

CDTA COMMITTEE AGENDA
Strategic and Operational Planning Committee
Thursday, April 18, 2019 | 12:00 PM | 110 Watervliet Avenue, Albany

Committee Item	Responsibility
Call to Order	Mike Criscione
Ascertain Quorum	Mike Criscione
Agenda Approval	Mike Criscione
Approve Minutes of Thursday, March 21, 2019	Mike Criscione
Consent Agenda Items	
• No items scheduled	
Administrative Discussion Items	
• Microtransit Pilot Update	Jonathan Scherzer
Executive Session	
• No Items Scheduled	

Next Meeting: Thursday, May 23, 2019, 12:00pm at 110 Watervliet Ave, Albany

Adjourn

** Indicates Material (Or Additional Material) Will Be Provided at Meeting*

**Capital District Transportation Authority
Strategic and Operational Planning Committee
Meeting Minutes – March 21, 2019 at 12:00pm; 110 Watervliet Avenue, Albany**

In Attendance: Mike Criscione (Chair), Jayme Lahut, Mark Schaeffer, Denise Figueroa, Carm Basile, Amanda Avery, Mike Collins, Christopher Desany, Lance Zarcone, Fred Gilliam, Jaime Watson, Jon Scherzer, Phil Parella, Chad Heid, Thomas Guggisberg, Ross Farrell, Kelli Schreivogl, Stephanie Belokopitsky, Vanessa Salamy

Meeting Purpose

Regular monthly meeting of the Strategic and Operational Planning. Committee Chair Mike Criscione noted that a quorum was present. Minutes from the February 21, 2019 meeting were reviewed and approved.

Consent Agenda Items

FY2020 Budget Adoption –

- Over the past several meetings we have discussed the FY2020 operating and capital plans. Mike Collins provided the latest update, where the draft operating budget is balanced at \$90.1 million.
- Revenue highlights include: Our budget assumptions from last year for MRT has not changed and is projected at \$11.2 million. We anticipate another good year for customer revenue, as several universal contacts are expiring; we are projecting a 4.4% increase on this line. We are not proposing a change to our federal maintenance (5307) line. This is currently set at 75% of our total allocation. We are proposing to increase STOA by 10% (\$3.7 million) based on spending bills in both houses. If this increase does not materialize, we will revisit our operating budget in committee next month to find ways to balance the budget. We will most likely use 5307 to close the gap.
- Expense highlights include: We have budgeted a 3.7% increase in wages due to the new labor contract. This also provides for a slight increase in service to accommodate for recovery time in operator schedules. We project a 1.3% increase to health care. The changes help slow the growth in health care expenses while maintaining a high-quality health care program. We are projecting a 15% increase in workers' compensation benefits due to a high number of scheduled loss of use awards, along with high indemnity payments as regulated by New York State. We increased other benefits by 9% to accommodate contribution increases to the pension plan. This was negotiated in the last CBA. Other increases are attributable to payments to sales outlets, credit card fees, and maintenance contracts.
- The projected five-year capital plan is \$350 million but is heavily reliant on future funding sources. The plan focuses on bus replacement and expanding into electric vehicles. The FY2020 plan is funded at \$26.6 million and includes \$13.5 million for buses. The capital plan also includes \$7.3 million in new state money from ESD for the River BRT, funding a microtransit pilot, bus washers, charging stations, and information technology equipment.

- The \$90.1 million FY2020 operating plan, and the \$350.7 million five-year capital plan will be sent to the Board for approval.

Administrative Discussion Items

June Service Adjustments

- Ross Farrell facilitated a discussion about potential June service changes. A review of the April changes included trimming unproductive (low ridership) routes, and “reverse commute peak trips”. Response has been mostly as expected, but we will likely make a couple of adjustments based on customer feedback.
- We discussed potential options for June, including several possible segment modifications and reductions. We also drilled down on several examples of how “short turns” can be used to make routes more efficient, improving service for most riders. As expected, the scope and nature of the June adjustments will be dependent on the final version of the State budget and associated State operating assistance numbers.

Executive Session

- No items scheduled.

