

# **Board of Directors Monthly Meeting**

**Wednesday, May 25, 2022 | 12:00pm  
Via Microsoft Teams & at 110 Watervliet Ave.**



**CDTA BOARD OF DIRECTORS  
MEETING AGENDA**

**Wednesday, May 25, 2022 | 12:00pm | 85 Watervliet Ave and  
via Microsoft Teams**

<b>Board Item</b>	<b>Responsibility</b>	<b>Page</b>
Call to Order	Jayne Lahut	
Approve Minutes of Wednesday, April 27, 2022	Jayne Lahut	3
<b>Recognitions</b>		
25 Years - Eugene Goykhman, Transportation Supervisor		
<b>Committee Reports: (Action Items Listed)</b>		
Board Operations Committee (05/11/2022)	Jayne Lahut	
Performance Monitoring/Audit Committee (05/18/2022)	Denise Figueroa	
• Resolution 21 - Approve Annual Audit		14
• Resolution 22 - Contract for Sand Gravel Separator Maintenance		15
• Resolution 23 - Contract for Trash Removal & Recycling Services		20
• Resolution 24 - Contract for BRT Expansion Study		26
Community and Stakeholder Relations Committee (05/20/2022)	Jackie Falotico	
Strategic and Operational Planning Committee (05/20/2022)	Michael Criscione	
<b>Chief Executive Officer's Report</b>	Carm Basile	31
<b>Board Member Comments</b>	Everyone	
<b>Upcoming Meetings</b>		
Wednesday, June 29, 2022 at 12:00pm via Microsoft Teams and 85 Watervliet Avenue, Albany (Temporary Meeting Location)		
<b>Adjourn</b>		

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY  
(And its Subsidiaries)  
110 Watervliet Avenue, Albany, New York and Microsoft Teams**

**MINUTES OF WEDNESDAY, APRIL 27, 2022 BOARD MEETING**

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**MEMBERS PRESENT**      Jayme B. Lahut, Chairman  
                                 Michael J. Criscione, Vice Chairman  
                                 Joseph M. Spairana, Jr, Secretary  
                                 Denise A. Figueroa  
                                 Jaclyn Falotico  
via Microsoft Teams:    David M. Stackrow  
                                 Peter D. Wohl  
                                 Georgeanna M. Nugent, Treasurer  
                                 Patrick M. Lance

**MEMBERS EXCUSED**      Mark Schaeffer

**OTHERS PRESENT**

Carmino N. Basile, Chief Executive Officer	Stacy Sansky, Director of Procurement
Amanda A. Avery, General Counsel	Ross Farrell, Director of Planning
Michael P. Collins, VP of Finance and Admin	Patricia Cooper, Director of Finance
Chris Desany, VP of Planning & Infrastructure	David Williams, Director of Maintenance
Jaime Kazlo, Dir. of Corporate Communications	Gary Guy, Director of Transportation
Lance Zarcone, Vice President of Operations	Sarah Matrose, Internal Auditor
Vanessa Salamy, Executive Assistant	Kelli Schreivogl, Director of Human Resources
Thomas Guggisberg, Director of IT	Jack Grogan, Director of Risk Management
Jonathan Scherzer, Director of Marketing	Zachary Stever, President ATU 1321
Jeremy Smith, Director of Facilities	

**CALL TO ORDER**                      At 12:03 p.m., Chairman Lahut called the meeting to order and noted a quorum was present.

**APPROVAL OF THE MARCH 30, 2022 BOARD MEETING MINUTES**

Motion – Ms. Falotico  
Seconded – Ms. Figueroa  
Carried Unanimously

**COMMITTEE REPORTS**

**BOARD OPERATIONS COMMITTEE** - Report from Chairman Lahut  
Board Operations Committee met on Wednesday, April 13, 2022 at 9:15am at 85 Watervliet Avenue, Albany and via Microsoft Teams.

**Administrative Discussion Items**

- We reviewed the committee agendas for meetings held in March
  
- Lisa Marrello provided us with a detailed look at state budget negotiations. One house bills provide more operating assistance for transit systems across the state; we are thankful for the support from legislators and the governor. An on-time budget is expected – and we are hopeful of a good result for CDTA.

- Carm brought us up to speed regarding discussions with Glens Falls officials regarding their municipal system and what it might look like in the near future. There may be an opportunity for CDTA. More discussions to follow.
- We are starting a renovation project on the second floor at 110 Watervliet Avenue. Carpeting will be replaced, walls will be painted, with a needed refresh for 110. Contractors found asbestos behind the baseboards, so remediation is required.
- We will hold committee and board meetings for the next few months at 85 Watervliet Avenue. Technology is available to allow for a continuation of virtual attendance for anyone who cannot attend in person. A schedule of meetings for the next quarter has been distributed.
- Jayme Lahut will be assembling a Nominating Committee to develop a slate of officers for the 2022-23 fiscal year.
- The next meeting of the committee is scheduled for Wednesday, May 11, 2022 at 9:15am via Microsoft Teams and at 85 Watervliet Avenue.

PERFORMANCE MONITORING COMMITTEE - Report from Denise Figueroa  
 Performance Monitoring Committee met on Wednesday, April 20, 2022 at 12:00pm at 85 Watervliet Avenue, Albany and via Microsoft Teams.

Consent Agenda Items

*Resolution No. 17 – 2022 – Approve Contract for Purchase of Paratransit Buses*

- This is our annual order of paratransit vehicles; it is part of our fleet replacement program. It is part of a five-year contract to purchase these vehicles from Shepard Brothers. Staff recommends the purchase of six vehicles for STAR; it includes an upgraded wheelchair lift, cameras, and an air purification system. Delivery is expected in February 2023.
- The Authority hereby approves the purchase of six vehicles from Shepard Brothers, Inc. of Canandaigua, NY for a total price of \$528,000.

Motion – Mr. Spairana  
 Seconded – Ms. Figueroa  
 Carried Unanimously

*Resolution No. 18 – 2022 – Approve Contract for Purchase of Antifreeze*

- Our contract for Antifreeze has expired, and a new contract is required. An IFB was issued, and a single bid was received from the incumbent, Solvents & Petroleum. There is a 50% price increase because Cummins our engine manufacture, requires a certain product to ensure the engine warranty. We had a lengthy discussion about this in committee.
- The Authority hereby approves a one-year contract with one renewal year to Solvents & Petroleum Service of Syracuse for an estimated total of \$210,000.

Motion – Mr. Criscione  
 Seconded – Ms. Falotico  
 Carried Unanimously

*Resolution No. 19 – 2022 – Approve Procurement Manual*

- Staff provided the committee with a report on the annual review of the procurement manual. A few minor changes were made.
- The Authority hereby approves the revisions to the procurement manual.

Motion – Mr. Stackrow  
Seconded – Ms. Falotico  
Carried Unanimously

*Resolution No. 20 – 2022 – Approve Investment Policy*

- Public Authorities Law requires an annual review of our investment policy. Our policy explains how we invest, monitor, and report on funds. There are no recommended changes to the policy.
- The Authority hereby approves the 2022 Investment Policy.

Motion – Mr. Criscione  
Seconded – Ms. Figueroa  
Carried Unanimously

Administrative Discussion Items

- Mike Collins gave the year-end Monthly Management Report. Revenue highlights include a record-breaking year for MRT, exceeding budget expectations by \$6.2 million; Customer Revenue surpassed budget by 66%; and RRS beat budget by more than \$1 million. On the expense side, health benefits were under budget by 5%; professional services were under budget by 13%; Wages were over budget by 1%, but given the manpower challenges, not a bad year. We finished the year strong, with revenue 13% over budget and expenses 0.5% under budget.
- Chris Desany provided the year-end non-Financial Report. We finished the year with 11.6M rides, a 17% increase from last year and 75% of pre-pandemic levels. STAR ridership was up 45% from last year and has reached 90% of pre pandemic levels. Fixed route on-time performance was 78% and STAR on-time performance was 75%. We finished the year with 4,472 missed trips; total missed trips have been declining for the last few months. We had 47 more preventable accidents this year, along with a decrease of 17 non-preventable accidents. Staff will provide a report on this in June. STAR calls, applications, and complaints have been increasing. We are looking at internal measurements, and the results of the MORE surveys to get a better picture of service quality.
- Next meeting of the Committee is scheduled for Wednesday, May 18, 2022 at 12:00pm via Microsoft Teams and at 85 Watervliet Avenue.

COMMUNITY AND STAKEHOLDER RELATIONS COMMITTEE - Report from Jackie Falotico

- The Community and Stakeholder Relations Committee met on Thursday, April 21, 2022 at 11:15 am at 85 Watervliet Avenue, Albany and via Microsoft Teams.

Administrative Discussion Items

- Kelli Schreivogl presented on the CDTA Health Center. She updated the committee on the activity at the health center over the last 6 months. The CDTA Health Center is a collaboration between CDTA and CDPHP. It is located at the CDTA headquarters in Albany and is staffed by a Nurse Practitioner, 5 days a week. All employees can access the center for both personal and professional medical assistance.

