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement),” 2 CFR Part 180:

- (1) The Applicant (Primary Participant) certifies to the best of its knowledge and belief, that it and its principals, including its first tier subrecipients:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded or disqualified from covered transactions by any Federal department or agency;
  - (b) Have not within a three-year period preceding its latest application or proposal been convicted of or had a civil judgment rendered against any of them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction, or contract under a public transaction; violation of any Federal or State antitrust statute; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making any false statement, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification;
  - (d) Have not within a three-year period preceding this certification had one or more public transactions (Federal, State, or local) terminated for cause or default.
- (2) The Applicant (Primary Participant) certifies that it and its principals, including its first tier subrecipients, will treat each lower tier contract or lower tier subcontract under the Project that (a) equals or exceeds \$25,000, (b) is for audit services, or (3) requires the consent of a Federal official, as a covered contract for purposes of 2 CFR Part 1200 and 2 CFR Part 180, and will otherwise comply with the Federal requirements of 2 CFR Part 1200 and 2 CFR Part 180, and will assure that the each lower tier participant involved in the Project is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded or disqualified from participation in this transaction by any Federal department or agency;
- (3) The Applicant (Primary Participant) certifies that if, later, it or its principals, including any of its first tier subrecipients, become aware of any information contradicting the statements of subparagraphs (1)(a) through (d) above, it will promptly provide any necessary information to FTA;
- (4) If the Applicant (Primary Participant) or any of its principals, including any of its first tier subrecipients or lower tier participants, is unable to certify to the statements within paragraphs (1), (2), and (3) above, the Applicant shall indicate so on its Signature Page or a Page attached in FTA's TEAM system providing a written explanation to FTA.

G. U.S. OMB Assurances

Consistent with U.S. OMB assurances set forth in SF-424B and SF-424D, the Applicant assures that, with respect to itself or its project, the Applicant:

- (1) Has the legal authority to apply for Federal assistance and the institutional, managerial, and financial capability (including funds sufficient to pay the non-Federal share of project cost) to assure proper planning, management, and completion of the project described in its application;
- (2) Will give FTA, the Comptroller General of the United States, and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives;
- (3) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest or personal gain;
- (4) Will initiate and complete the work within the applicable project time periods following receipt of FTA approval;
- (5) Will comply with all applicable Federal statutes relating to nondiscrimination including, but not limited to:
  - (a) Title VI of the Civil Rights Act, 42 U.S.C. 2000d, which prohibits discrimination on the basis of race, color, or national origin;
  - (b) Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. 1681 through 1683, and 1685 through 1687, and U.S. DOT regulations, "Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance," 49 CFR part 25, which prohibit discrimination on the basis of sex;
  - (c) Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, which prohibits discrimination on the basis of disability;
  - (d) The Age Discrimination Act of 1975, as amended, 42 U.S.C. 6101 through 6107, which prohibits discrimination on the basis of age;
  - (e) The Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. 1101 *et seq.*, relating to nondiscrimination on the basis of drug abuse;
  - (f) The Comprehensive Alcohol Abuse and Alcoholism Prevention Act of 1970, as amended, 42 U.S.C. 4541 *et seq.* relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
  - (g) The Public Health Service Act of 1912, as amended, 42 U.S.C. 290dd through 290dd-2., relating to confidentiality of alcohol and drug abuse patient records;
  - (h) Title VIII of the Civil Rights Act, 42 U.S.C. 3601 *et seq.*, relating to nondiscrimination in the sale, rental, or financing of housing; and
  - (i) Any other nondiscrimination statute(s) that may apply to the project;
- (6) To the extent applicable, will comply with, or has complied with, the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, (Uniform

Relocation Act) 42 U.S.C. 4601 *et seq.*, which, among other things, provide for fair and equitable treatment of persons displaced or persons whose property is acquired as a result of federally assisted programs. These requirements apply to all interests in real property acquired for project purposes and displacement caused by the project regardless of Federal participation in any purchase. As required by sections 210 and 305 of the Uniform Relocation Act, 42 U.S.C. 4630 and 4655, and by U.S. DOT regulations, “Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs,” 49 CFR 24.4, the Applicant assures that it has the requisite authority under applicable State and local law to comply with the requirements of the Uniform Relocation Act, 42 U.S.C. 4601 *et seq.*, and U.S. DOT regulations, “Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs,” 49 CFR part 24, and will comply with that Act or has complied with that Act and those implementing regulations, including but not limited to the following:

- (a) The Applicant will adequately inform each affected person of the benefits, policies, and procedures provided for in 49 CFR part 24;
- (b) The Applicant will provide fair and reasonable relocation payments and assistance as required by 42 U.S.C. 4622, 4623, and 4624; 49 CFR part 24; and any applicable FTA procedures, to or for families, individuals, partnerships, corporations, or associations displaced as a result of any project financed with FTA assistance;
- (c) The Applicant will provide relocation assistance programs offering the services described in 42 U.S.C. 4625 to such displaced families, individuals, partnerships, corporations, or associations in the manner provided in 49 CFR part 24;
- (d) Within a reasonable time before displacement, the Applicant will make available comparable replacement dwellings to displaced families and individuals as required by 42 U.S.C. 4625(c)(3);
- (e) The Applicant will carry out the relocation process in such manner as to provide displaced persons with uniform and consistent services, and will make available replacement housing in the same range of choices with respect to such housing to all displaced persons regardless of race, color, religion, or national origin;
- (f) In acquiring real property, the Applicant will be guided to the greatest extent practicable under State law, by the real property acquisition policies of 42 U.S.C. 4651 and 4652;
- (g) The Applicant will pay or reimburse property owners for their necessary expenses as specified in 42 U.S.C. 4653 and 4654, with the understanding that FTA will provide Federal financial assistance for the Applicant’s eligible costs of providing payments for those expenses, as required by 42 U.S.C. 4631;



- (h) The Applicant will execute such amendments to third party contracts and subagreements financed with FTA assistance and execute, furnish, and be bound by such additional documents as FTA may determine necessary to effectuate or implement the assurances provided herein; and
  - (i) The Applicant agrees to make these assurances part of or incorporate them by reference into any third party contract or subagreement, or any amendments thereto, relating to any project financed by FTA involving relocation or land acquisition and provide in any affected document that these relocation and land acquisition provisions shall supersede any conflicting provisions;
- (7) To the extent applicable, will comply with the Davis-Bacon Act, as amended, 40 U.S.C. 3141 *et seq.*, the Copeland “Anti-Kickback” Act, as amended, at 18 U.S.C. 874, and at 40 U.S.C. 3145, and the Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. 3701 *et seq.*, regarding labor standards for federally assisted projects;
  - (8) To the extent applicable, will comply with the flood insurance purchase requirements of section 102(a) of the Flood Disaster Protection Act of 1973, as amended, 42 U.S.C. 4012a(a), requiring the Applicant and its subrecipients in a special flood hazard area to participate in the program and purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more;
  - (9) To the extent applicable, will comply with the Lead-Based Paint Poisoning Prevention Act, 42 U.S.C. 4831(b), which prohibits the use of lead-based paint in the construction or rehabilitation of residence structures;
  - (10) To the extent applicable, will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities on which a construction project supported with FTA assistance takes place without permission and instructions from FTA;
  - (11) To the extent required by FTA, will record the Federal interest in the title of real property, and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project;
  - (12) To the extent applicable, will comply with FTA provisions concerning the drafting, review, and approval of construction plans and specifications of any construction project supported with FTA assistance. As required by U.S. DOT regulations, “Seismic Safety,” 49 CFR 41.117(d), before accepting delivery of any building financed with FTA assistance, it will obtain a certificate of compliance with the seismic design and construction requirements of 49 CFR part 41;
  - (13) To the extent applicable, will provide and maintain competent and adequate engineering supervision at the construction site of any project supported with FTA assistance to assure that the complete work conforms with the approved plans and specifications, and will furnish progress reports and such other information as may be required by FTA or the State;

- (14) To the extent applicable, will comply with any applicable environmental standards that may be prescribed to implement the following Federal laws and executive orders:
- (a) Institution of environmental quality control measures under the National Environmental Policy Act of 1969, as amended, 42 U.S.C. 4321 through 4335 and Executive Order No. 11514, as amended, 42 U.S.C. 4321 note;
  - (b) Notification of violating facilities pursuant to Executive Order No. 11738, 42 U.S.C. 7606 note;
  - (c) Protection of wetlands pursuant to Executive Order No. 11990, 42 U.S.C. 4321 note;
  - (d) Evaluation of flood hazards in floodplains in accordance with Executive Order No. 11988, 42 U.S.C. 4321 note;
  - (e) Assurance of project consistency with the approved State management program developed pursuant to the requirements of the Coastal Zone Management Act of 1972, as amended, 16 U.S.C. 1451 through 1465;
  - (f) Conformity of Federal actions to State (Clean Air) Implementation Plans under section 176(c) of the Clean Air Act of 1955, as amended, 42 U.S.C. 7401 through 7671q;
  - (g) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended, 42 U.S.C. 300f through 300j-6;
  - (h) Protection of endangered species under the Endangered Species Act of 1973, as amended, 16 U.S.C. 1531 through 1544; and
  - (i) Environmental protections for Federal transportation programs, including, but not limited to, protections for parks, recreation areas, or wildlife or waterfowl refuges of national, State, or local significance or any land from a historic site of national, State, or local significance to be used in a transportation project as required by 49 U.S.C. 303(b) and 303(c);
  - (j) Protection of the components of the national wild and scenic rivers systems, as required under the Wild and Scenic Rivers Act of 1968, as amended, 16 U.S.C. 1271 through 1287; and
  - (k) Provision of assistance to FTA in complying with section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f; with the Archaeological and Historic Preservation Act of 1974, as amended, 16 U.S.C. 469 through 469c ; and with Executive Order No. 11593 (identification and protection of historic properties), 16 U.S.C. 470 note;
- (15) To the extent applicable, will comply with the requirements of the Hatch Act, 5 U.S.C. 1501 through 1508 and 7324 through 7326, which limit the political activities of State and local agencies and their officers and employees whose primary employment activities are financed in whole or part with Federal funds including a Federal loan, grant agreement, or cooperative agreement except, in accordance with 49 U.S.C. 5307(k)(2) and 23 U.S.C. 142(g), the Hatch Act does not apply to a nonsupervisory employee of a public transportation system (or of



- any other agency or entity performing related functions) receiving FTA assistance to whom that Act does not otherwise apply;
- (16) To the extent applicable, will comply with the National Research Act, Pub. L. 93-348, July 12, 1974, as amended, 42 U.S.C. 289 *et seq.*, and U.S. DOT regulations, "Protection of Human Subjects," 49 CFR part 11, regarding the protection of human subjects involved in research, development, and related activities supported by Federal assistance; (17) To the extent applicable, will comply with the Animal Welfare Act, as amended, 7 U.S.C. 2131 *et seq.*, and U.S. Department of Agriculture regulations, "Animal Welfare," 9 CFR subchapter A, parts 1, 2, 3, and 4, regarding the care, handling, and treatment of warm blooded animals held or used for research, teaching, or other activities supported by Federal assistance;
  - (18) Will have performed the financial and compliance audits as required by the Single Audit Act Amendments of 1996, 31 U.S.C. 7501 *et seq.*, U.S. OMB Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations," Revised, and the most recent applicable U.S. OMB A-133 Compliance Supplement provisions for the U.S. DOT; and
  - (19) To the extent applicable, will comply with all applicable provisions of all other Federal laws or regulations, and follow Federal directives governing the project, except to the extent that FTA has expressly approved otherwise in writing.

## **02. LOBBYING CERTIFICATION**

*An Applicant that submits or intends to submit an application to FTA for any Federal grant, loan (including a line of credit), cooperative agreement, loan guarantee, or loan insurance exceeding \$100,000 is required to provide the following certification. FTA may not award Federal grant, loan (including a line of credit), cooperative agreement, loan guarantee, or loan insurance exceeding \$100,000 until the Applicant provides this certification by selecting Category "02."*

- A. As required by 31 U.S.C. 1352 and U.S. DOT regulations, "New Restrictions on Lobbying," at 49 CFR 20.110, the Applicant's authorized representative certifies to the best of his or her knowledge and belief that for each application to U.S. DOT or FTA for a Federal grant, loan (including a line of credit), cooperative agreement, or a commitment that the Federal Government to guarantee or insure a loan exceeding \$100,000:

- (1) No Federal appropriated funds have been or will be paid by or on behalf of the Applicant to any person to influence or attempt to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress regarding the award of a Federal grant, loan (including a line of credit), cooperative agreement, loan guarantee, or loan insurance, or the extension, continuation, renewal, amendment, or modification of any Federal grant, loan (including a line of credit), cooperative agreement, loan guarantee, or loan insurance;

- (2) If any funds other than Federal appropriated funds have been or will be paid to any person to influence or attempt to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any application for a Federal grant, loan (including a line of credit), cooperative agreement, loan guarantee, or loan insurance, the Applicant assures that it will complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions; and
  - (3) The language of this certification shall be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, subagreements, and contracts under grants, loans (including a line of credit), cooperative agreements, loan guarantees, and loan insurance).
- B. The Applicant understands that this certification is a material representation of fact upon which reliance is placed by the Federal government and that submission of this certification is a prerequisite for providing a Federal grant, loan (including a line of credit), cooperative agreement, loan guarantee, or loan insurance for a transaction covered by 31 U.S.C. 1352. The Applicant also understands that any person who fails to file a required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **03. PROCUREMENT COMPLIANCE**

*In accordance with 49 CFR 18.36(g)(3)(ii), each Applicant that is a State, local, or Indian tribal government that is seeking Federal assistance to acquire property or services in support of its project is requested to provide the following certification by selecting Category "03." FTA also requests other Applicants to provide the following certification. An Applicant for FTA assistance to acquire property or services in support of its project that fails to provide this certification may be determined ineligible for award of Federal assistance for the project, if FTA determines that its procurement practices and procurement system fail to comply with Federal laws or regulations in accordance with applicable Federal directives.*

The Applicant certifies that its procurements and procurement system will comply with all applicable Federal laws and regulations in accordance with applicable Federal directives, except to the extent FTA has expressly approved otherwise in writing.

### **04. PROTECTIONS FOR PRIVATE TRANSPORTATION PROVIDERS**

*Each Applicant that is a State, local, or Indian tribal government that is seeking Federal assistance authorized under 49 U.S.C. chapter 53 to acquire any property or an interest in the property of a private provider of public transportation or to operate public transportation equipment or facilities in competition with, or operate public transportation equipment or facilities in*

*addition to, transportation service provided by an existing private provider of public transportation is required to provide the following certification. FTA may not award Federal assistance for such a project until the Applicant provides this certification by selecting Category “04.”*

As required by 49 U.S.C. 5323(a)(1), the Applicant certifies that before it acquires the property or an interest in the property of a private provider of public transportation or operates public transportation equipment or facilities in competition with, or in addition to, transportation service provided by an existing public transportation company, it has or will have:

- A. Determined that the assistance is essential to carrying out a program of projects as required by 49 U.S.C. 5303, 5304, and 5306;
- B. Provided for the participation of private companies engaged in public transportation to the maximum extent feasible; and
- C. Paid just compensation under State or local law to the company for any franchise or property acquired.

