



CDTA COMMITTEE AGENDA
Strategic and Operational Planning Committee
Thursday, April 22, 2021 | 12:00 PM | Microsoft Teams Meeting

Committee Item	Responsibility
Call to Order	Mike Criscione
Ascertain Quorum	Mike Criscione
Agenda Approval	Mike Criscione
Approve Minutes of Thursday, March 25, 2021	Mike Criscione
Administrative Discussion Items	
• Mid-Size Infrastructure Projects	Ross Farrell/Brent Irving
Next Meeting: Thursday, May 20, 2021 at 12:00pm via Microsoft Teams and 110 Watervliet Ave.	
Adjourn	Mike Criscione

Capital District Transportation Authority

Strategic and Operational Planning Committee

Meeting Minutes – March 25, 2021 at 12:00pm; via Microsoft Teams and 110 Watervliet Ave.

In Attendance: via MT- Jayme Lahut, Denise Figueroa, Mark Schaeffer; at 110 – Mike Criscione, Pat Lance, Carm Basile, Amanda Avery, Mike Collins, Chris Desany, Lance Zarccone, Dave Williams, Jaime Watson, Vanessa Salamy; via MT – Ross Farrell, Sarah Matrose, Thomas Guggisberg, Jon Scherzer, Jeremy Smith, Stacy Sansky, Jack Grogan, Gary Guy, Ethan Warren

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 18, 2021 meeting were reviewed and approved.

Consent Agenda Items

Approve FY2022 Budget –

- The proposed operating plan is balanced at \$101 million with modest growth of 3.4%. The five-year capital plan provides a vision of potential projects and opportunities. The first year of the capital plan is funded at \$93.4 million with most of it supported by the Washington/Western BRT Small Starts grant.
- We expect customer and rail station revenue to be down significantly and are unsure of the level of funding we will receive through the State Operating Assistance program. We will use federal stimulus funds to fund the anticipated shortfalls, which are only stop gap measures intended to get us through the next three years. We are budgeting \$7.3 million from the Federal 5307 program. This is capital money that we are “flexing” to operations.
- More than 70% of our expenses are related to wages and benefits. The wage line is tied to the amount of service we operate. There are no major expansions planned but we expect to build back a stronger network of service as we rebound from the pandemic.
- We are expecting an 8% increase in worker’s compensation due to scheduled loss of use awards and higher weekly benefits as established by the Workers’ Compensation Board.
- The first year of our five-year capital plan focuses on development of the Washington/Western BRT and also includes new buses, lease payments, lift replacements, bus washers, LED light replacements, street amenities, and the E-Scooter pilot program.
- Approving the FY2022 operating plan totaling \$100,992,742, and the five-year capital plan totaling \$377,652,824 will be recommended to the board.

Administrative Discussion Items

Electric Bus Pilot –

- We have completed our one-year pilot of four electric buses. We reviewed the scope of the pilot and the infrastructure implemented to support it. Overall, feedback on the performance and operation of the vehicles was positive, with range and endurance within expectations. Reliability and availability also yielded encouraging results.

- We cannot undervalue the importance of looking at the impact of weather, driver behavior, and service design on the operation. Considerations for the for the future include defining what our most important goals are (e.g. lowering total cost of ownership, reducing carbon footprint, complying with mandates). Going forward, working with our funding partners, technical partners, and suppliers will be required. We will continue monitoring the vehicles and the new vehicles scheduled to arrive in November. In the meantime, we shall continue discussion about our challenges with facility capacity.

Next Meeting

Thursday, April 22, 2021 at 12:00pm via Microsoft Teams and at 110 Watervliet Ave.