- Over the last 6 months, there have been 568 total visits, by employees. 175 19-A physicals, which include pre-employment screenings, recertifications and return to work physicals. 110 COVID tests performed, 82 COVID vaccines administered and 47 walk-ins.
- Jon Scherzer summarized the recent STAR customer survey. Our survey consultant, TransPro talked to nearly 400 STAR customers earlier this year to gather feedback on service. The survey looked at demographics, travel purpose, reservation process, customer service and payment methods. Overall, customer satisfaction increased 22% from the previous survey. When it comes to STAR service, customers said they were most satisfied with vehicle safety, service availability and vehicle cleanliness.
- Jaime Kazlo summarized the monthly Media Relations/Community Engagement report. CDTA earned 20 media placements in television, newspaper, and radio. Stories focused on the state budget and advocacy, planned service expansion into Montgomery County, and the announcement of our new Universal Access partnership with Schenectady County.
- Jaime outlined upcoming events which include the formal announcement of service expansion into Montgomery County, the start of CDPHP *Cycle!* season 6 and the recent announcement with Senator Chuck Schumer about the Gateway Mobility Hub in Schenectady.
- Next meeting of the Committee will be on Thursday, May 19, 2022 at 11:15 am via Microsoft Teams and at 85 Watervliet Avenue

STRATEGIC AND OPERATIONAL PLANNING COMMITTEE - Report from Jayme Lahut  
 The Strategic and Operational Planning Committee met on Thursday, April 21, 2022 at 12:00 pm at 110 Watervliet Avenue, Albany and via Microsoft Teams.

Administrative Discussion Items

*Route Performance Report –*

- Ross Farrell gave the September 2021 – February 2022 Route Performance Report (RPR). The RPR provides operating results for key measures, a description of recent service changes, and a look at recommendations for the coming year. It guides our planning activities and helps us allocate our resources as efficiently as possible.
- Our ridership is still down 30% from two years ago, but up 26% from last year. Recovery is better than the national average. Bus Rapid Transit is increasing as a share of overall CDTA ridership, and the number of Universal Access (UA) contracts has also increased. We are starting to see more “normal” ridership patterns settling in.
- The Committees reviewed productivity through a couple of different lenses, including riders/hour and total ridership. It is important to understand that while ridership remains a critical measure, it is important to understand how it related to the amount of service we are providing to produce that ridership.
- New UA contracts include the Schenectady School District and New York State OGS, while just five of our contracts make up over 75% of our UA ridership. At the end of February, the Blue Line averaged 3,000 weekday rides. To improve productivity, we will be looking to tighten running times and frequencies this summer.

- In FY2023 we will be launching our Montgomery County Expansion to include three neighborhood routes and one commuter route. It will focus on connecting Amsterdam neighborhoods to surrounding retail and job centers. We will also look at school district restructurings, county-by-county restructurings, progress the Purple Line, and update the Transit Development Plan.
- Next meeting of the Committee will be on Thursday, May 19, 2022 at 12:00pm via Microsoft Teams and at 85 Watervliet Avenue.

NOMINATING COMMITTEE REPORT – Peter Wohl

- Peter made a report regarding the slate of officers to lead the CDTA Board for Fiscal Year 2023:

Chairperson	Jayne Lahut
Vice Chairperson	Michael Criscione
Secretary	Joseph Spairana, Jr.
Treasurer	Georgie Nugent

- The Authority hereby approves the FY2023 slate of officers.

Motion – Ms. Figueroa  
 Seconded – Mr. Stackrow  
 Carried Unanimously

CHIEF EXECUTIVE OFFICER’S REPORT – Carm Basile

- The Chief Executive Officer provided his report for April 2022 (attached).

UPCOMING MEETINGS

- Subject to the call of the Chair, Chairman Lahut announced the following meeting date:
  - Wednesday, May 25, 2022 at 12:00pm via Microsoft Teams and at 85 Watervliet Avenue.

ADJOURNMENT – 12:50 PM

Motion – Mr. Spairana  
 Seconded – Ms. Falotico  
 Carried Unanimously

Respectfully submitted,

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Joseph Spairana, Jr., Secretary

Dated: April 27, 2022

## CHIEF EXECUTIVE OFFICER'S REPORT

As I prepare this report, the grass in front of our building is green, so spring is not far behind. It has been a long winter clouded by the Omicron variant that slowed us down. But through it all, the CDTA agenda remains full of new opportunities leading us on a clear path forward.

During the past six weeks, most our time has been spent on budget development and advocacy, particularly at the state level. We just finished a virtual press event with transit advocates and the Chairman of the Assembly Transportation Committee (William Magnarelli) where we talked about the transformation that is possible if better transit service is available. It has taken many years for us to find a common voice for our industry, and it looks like we have finally found the right formula. In that regard, we have the support of legislators regarding the need for more mobility and better connections throughout the state. Best of all, there is a realization that funding is critical to our success and with increases provided in one house bills, there is proof positive of the support for what we do.

As it stands today, the Governor's Executive Budget Request includes a 13% increase in state operating assistance for upstate systems (36% for downstate systems). It also includes \$2.3 million in operating assistance for CDTA to expand into Montgomery County. The senate one house bill includes a 36% increase in operating systems for all transit systems (MTA would get 24%) and an additional \$1 million for CDTA to expand into Montgomery County; the assembly has the same 36% increase in STOA and \$1 million for Montgomery County (our information is that the \$1 million in each one house is cumulative to bring the total to \$4.3 million).

Additionally, there is more money for capital programs and money to expand the paratransit service area. The one house bills are not the same on all of this, but you can see the support for what we do. Negotiations are taking place and Lisa Marrello and NYPTA lobbyists are monitoring and reporting to us regularly.

I am pleased that we are presenting a balanced spending plan to the board for consideration. This comes after months of work by staff and members of the Strategic and Operational Planning committee. Special thanks to Jayme Lahut, Dave Stackrow and Mike Criscione who met with us regularly to talk about specific parts of the budget and the way we use resources. These strategic discussions were helpful and resulted in one of our best budget plans in my years at CDTA.

The spending plan, which is balanced totals \$114 million. More than 70% of the spending is on our people and this will accommodate an expansion of our footprint and services. It will allow us to introduce new mobility options (more bikes, more scooters and this year, cars). It also sets us up to begin service on our third BRT line in 2023. The plan recognizes a steady return of customers to our system and corresponding revenue. We welcome additional state operating assistance and will continue to use COVID-19 funds as stopgaps in revenue lines that are still recovering from the pandemic. The plan is strong, it is resilient, and it is flexible to allow for unforeseen issues and circumstances. The 5-year capital plan is fully funded in year one and it includes the innovative things that we want to introduce in years 2-5. Outstanding work by everyone involved.

We continue to develop a service plan for expansion into Montgomery County. The plan will require more bus operators, technicians, and support staff. It will include detailed operating and maintenance plans along with the use of technology to support service delivery. We are meeting



with community leaders, school district officials and employers to understand the community and its requirements. At the same time, we are featuring the CDTA brand and the reputation of our company to introduce ourselves to the people who need our mobility services. We anticipate a service start in the third quarter of 2022.

As we pass the two-year mark under the dark cloud of COVID-19, I am pleased that infections have slowed considerably; there were only three positive cases during March. We continue to encourage employees to protect themselves, their families and co-workers. We have relaxed the mask wearing requirement in our offices and meeting areas; however, employees and customers must wear a mask when onboard our buses. This continues to be a tender balance of customer service and operational reality.

After a pandemic-caused hiatus, our State of CDTA event returned. The event gives us an opportunity to invite partners to CDTA, to highlight the work we do and to showcase our equipment, our facilities, and our people. Our panel discussion focused on the importance of mobility connections throughout the region. It featured Universal Access and the ease of which our partners are adapting it to their environment and for their employees. The event is also an opportunity for us to unveil new initiatives – in this case, DRIVE, which is our new carshare program. The concept and the great branding captured attention and spun off lots of media opportunities. State of CDTA is another way that we tell our story and work to deepen our impact in the community.

This upcoming fiscal year will be filled with advocacy, outreach, and a strategic expansion of our footprint. By developing and deepening our partnerships we can strengthen our community impact and articulate the need for more and better mobility. As we expand into Montgomery County, introduce *Drive*, unveil Mobility Hubs, build new BRT lines, expand bikes and scooters, and consider new facilities, our messaging will continue to center on innovation and opportunity.

The CDTA agenda is driven by the people who work here. Their collective efforts make us go and I am proud of the work they do. We asked them to do more during the pandemic and they responded, now we are asking them to do even more as we advance an agenda that is different from others across our state – innovation sets us apart and it makes us who we are. Thank you to everyone for the work you do.

### **Performance Measures**

Key Performance indicators for the company are included in our monthly reports. Data is for February; for perspective, we compare it to data from February 2021.