## **05. PUBLIC HEARING**

*An Applicant seeking Federal assistance authorized under 49 U.S.C. chapter 53 for a capital project that will substantially affect a community or a community’s public transportation service is required to provide the following certification. FTA may not award Federal assistance for a capital project of that type until the Applicant provides this certification by selecting Category “05.”*

As required by 49 U.S.C. 5323(b), for a proposed capital project that will substantially affect a community, or the public transportation service of a community, the Applicant certifies that it has, or before submitting its application, it will have:

- A. Provided an adequate opportunity for public review and comment on the proposed project;
- B. After providing notice, including a concise description of the proposed project, published in a newspaper of general circulation in the geographic area to be served, held a public hearing on the project if the project affects significant economic, social, or environmental interests;
- C. Considered the economic, social, and environmental effects of the proposed project; and
- D. Determined that the proposed project is consistent with official plans for developing the community.

## **06. ACQUISITION OF ROLLING STOCK FOR USE IN REVENUE SERVICE**

*An Applicant seeking Federal assistance authorized under 49 U.S.C. chapter 53 to acquire any rolling stock for use in revenue service is required to provide the following certification. FTA may not award any Federal assistance to acquire*

*such rolling stock until the Applicant provides this certification by selecting Category “06.”*

As required by 49 U.S.C. 5323(m) and implementing FTA regulations, “Pre-Award and Post-Delivery Audits of Rolling Stock Purchases,” 49 CFR part 663, at 49 CFR 663.7, the Applicant certifies that it will comply with the requirements of 49 CFR part 663 as modified by amendments authorized by section 3023(k) of SAFETEA-LU when procuring revenue service rolling stock. Among other things, the Applicant agrees to conduct or cause to be conducted the requisite pre-award and post delivery reviews, and maintain on file the certifications required by 49 CFR part 663, subparts B, C, and D.

#### **07. ACQUISITION OF CAPITAL ASSETS BY LEASE**

*An Applicant that intends to request the use of Federal assistance authorized under 49 U.S.C. chapter 53 to acquire capital assets by lease is required to provide the following certifications. FTA may not provide Federal assistance to support those costs until the Applicant provides this certification by selecting Category “07.”*

As required by FTA regulations, “Capital Leases,” 49 CFR part 639, at 49 CFR 639.15(b)(1) and 49 CFR 639.21, if the Applicant acquires any capital asset by lease financed with Federal assistance authorized under 49 U.S.C. chapter 53, the Applicant certifies as follows:

- (1) It will not use Federal assistance authorized under 49 U.S.C. chapter 53 to finance the cost of leasing any capital asset until it performs calculations demonstrating that leasing the capital asset would be more cost-effective than purchasing or constructing a similar asset; and it will complete these calculations before entering into the lease or before receiving a capital grant for the asset, whichever is later; and
- (2) It will not enter into a capital lease for which FTA can provide only incremental Federal assistance unless it has adequate financial resources to meet its future obligations under the lease if Federal assistance is not available for capital projects in the subsequent years.

#### **08. BUS TESTING**

*An Applicant for Federal assistance appropriated or made available for 49 U.S.C. chapter 53 to acquire any new bus model or any bus model with a new major change in configuration or components is required to provide the following certification. FTA may not provide Federal assistance for the acquisition of any new bus model or bus model with a major change until the Applicant provides this certification by selecting Category “08.”*

As required by 49 U.S.C. 5318 and FTA regulations, “Bus Testing,” at 49 CFR 665.7, the Applicant certifies that, before expending any Federal assistance to acquire the first bus of any new bus model or any bus model with a new major change in configuration or components, or before authorizing final acceptance of that bus (as described in 49 CFR part 665):

- A. The bus model will have been tested at FTA’s bus testing facility; and
- B. The Applicant will have received a copy of the test report prepared on the bus model.

## **09. CHARTER SERVICE AGREEMENT**

*An Applicant seeking Federal assistance authorized under 49 U.S.C. chapter 53 (except as permitted by 49 CFR 604.2), or under 23 U.S.C. 133 or 142, to acquire or operate any public transportation equipment or facilities is required to enter into the following Charter Service Agreement. FTA may not provide Federal assistance authorized under 49 U.S.C. chapter 53 (except as permitted by 49 CFR 604.2), or under 23 U.S.C. 133 or 142, for such projects until the Applicant enters into this Charter Service Agreement by selecting Category “09.”*

- A. As required by 49 U.S.C. 5323(d) and (g) and FTA regulations at 49 CFR 604.4, the Applicant understands and agrees that it and each subrecipient, lessee, third party contractor, or other participant in the project at any tier may provide charter service for transportation projects that uses equipment or facilities acquired with Federal assistance authorized under the Federal transit laws (except as permitted by 49 CFR 604.2), or under 23 U.S.C. 133 or 142, only in compliance with those laws and FTA regulations, “Charter Service,” 49 CFR part 604, the terms and conditions of which are incorporated herein by reference.
- B. The Applicant understands and agrees that:
  - (1) The requirements of FTA regulations, “Charter Service,” 49 CFR part 604, will apply to any charter service it or its subrecipients, lessees, third party contractors, or other participants in the project provide;
  - (2) The definitions of FTA regulations, “Charter Service,” 49 CFR part 604, will apply to this Charter Service Agreement; and
  - (3) A pattern of violations of this Charter Service Agreement may require corrective measures and imposition of remedies, including barring the Applicant, subrecipient, lessee, third party contractor, or other participant in the project that has engaged in that pattern of violations from receiving FTA financial assistance, or withholding an amount of Federal assistance as set forth in FTA regulations, “Charter Service,” 49 CFR part 604, Appendix D.

## **10. SCHOOL TRANSPORTATION AGREEMENT**

*An Applicant that is seeking Federal assistance authorized under 49 U.S.C. chapter 53 or under 23 U.S.C. 133 or 142 to acquire or operate public*

*transportation facilities and equipment is required to enter into the following School Transportation Agreement. FTA may not provide Federal assistance authorized under 49 U.S.C. chapter 53 or under 23 U.S.C.133 or 142 for such projects until the Applicant enters into this School Transportation Agreement by selecting Category “10.”*

- A. As required by 49 U.S.C. 5323(f) and (g) and FTA regulations at 49 CFR 605.14, the Applicant understands and agrees that it and each subrecipient, lessee, third party contractor, or other participant in the project at any tier may engage in school transportation operations in competition with private school transportation operators that uses equipment or facilities acquired with Federal assistance authorized under the Federal transit laws or under 23 U.S.C. 133 or 142, only in compliance with those laws and FTA regulations, “School Bus Operations,” 49 CFR part 605, to the extent consistent with 49 U.S.C. 5323(f) or (g), the terms and conditions of which are incorporated herein by reference.
- B. The Applicant understands and agrees that:
  - (1) The requirements of FTA regulations, “School Bus Operations,” 49 CFR part 605, to the extent consistent with 49 U.S.C. 5323(f) or (g), will apply to any school transportation service it or its subrecipients, lessees, third party contractors, or other participants in the project provide;
  - (2) The definitions of FTA regulations, “School Bus Operations,” 49 CFR part 605 will apply to this School Transportation Agreement; and
  - (3) If there is a violation of this School Transportation Agreement, FTA will bar the Applicant, subrecipient, lessee, third party contractor, or other participant in the project that has violated this School Transportation Agreement from receiving Federal transit assistance in an amount FTA considers appropriate.

## **11. DEMAND RESPONSIVE SERVICE**

*An Applicant that operates demand responsive service and applies for direct Federal assistance authorized under 49 U.S.C. chapter 53 to acquire non-rail public transportation vehicles is required to provide the following certification. FTA may not award direct Federal assistance authorized under 49 U.S.C. chapter 53 to an Applicant that operates demand responsive service to acquire non-rail public transportation vehicles until the Applicant provides this certification by selecting Category “11.”*

As required by U.S. DOT regulations, “Transportation Services for Individuals with Disabilities (ADA),” at 49 CFR 37.77(d), the Applicant certifies that its demand responsive service offered to individuals with disabilities, including individuals who use wheelchairs, is equivalent to the level and quality of service offered to individuals without disabilities. Viewed in its entirety, the Applicant’s service for individuals with disabilities is provided in the most integrated setting feasible and is equivalent with respect to: (1) response time, (2) fares, (3)



geographic service area, (4) hours and days of service, (5) restrictions on trip purpose, (6) availability of information and reservation capability, and (7) constraints on capacity or service availability.

## **12. ALCOHOL MISUSE AND PROHIBITED DRUG USE**

*If the Applicant is required by FTA regulations, “Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations,” at 49 CFR part 655, to provide the following certification concerning its activities to prevent alcohol misuse and prohibited drug use in its public transportation operations, FTA may not provide Federal assistance to that Applicant until it provides this certification by selecting Category “12.”*

As required by FTA regulations, “Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations,” at 49 CFR part 655, subpart I, the Applicant certifies that it has established and implemented an alcohol misuse and anti-drug program, and has complied with or will comply with all applicable requirements of FTA regulations, “Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations,” 49 CFR part 655.

## **13. INTEREST AND OTHER FINANCING COSTS**

*An Applicant that intends to request the use of Federal assistance for reimbursement of interest or other financing costs incurred for its capital projects financed with Federal assistance under the Urbanized Area Formula Program, the Capital Investment Program, or the Paul S. Sarbanes Transit in Parks Program is required to provide the following certification. FTA may not provide Federal assistance to support interest or other financing costs until the Applicant provides this certification by selecting Category “13.”*

As required by 49 U.S.C. 5307(g)(3), 5309(g)(2)(B)(iii), 5309(g)(3)(B)(iii), 5309(i)(2)(C), and 5320(h)(2)(C), the Applicant certifies that it will not seek reimbursement for interest or other financing costs unless it is eligible to receive Federal assistance for those costs and its records demonstrate that it has used reasonable diligence in seeking the most favorable financing terms underlying those costs, to the extent FTA may require.

## **14. INTELLIGENT TRANSPORTATION SYSTEMS**

*An Applicant for FTA assistance for an Intelligent Transportation Systems (ITS) project, defined as any project that in whole or in part finances the acquisition of technologies or systems of technologies that provide or significantly contribute to the provision of one or more ITS user services as defined in the “National ITS Architecture,” is requested to provide the following assurance. FTA strongly encourages any Applicant for FTA financial assistance to support an ITS project*

*to provide this assurance by selecting Category “14.” An Applicant for FTA assistance for an ITS project that fails to provide this assurance, without providing other documentation assuring its commitment to comply with applicable Federal ITS standards and protocols, may be determined ineligible for award of Federal assistance for the ITS project.*

As used in this assurance, the term Intelligent Transportation Systems (ITS) project is defined to include any project that in whole or in part finances the acquisition of technologies or systems of technologies that provide or significantly contribute to the provision of one or more ITS user services as defined in the “National ITS Architecture.”

- A. As provided in subsection 5307(c) of SAFETEA-LU, 23 U.S.C. 512 note, apart from certain exceptions, “intelligent transportation system projects carried out using funds made available from the Highway Trust Fund, including funds made available under this subtitle to deploy intelligent transportation system technologies, [shall] conform to the national architecture, applicable standards or provisional standards, and protocols developed under subsection (a) [of section 5307 of SAFETEA-LU].” To facilitate compliance with subsection 5307(c) of SAFETEA-LU, 23 U.S.C. 512 note, the Applicant assures it will comply with all applicable provisions of Section V (Regional ITS Architecture) and Section VI (Project Implementation) of FTA Notice, “FTA National ITS Architecture Policy on Transit Projects,” at 66 FR 1455 *et seq.*, January 8, 2001, and other FTA policies that may be issued in connection with any ITS project it undertakes financed with funds authorized under Title 49 or Title 23, United States Code, except to the extent that FTA expressly determines otherwise in writing; and
- B. With respect to any ITS project financed with Federal assistance derived from a source other than Title 49 or Title 23, United States Code, the Applicant assures that it will use its best efforts to assure that any ITS project it undertakes will not preclude interface with other intelligent transportation systems in the Region.

## **15. URBANIZED AREA FORMULA PROGRAM**

*Each Applicant for Urbanized Area Formula Program assistance authorized under 49 U.S.C. 5307 is required to provide the following certifications on behalf of itself and any subrecipients participating in its projects. Unless FTA determines otherwise in writing, the Applicant is ultimately responsible for compliance with its certifications and assurances even though a subrecipient, lessee, third party contractor, or other participant may participate in that project. Consequently, in providing certifications and assurances that involve the compliance of its prospective subrecipients, the Applicant is strongly encouraged to take appropriate measures, including but not limited to obtaining sufficient documentation from each subrecipient, to assure the validity of all certifications and assurances the Applicant has made to FTA. If, however a “Designated Recipient” as defined at 49 U.S.C. 5307(a)(2)(A) enters into a Supplemental*



*Agreement with FTA and a Prospective Grantee, that Grantee is recognized as the Applicant for Urbanized Area Formula Program assistance and must provide the following certifications and assurances.*

*Each Applicant is required by 49 U.S.C. 5307(d)(1)(J) to expend at least one (1) percent of its urbanized Area Formula Program assistance for public transportation security projects, unless the Applicant has certified that such expenditures are not necessary. Information about the Applicant's intentions will be recorded in the "Security" tab page of the TEAM-Web "Project Information" window when the Applicant enters its Urbanized Area Formula Program application in TEAM-Web.*

*FTA may not award Urbanized Area Formula Program assistance to any Applicant that is required by 49 U.S.C. 5307(d)(1)(K) to expend one (1) percent of its Urbanized Area Formula Program assistance for eligible transit enhancements unless that Applicant's quarterly report for the fourth quarter of the preceding Federal fiscal year has been submitted to FTA and includes the requisite list or the Applicant attaches in TEAM-Web or includes in its quarterly report information sufficient to demonstrate that the Designated Recipients in its area together have expended one (1) percent of the amount of Urbanized Area Program assistance made available to them for transit enhancement projects. FTA may not award Federal assistance for the Urbanized Area Formula Program to the Applicant until the Applicant provides these certifications and assurances by selecting Category "15."*

As required by 49 U.S.C. 5307(d)(1), the Applicant certifies as follows:

- A. In compliance with 49 U.S.C. 5307(d)(1)(A), the Applicant has or will have the legal, financial, and technical capacity to carry out its proposed program of projects, including the safety and security aspects of that program;
- B. In compliance with 49 U.S.C. 5307(d)(1)(B), the Applicant has or will have satisfactory continuing control over the use of Project equipment and facilities;
- C. In compliance with 49 U.S.C. 5307(d)(1)(C), the Applicant will adequately maintain the Project equipment and facilities;
- D. In compliance with 49 U.S.C. 5307(d)(1)(D), the Applicant will assure that any elderly individual, any individual with disabilities, or any person presenting a Medicare card issued to himself or herself pursuant to title II or title XVIII of the Social Security Act (42 U.S.C. 401 *et seq.* or 42 U.S.C. 1395 *et seq.*), will be charged for transportation during non-peak hours using or involving a facility or equipment of a project financed with Federal assistance authorized for 49 U.S.C. 5307, not more than fifty (50) percent of the peak hour fare;
- E. In compliance with 49 U.S.C. 5307(d)(1)(E), the Applicant, in carrying out a procurement financed with Federal assistance authorized under 49 U.S.C. 5307: (1) will use competitive procurement (as defined or approved by FTA), (2) will not use exclusionary or discriminatory specifications in its procurements, (3) will comply with applicable Buy America laws, and (4) will comply with the general provisions for FTA assistance of 49 U.S.C. 5323 and the third party procurement requirements of 49 U.S.C. 5325;

