



**CDTA COMMITTEE AGENDA**  
**Strategic and Operational Planning Committee**  
**Thursday, May 21, 2026 | 11:00 AM**  
**Microsoft Teams & 110 Watervliet Ave**

**Committee Item**

**Responsibility**

Call to Order

Peter Wohl

Approve Minutes of Thursday, April 23, 2026

Peter Wohl

**Administrative Discussion Item**

- Review of Improved Scheduling Practices

Mike Williams

Next Meeting: Thursday, June 18, 2026, at 11:00am via Microsoft Teams and 110 Watervliet Ave.

Adjourn

Peter Wohl

## **Capital District Transportation Authority**

### **Strategic and Operational Planning Committee**

**Meeting Minutes – April 23, 2026, at 11:00am; via Microsoft Teams and 110 Watervliet Ave.**

In Attendance: Jayme Lahut, Denise Figueroa, Jackie McDonough, Patrick Lance; Frank Annicaro, Amanda Avery, Chris Desany, Jaime Kazlo, Gary Guy, Jon Scherzer, Patricia Cooper, Stacy Sansky, Mike Williams, Thomas Guggisberg, Dave Williams, Sarah Matrose, Jack Grogan, Lance Zarcone, Rich Cordero, Emily DeVito, Keosha Miles

### **Meeting Purpose**

Regular monthly meeting of the Strategic and Operational Planning Committee. Committee Chair Michael Criscione noted that a quorum was present. Minutes from March 19, 2026, meeting were reviewed and approved.

### **Administrative Discussion Item**

#### Glens Falls Service Changes

- CDTA assumed operation of bus service in Warren County from GGFT in January 2024. From January 2024 through August 2025, we made no changes to legacy GGFT service, focusing instead on observing ridership and operations and deploying technology. A public meeting was held on April 6 to solicit feedback for service improvements.
- Existing routes serve Glens Falls, South Glens Falls, Hudson Falls, Fort Edward, Lake George, Bolton Landing, SUNY Adirondack, and Saratoga Springs, including seasonal trolley services. Ridership productivity varies by route, with the highest-performing routes averaging approximately 10–11 rides per hour, compared to a system performance target of 15 rides per hour.
- The service planning process is structured in two phases:
  - Phase I, scheduled to take effect on May 24, 2026, focuses on optimizing existing schedules by using GPS-based travel time data to better align running times with actual operating conditions. These adjustments are expected to improve on-time performance and overall service reliability while maintaining existing service levels, with no significant changes to routes, frequency, or span.
  - Phase II, anticipated in late August 2026, includes potential route and service level changes informed by ridership data and public input. The effort focuses on improving effectiveness and sustainability by enhancing service levels where supported by demand, improving reliability and on-time performance, and strengthening connections to key destinations, with all changes evaluated to ensure cost-neutral service rebalancing.

### **Next Meeting**

Thursday, May 21, 2026, at 11:00am via Microsoft Teams and at 110 Watervliet Ave.

# Review of On-Time Performance and Enhanced Scheduling Practices

CDTA Planning Committee 05.21.2026

# Recent History of On-Time Performance



## Prior to mid-2010s

- Systemwide OTP data not consistently available or tracked
- Where available, OTP %s usually fell between **high 60's – low 70's**

## 2014 Transit Development Plan

- Aspirational goal: **85%** of trips on time
- Concerted effort begins to improve OTP with more precise scheduling and introduction of ATP run-time calibration