Total ridership was 890,000, 26% more than last February. Year-to-date, there have been 10.4 million rides on our system, 16% more than the same period last year. Our ridership is now 70% of what it was before the pandemic began (February 2020). STAR ridership was 22,080, 33% more than last February; Northway Express ridership was 3,700, two times what it was last February, but still well below what it was before COVID-19 started.

As we approach the end of the fiscal year, our company is in excellent financial condition. The pandemic forced us to think differently and use new sources of revenue to offset reductions in other areas. We could do this because our financial footing was strong enough to carry us

through tough times. The infusion of federal relief funds was extremely helpful and supported our operation during the leanest periods of COVID-19. The collective efforts of our staff to develop financing scenarios guided us and made our company stronger and more resilient. This work was the foundation for our 2022-23 spending plan, which is ready for board adoption.

For February, MRT receipts were \$1.1 million; we exceeded \$1 million in collections every month this year; year to date, MRT receipts total almost \$16 million. Customer revenue was \$1.4 million in February, and \$12.6 million year-to-date, 62% ahead of budget expectations. We have seen a steady increase in customer boardings throughout the year; rising fuel prices may spur another bump up. Facility revenue (mostly from the rail station) is also up. We collected \$143,000 in February; year-to-date we are at \$1.8 million, which is double our projections.

Total expenses for the month were 5% under budget; year-to-date, we are 1% under budget. Over 70% of our expenses are in the people lines (wages and benefits) and that drives the budget. Wages were down in February (because of the short month; one less payroll period). The Workers Compensation line was under budget because we received money for case recoveries. Two large settlement amounts drove the liability claims line over budget for the month. Finally, the utilities line spiked because of record prices for natural gas.

We missed 439 trips on the fixed route system; last February, we missed 35 trips. This continues to be a problem area for us, and we are working to add employees, improve retention and modify the service delivery complement to better align resources to demand.

There were 41 accidents in February with 24 of them preventable. Last February, there were 38 accidents with 21 of them preventable. All preventive maintenance inspections were done on time. Scheduled maintenance work was at 73%. On time performance for fixed route service was at 78%; last February, it was at 80%. STAR service operated within our 10-minute window 75% of the time; last February, it was at 87%. There were 9,100 calls to the STAR reservation center. Last February, January, there were 8,400 calls.

Our call center processed 231 comments compared to 155 last February. There were 51 comments about STAR; last February, we received 15 comments (reminder - we changed how we classify complaints about contractor services). Response time to close customer inquiries within 10 days was 90%. There were 578,000 page views at [www.cdfa.org](http://www.cdfa.org).

### **Activity Report**

We are in the home stretch for budget season and our advocacy work. This requires a good deal of time and a constant recital of the work we do, the people we connect and the communities we serve. Hopefully, this will result in good news for transit systems across the state, and specifically for the needs of CDTA.

- On Thursday, February 24, I participated in a meeting with the NYPTA Rider Advisory Group. This group was created to add depth to advocacy efforts and provide a way for our partners to speak on behalf of transit systems throughout the state. The group shares messages about the work we do and how their constituencies depend on the connections we make.

- On Friday, February 25, I joined the NYPTA executive committee in a meeting with Senator John Manion. The Senator represents Syracuse and its western suburbs. We talked about the work we do and the need for additional operating assistance.
- On Friday, February 25, I attended a Meet the Legislators event sponsored by the Rensselaer County Chamber of Commerce. Senator Neil Breslin, Senator Daphne Jordan and Assemblyman John McDonald provided a glimpse into state budget work, priority setting and the journey back from the pandemic. Our Director of Corporate Communications, Jaime Kazlo moderated the discussion and did an outstanding job.
- On Tuesday, March 1, I led a NYPTA Town Hall meeting. The Town Hall gathered transit leaders and advocates to hear from legislators about funding for systems across the state. We heard from Senator Tim Kennedy who chairs the Senate Transportation Committee and Assemblyperson Amy Paulin who chairs the Committee on Corporations, Authorities and Commissions. Great discussion about our work to connect communities.
- On Tuesday, March 1, Lisa Marrello and I met with Senator Kennedy's staff to talk about the operating assistance we need to support expansion into Montgomery County.
- On Wednesday, March 2, I joined Matt Peter, Executive Director of the Albany Parking Authority in a meeting with Mayor Kathy Sheehan. We gave the mayor an update on efforts to develop an intermodal center in downtown Albany.
- On Thursday, March 3, I started my day in our Albany maintenance facility for our State of CDTA presentation. The garage was the perfect backdrop to highlight our work. Jayme Lahut kicked off the activities; thank you to him and board members who joined us in person or on our YouTube live stream. Special thanks to Jaime Kazlo and her team who organized the event. We received great feedback.
- On Thursday, March 3, I joined NYPTA execution committee members in a meeting with staff from Speaker Heastie's office. We talked about the needs of our systems and ways to fund the upstate account for operating assistance.
- On Thursday, March 3, I attended the quarterly meeting of CDTC's Policy Committee. The meeting highlighted the infrastructure work going on throughout the region (Port, the Airport, NYSDOT, the Thruway, CDTA and the municipalities across the region).
- On Friday, March 4, I spoke with a reporter from the Albany Business Review. We talked about FLEX service in Southern Saratoga County, prospects for expanding FLEX, and the rising cost of fuel (impact on CDTA).
- On Friday, March 4, I filmed a video piece that will be part of the Capital Region Chamber's Women of Excellence awards presentation. My piece was about Jaime Kazlo, the work she does at CDTA, the impact she has had on our organization and her

development as a transit professional. Jaime will receive the Women of Excellence, Emerging Leader award in May. Very well-deserved recognition.

- On Monday, March 7, I joined NYPTA executive committee members in a meeting with Assemblyman John McDonald. We have been engaging key legislators to ensure that they support funding levels that we are proposing. It was great to speak with one of our own legislators and hear his support for the work we do at CDTA.
- On Monday, March 7, Matt Peter and I met with Nivardo Lopez and his staff. Nivardo is the Governor's Deputy Secretary for Transportation. We briefed him on the Albany Intermodal Center and the work we have done to advance the project.
- On Wednesday, March 9, I chaired a meeting of the United Way's executive committee. We met to talk about real estate matters. The United Way owns a building on Washington Avenue Extension, and we are working to develop a path forward for the building.
- On Sunday, March 13 through Tuesday, March 15, I attended the APTA Legislative Conference in Washington, D.C. Lots of updates on legislation and funding related to transit and the infrastructure. We heard from members of Congress and leadership at USDOT and the FTA. Several board members attended the conference. Jaime Kazlo moderated a session on messaging and communicating the work the industry is doing to improve mobility. Great to see the CDTA team involved in this important work.
- On Tuesday, March 15, I joined NYPTA executive committee members in a meeting with staff from Senate Majority Leader Andrea Stewart-Cousins' office. We discussed the senate one house bill and the need for increased operating assistance and capital funds.
- On Wednesday, March 16, Mike Collins and I met with Maureen O'Brien and Eileen McCarthy from the New York State Industries for the Disabled. We talked about the services available through NYSID and ways that we might deepen our relationship.
- On Thursday, March 17, I chaired a meeting of the NYPTA legislative committee. We formulated our strategy for the stretch run in budget development.
- On Friday, March 18, we celebrated Transit Worker Appreciation Day. This is a national event that spotlights the work of transit employees. We organized activities to show our appreciation to the 735 men and women who work at CDTA. Great job by Jaime Kazlo and her team for making sure everyone enjoyed the day.
- On Monday, March 21, I welcomed 12 new employees to CDTA. The individuals started our bus operator training program and will be ready for service in 4-6 weeks. Hats off to our HR and training staff for getting seats filled and providing programs back-to-back for many months. This will not slow down as we continue to grow our network of services.

- On Monday, March 21, I met with NYPTA executive committee members to talk about state budget issues. We discussed operating assistance proposals, efforts to expand the coverage area for paratransit service, and meeting schedules for the next week or so.
- On Tuesday, March 22, Lance Zarcone and I met with Bob and Steve Brown. Brown Coach operates NX service for CDTA; we talked about ways to strengthen our relationship and opportunities to do more together.
- On Tuesday, March 22, I joined members of the NYPTA executive committee in a meeting with Assembly staff to talk about zero emission mandates. One house proposals include a mandate to zero emission vehicles. We talked about the NYPTA position on these matters and ways to work with state leaders to advance zero emission issues.
- On Wednesday, March 23, I joined the NYPTA executive committee in a meeting with staff from Assemblyman William Magnarelli's office. The assembly member chairs the Transportation committee; he supports our work and the need for increased funding.
- On Wednesday, March 23, I attended a Board of Trustee meeting at Christian Brothers Academy. The board meets five times a year; we talked about what is going on at school while reviewing enrollment numbers and the corresponding financial picture.
- On Friday, March 25, I joined the NYPTA executive committee members in a meeting with Senate Finance staff to talk about a legislative proposal to expand paratransit service areas. We talked about the need for this expansion, ridership increases, and the cost for service/trips.
- On Friday, March 25, I moderated a NYPTA Virtual Press Event. This featured Assembly Transportation Chair William Magnarelli and advocates from throughout the state. We had a good discussion about the needs of transit systems across the state. The Chairman reaffirmed his support for what we do and the need for more funding.
- On Saturday, March 26, my wife Sheila and I attended the annual CBA gala. A nice event with many of our community partners in attendance.