- F. In compliance with 49 U.S.C. 5307(d)(1)(F), the Applicant has complied with or will comply with the requirements of 49 U.S.C. 5307(c). Specifically, the Applicant: (1) has made available, or will make available, to the public information on the amounts available for the Urbanized Area Formula Program, 49 U.S.C. 5307, and the program of projects it proposes to undertake; (2) has developed or will develop, in consultation with interested parties including private transportation providers, a proposed program of projects for activities to be financed; (3) has published or will publish a proposed program of projects in a way that affected citizens, private transportation providers, and local elected officials have the opportunity to examine the proposed program and submit comments on the proposed program and the performance of the Applicant; (4) has provided or will provide an opportunity for a public hearing to obtain the views of citizens on the proposed program of projects; (5) has assured or will assure that the proposed program of projects provides for the coordination of transportation services assisted under 49 U.S.C. 5336 with transportation services assisted by another Federal government source; (6) has considered or will consider the comments and views received, especially those of private transportation providers, in preparing its final program of projects; and (7) has made or will make the final program of projects available to the public;
- G. In compliance with 49 U.S.C. 5307(d)(1)(G), the Applicant has or will have available and will provide the amount of funds required by 49 U.S.C. 5307(e) for the local share, and that those funds will be provided from approved non-Federal sources except as permitted by Federal law;
- H. In compliance with 49 U.S.C. 5307(d)(1)(H), the Applicant will comply with: (1) 49 U.S.C. 5301(a) (requirements for public transportation systems that maximize the safe, secure, and efficient mobility of individuals, minimize environmental impacts, and minimize transportation-related fuel consumption and reliance on foreign oil); (2) 49 U.S.C. 5301(d) (special efforts to design and provide public transportation for elderly individuals and individuals with disabilities); and (3) 49 U.S.C. 5303 through 5306 (planning and private enterprise requirements);
- I. In compliance with 49 U.S.C. 5307(d)(1)(I), the Applicant has a locally developed process to solicit and consider public comment before raising a fare or implementing a major reduction of public transportation;
- J. In compliance with 49 U.S.C. 5307(d)(1)(J), each Federal fiscal year, the Applicant will spend at least one (1) percent of its funds authorized by 49 U.S.C. 5307 for public transportation security projects, unless the Applicant has certified to FTA that such expenditures are not necessary. Public transportation security projects include increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, emergency telephone line or lines to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of existing or planned public transportation; and
- K. In compliance with 49 U.S.C. 5307(d)(1)(K), if the Applicant is a Designated Recipient serving an urbanized area with a population of at least 200,000, (1) the

Applicant certifies either that it has expended or will expend for transit enhancements as defined at 49 U.S.C. 5302(a)(15) not less than one (1) percent of the amount of the Urbanized Area Formula Assistance it receives this Federal fiscal year, or that at least one Designated Recipient in its urbanized area has certified or will certify that the Designated Recipients within that urbanized area together have expended or will expend for transit enhancements as defined at 49 U.S.C. 5302(a)(15) not less than one (1) percent of the total amounts the Designated Recipients receive each Federal fiscal year under 49 U.S.C. 5307, and (2) either the Applicant has listed or will list the transit enhancement projects it has carried out with those funds, or at least one Designated Recipient in the Applicant's urbanized area has listed or will list the transit enhancement projects carried out with funds authorized under 49 U.S.C. 5307. If the Designated Recipient's quarterly report for the fourth quarter of the preceding Federal fiscal year includes a list of transit enhancement projects the Designated Recipients in its urbanized area have implemented during that preceding Federal fiscal year using those funds, the information in that quarterly report will fulfill the requirements of 49 U.S.C. 5307(d)(1)(K)(ii), and thus that quarterly report will be incorporated by reference and made part of the Designated Recipient's and Applicant's certifications and assurances.

## **16. CLEAN FUELS GRANT PROGRAM**

*Each Applicant for Clean Fuels Grant Program assistance authorized under 49 U.S.C. 5308 is required to provide the following certifications on behalf of itself and its subrecipients. Unless FTA determines otherwise in writing, the Applicant is ultimately responsible for compliance with its certifications and assurances even though a subrecipient, lessee, third party contractor, or other participant may participate in that project. Consequently, in providing certifications and assurances that involve the compliance of its prospective subrecipients, the Applicant is strongly encouraged to take the appropriate measures, including but not limited to obtaining sufficient documentation from each subrecipient, to assure the validity of all certifications and assurances the Applicant has made to FTA. FTA may not award Federal assistance for the Clean Fuels Grant Program until the Applicant provides these certifications by selecting Category "16."*

As required by 49 U.S.C. 5308(d)(1), which makes the requirements of 49 U.S.C. 5307 applicable to Clean Fuels Grant Program assistance, and 49 U.S.C. 5307(d)(1), the designated recipient or the recipient serving as the Applicant on behalf of the designated recipient, or the State or State organization serving as the Applicant on behalf of the State, certifies as follows:

- A. In compliance with 49 U.S.C. 5307(d)(1)(A), the Applicant has or will have the legal, financial, and technical capacity to carry out its proposed program of projects, including the safety and security aspects of that program;

- B. In compliance with 49 U.S.C. 5307(d)(1)(B), the Applicant has or will have satisfactory continuing control over the use of project equipment and facilities;
- C. In compliance with 49 U.S.C. 5307(d)(1)(C), the Applicant will adequately maintain the project equipment and facilities;
- D. In compliance with 49 U.S.C. 5307(d)(1)(D), the Applicant will assure that any elderly individual, any individual with disabilities, or any person presenting a Medicare card issued to himself or herself pursuant to title II or title XVIII of the Social Security Act (42 U.S.C. 401 *et seq.* or 42 U.S.C. 1395 *et seq.*), will be charged for transportation during non-peak hours using or involving a facility or equipment of a project financed with Federal assistance authorized under 49 U.S.C. 5308, not more than fifty (50) percent of the peak hour fare;
- E. In compliance with 49 U.S.C. 5307(d)(1)(E), the Applicant, in carrying out a procurement financed with Federal assistance authorized under 49 U.S.C. 5308: (1) will use competitive procurement (as defined or approved by FTA), (2) will not use exclusionary or discriminatory specifications in its procurements, (3) will comply with applicable Buy America laws, and (4) will comply with the general provisions for FTA assistance of 49 U.S.C. 5323 and the third party procurement requirements of 49 U.S.C. 5325;
- F. In compliance with 49 U.S.C. 5307(d)(1)(F), the Applicant has complied with or will comply with the requirements of 49 U.S.C. 5307(c). Specifically, the Applicant: (1) has made available, or will make available, to the public information on the amounts available for the Clean Fuels Grant Program, 49 U.S.C. 5308, and the projects it proposes to undertake; (2) has developed or will develop, in consultation with interested parties including private transportation providers, the proposed projects to be financed; (3) has published or will publish a list of the proposed projects in a way that affected citizens, private transportation providers, and local elected officials have the opportunity to examine the proposed projects and submit comments on the proposed projects and the performance of the Applicant; (4) has provided or will provide an opportunity for a public hearing to obtain the views of citizens on the proposed projects; (5) has assured or will assure that the proposed projects provide for the coordination of transportation services assisted under 49 U.S.C. 5336 with transportation services assisted by another Federal government source; (6) has considered or will consider the comments and views received, especially those of private transportation providers, in preparing its final list of projects; and (7) has made or will make the final list of projects available to the public;
- G. In compliance with 49 U.S.C. 5307(d)(1)(G), the Applicant has or will have available and will provide the amount of funds required by 49 U.S.C. 5308(d)(2) for the local share, and that those funds will be provided from approved non-Federal sources except as permitted by Federal law;
- H. In compliance with 49 U.S.C. 5307(d)(1)(H), the Applicant will comply with: (1) 49 U.S.C. 5301(a) (requirements for public transportation systems that maximize the safe, secure, and efficient mobility of individuals, minimize environmental impacts, and minimize transportation-related fuel consumption and reliance on foreign oil); (2) 49 U.S.C. 5301(d) (special efforts to design and provide public

- transportation for elderly individuals and individuals with disabilities); and (3) 49 U.S.C. 5303 through 5306 (planning and private enterprise requirements);
- I. In compliance with 49 U.S.C. 5307(d)(1)(I), the Applicant has a locally developed process to solicit and consider public comment before raising a fare or implementing a major reduction of public transportation; and
  - J. The Applicant certifies it will operate vehicles purchased with Federal assistance provided under the Clean Fuels Grant Program, 49 U.S.C. 5308 only with clean fuels.

## **17. ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES FORMULA GRANT PROGRAM AND PILOT PROGRAM**

*Before FTA may award Elderly Individuals and Individuals with Disabilities Formula Grant Program assistance and, if applicable, Elderly Individuals and Individuals with Disabilities Pilot Program assistance to a State, the U.S. Secretary of Transportation or his or her designee is required to make the pre-award determinations required by 49 U.S.C. 5310. Because certain information is needed before FTA can make those determinations, each State is requested to provide the following certifications assurances on behalf of itself and its subrecipients. Unless FTA determines otherwise in writing, the State itself is ultimately responsible for compliance with its certifications and assurances even though a subrecipient, lessee, third party contractor, or other participant may participate in that project. Consequently, in providing certifications and assurances that involve the compliance of its prospective subrecipients, the State is strongly encouraged to take the appropriate measures, including but not limited to obtaining sufficient documentation from each subrecipient, to assure the validity of all certifications and assurances the State has made to FTA. A State that fails to provide these certifications and assurances on behalf of itself and its subrecipients may be determined ineligible for a grant of Federal assistance under 49 U.S.C. 5310 if FTA lacks sufficient information from which to make those determinations required by Federal laws and regulations governing the Elderly Individuals and Individuals with Disabilities Formula Grant Program and, if applicable, the Elderly Individuals and Individuals with Disabilities Pilot Program authorized by 49 U.S.C. 5310 and section 3012 of SAFETEA-LU, respectively. The State is thus requested to select Category "17."*

A. As required by 49 U.S.C. 5310(d), which makes the requirements of 49 U.S.C. 5307 applicable to the Elderly Individuals and Individuals with Disabilities Formula Grant Program to the extent that the Federal Transit Administrator or his or her designee determines appropriate, and 49 U.S.C. 5307(d)(1), the State or State organization serving as the Applicant (State) and that administers, on behalf of the State, the Elderly Individuals and Individuals with Disabilities Program authorized by 49 U.S.C. 5310, and, if applicable, the Elderly Individuals and Individuals with Disabilities Pilot Program authorized by subsection 3012(b) of



SAFETEA-LU, 49 U.S.C. 5310 note, certifies and assures on behalf of itself and its subrecipients as follows:

- (1) In compliance with 49 U.S.C. 5307(d)(1)(A), the Applicant has or will have the legal, financial, and technical capacity to carry out its proposed program of projects, including the safety and security aspects of that program;
  - (2) In compliance with 49 U.S.C. 5307(d)(1)(B), the Applicant has or will have satisfactory continuing control over the use of project equipment and facilities;
  - (3) In compliance with 49 U.S.C. 5307(d)(1)(C), the Applicant will adequately maintain the project equipment and facilities;
  - (4) In compliance with 49 U.S.C. 5307(d)(1)(E), the Applicant, in carrying out a procurement financed with Federal assistance authorized under 49 U.S.C. 5310 or subsection 3012(b) of SAFETEA-LU: (1) will use competitive procurement (as defined or approved by FTA), (2) will not use exclusionary or discriminatory specifications in its procurements, (3) will comply with applicable Buy America laws, and (4) will comply with the general provisions for FTA assistance of 49 U.S.C. 5323 and the third party procurement requirements of 49 U.S.C. 5325;
  - (5) The State has or will have available and will provide the amount of funds required by 49 U.S.C. 5310(c), and if applicable by subsections 3012(b)(3) and (4) of SAFETEA-LU, for the local share, and that those funds will be provided from approved non-Federal sources except as permitted by Federal law; and
  - (6) In compliance with 49 U.S.C. 5307(d)(1)(H), the Applicant will comply with: (1) 49 U.S.C. 5301(a) (requirements for public transportation systems that maximize the safe, secure, and efficient mobility of individuals, minimize environmental impacts, and minimize transportation-related fuel consumption and reliance on foreign oil); (2) 49 U.S.C. 5301(d) (special efforts to design and provide public transportation for elderly individuals and individuals with disabilities); and (3) 49 U.S.C. 5303 through 5306 (planning and private enterprise requirements);
- B. The State assures that each subrecipient either is recognized under State law as a private nonprofit organization with the legal capability to contract with the State to carry out the proposed project, or is a public body that has met the statutory requirements to receive Federal assistance authorized for 49 U.S.C. 5310;
- C. The private nonprofit subrecipient's application for 49 U.S.C. 5310 assistance contains information from which the State concludes that the transit service provided or offered to be provided by existing public or private transit operators is unavailable, insufficient, or inappropriate to meet the special needs of the elderly and persons with disabilities;
- D. In compliance with 49 U.S.C. 5310(d)(2)(A) and subsection 3012(b)(2) of SAFETEA-LU, the State certifies that, before it transfers funds to a project funded under 49 U.S.C. 5336, that project has been or will have been coordinated with private nonprofit providers of services under 49 U.S.C. 5310;

- E. In compliance with 49 U.S.C. 5310(d)(2)(C), the State certifies that allocations to subrecipients of financial assistance authorized under 49 U.S.C. 5310 or subsection 3012(b) of SAFETEA-LU will be distributed on a fair and equitable basis; and
- F. In compliance with 49 U.S.C. 5310(d)(2)(B) and subsection 3012(b)(2) of SAFETEA-LU, the State certifies that: (1) projects it has selected or will select for assistance under that program were derived from a locally developed, coordinated public transit-human services transportation plan; and (2) the plan was developed through a process that included representatives of public, private, and nonprofit transportation and human services providers and participation by the public.