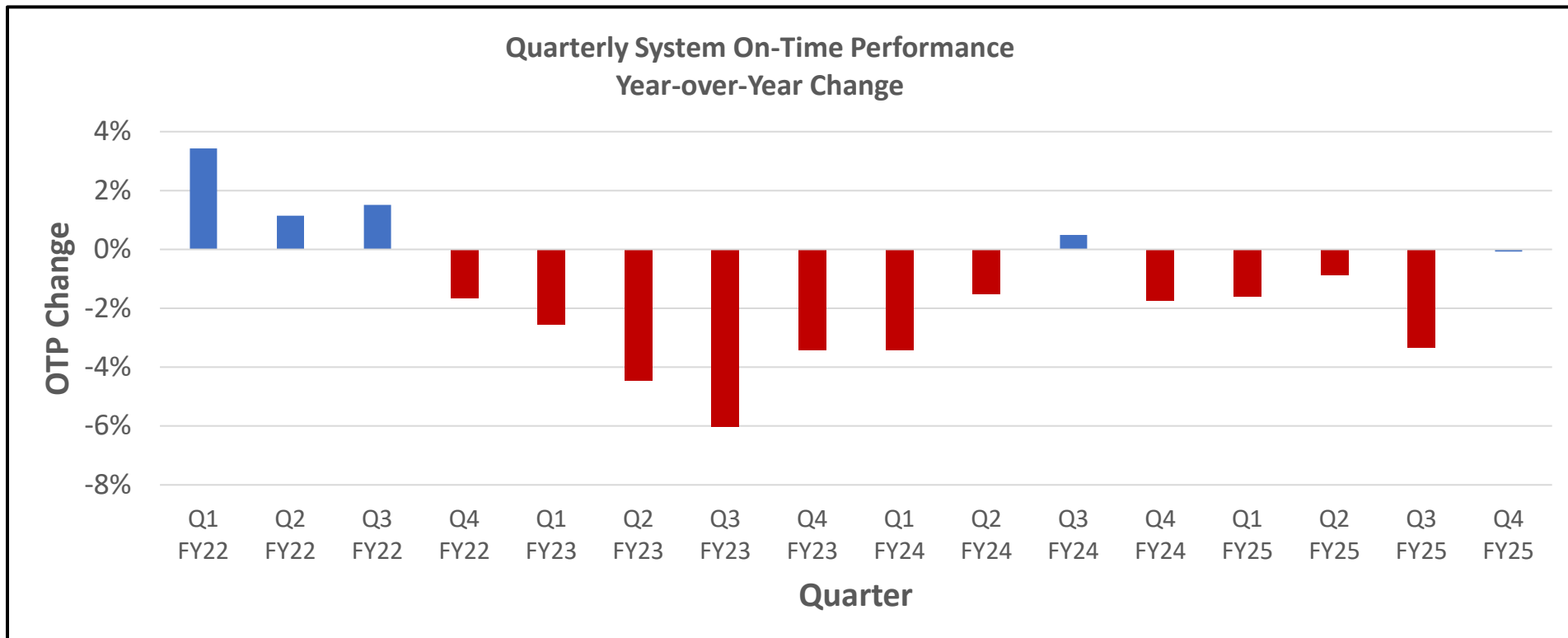
## By 2021

- Systemwide OTP %s consistently in high 70's
- COVID-19 pandemic disrupted figures in 2020, otherwise consistent increase

# Recent History of On-Time Performance

## Beginning of downward trend

- End of FY22 – First quarter with decline since before pandemic
- Began overall downward trend that lasted until end of 2024



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## Primary causes of downward trend

- Headcount issues coming out of the pandemic
- Regular expansions of BRT, service area, and regular service
  - **November 2020:** Opened Blue Line BRT
  - **August 2022:** Began operating service in Montgomery County
  - **November 2023:** Opened Purple Line BRT
  - **January 2024:** Began operating service in Warren County (formerly GGFT)
  - **Ongoing:** Service expansions associated with UA contracts

# Partnership with CSched

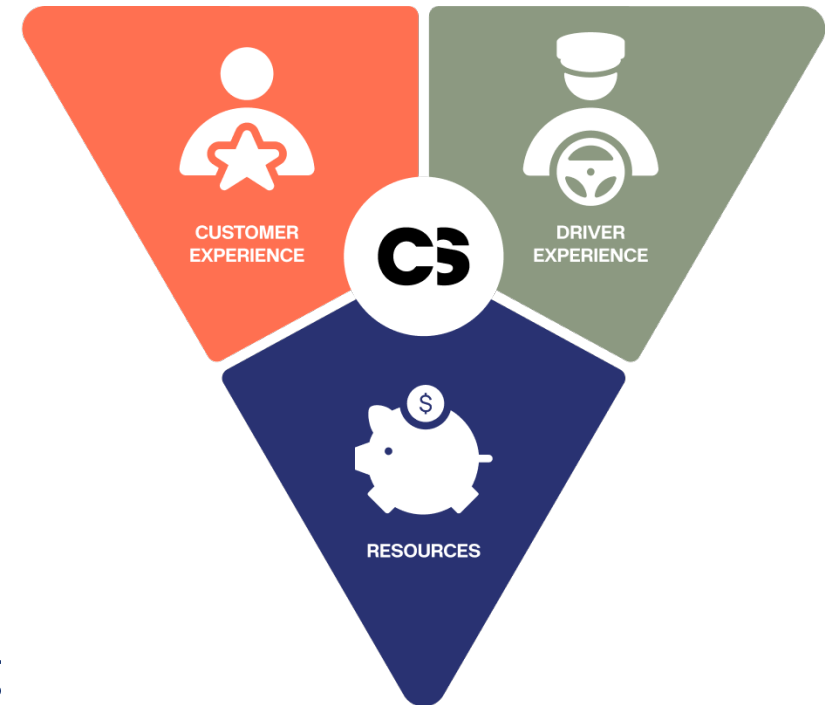
## Courval Scheduling (CSched)