### **Final Thoughts**

Over the past few years, we have introduced services and programs that make us better and stronger. We have also increased our work in the community to make CDTA a regional resource. The work that I highlight in this report is due to the resolve and commitment of our employees, staff and board members who make CDTA go. Thank you.

*CDTA Provides Mobility Solutions that Connect the Region's Communities*

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY  
RESOLUTION No. 21 - 2022**

Approval of the Draft Financial and Compliance Report for FY2022

**WHEREAS**, pursuant to Public Authorities Law § 1305-a, the Capital District Transportation Authority (the “Authority”) is required to issue reports describing its financial condition; and

**WHEREAS**, pursuant to Public Authorities Law § 1306, the Authority is empowered to retain auditors to formulate financial and compliance reports; and

**WHEREAS**, the Performance Monitoring and Audit Committee has reviewed and recommended the approval of the Draft Financial and Compliance Report by Lumsden & McCormick, LLP, external auditors, dated March 31, 2022 for fiscal year April 1, 2021 through March 31, 2022.

**NOW, THEREFORE, BE IT RESOLVED:**

1. The Authority hereby approves the Draft Financial and Compliance Report by Lumsden & McCormick, LLP, external auditors, dated March 31, 2022 for fiscal year April 1, 2021 through March 31, 2022.
2. The Authority hereby authorizes the filing of the Draft Financial and Compliance Report dated March 31, 2022 for fiscal year April 1, 2021 through March 31, 2022 with the appropriate governmental entities.
3. This resolution shall take effect immediately.

**CERTIFICATION**

The undersigned, duly elected and acting as Secretary of the Capital District Transportation Authority, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Capital District Transportation Authority held on the 25th day of May, 2022.

Dated: May 25, 2022

\_\_\_\_\_  
Joseph M. Spairana, Jr., Secretary

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY  
RESOLUTION No. 22 - 2022**

Approve Contract for Sand/Gravel Separator Maintenance

**WHEREAS**, the Capital District Transportation Authority (the “Authority”) is charged by title 11-C of the Public Authorities Law with providing omnibus transportation within the Capital District transportation district, and

**WHEREAS**, the Authority is authorized by Public Authorities Law section 1306 to enter into contracts for the purchase of goods and services to meet its transportation objectives, and

**WHEREAS**, the Authority currently utilizes a sand and gravel separator at all three divisions to separate oil, sand and residue from water that collects in maintenance drains and is then discharged into the public water supply system, requiring cleaning twice per year to function properly, and

**WHEREAS**, after issuance of a competitive invitation for bids for sand and gravel separator maintenance services, a single bid was received from Precision Industrial Maintenance of Schenectady, New York, and was deemed responsive and responsible, and

**WHEREAS**, staff is satisfied that the procurement was not overly restrictive, and that the procurement was satisfactory in all respects, and

**WHEREAS**, staff recommends a three-year sand and gravel separator cleaning services contract with two optional one-year renewals be awarded to Precision Industrial Maintenance of Schenectady, NY, for an annual cost not to exceed \$159,310 per year, and an estimated five-year contract value of \$796,550.

**NOW, THEREFORE, BE IT RESOLVED:**

1. The Authority hereby awards a three-year sand and gravel separator cleaning services contract with two optional one-year renewals to Precision Industrial Maintenance of Schenectady, NY, with an estimated five-year contract value of \$796,550, subject to acceptance and satisfaction of all contract terms and requirements.
2. The Chief Executive Officer is hereby authorized to execute the necessary documents.
3. The funding for this maintenance will be included in the appropriate Operating Budgets FY2023 through FY2028.
4. This Resolution shall take effect immediately.

**CERTIFICATION**

The undersigned, duly qualified and acting as Secretary of the Capital District Transportation Authority, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Capital District Transportation Authority held on the 25th day of May, 2022.

Dated: May 25, 2022

\_\_\_\_\_  
Joseph M. Spairana, Jr., Secretary

## **Capital District Transportation Authority Agenda Action Proposal**

**Subject:** Contract award for sand and gravel separator cleaning services to Precision Industrial Maintenance of Schenectady, New York.

**Committee:** Performance Monitoring/Audit  
**Committee Meeting Date:** May 18, 2022  
**Board Action Date:** May 25, 2022

**Background:**

The current contract for sand and gravel separator cleaning services is set to expire and a new one is required.

**Purpose:**

The separators filter oil, residue, and sand from water in maintenance drains and require semi-annual cleaning.

**Summary of Proposal:**

An Invitation for Bids (IFB) was issued outlining the cleaning needs of the separators at all three operating divisions.

Five vendors downloaded the IFB and one submitted a bid. Historically, there has been limited competition because of the specialized nature of this work. Additionally, the bid was widely publicized; the scope of services was not too restrictive; and the vendor pool was not unreasonably limited. The bid received from Precision Industrial Maintenance was deemed responsive and responsible.

Staff recommends a three-year contract with two optional renewal years be awarded to Precision Industrial Maintenance of Schenectady, NY for sand and gravel separator cleaning for an annual amount not to exceed \$159,310. Upon Board approval, the contract will be executed immediately.

**Financial Summary and Source of Funds:**

The estimated five-year contract value is \$796,550 and will be funded in our operating budgets FY2023 through FY2028. There will be nominal annual increases for Consumer Price Index and Prevailing Wage adjustments.

**Prepared by:**

Stacy Sansky, Director of Procurement

**Project Manager:**

Jeremy Smith, Director of Facilities



## Memorandum

May 18, 2022

To: Performance Monitoring/Audit Committee

From: Christopher Desany, Vice President of Planning & Infrastructure

Subject: Contract Award Recommendation for Separator Cleaning

### Background

As a byproduct of standard maintenance operations (bus washing, parts cleaning, snow melt), we generate wastewater. This water gets mixed with oil, dirt, sand, and other particulates. To support environmental responsibility and continuity of operations, it is important that this material is properly handled and removed as per prescribed procedures.

When wastewater is generated, it makes its way throughout an in-ground drainage system and is collected in a series of sumps (there are twelve of these sumps in Albany alone). There, the various components are separated and handled appropriately. It is necessary to clean these sumps (twice yearly) to ensure the long-term effectiveness of the system.

The contract for these cleaning services is about to expire, so we issued a new Invitation for Bids. Five vendors downloaded the bid package, and one response was received. Precision Industrial Maintenance of Schenectady, NY provided that response. Precision is a new vendor for CDTA. References were checked, all of which came back positive.

### Recommendation

I recommend awarding a three-year contract, with two one-year options for separator cleaning services to Precision Industrial Maintenance of Schenectady, NY for a five-year amount of \$796,550.

Copy: Chief Executive Officer  
Director of Procurement  
Director of Facilities

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY**  
**Staff Contract Award Certification**

1. **TYPE OF CONTRACT (check one):**

Construction & Maintenance  
 Goods, Commodities & Supplies  
 Bus  
Purchase  
 Services & Consultants  
 Transportation & Operational Services

2. **TERMS OF PERFORMANCE (check one):**

One-Shot Deal: Complete scope and fixed value  
 Fixed Fee For Services: Time and materials - open value  
 Exclusive Purchase Contract: Fixed cost for defined commodity with indefinite quantity  
 Open Purchase Contract: Commitment on specifications and price but no obligation to buy  
 Change Order: Add on to existing contract

3. **CONTRACT VALUE:**

**Total 5-year contract value NTE \$796,550** (\$491,310 for initial 3 year term) fixed estimated (circle one)

4. **PROCUREMENT METHOD (check one):**

Request for Proposals (RFP)  Invitation for Bids (IFB)  Other

5. **TYPE OF PROCEDURE USED (check one):**

Micro Purchases (Purchases up to \$2,499.00)  Small Purchases (\$25,000 up to \$100,000)  
 Sealed Bid/Invitation for Bids (IFB) (Over \$100,000)  Request for Proposals (RFP)  
 Professional Services (Over \$25,000)  Sole or Single Source (Non-Competitive)

6. **SELECTION CRITERION USED:**

Number of Proposals/Bids Solicited # 5 or **Advertised**  
Number of Proposals/Bids Received # 1

Attach Summary of Bids/Proposals

7. **Disadvantaged/Minority Women's Business Enterprise (D/MWBE) involvement**

Are there known D/MWBEs that provide this good or service? Yes **No**  
Number of D/MWBEs bidding/proposing **0**  
D/MWBE Certification on file? Yes No **Not Applicable**  
Number of D/MWBE Subcontractors **0**

8. **LEGAL NAME and ADDRESS OF CONTRACTOR/VENDOR:** **Precision Industrial Maintenance, Inc.**  
**1710 Erie Blvd**  
**Schenectady, NY 12308**