## **18. NONURBANIZED AREA FORMULA PROGRAM FOR STATES**

*The provisions of 49 U.S.C. 5311 establishing the Nonurbanized Area Formula Program for States do not impose, as a pre-condition of award, any explicit certification or assurance requirements established specifically for that program. Only a State or a State organization acting as the Recipient on behalf of a State (State) may be a direct recipient of this Nonurbanized Area Formula Program assistance. Separate certifications and assurances have been established in Category 22 for an Indian tribe that is an Applicant for Tribal Transit Program assistance authorized by 49 U.S.C. 5311(c)(1).*

*Before FTA may award Nonurbanized Area Formula Program assistance to a State, the U.S. Secretary of Transportation or his or her designee is required to make the pre-award determinations required by 49 U.S.C. 5311. Because certain information is needed before FTA can make those determinations, each State is requested to provide the following certifications and assurances on behalf of itself and its subrecipients. Unless FTA determines otherwise in writing, the State itself is ultimately responsible for compliance with its certifications and assurances even though a subrecipient, lessee, third party contractor, or other participant may participate in that project. Consequently, in providing certifications and assurances that involve the compliance of its prospective subrecipients, the State is strongly encouraged to take the appropriate measures, including but not limited to obtaining sufficient documentation from each subrecipient, to assure the validity of all certifications and assurances the State has made to FTA. A State that fails to provide these certifications and assurances on behalf of itself and its subrecipients may be determined ineligible for a grant of Federal assistance under 49 U.S.C. 5311 if FTA lacks sufficient information from which to make those determinations required by Federal laws and regulations governing the Nonurbanized Area Formula Program authorized by 49 U.S.C. 5311. The State is thus requested to select Category "18."*

The State or State organization serving as the Applicant and that administers, on behalf of the State (State) the Nonurbanized Area Formula Program for States authorized by 49 U.S.C. 5311, assures on behalf of itself and its subrecipients as follows:

- A. The State has or will have the necessary legal, financial, and managerial capability to apply for, receive, and disburse Federal assistance authorized for 49 U.S.C. 5311; and to carry out each project, including the safety and security aspects of that project;
- B. The State has or will have satisfactory continuing control over the use of project equipment and facilities;
- C. The State assures that the project equipment and facilities will be adequately maintained;
- D. In compliance with 49 U.S.C. 5311(b)(2)(C)(i), the State's program has provided for a fair distribution of Federal assistance authorized for 49 U.S.C. 5311 within the State, including Indian reservations within the State;
- E. In compliance with 49 U.S.C. 5311(b)(2)(C)(ii), the State's program provides or will provide the maximum feasible coordination of public transportation service to receive assistance under 49 U.S.C. 5311 with transportation service assisted by other Federal sources;
- F. The projects in the State's Nonurbanized Area Formula Program are included in the Statewide Transportation Improvement Program and, to the extent applicable, the projects are included in a metropolitan Transportation Improvement Program;
- G. The State has or will have available and will provide the amount of funds required by 49 U.S.C. 5311(g) for the local share, and that those funds will be provided from approved non-Federal sources except as permitted by Federal law; and
- H. In compliance with 49 U.S.C. 5311(f), the State will expend not less than fifteen (15) percent of its Federal assistance authorized under 49 U.S.C. 5311 to develop and support intercity bus transportation within the State, unless the chief executive officer of the State, or his or her designee, after consultation with affected intercity bus service providers, certifies to the Federal Transit Administrator, apart from these certifications and assurances herein, that the intercity bus service needs of the State are being adequately met.

## **19. JOB ACCESS AND REVERSE COMMUTE FORMULA GRANT PROGRAM**

*Each Applicant for Job Access and Reverse Commute (JARC) Formula Grant Program assistance authorized under 49 U.S.C. 5316 is required to provide the following certifications on behalf of itself and any subrecipient that may be implementing its project. Unless FTA determines otherwise in writing, the Applicant itself is ultimately responsible for compliance with its certifications and assurances even though a subrecipient, lessee, third party contractor, or other participant may participate in that project. Consequently, in providing certifications and assurances that involve the compliance of its prospective subrecipients, the Applicant is strongly encouraged to take the appropriate measures, including but not limited to obtaining sufficient documentation from each subrecipient, to assure the validity of all certifications and assurances the Applicant has made to FTA. FTA may not award Federal assistance for the JARC*



*Formula Grant Program until the Applicant provides these certifications by selecting Category “19.”*

- A. As required by 49 U.S.C. 5316(f)(1), which makes the requirements of 49 U.S.C. 5307 applicable to Job Access and Reverse Commute (JARC) formula grants, and 49 U.S.C. 5307(d)(1), the Applicant for JARC Formula Program assistance authorized under 49 U.S.C. 5316, certifies on behalf of itself and its subrecipients, if any, as follows:
- (1) In compliance with 49 U.S.C. 5307(d)(1)(A), the Applicant has or will have the legal, financial, and technical capacity to carry out its proposed program of projects, including the safety and security aspects of that program;
  - (2) In compliance with 49 U.S.C. 5307(d)(1)(B), the Applicant has or will have satisfactory continuing control over the use of project equipment and facilities;
  - (3) In compliance with 49 U.S.C. 5307(d)(1)(C), the Applicant will adequately maintain the project equipment and facilities;
  - (4) In compliance with 49 U.S.C. 5307(d)(1)(D), the Applicant will assure that any elderly individual, any individual with disabilities, or any person presenting a Medicare card issued to himself or herself pursuant to title II or title XVIII of the Social Security Act (42 U.S.C. 401 *et seq.* or 42 U.S.C. 1395 *et seq.*), will be charged for transportation during non-peak hours using or involving a facility or equipment of a project financed with Federal assistance authorized under 49 U.S.C. 5316 not more than fifty (50) percent of the peak hour fare;
  - (5) In compliance with 49 U.S.C. 5307(d)(1)(E), the Applicant, in carrying out a procurement financed with Federal assistance authorized under 49 U.S.C. 5316: (1) will use competitive procurement (as defined or approved by FTA), (2) will not use exclusionary or discriminatory specifications in its procurements, (3) will comply with applicable Buy America laws, and (4) will comply with the general provisions for FTA assistance of 49 U.S.C. 5323 and the third party procurement requirements of 49 U.S.C. 5325;
  - (6) In compliance with 49 U.S.C. 5316(f)(1) and 49 U.S.C. 5307(d)(1)(F), the Applicant certifies that (1) with respect to financial assistance authorized under 49 U.S.C. 5316, it will conduct in cooperation with the appropriate MPO an areawide solicitation for applications, and make awards on a competitive basis and (2) with respect to financial assistance authorized under 49 U.S.C. 5316, it will conduct a statewide solicitation for applications, and make awards on a competitive basis; and that these activities will be carried out in a manner that complies with or will comply with 49 U.S.C. 5307(c);
  - (7) The Applicant has or will have available and will provide the amount of funds required by 49 U.S.C. 5316(h) for the local share, and that those funds will be provided from approved non-Federal sources except as permitted by Federal law; and
  - (8) In compliance with 49 U.S.C. 5307(d)(1)(H), the Applicant will comply with: (1) 49 U.S.C. 5301(a) (requirements for public transportation systems that maximize the safe, secure, and efficient mobility of individuals, minimize environmental impacts, and minimize transportation-related fuel consumption and reliance on

foreign oil); and (2) 49 U.S.C. 5301(d) (special efforts to design and provide public transportation for elderly individuals and individuals with disabilities); and (3) 49 U.S.C. 5303 through 5306 (planning and private enterprise requirements);

- B. In compliance with 49 U.S.C. 5316(d), the Applicant certifies that (1) with respect to financial assistance authorized under 49 U.S.C. 5316(c)(1)(A), it will conduct in cooperation with the appropriate MPO an areawide solicitation for applications, and make awards on a competitive basis and (2) with respect to financial assistance authorized under 49 U.S.C. 5316(c)(1)(B) or 49 U.S.C. 5316(c)(1)(C), it will conduct a statewide solicitation for applications, and make awards on a competitive basis;
- C. In compliance with 49 U.S.C. 5316(f)(2), the Applicant certifies that any allocations to subrecipients of financial assistance authorized under 49 U.S.C. 5316 will be distributed on a fair and equitable basis;
- D. In compliance with 49 U.S.C. 5316(g)(2), the Applicant certifies that, before it transfers funds to a project funded under 49 U.S.C. 5336, that project has been or will have been coordinated with private nonprofit providers of services;
- E. In compliance with 49 U.S.C. 5316(g)(3), the Applicant certifies that: (1) the projects it has selected or will select for assistance under that program were derived from a locally developed, coordinated public transit-human services transportation plan; and (2) the plan was developed through a process that included representatives of public, private, and nonprofit transportation and human services providers and participation by the public; and
- F. In compliance with 49 U.S.C. 5316(c)(3), before the Applicant uses funding apportioned under 49 U.S.C. 5316(c)(1)(B) or (C) for projects serving an area other than that specified in 49 U.S.C. 5316(2)(B) or (C), the Applicant certifies that the chief executive officer of the State, or his or her designee will have certified to the Federal Transit Administrator, apart from these certifications herein, that all of the objectives of 49 U.S.C. 5316 are being met in the area from which such funding would be derived.

## **20. NEW FREEDOM PROGRAM**

*Each Applicant for New Freedom Program assistance authorized under 49 U.S.C. 5317 must provide the following certifications on behalf of itself and any subrecipient that may be implementing its project. Unless FTA determines otherwise in writing, the Applicant itself is ultimately responsible for compliance with its certifications and assurances even though a subrecipient, lessee, third party contractor, or other participant may participate in that project.*

*Consequently, in providing certifications and assurances that involve the compliance of its prospective subrecipients, the Applicant is strongly encouraged to take the appropriate measures, including but not limited to obtaining sufficient documentation from each subrecipient, to assure the validity of all certifications and assurances the Applicant has made to FTA. FTA may not award Federal assistance for the New Freedom Program until the Applicant provides these certifications by selecting Category "20."*

- A. As required by 49 U.S.C. 5317(e)(1), which makes the requirements of 49 U.S.C. 5310 applicable to New Freedom grants to the extent the Federal Transit Administrator or his or her designee determines appropriate, by 49 U.S.C. 5310(d)(1), which makes the requirements of 49 U.S.C. 5307 applicable to Elderly Individuals and Individuals with Disabilities Formula grants to the extent the Federal Transit Administrator or his or her designee determines appropriate, and by 49 U.S.C. 5307(d)(1), the Applicant for New Freedom Program assistance authorized under 49 U.S.C. 5317 certifies and assures on behalf of itself and its subrecipients, if any, as follows:
- (1) In compliance with 49 U.S.C. 5307(d)(1)(A), the Applicant has or will have the legal, financial, and technical capacity to carry out its proposed program of projects, including the safety and security aspects of that program;
  - (2) In compliance with 49 U.S.C. 5307(d)(1)(B), the Applicant has or will have satisfactory continuing control over the use of project equipment and facilities;
  - (3) In compliance with 49 U.S.C. 5307(d)(1)(C), the Applicant will adequately maintain the project equipment and facilities;
  - (4) In compliance with 49 U.S.C. 5307(d)(1)(E), the Applicant, in carrying out a procurement financed with Federal assistance authorized under 49 U.S.C. 5317: (1) will use competitive procurement (as defined or approved by FTA), (2) will not use exclusionary or discriminatory specifications in its procurements, (3) will comply with applicable Buy America laws, and (4) will comply with the general provisions for FTA assistance of 49 U.S.C. 5323 and the third party procurement requirements of 49 U.S.C. 5325;
  - (5) The Applicant has or will have available and will provide the amount of funds required by 49 U.S.C. 5317(g) for the local share, and that those funds will be provided from approved non-Federal sources except as permitted by Federal law; and
  - (6) In compliance with 49 U.S.C. 5307(d)(1)(H), the Applicant will comply with: (1) 49 U.S.C. 5301(a) (requirements for public transportation systems that maximize the safe, secure, and efficient mobility of individuals, minimize environmental impacts, and minimize transportation-related fuel consumption and reliance on foreign oil); (2) 49 U.S.C. 5301(d) (special efforts to design and provide public transportation for elderly individuals and individuals with disabilities); and (3) 49 U.S.C. 5303 through 5306 (planning and private enterprise requirements);
- B. In compliance with 49 U.S.C. 5317(d), the Applicant certifies that (1) with respect to financial assistance authorized under 49 U.S.C. 5317(c)(1)(A), it will conduct in cooperation with the appropriate MPO an area wide solicitation for applications, and make awards on a competitive basis and (2) with respect to financial assistance authorized under 49 U.S.C. 5317(c)(1)(B) or financial assistance authorized under 49 U.S.C. 5317(c)(1)(C), it will conduct a statewide solicitation for applications, and make awards on a competitive basis;

- C. In compliance with 49 U.S.C. 5317(f)(2), the Applicant certifies that, before it transfers funds to a project funded under 49 U.S.C. 5336, that project has been or will have been coordinated with private nonprofit providers of services;
- D. In compliance with 49 U.S.C. 5317(e)(2), the Applicant certifies that any allocations to subrecipients of financial assistance authorized under 49 U.S.C. 5317 will be distributed on a fair and equitable basis; and
- E. In compliance with 49 U.S.C. 5317(f)(3), the Applicant certifies that: (1) the projects it has selected or will select for assistance under that program were derived from a locally developed, coordinated public transit-human services transportation plan; and (2) the plan was developed through a process that included representatives of public, private, and nonprofit transportation and human services providers and through participation by the public.

## **21. PAUL S. SARBANES TRANSIT IN PARKS PROGRAM**

*Each State, tribal area, or local government authority that is an Applicant for Paul S. Sarbanes Transit in Parks Program assistance (Applicant) authorized by 49 U.S.C. 5320, is required to provide the following certifications. FTA may not award assistance for the Paul S. Sarbanes Transit in Parks Program to the Applicant until the Applicant provides these certifications by selecting Category "21."*

- A. As required by 49 U.S.C. 5320(i), which makes the requirements of 49 U.S.C. 5307 applicable to the Paul S. Sarbanes Transit in Parks Program to the extent the Federal Transit Administrator or his or her designee determines appropriate, and 49 U.S.C. 5307(d)(1), the Applicant certifies as follows:
  - (1) In compliance with 49 U.S.C. 5307(d)(1)(A), the Applicant has or will have the legal, financial, and technical capacity to carry out its proposed project, including the safety and security aspects of that project;
  - (2) In compliance with 49 U.S.C. 5307(d)(1)(B), the Applicant has or will have satisfactory continuing control over the use of project equipment and facilities;
  - (3) In compliance with 49 U.S.C. 5307(d)(1)(C), the Applicant will adequately maintain the project equipment and facilities;
  - (4) In compliance with 49 U.S.C. 5307(d)(1)(E), in carrying out a procurement financed with Federal assistance authorized under 49 U.S.C. 5320, the Applicant:
    - (1) will use competitive procurement (as defined or approved by FTA), (2) will not use exclusionary or discriminatory specifications in its procurements, (3) will comply with applicable Buy America laws, and (4) will comply with the general provisions for FTA assistance of 49 U.S.C. 5323 and the third party procurement requirements of 49 U.S.C. 5325;
  - (5) In compliance with 49 U.S.C. 5307(d)(1)(F) and with 49 U.S.C. 5320(e)(2)(C), the Applicant has complied with or will comply with the requirements of 49 U.S.C. 5307(c). Specifically, it: (1) has made available, or will make available, to the public information on the amounts available for the Paul S. Sarbanes Transit in Parks Program, 49 U.S.C. 5320, and the projects it proposes to undertake; (2) has developed or will develop, in consultation with interested

parties including private transportation providers, projects to be financed; (3) has published or will publish a list of proposed projects in a way that affected citizens, private transportation providers, and local elected officials have the opportunity to examine the proposed projects and submit comments on the proposed projects and the performance of the Applicant; (4) has provided or will provide an opportunity for a public hearing to obtain the views of citizens on the proposed projects; (5) has assured or will assure that the proposed projects provide for the coordination of transportation services assisted under 49 U.S.C. 5336 with transportation services assisted by another Federal government source; (6) has considered or will consider the comments and views received, especially those of private transportation providers, in preparing its final list of projects; and (7) has made or will make the final list of projects available to the public;

(6) In compliance with 49 U.S.C. 5307(d)(1)(H), the Applicant will comply with:

(1) 49 U.S.C. 5301(a) (requirements for public transportation systems that maximize the safe, secure, and efficient mobility of individuals, minimize environmental impacts, and minimize transportation-related fuel consumption and reliance on foreign oil); (2) 49 U.S.C. 5301(d) (special efforts to design and provide public transportation for elderly individuals and individuals with disabilities); and (3) 49 U.S.C. 5303 through 5306 (planning and private enterprise requirements); and

(7) In compliance with 49 U.S.C. 5307(d)(1)(I), the Applicant has a locally developed process to solicit and consider public comment before raising a fare or implementing a major reduction of public transportation; and

B. In compliance with 49 U.S.C. 5320(e)(2)(A), (B), and (D), the Applicant assures that it will:

(1) Comply with the metropolitan planning provisions of 49 U.S.C. 5303;

(2) Comply with the statewide planning provisions of 49 U.S.C. 5304; and

(3) Consult with the appropriate Federal land management agency during the planning process.