Next Meeting

Thursday, April 18, 2019 at 12:00pm at 110 Watervliet Avenue, Albany

Memorandum

April 18, 2019

To: Chairman, Strategic and Operational Planning Committee
Members, Strategic and Operational Planning Committee
Carm Basile, Chief Executive Officer

From: Jonathan Scherzer, Director of Marketing

Subject: Microtransit Pilot Update

Background:

The Board of Directors approved a microtransit pilot program with TransLoc, a subsidiary of Ford Smart Mobility, in September 2018. The pilot program will allow us to get experience with new technology and service delivery that offers flexible routing and scheduling with real-time matching of demand and supply, extending the accessibility of transit service in areas throughout the region.

Microtransit is used to access under or unserved areas, replacing less efficient services, or providing supplemental services. Microtransit provides customers with mobile applications to request rides, which will be delivered with a CDTA-operated vehicle dispatched for curbside pickup. This service is a hybrid between our current fixed route and ridesharing (Uber/Lyft) services.

The Ford Smart Mobility program allows us to explore a microtransit pilot through TransLoc. The program provides a sample for how the program works and may include leasing or purchase options for vehicle procurement. Ford covers nearly 90% of the cost of the pilot (not including operations).

CDTA engaged TransLoc on service development provided through data analysis, run simulations and marketing discussions. We will move into software system testing and training before a final pilot analysis and report are conducted. The timeline for deployment is the Fall of 2019.

Simulations have been devised using ridership levels and service hours provided by CDTA for vehicles with an 8-seat capacity. Service design allows point-to-point rides within specified zones, with weight given to points of interest. Areas chosen for simulations were:

- **Saratoga Springs Downtown Area**
- **Saratoga Springs and Ballston Spa Area**
- **Clifton Park and Mechanicville**
- **Albany County Suburban/Rural**

Next Steps:

Formalize a pilot location and begin on-the-ground work to set up a pilot launch.

This project will include implementation across the company:

- **Transportation** – identify operators best suited to operate microtransit vehicles and assist in determination of deployment, capacity and service hours.


- **Information Technology** – insure we can to procure materials for interface with Transloc’s hardware and software.
- **Planning** – confirm pilot area and support service deployment through scheduling needs.
- **Maintenance** – procure or lease vehicles to operate the pilot. They will schedule preventative and routine work to maintain vehicles.
- **Marketing** – create branding, social media strategy and targeted advertising for the pilot area. Travel trainers may also work with customers in the pilot area to generate interest.
- **Communications** – coordinate messaging for launch and ongoing outreach.

APRIL 2019 UPDATE MICROTRANSIT




WHAT IS MICROTRANSIT?

- Customers request a ride through mobile app or a phone call
- CDTA-operated, shared use vehicles pick passengers up
- Curb-to-curb travel, includes connections to transit hubs
- Trip planning through TransLoc software to optimize ride sharing




WHERE CAN MICROTRANSIT WORK?

- Access to under or unserved areas
- Replace less efficient routes and/or route segments
- Supplemental service during off-peak times



TRANSLOC, INC

- Subsidiary of Ford Smart Mobility,
- Data scientists, developers, and marketing staff
- Emphasis on operating microtransit w/transportation authorities
- Working in 55 cities across the country
- CDTA agreement for a simulation & pilot (2018)



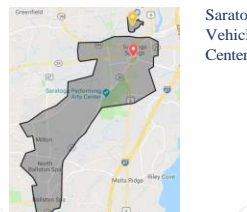
SIMULATIONS




Saratoga Springs Downtown Area
Vehicles start and end at Saratoga Springs City Center, 522 Broadway, Saratoga Springs, NY 12866



SIMULATIONS



Saratoga Springs and Ballston Spa Area
Vehicles start and end at Saratoga Springs City Center, 522 Broadway, Saratoga Springs, NY 12866



SIMULATIONS



Clifton Park and Mechanicville
Vehicles start and end at Clifton Park Center,
22 Clifton Country Road, Clifton Park, NY 12065



SIMULATIONS



Albany County Area
Vehicles start and end at Colonie Center,
Albany, NY 12205



NEXT STEPS

- Final zone selection for six-month pilot
- Vehicle acquisition/or lease smaller vans
- Software integration with new vehicles
- On-site training with Transloc for operators and dispatch
- Marketing: branding, advertising, vehicle artwork, etc.