8. **SOURCE OF FUNDS:** **Appropriate Operating Plan for Each Fiscal Year-FY2023-FY2028**

9. **COMPLIANCE WITH STATE AND FEDERAL RULES:**

Non-Collusion Affidavit of Bidder (Yes, No, N/A)  
Disclosure & Certificate of Prior Non-Responsibility Determinations (Yes, No, N/A)  
Disclosure of Contacts (only RFPs) (Yes, No, **N/A**)  
Certification with FTA's Bus Testing Requirements (Yes, No, **N/A**)

10. **RESPONSIBLE STAFF CERTIFIES THE INTEGRITY OF THIS PROCUREMENT/CONTRACT:**

Stacy Sansky, Director of Procurement **DATED:** May 18, 2022



# Bid Summary



Contract Name: Sand & Gravel Separator

Contract No: CDTA FAC 195-2000

Date/Time of Opening: April 15, 2022 1:00Pm EST

Bidder Contact Information	Base Bid/Lump Sum Price	Bid Alternate- If Applicable	Subcontractors If known/as applicable (Names only)	DBE/MWBE/SDVOB Status
Name: Precision Industrial Maintenance, Inc. Address: 1710 Erie Blvd Schenectady, NY 12308 Contact: Jeffrey Kaleta Email: jkaleta@PPIM-Inc.com Phone: 518.346.5800	Total Cost Albany Division: \$58,940 Total Cost Schenectady Division: \$58,940 Total Cost of Troy Division: \$41,430 <b>Total cost incl Labor/Materials/100ft: \$159,310</b>	Alternate 1: \$35,200 (labor & materials to clean floor trench drains) Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: Address: Contact: Email: Phone:	\$ _____ <b>Total w/selected Alternates: \$</b>	Alternate 1: Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: Address: Contact: Email: Phone:	\$ _____ <b>Total w/selected Alternates: \$</b>	Alternate 1: Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: Address: Contact: Email: Phone:	\$ _____ <b>Total w/selected Alternates: \$</b>	Alternate 1: Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: Address: Contact: Email: Phone:	\$ _____ <b>Total w/selected Alternates: \$</b>	Alternate 1: Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: Address: Contact: Email: Phone:	\$ _____ <b>Total w/selected Alternates: \$</b>	Alternate 1: Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
I, Carm Basile Chief Executive Officer of The Capital District Transportation Authority hereby certify that the above is a true, complete and accurate record of the bids received on the date and time listed above for this project.		Signature: _____		

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY  
RESOLUTION No. 23 - 2022**

Approve Contract for Trash Removal and Recycling Services

**WHEREAS**, the Capital District Transportation Authority (the “Authority”) is charged by title 11-C of the Public Authorities Law with providing omnibus transportation within the Capital District transportation district, and

**WHEREAS**, the Authority is authorized by Public Authorities Law section 1306 to enter into contracts for the purchase of goods and services to meet its transportation objectives, and

**WHEREAS**, the Authority has solicited competitive bids for trash removal and recycling services at all three divisions and the Rensselaer Rail Station, and

**WHEREAS**, the lowest responsive and responsible bid was received from the incumbent, County Waste & Recycling of Clifton Park, NY, with an annual amount not to exceed \$151,028 per year, and an estimated five-year contract value of \$760,140.

**NOW, THEREFORE, BE IT RESOLVED:**

1. The Authority hereby awards a three-year contract with two optional one-year renewals for trash removal and recycling to County Waste & Recycling of Clifton Park, NY, with an estimated five-year contract value of \$760,140, subject to acceptance and satisfaction of all contract terms and requirements.
2. The Chief Executive Officer is hereby authorized to execute the necessary documents.
3. The source of funds for this purchase will be the FY2023 through FY2028 Operating Budgets of the Authority.
4. This Resolution shall take effect immediately.

**CERTIFICATION**

The undersigned, duly qualified and acting as Secretary of the Capital District Transportation Authority, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Capital District Transportation Authority held on the 25th day of May, 2022.

Dated: May 25, 2022

\_\_\_\_\_  
Joseph M. Spairana, Jr., Secretary

## **Capital District Transportation Authority Agenda Action Proposal**

**Subject:** Contract award for trash removal and recycling services to County Waste and Recycling Services of Clifton Park, New York.

**Committee:** Performance Monitoring/Audit  
**Committee Meeting Date:** May 18, 2022  
**Board Action Date:** May 25, 2022

**Background:**

The current contract for trash & recycling services is set to expire and a new one is required.

**Purpose:**

CDTA disposes of trash and recycling according to state environmental regulations.

**Summary of Proposal:**

An Invitation for Bids (IFB) was issued for a vendor to provide weekly trash and recycling pick-up for all three bus divisions and the Rensselaer Rail Station. The IFB listed pick-up frequency requirements as well as reports required for submittal to New York State.

Six vendors downloaded the IFB and three submitted bids. One bid was deemed non-responsive. The bid received from County Waste and Recycling Services was the lowest responsive and responsible bid. County Waste is the incumbent and staff is satisfied with their performance.

Staff recommends a three-year contract with two optional renewal years be awarded to County Waste and Recycling of Clifton Park, NY for trash and recycling pick up for an annual amount not to exceed \$152,028. Upon Board approval, the contract will be executed immediately.

**Financial Summary and Source of Funds:**

The estimated five-year contract value is \$760,140 and will be funded in our operating budgets FY2023 through FY2028.

**Prepared by:**

Stacy Sansky, Director of Procurement

**Project Manager:**

Jeremy Smith, Director of Facilities

## Memorandum

May 18, 2022

To: Performance Monitoring/Audit Committee

From: Christopher Desany, Vice President of Planning & Infrastructure

Subject: Recommendation for Trash Removal & Recycling

### Background

As part of our day-to-day operations, we generate a significant amount of waste (trash). This can be in the form of liquid/solid household waste, hazardous waste, electrical waste (e-waste), recyclable waste, and construction/demolition debris. Maintenance of our facilities requires the pickup and removal of such waste.

We maintain a contract to provide for periodic pickup of most household and recyclable waste. This contract covers the three operating divisions and the Rensselaer Rail Station. Additionally, trash removed from our 300+ shelters is also transferred to the divisions before it is removed by our contractor. Pick-up frequencies vary between locations. For example, trash is removed from a thirty-yard dumpster at 110 Watervliet Avenue three times per week. Cardboard is removed from two, eight-yard dumpsters twice per week. Hazardous waste, e-waste, and construction waste are handled through other methods.

This contract is set to expire, so an Invitation for Bid was issued for the services. Eight vendors downloaded the package, and three vendors responded. County Waste provided the lowest bid, has provided these services in the past, and is qualified to do the work.

### Recommendation

I recommend awarding a three-year contract, with two one-year options for trash/recycling services to County Waste and Recycling Services of Clifton Park, NY for a five-year amount of \$760,140.

Copy: Chief Executive Officer  
Director of Procurement  
Director of Facilities





## Bid Summary



Contract Name: Trash Removal & Recycling

Contract No: CDTA FAC 196-2000

Date/Time of Opening: April 28, 2022 1:00PM EST

Bidder Contact Information	Base Bid/Lump Sum Price	Bid Alternate- If Applicable	Subcontractors If known/as applicable (Names only)	DBE/MWBE/SDVOB Status
Name: Waste Management of New York, LLC Address: 100 Ransier Dr West Seneca, NY 14224 Contact: Jacqueline Bialaszewski Email: jbialasz@wm.com Phone: 716.374.0073	Bid deemed non responsive.	Alternate 1:  Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: Action Waste Services, LLC Address: 3396 River Road Rensselaer, NY 12144 Contact: Diane Rich Email: actionwaste@yahoo.com Phone: 518.727.9506	See attached detailed bid summary including alternates.	Alternate 1:  Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: County Waste & Recycling Service, Inc. Address: 1927 Route 9 PO Box 431 Clifton Park, NY 12065 Contact: Charles Mahoney Email: dawnr@wcnx.org Phone: 518.877.7007	See attached detailed bid summary including alternates.	Alternate 1:  Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: Address: Contact: Email: Phone:	\$ _____  <b>Total w/selected Alternates: \$</b>	Alternate 1:  Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: Address: Contact: Email: Phone:	\$ _____  <b>Total w/selected Alternates: \$</b>	Alternate 1:  Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: Address: Contact: Email: Phone:	\$ _____  <b>Total w/selected Alternates: \$</b>	Alternate 1:  Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
I, Carm Basile Chief Executive Officer of The Capital District Transportation Authority hereby certify that the above is a true, complete and accurate record of the bids received on the date and time listed above for this project.		Signature: _____		