- Expert scheduling firm
- Spun off from former GIRO employees (CDTA's scheduling software vendor)
- Focused on maximizing reliability and efficiency using a scientific methodology

## Mid-2023

- CDTA engaged CSched in response to increasing costs and declining OTP
- CSched conducted “friendly audit” of CDTA's scheduling practices to recommend improvements

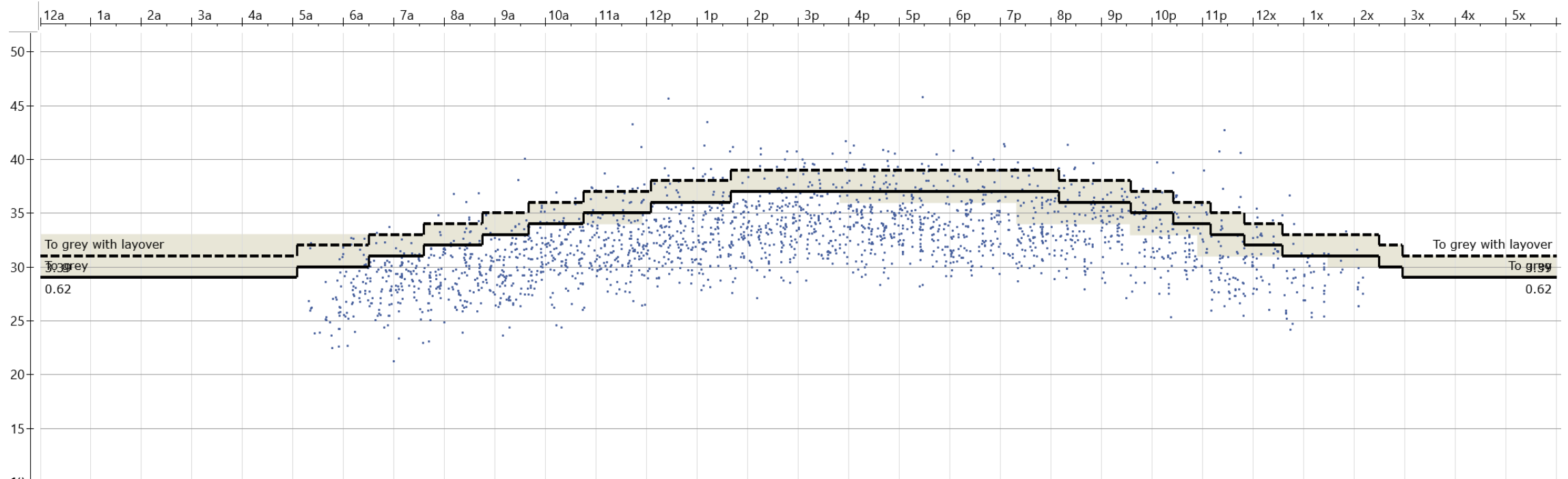
# CSCHED



# CSched Methodology - Highlights

## Full use of ATP runtime calibration

- Based on live data from INIT AVL system on buses
- Highly granular adjustments to route run times by time of day
- Improved process of data cleansing and validation



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- Improved process of data cleansing and validation

## Cycle Time Analysis and Route Pairing

- Pre-planned interlining of routes with equivalent headways and common termini
- Allows routes to share a layover, reducing overall hours and buses