## **22. TRIBAL TRANSIT PROGRAM**

*Each Applicant for Tribal Transit Program assistance must provide all certifications and assurances set forth below. Except to the extent that FTA determines otherwise in writing, FTA may not award any Federal assistance under the Tribal Transit Program until the Applicant provides these certifications and assurances by selecting Category “22.”*

In accordance with 49 U.S.C. 5311(c)(1) that authorizes the Secretary of Transportation to establish terms and conditions for direct grants to Indian tribal governments, the Applicant certifies and assures as follows:

A. The Applicant assures that:

(1) It has or will have the necessary legal, financial, and managerial capability to apply for, receive, and disburse Federal assistance authorized for 49 U.S.C. 5311;



- and to carry out each project, including the safety and security aspects of that project;
- (2) It has or will have satisfactory continuing control over the use of project equipment and facilities;
- (3) The project equipment and facilities will be adequately maintained; and
- (4) Its project will achieve maximum feasible coordination with transportation service assisted by other Federal sources;
- B. In accordance with 49 CFR 18.36(g)(3)(ii), the Applicant certifies that its procurement system will comply with the requirements of 49 CFR 18.36, or will inform FTA promptly that its procurement system does not comply with 49 CFR 18.36;
- C. To the extent applicable to the Applicant or its Project, the Applicant certifies that it will comply with the certifications, assurances, and agreements in Category 08 (Bus Testing), Category 09 (Charter Bus Agreement), Category 10 (School Transportation Agreement), Category 11 (Demand Responsive Service), Category 12 (Alcohol Misuse and Prohibited Drug Use), and Category 14 (National Intelligent Transportation Systems Architecture and Standards) of this document; and
- D. If its application exceeds \$100,000, the Applicant agrees to comply with the certification in Category 02 (Lobbying) of this document.

## **23. TIFIA PROJECTS**

*Each Applicant for Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance authorized under 23 U.S.C. chapter 6, is required to provide the following certifications. FTA may not award TIFIA credit assistance to the Applicant until the Applicant provides these certifications by selecting Category “23.”*

- A. As required by 49 U.S.C. 5323(o), which makes the requirements of 49 U.S.C. 5307 applicable to Applicants seeking TIFIA credit assistance authorized under 23 U.S.C. chapter 6, and by 49 U.S.C. 5307(d)(1), the Applicant certifies as follows:
  - (1) In compliance with 49 U.S.C. 5307(d)(1)(A), the Applicant has or will have the legal, financial, and technical capacity to carry out its proposed program of projects, including the safety and security aspects of that program;
  - (2) In compliance with 49 U.S.C. 5307(d)(1)(B), the Applicant has or will have satisfactory continuing control over the use of project equipment and facilities;
  - (3) In compliance with 49 U.S.C. 5307(d)(1)(C), the Applicant will adequately maintain the project equipment and facilities;
  - (4) In compliance with 49 U.S.C. 5307(d)(1)(D), the Applicant will assure that any elderly individual, any individual with disabilities, or any person presenting a Medicare card issued to himself or herself pursuant to title II or title XVIII of the Social Security Act (42 U.S.C. 401 *et seq.* or 42 U.S.C. 1395 *et seq.*), will be charged for transportation during non-peak hours using or involving a facility or

- equipment of a project financed with Federal assistance authorized under 23 U.S.C. chapter 6, not more than fifty (50) percent of the peak hour fare;
- (5) In compliance with 49 U.S.C. 5307(d)(1)(E), the Applicant, in carrying out a procurement financed with Federal assistance authorized under 23 U.S.C. chapter 6: (1) will use competitive procurement (as defined or approved by FTA), (2) will not use exclusionary or discriminatory specifications in its procurements, (3) will comply with applicable Buy America laws, and (4) will comply with the general provisions for FTA assistance of 49 U.S.C. 5323 and the third party procurement requirements of 49 U.S.C. 5325;
  - (6) In compliance with 49 U.S.C. 5307(d)(1)(F), the Applicant has complied with or will comply with the requirements of 49 U.S.C. 5307(c). Specifically, it: (a) has made available, or will make available, to the public information on the amounts available for TIFIA credit assistance, 23 U.S.C. chapter 6, and the projects it proposes to undertake; (b) has developed or will develop, in consultation with interested parties including private transportation providers, the proposed projects to be financed; (c) has published or will publish a list of projects in a way that affected citizens, private transportation providers, and local elected officials have the opportunity to examine the proposed projects and submit comments on the proposed projects and the performance of the Applicant; (d) has provided or will provide an opportunity for a public hearing to obtain the views of citizens on the proposed projects; (e) has assured or will assure that the proposed projects provide for the coordination of transportation services assisted under 49 U.S.C. 5336 with transportation services assisted by another Federal government source; (f) has considered or will consider the comments and views received, especially those of private transportation providers, in preparing its final list of projects; and (g) has made or will make the final list of projects available to the public;
  - (7) In compliance with 49 U.S.C. 5307(d)(1)(G), the Applicant has or will have available and will provide the amount of funds required for the local share, and that those funds will be provided from approved non-Federal sources except as permitted by Federal law;
  - (8) In compliance with 49 U.S.C. 5307(d)(1)(H), (1) the Applicant will comply with: 49 U.S.C. 5301(a) (requirements for public transportation systems that maximize the safe, secure, and efficient mobility of individuals, minimize environmental impacts, and minimize transportation-related fuel consumption and reliance on foreign oil); (2) 49 U.S.C. 5301(d) (special efforts to design and provide public transportation for elderly individuals and individuals with disabilities); and (3) 49 U.S.C. 5303 through 5306 (planning and private enterprise requirements);
  - (9) In compliance with 49 U.S.C. 5307(d)(1)(I), the Applicant has a locally developed process to solicit and consider public comment before raising a fare or implementing a major reduction of public transportation;
  - (10) To the extent that the Applicant will be using funds authorized under 49 U.S.C. 5307 for the project, in compliance with 49 U.S.C. 5307(d)(1)(J), each Federal fiscal year, the Applicant will spend at least one (1) percent of those funds authorized under 49 U.S.C. 5307 for public transportation security projects (this includes only capital projects in the case of a Applicant serving an urbanized area

with a population of 200,000 or more), unless the Applicant has certified to FTA that such expenditures are not necessary. Public transportation security projects include increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, emergency telephone line or lines to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned public transportation; and

(11) To the extent that the Applicant will be using funds authorized under 49 U.S.C. 5307 for the project, in compliance with 49 U.S.C. 5309(d)(1)(K): (1) an Applicant that serves an urbanized area with a population of at least 200,000 will expend not less than one (1) percent of the amount it receives each Federal fiscal year under 49 U.S.C. 5307 for transit enhancements, as defined at 49 U.S.C. 5302(a), and (2) if it has received transit enhancement funds authorized by 49 U.S.C. 5307(k)(1), its quarterly report for the fourth quarter of the preceding Federal fiscal year includes a list of the projects it has implemented during that Federal fiscal year using those funds, and that report is incorporated by reference and made part of its certifications and assurances; and

B. As required by 49 U.S.C. 5323(o), which makes the requirements of 49 U.S.C. 5309 applicable to Applicants seeking TIFIA credit assistance authorized under 23 U.S.C. chapter 6, and by 49 U.S.C. 5309(g)(2)(B)(iii), 5309(g)(3)(B)(iii), and 5309(i)(2)(C), the Applicant certifies that it will not seek reimbursement for interest and other financing costs incurred in connection with the Project unless the Applicant is eligible to receive Federal assistance for those expenses and the Applicant's records demonstrate that it has used reasonable diligence in seeking the most favorable financing terms underlying those costs, to the extent FTA may require.

## **24. DEPOSITS OF FEDERAL FINANCIAL ASSISTANCE TO STATE INFRASTRUCTURE BANKS**

*The State organization that administers the State Infrastructure Bank (SIB) Program on behalf of a State (State) and that is also an Applicant for Federal assistance authorized under 49 U.S.C. chapter 53 that it intends to deposit in its SIB is requested to provide the following assurances on behalf of itself, its SIB, and each subrecipient. Unless FTA determines otherwise in writing, the State itself is ultimately responsible for compliance with its certifications and assurances even though the SIB and a subrecipient may participate in that project. Consequently, in providing certifications and assurances that involve the compliance of its SIB and prospective subrecipients, the State is strongly encouraged to take the appropriate measures, including but not limited to obtaining sufficient documentation from the SIB and each subrecipient, to assure the validity of all certifications and assurances the State has made to FTA. FTA*



*may not award Federal assistance for the SIB Program to the State until the State provides these assurances by selecting Category “24.”*

The State organization, serving as the Applicant (State) for Federal assistance for its State Infrastructure Bank (SIB) Program authorized by section 1602 of SAFETEA-LU, now codified at 23 U.S.C. 610, or by section 1511 of TEA-21, 23 U.S.C. 181 note, or by section 350 of the National Highway System Designation Act of 1995, as amended, 23 U.S.C. 181 note, agrees and assures the agreement of its SIB and the agreement of each recipient of Federal assistance derived from the SIB within the State (subrecipient) that each public transportation project financed with Federal assistance derived from SIB will be administered in accordance with:

- A. Applicable provisions of section 1602 of SAFETEA-LU, now codified at 23 U.S.C. 610, or by section 1511 of TEA-21, 23 U.S.C. 181 note, or by section 350 of the National Highway System Designation Act of 1995, as amended, 23 U.S.C. 181;
- B. The provisions of the FHWA, FRA, and FTA or the FHWA and FTA cooperative agreement with the State to establish the State’s SIB Program;
- C. The provisions of the FTA grant agreement with the State that provides Federal assistance for the SIB, except that any provision of the Federal Transit Administration Master Agreement incorporated by reference into that grant agreement will not apply if it conflicts with any provision of section 1602 of SAFETEA-LU, now codified at 23 U.S.C. 610, or section 1511 of TEA-21, 23 U.S.C. 181 note, or section 350 of the National Highway System Designation Act of 1995, as amended, 23 U.S.C. 181 note, or Federal guidance pertaining to the SIB Program, the provisions of the cooperative agreement establishing the SIB Program within the State, or the provisions of the FTA grant agreement;
- D. The requirements applicable to projects of 49 U.S.C. 5307 and 5309, as required by 49 U.S.C. 5323(o); and
- E. The provisions of applicable Federal guidance that may be issued and amendments thereto, unless  
FTA has provided written approval of an alternative procedure or course of action.

##

*Selection and Signature Page(s) follow.*

**FEDERAL FISCAL YEAR 2011 CERTIFICATIONS AND ASSURANCES FOR FEDERAL  
TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

*(Signature page alternative to providing Certifications and Assurances in TEAM-Web)*

**Name of Applicant:** Capital District Transportation Authority (CDTA)

**The Applicant agrees to comply with applicable provisions of Categories 01 – 24.   X**  
**OR**

**The Applicant agrees to comply with the applicable  
provisions of the Categories it has selected:**

<b>Category</b>	<b>Description</b>	
01.	Assurances Required For Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement Compliance.	_____
04.	Protections for Private Providers of Public Transportation.	_____
05.	Public Hearing.	_____
06.	Acquisition of Rolling Stock for Use in Revenue Service.	_____
07.	Acquisition of Capital Assets by Lease.	_____
08.	Bus Testing.	_____
09.	Charter Service Agreement.	_____
10.	School Transportation Agreement.	_____
11.	Demand Responsive Service.	_____
12.	Alcohol Misuse and Prohibited Drug Use.	_____
13.	Interest and Other Financing Costs.	_____
14.	Intelligent Transportation Systems.	_____
15.	Urbanized Area Formula Program.	_____
16.	Clean Fuels Grant Program.	_____
17.	Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program.	_____
18.	Nonurbanized Area Formula Program for States.	_____
19.	Job Access and Reverse Commute Program.	_____
20.	New Freedom Program.	_____
21.	Paul S. Sarbanes Transit in Parks Program.	_____
22.	Tribal Transit Program.	_____
23.	TIFIA Projects	_____
24.	Deposits of Federal Financial Assistance to a State Infrastructure Banks.	_____

**AFFIRMATION OF APPLICANT`S ATTORNEY**

For (Name of Applicant):CAPITAL DISTRICT TRANSPORTATION  
AUTHORITY

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature: Carm Basile      Date: 3/2/2011

Name: Amanda Avery      Date: 3/2/2011

Attorney for Applicant

Each Applicant for FTA financial assistance and each FTA Grantee with an active capital or formula project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

**IX. APPENDIX B: CDTA CAPITAL  
SUBMITTAL TO THE CAPITAL DISTRICT  
TRANSPORTATION COMMITTEE, 2011-  
2015**

October 23, 2009

Mr. John P. Poorman  
Staff Director  
CDTC  
5 Computer Drive West  
Albany, NY 12206

**SUBJECT: CDTA CANDIDATE TIP PROJECTS**

Dear Mr. Poorman:

Thank you for this opportunity to submit CDTA's candidate projects for consideration in the 2010-2015 Transportation Improvement Program (TIP). CDTA's proposed program:

- Continues to implement the transit and technology provisions of the *New Visions* Regional Transportation Plan;
- Reflects CDTA's strategy of transitioning to a "balanced" fleet replacement strategy;
- Includes projects that have been submitted for discretionary ARRA or Section 5309 funds to reinforce their priority. If ARRA or 5309 funds are received, these requests would be reduced or withdrawn.
- Includes projects that may have multiple fund sources to complete a funding package, including potentially Section 5307 transit formula funds. Because projections of available 5307 funds are subject to the same unknowns surrounding the reauthorization as are other federal transportation funds, we have included these in our comprehensive list in order to not preclude the availability of competitive funding to complete the projects. As with ARRA projects, the funding request for these projects from the competitive sources at the CDTC table would also be reduced or withdrawn once the formula fund allocations are known.