### Trash Price Breakdown

	County Waste & Recycling	County Waste & Recycling	Waste Management	Waste Management	Action Waste Services, LLC	Action Waste Services, LLC
Year 1	Monthly Cost	Yearly Cost	Monthly Cost	Yearly Cost	Monthly Cost	Yearly Cost
Albany-Trash	\$2,922.75	\$35,073.00	\$6,105.00	\$73,260.00	\$4,741.35	\$56,896.20
Albany Recyclables & Cardboard	\$142.02	\$1,704.24	\$325.00	\$3,900.00	\$100.00	\$1,200.00
Schenectady-Trash	\$273.66	\$3,283.92	\$501.00	\$6,012.00	\$325.00	\$3,900.00
Schenectady Recyclables & Cardboard	\$71.01	\$852.12	\$130.00	\$1,560.00	\$40.00	\$480.00
Troy-Trash	\$273.66	\$3,283.92	\$490.00	\$5,880.00	\$325.00	\$3,900.00
Troy Recyclables & Cardboard	\$71.06	\$852.72	\$130.00	\$1,560.00	\$40.00	\$480.00
RRS-Trash	\$273.66	\$3,283.92	\$472.00	\$5,664.00	\$325.00	\$3,900.00
RRS-Recyclables & Cardboards	\$71.06	\$852.72	\$210.00	\$2,520.00	\$50.00	\$600.00
<b>TOTAL ANNUAL COST</b>		<b>\$49,186.56</b>		<b>\$100,356.00</b>		<b>\$71,356.20</b>
Year 2						
Albany-Trash	\$3,010.43	\$36,125.16	\$6,471.30	\$77,655.60	\$4,946.65	\$59,359.80
Albany Recyclables & Cardboard	\$146.28	\$1,755.36	\$344.50	\$4,134.00	\$104.33	\$1,251.96
Schenectady-Trash	\$281.87	\$3,382.44	\$531.06	\$6,372.72	\$339.07	\$4,068.84
Schenectady Recyclables & Cardboard	\$73.14	\$877.68	\$137.80	\$1,653.60	\$41.73	\$500.76
Troy-Trash	\$281.87	\$3,382.44	\$519.40	\$6,232.80	\$339.07	\$4,068.84
Troy Recyclables & Cardboard	\$73.14	\$877.68	\$137.80	\$1,653.60	\$41.73	\$500.76
RRS-Trash	\$281.87	\$3,382.44	\$500.32	\$6,003.84	\$339.07	\$4,068.84
RRS-Recyclables & Cardboards	\$73.14	\$877.68	\$222.60	\$2,671.20	\$52.17	\$626.04
<b>TOTAL ANNUAL COST</b>		<b>\$50,660.88</b>		<b>\$106,377.36</b>		<b>\$74,445.84</b>
Year 3						
Albany-Trash	\$3,100.71	\$37,208.52	\$6,859.58	\$82,314.96	\$5,160.84	\$61,930.08
Albany Recyclables & Cardboard	\$150.67	\$1,808.04	\$365.17	\$4,382.04	\$108.85	\$1,306.20
Schenectady-Trash	\$290.33	\$3,483.96	\$562.92	\$6,755.04	\$353.75	\$4,245.00
Schenectady Recyclables & Cardboard	\$75.33	\$903.96	\$146.07	\$1,752.84	\$43.54	\$522.48
Troy-Trash	\$290.33	\$3,483.96	\$550.56	\$6,606.72	\$353.75	\$4,245.00
Troy Recyclables & Cardboard	\$75.33	\$903.96	\$146.07	\$1,752.84	\$43.54	\$522.48
RRS-Trash	\$290.33	\$3,483.96	\$530.34	\$6,364.08	\$353.75	\$4,245.00
RRS-Recyclables & Cardboards	\$75.33	\$903.96	\$235.96	\$2,831.52	\$54.42	\$653.04
<b>TOTAL ANNUAL COST</b>		<b>\$52,180.32</b>		<b>\$112,760.04</b>		<b>\$77,669.28</b>
<b>TOTAL ANNUAL COST YRS 1-3</b>		<b>\$152,027.76</b>		<b>\$319,493.40</b>		<b>\$223,471.32</b>
Alternate 1 Twenty Yard Roll Off (per pick up)		\$225 PER HAUL		\$190 PER HAUL/\$90 PER TON		\$225 PER HAUL/\$105 PER TON
Alternate 2 Ten Yard Roll Off (per pick up)		\$225 PER HAUL		\$190 PER HAUL/\$90 PER TON		\$225 PER HAUL/\$105 PER TON
			Note: Items in red had additional restrictions that were not allowed in the bid-this bid is being rejected as non-responsive			

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY  
RESOLUTION No. 24 - 2022**

Approve Contract for BRT Expansion Study

**WHEREAS**, the Capital District Transportation Authority (the “Authority”) is charged by title 11-C of the Public Authorities Law with providing omnibus transportation within the Capital District transportation district, and

**WHEREAS**, the Authority is in the final stages of completing the third BRT line and want to evaluate the feasibility of expanding more BRT lines to other corridors, and

**WHEREAS**, the study will review ridership, travel patterns and other data to identify which corridors may be appropriate for BRT expansion, and

**WHEREAS**, an RFP was duly issued, four proposals were received and a team of CDTA and CDTC staff reviewed the proposals, and

**WHEREAS**, after discussion and review, staff recommends awarding a three-year BRT expansion study contract with two, one-year renewals to FHI Studio of Hartford, CT, for a cost of \$316,021; and

**NOW, THEREFORE, BE IT RESOLVED:**

1. The Authority hereby awards a contract for a BRT expansion study to FHI Studio of Hartford, CT, for a cost of \$316,021, subject to acceptance and satisfaction of all contract terms and requirements.
2. The Chief Executive Officer is hereby authorized to execute the necessary documents.
3. The source of funds will be from the FY2023 Capital Plan.
4. This Resolution shall take effect immediately.

**CERTIFICATION**

The undersigned, duly qualified and acting as Secretary of the Capital District Transportation Authority, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Capital District Transportation Authority held on 25th day of May, 2022.

Dated: May 25, 2022

\_\_\_\_\_  
Joseph M. Spairana, Jr., Secretary

## **Capital District Transportation Authority Agenda Action Proposal**

**Subject:** Contract award for Bus Rapid Transit (BRT) expansion study to FHI Studio of Harford, CT.

**Committee:** Performance Monitoring/Audit  
**Committee Meeting Date:** May 18, 2022  
**Board Action Date:** May 25, 2022

### **Background:**

We are in the final stages of completing our third BRT line, and as such, we want to look forward and evaluate the feasibility of expanding more BRT lines to other corridors.

### **Purpose:**

This study will review ridership, travel patterns and other data to identify which corridors may be appropriate for BRT expansion.

### **Summary of Proposal:**

A Request for Proposals (RFP) was issued outlining CDTA's current BRT plans and routes, including expected study deliverables. Thirty-three firms downloaded the RFP and four submitted proposals. A team of CDTA and CDTC staff reviewed proposals and interviewed two firms. As a result of the initial proposals, interviews and references, staff recommends awarding a contract to FHI Studios for a term of three years with two one-year extensions. FHI Studios is a New York State Women's Business Enterprise (WBE) and Disadvantaged Business Enterprise (DBE). Upon Board approval a contract will be executed immediately.

### **Financial Summary and Source of Funds:**

The BRT expansion study will cost \$316,021 and is funded through the FY2023 Capital Plan.

### **Prepared by:**

Stacy Sansky, Director of Procurement

### **Project Manager:**

Ros Farrell, Director of Planning

## Memorandum

May 18, 2022

To: Performance Monitoring & Audit Committee

From: Christopher Desany, Vice President of Planning & Infrastructure

Subject: Contract Award for Bus Rapid Transit Expansion Study

### Background

As we construct our third bus rapid transit line to establish 40 miles of BRT in the Capital Region, we continue to look forward by assessing the feasibility of expanding BRT to other corridors.

A study will begin by reviewing our existing and pre-covid ridership, population and employment densities, and other data available on regional travel patterns. Future growth potential will be assessed based on proposed development projects and zoning codes. This will identify which corridors might require more service for existing riders and have the propensity to attract new riders.

Candidate service plans will be developed based on anticipated demand and will identify requirements for buses, operators, mechanics, and other operational needs. For corridors where the potential ridership is greatest, conceptual designs of stations, intersections, pedestrian infrastructure, and transit priority infrastructure will be completed to determine capital costs and right-of-way requirements.

With the increase in funding for BRT through the Federal Transit Administration, the final report of the BRT Expansion Study could serve as a submission to the Small Starts program. This will allow us to progress new BRT lines into the design phase, obtain environmental clearance, and position us to access construction funds.

### Justification

A Request For Proposals was released in March outlining the scope of work. A committee composed staff from CDTA and CDTC was established to review the proposals based upon experience, qualifications, references, and D/MWBE participation. Four firms submitted proposals, reference checks were checked, and two firms were interviewed. We are recommending awarding a contract to FHI Studio. FHI and their subconsultants were the most qualified team based on their project manager and staff experience with similar studies. Their team members have worked with each other in different capacities for nearly two decades and this was evident during the interview process.