Mid-Size Infrastructure Projects

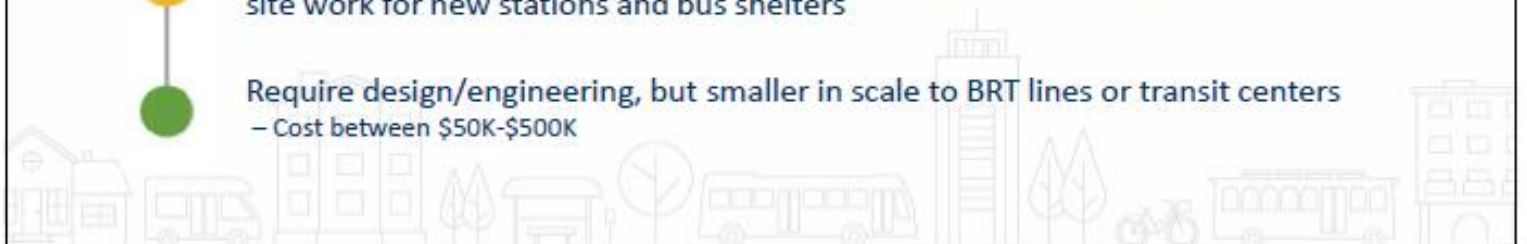
Strategic & Operational Planning Committee
April 22, 2021



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What are Mid-Size Infrastructure projects?

- Infrastructure projects that improve service/operations, safety, and accessibility
- Partnerships with municipalities, NYSDOT, or other government agencies
 - built by CDTA Facilities Department or “piggy-back” with transit infrastructure added to partner’s project
- Traffic signals, crosswalks, curb extensions / bump-outs, ADA improvements, and site work for new stations and bus shelters
- Require design/engineering, but smaller in scale to BRT lines or transit centers
 - Cost between \$50K-\$500K



Past Mid-Size Infrastructure Projects

Crossgates Commons

City of Albany

Description: Relocate stops from far end of shopping center adjacent to a loading dock to convenient boarding locations at center of Crossgates Commons. This also allowed multiple bus routes to more efficiently serve Crossgates Commons and Crossgates Mall with reduced travel times.

Project Elements: New sidewalks, bus loading pads, shelter pads, and all site work needed for future BusPlus Purple Line Station

Partner: Pyramid Companies

Year: 2015

Cost: \$150,000
(with funding from Pyramid)



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Past Mid-Size Infrastructure Projects

Albany Medical Center

City of Albany

Description: Transit enhancements to support Albany Med expansion and Park South neighborhood revitalization. Allowed for improved routing with access to center of hospital and new development.

Project Elements: Multiple sites with shelter pads and nine new shelters, bump-outs, and enhanced crossings including one of region's first RFB signals.

Partner: Albany Medical Center

Year: 2015

Cost: \$167,000



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Past Mid-Size Infrastructure Projects

Albany Medical Center

City of Albany

Description: Transit enhancements to support Albany Med expansion and Park South neighborhood revitalization. Allowed for improved routing with access to center of hospital and new development.

Project Elements: Multiple sites with shelter pads and nine new shelters, bump-outs, and enhanced crossings including one of region's first RRFB signals.

Partner: Albany Medical Center
(in conjunction with Universal Access)

Year: 2015

Cost: \$167,000



New midblock crossing on New Scotland with RRFB and new stops/shelters



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Past Mid-Size Infrastructure Projects

Busbay at Rivers Casino and Mohawk Harbor

City of Schenectady

Description: Transit enhancements to support Rivers Casino and Mohawk Harbor development. Allowed for efficient routing and bus staging. Bus bay facilitated ease of access and efficient bus routing to serve new casino.

Partner: River's Casino and Resort
(in conjunction with Universal Access)

Year: 2017

Cost: \$97,000



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Past Mid-Size Infrastructure Projects

Washington & Henry Johnson

City of Albany

Description: Closure of travel lane to traffic calm roadway and provide space for multi-modal hub. Cost effective solution compared to complete intersection reconstruction. Improved routing efficiency for routes on Washington Avenue.

Project Elements: New bus stops and shelter, bikeshare station, defined boarding area with flexible bollards, and tactile strips for ADA accessibility.

Year: 2018

Cost: \$43,000



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Past Mid-Size Infrastructure Projects

Route 50 and Geyser Road

City of Saratoga Springs

Description: Addition to Geyser Road Trail with transit infrastructure included in reconstruction of NY Route 50 & Geyser Road. Allows for service to Spa State Park, SPAC, and new bike/ped trail.

Project elements: New, safe pedestrian crossing of NY Route 50 with crosswalks, signals, and center median mid-crossing refuge. Includes sidewalk extensions and shelters pads for new stops/shelters service by the #450/#451.

Partner: City of Saratoga Springs

Year: 2020

Cost: \$100,000



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Similar Infrastructure Projects

UAlbany Downtown Campus

City of Albany

Description: Reconstruction of multiple sites on roadways surrounding campus allowing for consolidation of all bus stops and routes to one primary location on Western Avenue. All necessary site work for future BusPlus Purple Line Station.