## Strict Adherence to Fundamentals

- No “cheating” on minimum layovers
- No “cheating” on deadhead times

# Partnership with CSched (continued)

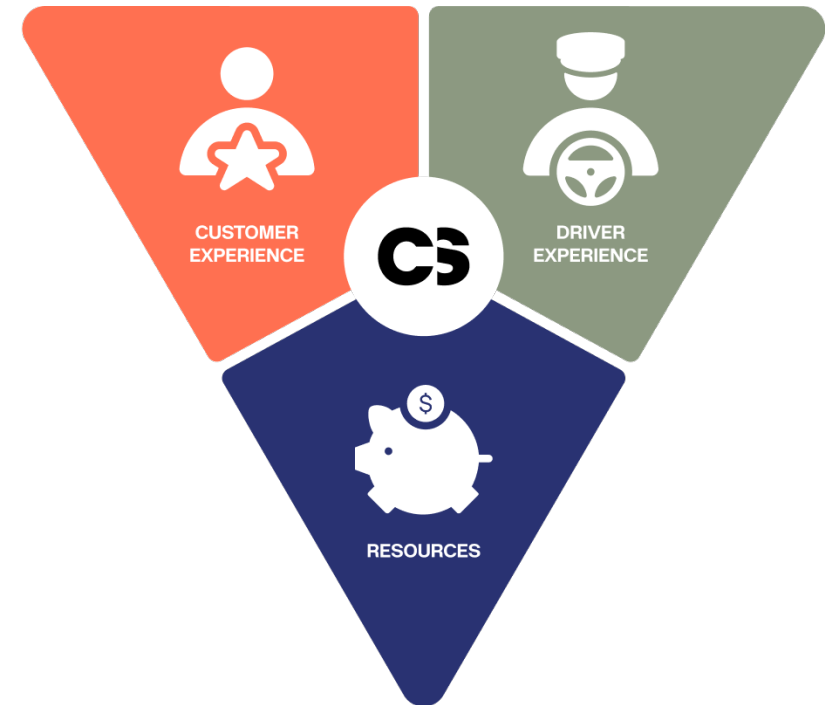
## Late 2023

- CDTA planners & schedulers trained on CSched's scheduling fundamentals
- CDTA began implementing CSched recommendations

## 2024

- CSched provided additional support to backfill Scheduling Systems Administrator
- Helped facilitate migration of Crew scheduling from Planning to Transportation

# CSCHED



# Partnership with CSched (continued)

## January 2025

- CDTA & CSched began pilot project to fully implement CSched's scheduling methodology
- First application: Optimization of **Albany Weekdays**

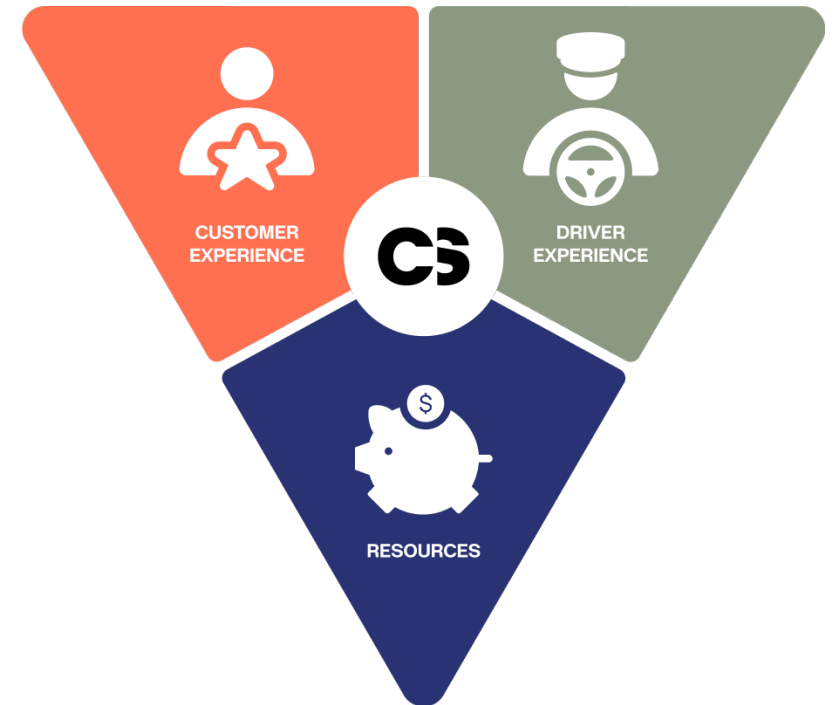
## June 2025

- Second application: Optimization of **Albany Weekends**
- Schedulers trained on ATP runtime analysis