### Recommendation

I recommend awarding a three-year contract with two, one-year extensions for a Bus Rapid Transit Expansion Study to FHI Studio of Hartford, CT for an amount of \$316,021.

Copy: Chief Executive Officer  
Director of Procurement  
Director of Planning

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY**  
**Staff Contract Award Certification**

1. **TYPE OF CONTRACT (check one):**

Construction & Maintenance                       Goods, Commodities & Supplies                       Bus Purchase  
 Services & Consultants                                       Transportation & Operational Services

2. **TERMS OF PERFORMANCE (check one):**

One-Shot Deal: Complete scope and fixed value  
 Fixed Fee For Services: Time and materials - open value  
 Exclusive Purchase Contract: Fixed cost for defined commodity with indefinite quantity  
 Open Purchase Contract: Commitment on specifications and price but no obligation to buy  
 Change Order: Add on to existing contract

3. **CONTRACT VALUE:**

\$316,021 (Not to Exceed)

4. **PROCUREMENT METHOD (check one):**

Request for Proposals (RFP)                                       Invitation for Bids (IFB)                                       Other

5. **TYPE OF PROCEDURE USED (check one):**

Micro Purchases (Purchases up to \$2,499.00)                       Small Purchases (\$25,000 up to \$100,000)  
 Sealed Bid/Invitation for Bids (IFB) (Over \$100,000)                       Request for Proposals (RFP)  
 Professional Services (Over \$25,000)                                       Sole or Single Source (Non-Competitive)

6. **SELECTION CRITERION USED:**

Number of Proposals/Bids Solicited # 33 or Advertised  
Number of Proposals/Bids Received # 4

Attach Summary of Bids/Proposals

9. **Disadvantaged/Minority Women's Business Enterprise (D/MWBE) involvement**

Are there known D/MWBEs that provide this good or service?	<u>Yes</u>	No	
Number of D/MWBEs bidding/proposing	<u>1</u>		
D/MWBE Certification on file?	<u>Yes</u>	No	Not Applicable
Was contract awarded to a D/MWBE?	<u>Yes</u>	No	
Number of D/MWBE Subcontractors	<u>0</u>		

8. **LEGAL NAME and ADDRESS OF CONTRACTOR/VENDOR:** FHI Studios  
416 Asylum Street  
Hartford, CT 06103

8. **SOURCE OF FUNDS:** FY2023 Capital Plan

9. **COMPLIANCE WITH STATE AND FEDERAL RULES:**

Non-Collusion Affidavit of Bidder	( <u>Yes</u> , No, N/A)
Disclosure & Certificate of Prior Non-Responsibility Determinations	( <u>Yes</u> , No, N/A)
Disclosure of Contacts (only RFPs)	( <u>Yes</u> , No, N/A)
Certification with FTA's Bus Testing Requirements	(Yes, No, <u>N/A</u> )

10. **RESPONSIBLE STAFF CERTIFIES THE INTEGRITY OF THIS PROCUREMENT/CONTRACT:**

Stacy Sansky, Director of Procurement                      **DATED:** May 18, 2022

### BRT Expansion Scorecard (Consolidated)

	FourSquare- Washington, DC	Nelson\Nygaard- New York, NY	WSP USA-Troy, NY	Fitzgerald & Halliday dba FHI Studio- Hartford, CT
Relevant experience and the successful completion of similar projects (in terms of scope and product) accomplished by the personnel assigned to the project. Extensive experience with feasibility studies for new BRT projects is required. (25 points)	20.75	18.25	19.5	23
Qualified personnel assigned to the project. The experience of the Project Manager will be heavily weighed, as will the number of hours by key personnel. (20 points)	16.5	15.25	16.25	18.5
Responsiveness to the RFP and understanding of the scope of products. (15 points)	14	12.5	13	14.5
Past performance of the offeror on CDTC or CDTA planning activities or other relevant planning work. (15 points)	12	8.5	11.75	9.25
Amount of work indicated to be accomplished within the budgeted amount for the study (if the offeror proposes adjustments to the scope of work outlined in this RFP). (10 points)	9.75	9	8.25	9.25
Demonstrated understanding of the context of the study area (knowledge of the Capital Region may be a plus). (10 points)	9.25	7.5	8.75	8.5
Disadvantaged/Minority Women’s Business Enterprise (D/MWBE) certification and/or Service-Disabled Veteran Owned Business (SDVOB) certification. DBE offerors are strongly encouraged. (5 points) Only firms registered in the directories referenced on page 19 will receive credit.	4	2.25	1.25	5
<b>Total</b>	<b>86.3</b>	<b>73.3</b>	<b>78.8</b>	<b>88.0</b>



## Memorandum

May 25, 2022

To: Chairman of the Board  
Board Members

From: Chief Executive Officer

Subject: CEO Report for May

### Overview

The grass is green, flowers are blooming, and people are gardening and thinking of summer. This season of growth is consistent with the CDTA agenda of activities, which is full of opportunities that will make us better. We have challenges that may make progress difficult, but I am confident in the CDTA spirit, which is driven by our resourceful and dedicated employees. This report provides an update on our activities and the condition of our company.

For the past few months, we have been busy building a budget and advocating for what we need to carry out our plans. With those components in place, it is time to implement the plans we have talked about and advocated for. This includes service in Montgomery County, electric buses (four being delivered this week), more bikes, scooters, and launching our car share program. Getting this done will require our collective efforts and we will need more bus operators, technicians, cleaners, and support staff. The CDTA family will be bigger and stronger as we move forward, connecting Capital Region communities.

I expected spring to be a period where we would recover from COVID-19, putting our masks away and returning to normal operations without worrying about infections, social distancing, and the other things we have battled throughout the pandemic. This has not happened and in fact, COVID continues to pose problems for us. After a quiet late winter, positive cases among our employees are up significantly. With a week left in May, we have seen 32 positive cases, making it the second busiest month since the pandemic began more than two years ago. Although most employees had minor symptoms and recover quickly, this is putting a strain on our workforce. Not only is it difficult to cover all service but the related issues of managing through the pandemic continue to play havoc with what we do and how we do it.

What a welcome! That's the only way to describe the media event to announce our work in Montgomery County. The community has welcomed us with open arms, and they are looking forward to CDTA providing services and connecting people to their communities and to the larger Capital Region. We are introducing the CDTA brand with an extensive advertising campaign, we are attending community events and we are actively recruiting for employees as we systematically spread the word that CDTA is the newest partner in Montgomery County.

We are pleased to reach an agreement with the Amsterdam City School District for a Universal Access program that will connect their students to school, afterschool activities and to jobs. This will be a foundational agreement for us that will clearly highlight one of the ways that we connect the community. Our staff continues to work on route and schedule development along with fit-up of space that will be our base of operations in Amsterdam. We are spending a good deal of time in the community, establishing contacts, and forming new relationships. This is a CDTA calling card, and it will bear fruit as we integrate our mobility network into Montgomery County and develop service options that meet the needs of a broad constituency.

We will make a series of service adjustments to our route network in late June. This activity includes the removal of services that are provided for Universal Access agreements with school districts. We will add traditional seasonal services that operate during the summer, and we will adjust the Blue Line corridor to better align levels of service to demand. Finally, we will change route running times, frequency, and spans of service on some routes. This will align schedules to customer volume and adjust to current operator levels and headcounts.

We are in the process of deploying our seasonal services. This expanded menu is headlined by the popular CDPHP *Cycle!* program, which will have more than 500 bikes deployed throughout our service area; an additional 100 e-bikes will be added later this summer, bringing the cycle effort to another level. Electric scooters will hit the streets in the coming weeks. Close to 100 of these resourceful mobility tools will be spread throughout the region, docked at bike stations. Our DRIVE carshare program will debut in the coming weeks as we add a four-wheel component to our new mobility offerings. Services to parks and recreation sites (think Nature Bus and Grafton Park) are ready to go along with seasonal trolley service in Saratoga Springs and special event and support services that the CDTA brand is synonymous with. There is no shortage of opportunities for us to consider as the region looks to us as their mobility leader.

After more than two years of constant construction activity, most of our work is complete or nearing completion. This includes work on the Albany garage, which is now in the punch list stage. We added new company signage, and landscaping surrounding our buildings, putting the CDTA brand clearly on display. A public event to celebrate this work and what it will result in will happen in June. Work at the Troy garage is complete, and we are in the final stages of refurbishment work on the second floor of our 110 Watervliet Avenue administrative headquarters. We appreciate everyone's patience with the noise, dirt and disruption that comes with our efforts to be better.

A big part of the Watervliet Avenue work was construction of maintenance and storage space for our growing fleet of articulated buses. This work included installation of new bus washes, the first upgrade of this equipment in almost 30 years. This work is central to the development of our Washington/Western Bus Rapid Transit project. Our third BRT line will provide an upgrade to service along our fastest growing ridership corridor. The line will include the region's first bus lane through the Hariman State Office Park and UAlbany campus. Construction of the on-street components for the Purple Line will begin soon and continue through 2023.