CDTA's candidate projects, in priority order are:

Priority	Project Description	Requested Amount	Notes
1	Bus Purchases (20% Hybrid Electric)	Up to \$15M/year	5309 candidate, other sources being sought to subsidize hybrid propulsion
2	NY5 BRT Construction (including State Street Bus Lanes)	\$20M	ARRA TIGER candidate
3	Routine Facility Projects	\$3M/year	5307 candidate
4	Saratoga Bus Facility	\$20M	5309 candidate
5	Schenectady Train Station	\$15M	ARRA HSR candidate
6	Radio System/AVL	\$15M	

Priority	Project Description	Requested Amount	Notes
	Replacement		
7	Downtown Albany Intermodal Center	\$15M	5309 candidate
8	Smart Cards/Regional Fare Initiative	\$10M	
9	Park and Ride lot development	\$10M	Assumes completion of study will recommend development greater than current set aside
10	Washington/Western BRT Corridor – Preliminary Design to construction	\$1M (PE) to \$50M (C)	In conceptual design. Construction is a possible Small Starts 5309 candidate
11	Enhanced Passenger Amenity Program	\$500K/year	
12	Customer Information Technology Projects	\$500K/year	
13	Bike Parking Project	\$100K/year	Pilot now being tested with TDM allocation – would make this a permanent program
14	Regional ITS Integration	\$500K/year	Enhanced 511 functions

The candidate projects included in the CDTA program are detailed in the enclosures, which include the required Project Justification Packages. CDTA will commit the required matching funds from non-federal funding sources. I can be contacted for additional information about overall program priorities. Kristina Younger or Phil Parella can be directly contacted for project-specific information. We look forward to working with you as the 2010-2015 TIP is developed.

Sincerely,

Carm Basile  
Executive Director

Enclosures (14 PJPs)

cc. Chuck Rappazzo, NYSDOT  
Mike Collins, Kristina Younger, Phil Parella, Mark Wos, Thomas Guggisberg, CDTA

## 2011 TIP Submittal

Description	#	Source	"Committed" 2008-10	2010-11	2011-12	2012-13	2013-14	2014-15	Post 2015
Elderly and Handicapped Vehicles	T6A	5310	\$1,467,000.00	\$449,000.00	\$449,000.00	\$449,000.00	\$450,000.00	\$450,000.00	\$450,000.00
STAR Buses Replacement and Expansion	T6B	5307	\$640,000.00	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00
	T6B	Stimulus	\$540,000.00						
	T6B	<b>TOTAL</b>	<b>\$1,180,000.00</b>						
Facility Improvements	T9	5307	\$1,250,000.00	\$1,250,000.00	\$1,250,000.00	\$1,250,000.00	\$1,250,000.00	\$1,250,000.00	\$1,250,000.00
	T9	5309	\$4,000,000.00						
	T9	<b>TOTAL</b>	<b>\$1,250,000.00</b>	<b>\$5,250,000.00</b>	<b>\$1,250,000.00</b>	<b>\$1,250,000.00</b>	<b>\$1,250,000.00</b>	<b>\$1,250,000.00</b>	<b>\$1,250,000.00</b>
Passenger Facility Improvements at Various Locations	T11	5307	\$500,000.00	\$350,000.00	\$350,000.00	\$350,000.00	\$350,000.00	\$350,000.00	\$350,000.00
	T11	5307-Enh	\$300,000.00	\$136,000.00	\$143,000.00	\$150,000.00	\$157,000.00	\$165,000.00	\$150,000.00
	T11	<b>TOTAL</b>	<b>\$800,000.00</b>	<b>\$486,000.00</b>	<b>\$493,000.00</b>	<b>\$500,000.00</b>	<b>\$507,000.00</b>	<b>\$515,000.00</b>	<b>\$500,000.00</b>
Transit Operations Support for Saratoga Service: Preventative Maintenance	T14B	5307-S	\$930,000.00	\$506,000.00	\$536,000.00	\$567,000.00	\$590,000.00	\$623,000.00	\$650,000.00
	T14B	TOA	\$880,000.00	\$440,000.00	\$440,000.00	\$440,000.00	\$440,000.00	\$440,000.00	\$440,000.00
	T14B	<b>TOTAL</b>	<b>\$1,810,000.00</b>	<b>\$946,000.00</b>	<b>\$976,000.00</b>	<b>\$1,007,000.00</b>	<b>\$1,030,000.00</b>	<b>\$1,063,000.00</b>	<b>\$1,090,000.00</b>
Transit Support Vehicles	T16	5307	\$475,000.00	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00
Transit Bus Replacement	T17	Demo	\$891,000.00	\$21,770,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Transit Bus Replacement	T17	Bond 05	\$1,036,000.00	\$1,036,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Transit Bus Replacement	T17	CMAQ	\$8,000,000.00						
Transit Bus Replacement	T17	5307			\$5,000,000.00	\$5,000,000.00	\$5,000,000.00	\$5,000,000.00	\$5,000,000.00
Transit Bus Replacement	T17	5309	\$2,500,000.00						
Transit Bus Replacement	T17	Stimulus	\$14,472,000.00						
	T17	<b>TOTAL</b>	<b>\$26,899,000.00</b>	<b>\$22,806,000.00</b>	<b>\$5,000,000.00</b>	<b>\$5,000,000.00</b>	<b>\$5,000,000.00</b>	<b>\$5,000,000.00</b>	<b>\$5,000,000.00</b>
Preventative Maintenance	T57	5307	\$17,522,000.00	\$9,086,000.00	\$4,737,000.00	\$5,420,000.00	\$6,136,000.00	\$6,886,000.00	\$0.00
Preventative Maintenance	T57	5307-S	\$0.00	\$814,000.00	\$849,000.00	\$886,000.00	\$933,000.00	\$975,000.00	\$0.00
	T57	<b>TOTAL</b>	<b>\$17,522,000.00</b>	<b>\$9,900,000.00</b>	<b>\$5,586,000.00</b>	<b>\$6,306,000.00</b>	<b>\$7,069,000.00</b>	<b>\$7,861,000.00</b>	<b>\$0.00</b>
Replacement Shuttle Vehicles	T59	5307	\$515,000.00	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00
Replacement Shuttle Vehicles	T59	Stimulus	\$725,000.00						
	T59	<b>TOTAL</b>	<b>\$1,240,000.00</b>	<b>\$1,000,000.00</b>	<b>\$1,000,000.00</b>	<b>\$1,000,000.00</b>	<b>\$1,000,000.00</b>	<b>\$1,000,000.00</b>	<b>\$1,000,000.00</b>
Information Systems	T62	Local	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00
	T62	<b>TOTAL</b>	<b>\$200,000.00</b>	<b>\$200,000.00</b>	<b>\$200,000.00</b>	<b>\$200,000.00</b>	<b>\$200,000.00</b>	<b>\$200,000.00</b>	<b>\$200,000.00</b>
Customer Information Systems	T64	Local	\$150,000.00	\$15,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00
	T64	<b>TOTAL</b>	<b>\$150,000.00</b>	<b>\$15,000.00</b>	<b>\$150,000.00</b>	<b>\$150,000.00</b>	<b>\$150,000.00</b>	<b>\$150,000.00</b>	<b>\$150,000.00</b>
Welfare to Work	T66	5316	\$1,268,000.00	\$442,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Welfare to Work: Saratoga Springs	T66A	5316-S	\$151,000.00	\$27,000.00					
	T66/A	<b>TOTAL</b>	<b>\$1,419,000.00</b>	<b>\$469,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>



Description	#	Source	*Committed* 2008-10	2010-11	2011-12	2012-13	2013-14	2014-15	Post 2015
NY5 Park and Ride Lots	T74	CMAQ	\$600,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NY5 Transit Signal Priority	T75	CMAQ	\$112,000.00	\$600,000.00		\$0.00	\$0.00	\$0.00	\$0.00
	T75	CMAQ		\$400,000.00					
	T75	<b>TOTAL</b>	<b>\$112,000.00</b>	<b>\$1,000,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
NY5 BRT Vehicles	T69	Demo.	\$4,500,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NY5 BRT Vehicles	T69	5309	\$2,081,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	T69	<b>TOTAL</b>	<b>\$6,581,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
Safety and Security	T72	Local	\$150,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00
NY5 BRT Stations	T70	Demo.	\$10,000,000.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	T70	5309	0	\$2,157,000.00		\$0.00	\$0.00	\$0.00	\$0.00
	T70	<b>TOTAL</b>	<b>\$10,000,000.00</b>	<b>\$2,157,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
Transit Bus Replacement-Saratoga Service	T76	Local	\$1,240,000.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Transit Bus Replacement-Saratoga Service	T76	5307-S	\$964,000.00			\$0.00	\$0.00	\$0.00	\$0.00
	T76	<b>TOTAL</b>	<b>\$2,204,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
Preventative Maintenance- Adirondack Trailways	T77	5307	\$1,115,000.00	\$600,000.00	\$600,000.00	\$600,000.00	\$600,000.00	\$600,000.00	\$600,000.00
New Freedom Transit Service	T79	5317	\$94,000.00	\$407,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
New Freedom Transit Service: Saratoga	T79A	5317-S		\$56,000.00					
	T79/A	<b>TOTAL</b>	<b>\$94,000.00</b>	<b>\$463,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
NY9 Corridor Transit Service	T80	CMAQ	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Off-Board Fare Collection System	T82	CMAQ	\$0.00	-	\$0.00	\$0.00	\$0.00	\$750,000.00	\$0.00
	T82	Local		\$100,000.00		\$0.00	\$0.00	\$0.00	\$0.00
	T82	<b>TOTAL</b>	<b>\$0.00</b>	<b>\$100,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$750,000.00</b>	<b>\$0.00</b>
Alternative Fuel Retrofit: 24 Buses	T83	CMAQ	\$0.00	\$0.00	\$293,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	T83	5307	\$950,000.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
	T83	<b>TOTAL</b>	<b>\$950,000.00</b>	<b>\$0.00</b>	<b>\$293,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
Saratoga Bus Garage Feasibility Study	T84	Demo.	\$891,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Saratoga Bus Garage Feasibility Study	T84	5309	\$306,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	T84	<b>TOTAL</b>	<b>\$1,197,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
Park and Ride Lots Study	T85	CMAQ	\$300,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

**x. APPENDIX C: DEMOGRAPHIC PROFILE  
MAPS**

**Figure 1: CDTA Bus Routes and Minority Census Tracts (Region-wide)**

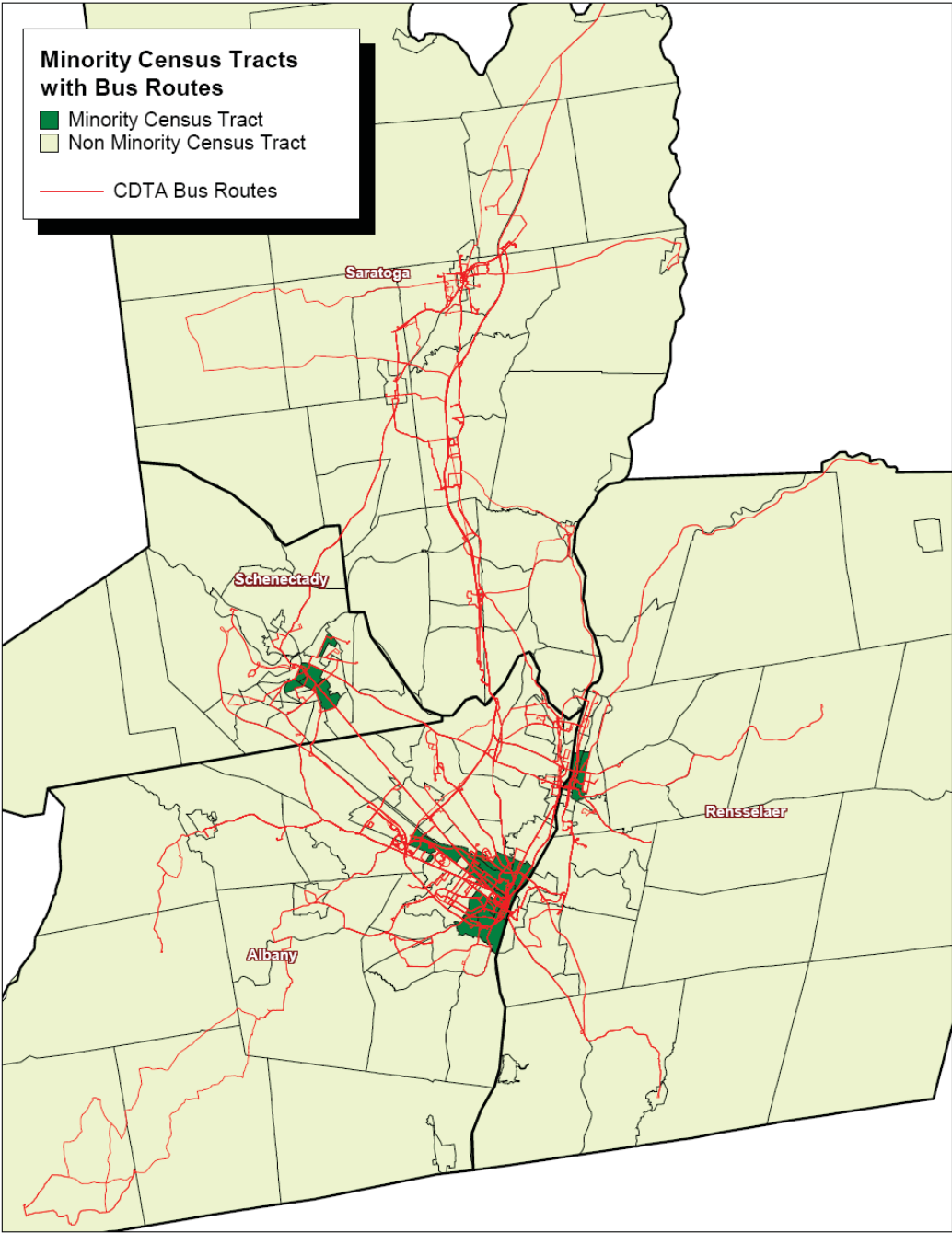


Figure 2: CDTA Bus Shelters and Minority Census Tracts (Region-wide)