## November 2025

- Optimization of **Troy Schedules**
- Schedulers trained on cycle time analysis and blocking

# CSCHED



# OTP Progress



## **After schedule optimizations in Albany (Jan-25 and Jun-25 picks)**

- First back-to-back quarters with increased OTP since late 2021
- Albany improvements outpaced remainder of the system

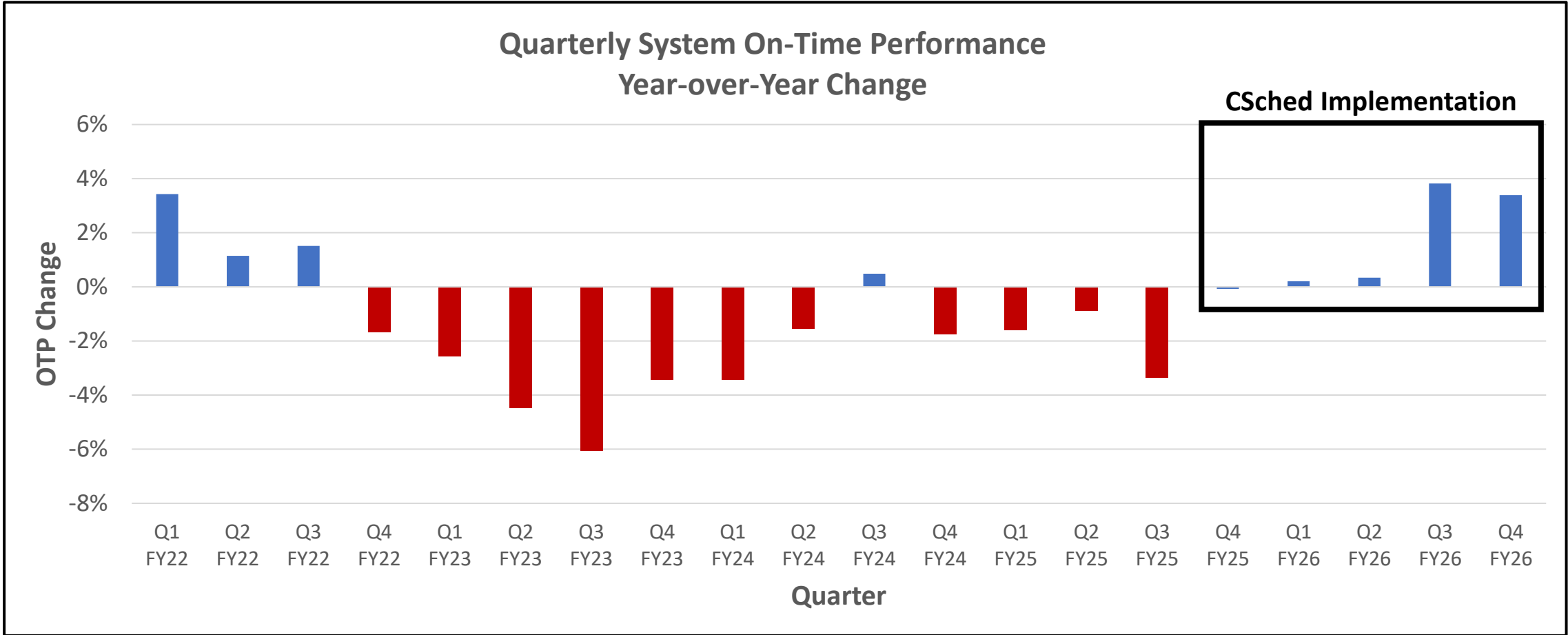
## **After adjustments to Albany and optimization in Troy (Nov-25 pick)**

- Acceleration of improved on-time performance
- Troy improvements outpaced remainder of the system

## **Current status**

- Systemwide OTP consistently up 4-5%

# OTP Progress



# Other Considerations & Next Steps

## Role of Service Rebalancing

- Reducing overall amount of work makes full system schedule easier to cover

## Albany

- Improvements from 2025 have diminished since roll-out
- Reduced speed limit and introduction of speed cameras have increased run times since CSched's pilot

## Next steps

- May 2026 pick – Schedules optimized in **Schenectady, Saratoga, and Glens Falls**
- Fully built by CDTA staff with CSched review and support
- Future picks – Recalibrate run times in Albany



# THANK YOU!

Questions? | Comments? | Next Steps.