Approval of our annual audit closes the books on fiscal year 2021-2022. It was a very good year, and the audit illustrates the strength of our company and the work of our employees. We are stronger today than we were when the pandemic began. This comes about because of a clear vision established by our Board of Directors, and the ability of our staff to develop innovative programs and services to solidify our role in the community. Thank you to everyone for their work to make CDTA bigger and better – the best is yet to come!

### **Performance Measures**

Key Performance indicators for the company are included in our monthly reports. Data is for April, and it is compared to data from April 2021.

The board adopted balanced budget provides a company forecast of the next twelve months. With one month in the books, our strong financial condition is on display, with most lines in the positive territory. One overriding comment – Montgomery County expenses are included throughout the budget lines. As we incur expenses, particularly wages, these lines will catch up to budget projections.

Our revenue bounce-back continues. MRT receipts totaled \$1.3 million in April; we have exceeded the \$1 million mark every month for more than a year, as our region's real estate market fuels growth. Although we expect this to level off, MRT will continue to be a strong revenue source for us. Customer revenue was \$1.2 million, 4% more than expected, corresponding to increases in ridership and Universal Access accounts. Increases are also found in the Facility line, which finished the month almost 50% more than budgeted; this reflects a return to rail travel and use of our RRS parking facilities. We expect revenue to improve throughout the year – the question will be, how much and what is the ceiling.

Total expenses for April were 9% under budget, with wage and benefits the primary movers. Our forecasts include added positions for Montgomery County service, and they are annualized. This will not show until we begin service in September. There are also overtime expenses built into the line to accommodate for people issues; we expect this allocation to be used throughout the year. There are a couple of outliers this month – Workers Compensation is significantly under budget reflecting a large recovery that was posted this month; Liability Claims is significantly over budget due to two settlements that we paid (almost \$100,000). The parts line is over budget for the month because of a few major component failures. This is a bit of an anomaly.

Total ridership in April was just under 1.1 million, 27% more than last April. We continue to see a steady increase in ridership; some of the increase is a return to offices (from COVID) and some, albeit small, is related to high gas prices. STAR ridership totaled 26,000 in April, 20% more than last April. Northway Express ridership continues to improve with 5,500 boardings, almost three times what it was last April.

We missed 206 trips on the fixed route system; last April, we missed 33 trips; there was some improvement this month, but this will continue to be an issue as we work to add employees and modify service delivery systems to align resources to demand. The recent spike in COVID-19 cases is not helping us.

There were 37 accidents in April with 22 preventable. Last April, there were 43 accidents with 23 preventable. All preventive maintenance inspections were done on time. Scheduled maintenance work was at 79%. On time performance for fixed route service was at 77%. STAR service operated within our 10-minute window 75% of the time. There were almost 11,000 calls to the STAR reservation center.

Our call center processed 264 comments compared to 173 last April. There were 70 comments about STAR; last April, we received 19 comments about STAR. Response time to close customer inquiries within 10 days was at 92%. There were 623,000 page views at [www.cdta.org](http://www.cdta.org).

### **Activity Report**

As the weather brightens, we have opportunities to showcase our most innovative products and services. These options connect us with a different customer base and broaden our market appeal. The CDTA brand is wider and deeper than it has been as we make our work matter to more people throughout the Capital Region. Our activity report represents some of that work.

- On Thursday, April 28, I attended a meeting of the Regional Development Coordinating Committee. The RDCC includes chief executives from transportation and economic development organizations. We get together a few times a year to talk about things we do to support regional development. Meetings are informal, hosted by the Capital Region Chamber of Commerce and the Center for Economic Growth.
- On Friday, April 29, I was honored to receive a Third Age Award from Life Path of Albany. It was great to see so many friends and partners of CDTA. I was especially pleased that members of our staff could attend, along with Joe Spairana, who represented the board. I appreciate it.
- On Monday, May 2, I welcomed a new class of 5 people to CDTA as they began training to be bus operators. We talked about the work we do at CDTA, their roles and what our expectations are of them and all employees. If all goes well, they will be ready to hit the streets in a few weeks.
- On Monday, May 2, I was excited to emcee a media event to announce our entry into Montgomery County. It was great to be joined by CDTA board members and staff along with many partners, friends, and members of the community. Our speakers were impressive, led by Congressman Paul Tonko, Senator Michelle Hinchey, and Assemblyman Angelo Santabarbara. We will start service by Labor Day – there is lots of work to do between now and then.
- On Tuesday, May 3, I met with Greg Connors, Director of Government Relations at Global Foundries. Greg and I have known each other for some time; we talked about growth at Global and some of the transportation challenges they face and ways that CDTA might be able to help.
- On Wednesday, May 4, I attended our annual Exemplary Attendance Lunch at the Desmond Hotel and Conference Center. This is the first time that we held the event since the pandemic began. It was great to celebrate this outstanding accomplishment. 71 of our employees achieved Exemplary Attendance and many of them joined us for lunch.

- On Monday, May 9, Kelli Schreivogl, Mike Collins and I joined a ZOOM call to kick off APTA's Racial Equity Commitment Pilot Program. We are one of 90 signatories that will work together for the next two years, learning and sharing experiences about our DEI efforts. It was great to hear the experiences of others and share information about this important work. Dave Stackrow kicked off the meeting; he co-chairs the committee that is leading this work.
- On Wednesday, May 11, I attended a NYPTA Board Meeting, which we hosted at 85 Watervliet Avenue. We reviewed our legislative program and talked about our gains in state operating assistance. We also reviewed pending legislation on zero emission buses, which, if passed, would set more mandates on our industry. We will work with legislators and their staff throughout the summer.
- On Thursday, May 12, I met with Ben Syden from the Laberge Group to talk about their business opportunities in the transit industry. Ben and I serve on the Colonie IDA/LDC board.
- On Thursday May 12, I met with Matt Peter from the Albany Parking Authority and Sarah Reginelli from Capitalize Albany to continue discussions about an Albany Intermodal Center.
- On Friday, May 13, Jon Scherzer and I met with Mark Aesch to talk about our work on the TransDash value dashboard, and to finalize work that TransPro will do surveying our fixed route customers.
- On Monday, May 16, I met with Donna Gonser and Seth Hennard from Lumsden and McCormick to talk about our audit. Donna and Seth have worked with us for many years; it was great to hear that they found all to be well and our financial condition to be strong. They reported the audit results to the Performance Monitoring committee. Great job by our finance staff coordinating this work and doing things throughout the year that result in a successful audit.
- On Monday, May 16, I joined NYPTA staff in a meeting with representatives from Assemblyman Bill Magnarelli's office. We talked about post session issues and things that we will want on the agenda for the Assembly Transportation Committee throughout the summer.
- On Monday, May 16, I attended a meeting of the Colonie IDA/LDC boards. We discussed the financial condition of both boards, acted on the placement of EV chargers in town and talked about the open meetings law and changes the board will need to make regarding remote meetings.
- On Tuesday, May 17, I attended a meeting of the NYS Empire State Development Infrastructure and Transportation Workgroup. I am member of this group, which assists in the distribution of funds through ESD's funding program.

- On Wednesday, May 18, I spoke at a United Way media event to kick off their annual 5.18 Community Celebration Day. Hundreds of volunteers took part in activities to strengthen the region through service projects and giving activities. We provide buses for a project that is led by Women United to provide food and supplies for newborns and expecting families.
- On Thursday, May 19, Mike Collins and I met with Dianne Kennealy and Tom Vaughn from NYSDOT. Dianne is replacing Ron Epstein who oversaw much of the transit program at NYSDOT (Ron recently retired). We discussed some of the issues we have in front of us and how the department intends to proceed moving forward.
- On Thursday, May 19, I joined board members and staff at the 31<sup>st</sup> Annual Women of Excellence awards at the Wolf Road Marriott. This event is organized by the Capital Region Chamber to spotlight women for success in business and their contributions to the community. Jaime Kazlo was honored with the Emerging Professional award. We know of Jaime's achievements at CDTA, and it was great to see her efforts recognized.
- On Tuesday, May 24, I attended a meeting of the Warren County Economic Growth and Development committee. We talked about transit service provided by the Greater Glens Falls Transit system and ways to expand their mobility options and improve connections to Capital Region communities.
- On Tuesday, May 24, I met with Mechanicville School Superintendent Kevin Kolakowski and Mechanicville Supervisor Tom Richardson. We talked about transportation issues in their community and ways to improve mobility for students.
- Earlier today, I chaired a meeting of the United Way board executive committee. We talked about organization finances and our upcoming annual awards event.

### **Final Thoughts**

I am continually impressed by what we accomplish at CDTA. In the face of a pandemic that seems to have nine lives, the CDTA team is introducing products and services, expanding our footprint into new areas, and exceeding industry standards on ridership and revenue recovery. Our ability to respond to challenges and turn them into opportunities is what makes CDTA different and better. Thank you to everyone for doing their part; it is appreciated!

*CDTA Provides Mobility Solutions that Connect the Region's Communities*