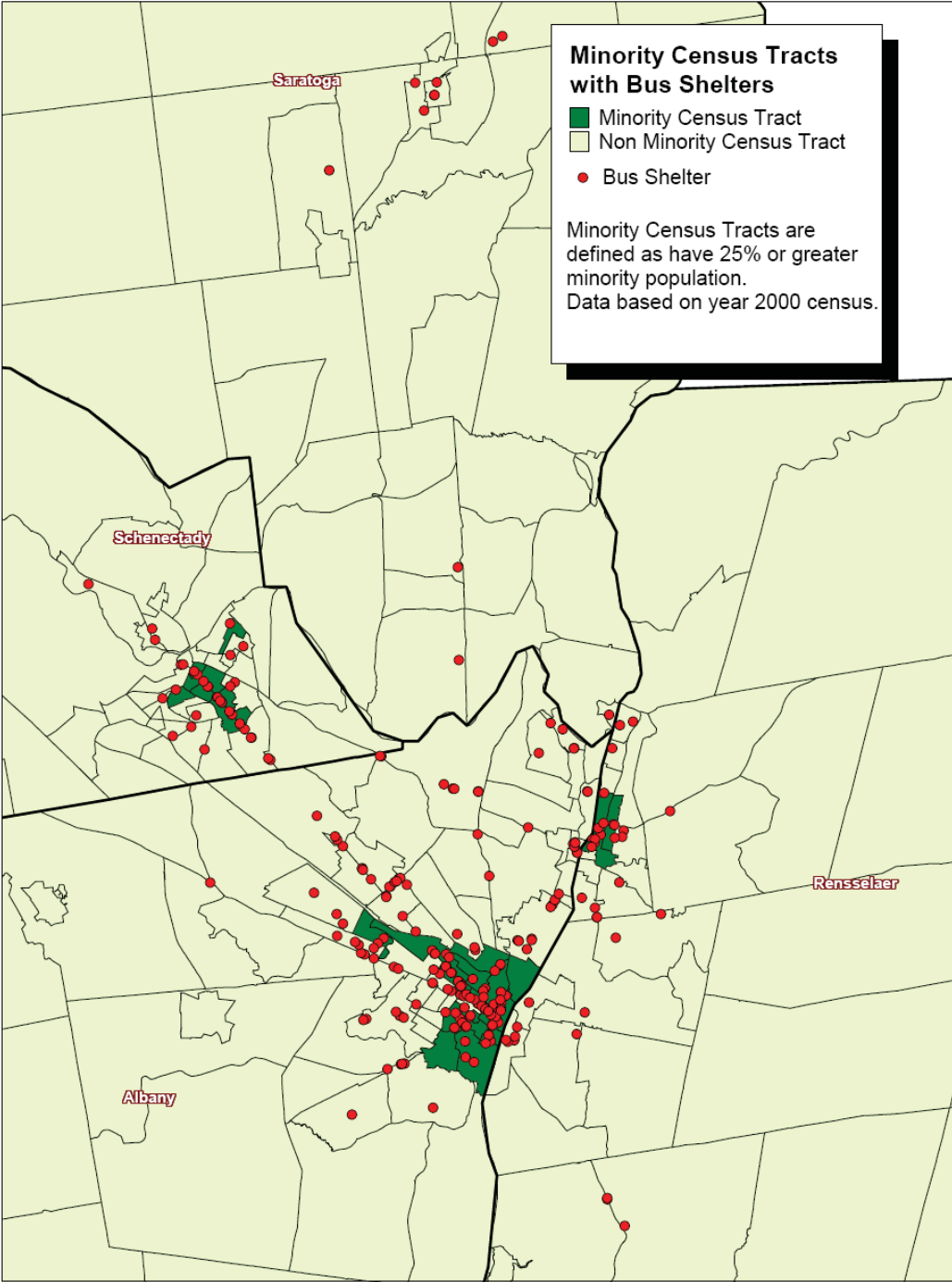
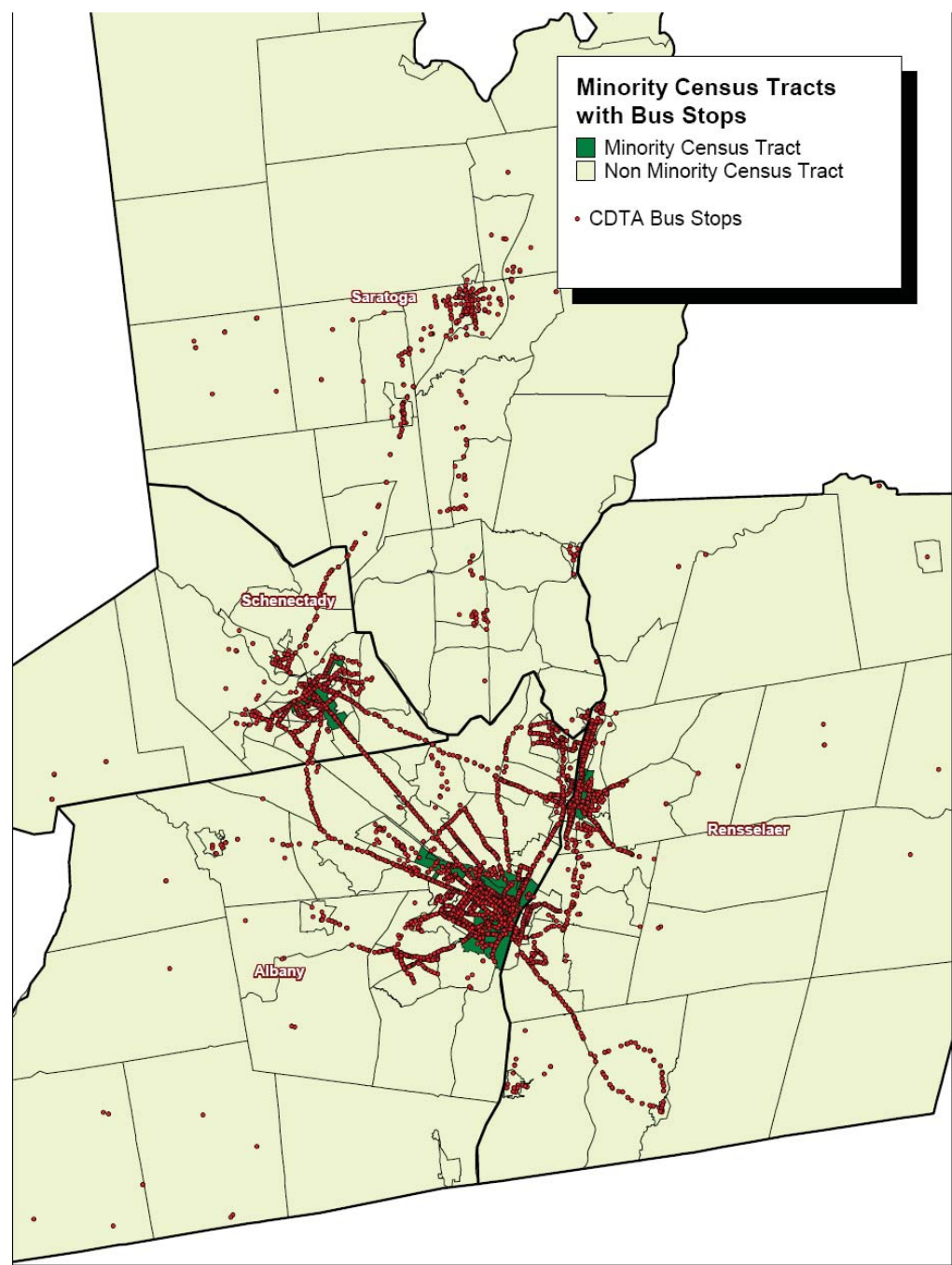


Figure 3: CDTA Bus Stops and Minority Census Tracts (Region-wide)



**Figure 4: Albany Urban Bus Routes**

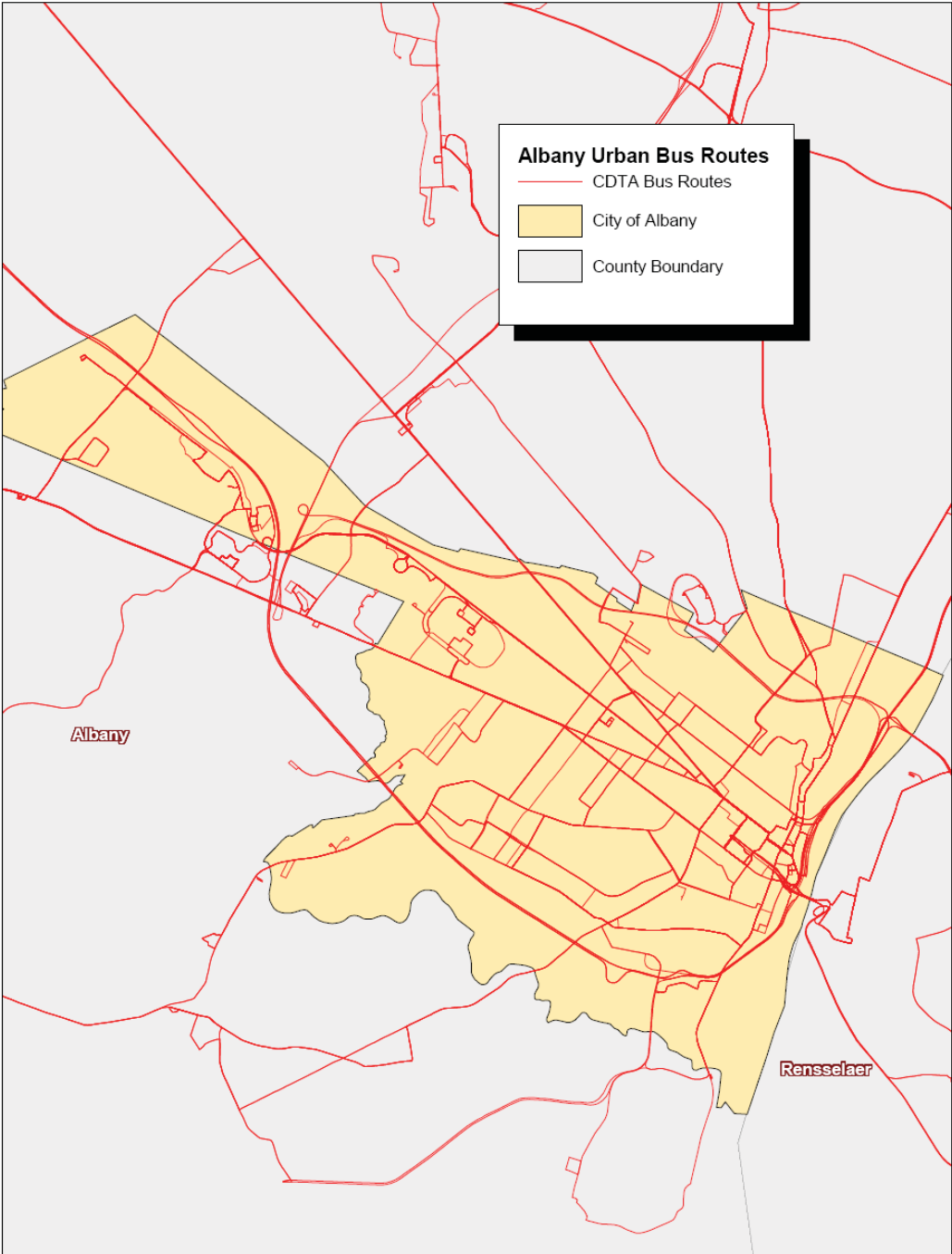
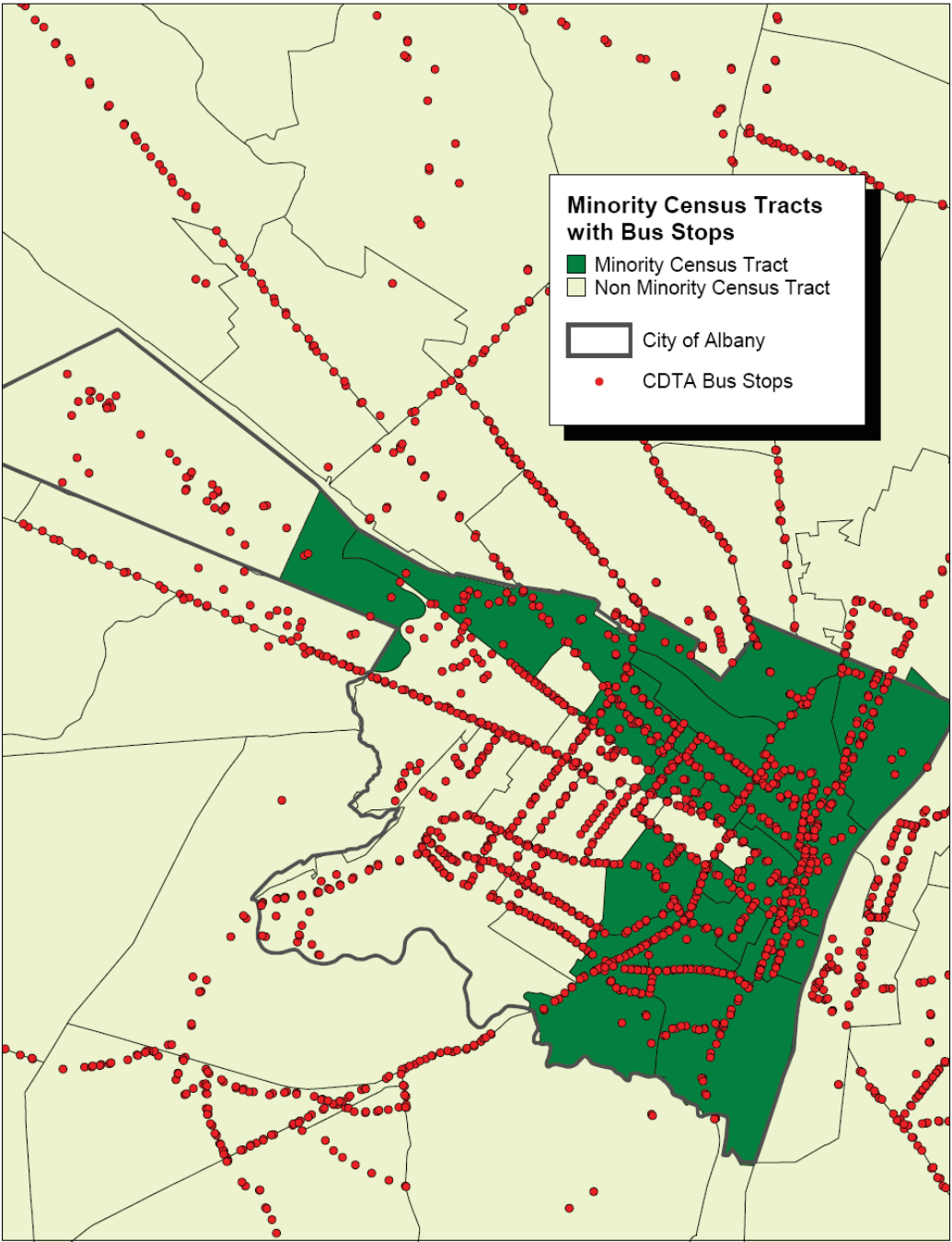
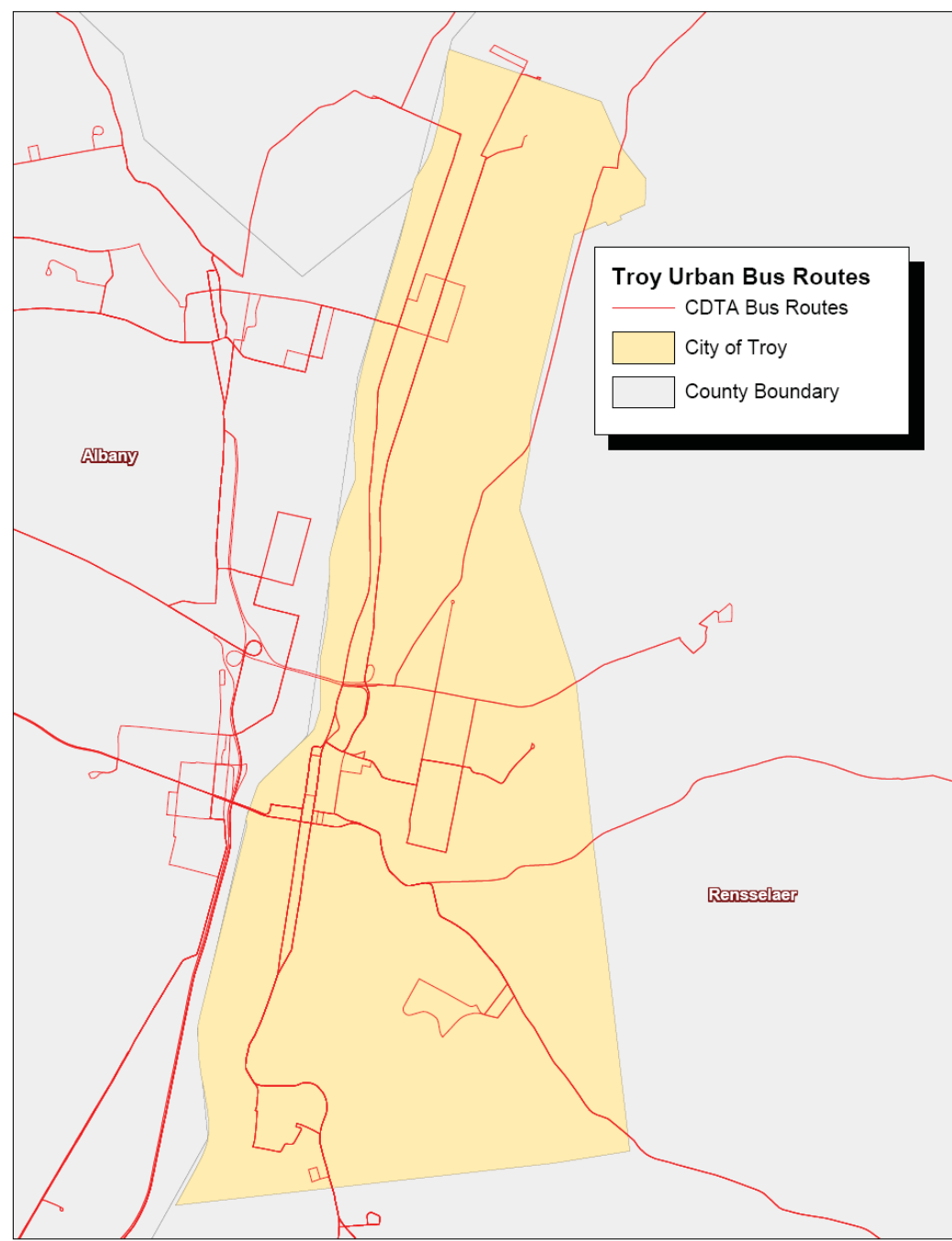


Figure 5: Albany Urban Bus Stops and Minority Census Tracts

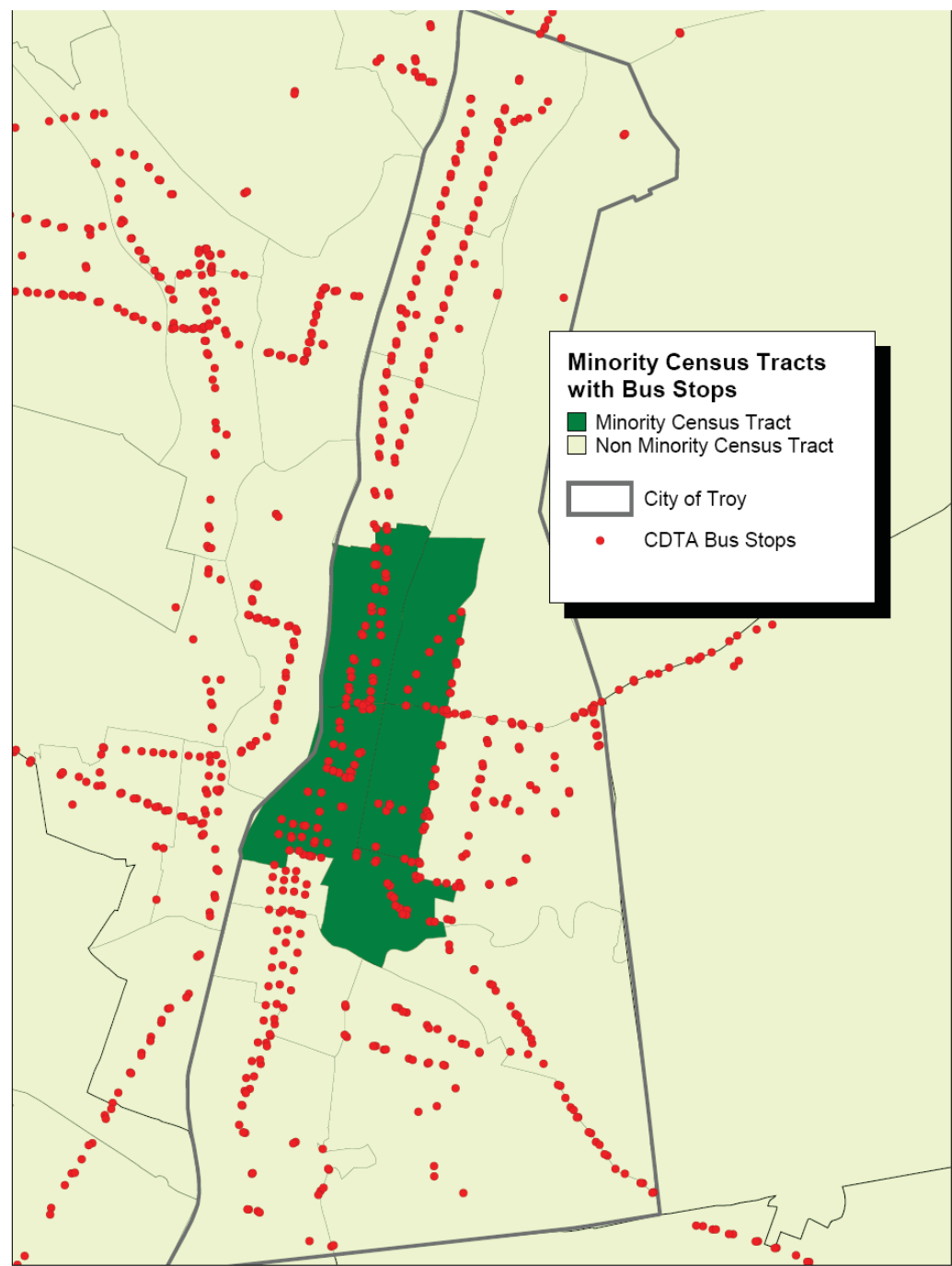




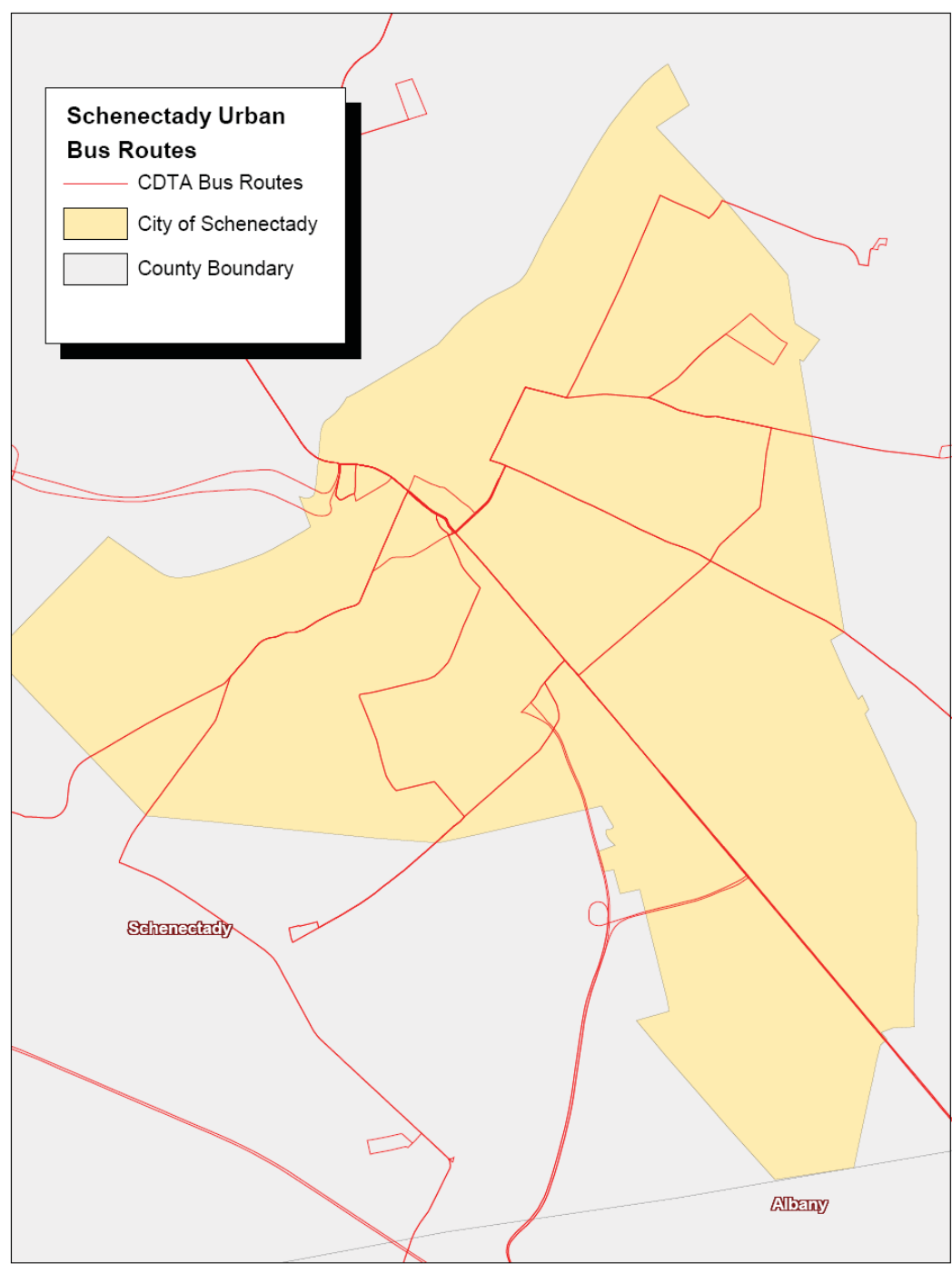
**Figure 6: Troy Urban Bus Routes**



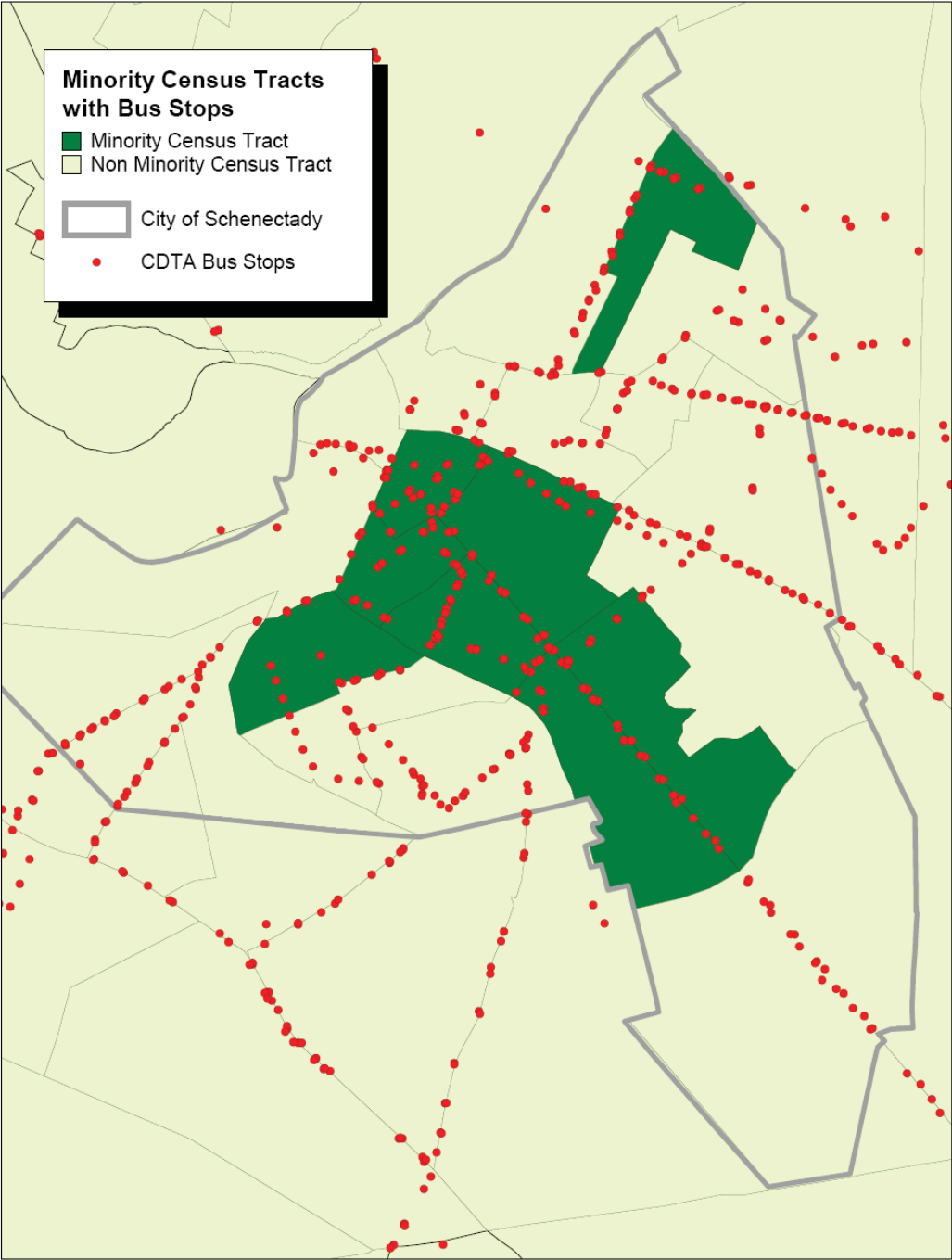
**Figure 7: Troy Urban Bus Stops and Minority Census Tracts**



**Figure 8: Schenectady Urban Bus Routes**



**Figure 9: Schenectady Urban Bus Stops and Minority Census Tracts**





## **XI. APPENDIX D: TRANSIT DEVELOPMENT PLAN (TDP)**