Project Elements: Reconstruction of roadways and intersections including busbays, new sidewalks, enhanced streetscape and landscaping, raised center median, and RRFB's at new ped crossings.

Year: 2020

Cost: \$750,000



Similar Infrastructure Projects

Madison Avenue Staging Area

City of Albany

Description: Enhanced security at bus staging area in downtown Albany for better overnight and storage of vehicles.

Project Elements: New fencing, security cameras, and controlled access via card activated security gates.

Partner: City of Albany

Year: 2020

Cost: \$670,000



Future Mid-Size Infrastructure Projects

Lark Drive Improvements

City of Albany

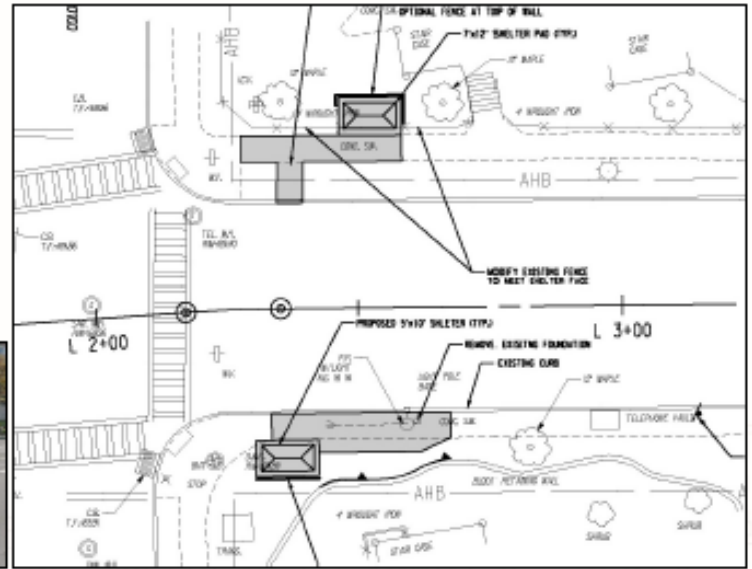
Description: New bus stops and shelters on Lark Drive adjacent to public housing developments. Land and maintenance agreement with Albany Housing Authority. Two shelters installed; remaining shelters scheduled for May.

Project Elements: New sidewalks, loading pads, shelter pads, and four new shelters

Partner:
Albany Housing Authority

Year: 2021

Cost: \$40,000



Future Mid-Size Infrastructure Projects

St. Peter's Mobility Hub

City of Albany

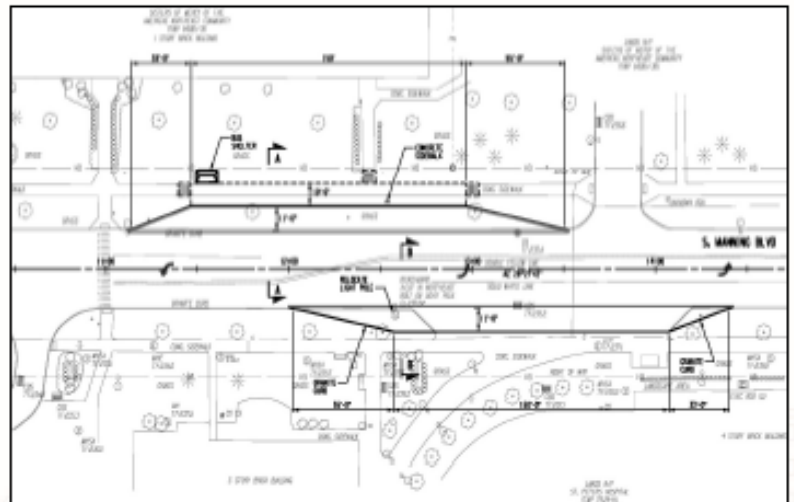
Description: Expansion of bus stop and layover area adjacent to St Peters Hospital on Manning Blvd. Improvements for both customers and CDTA operators

Project Elements: Extension of existing busbay (northbound), new busbay and shelter (southbound), possible bikeshare station, heated sidewalks, custom shelter, and raised center median (TBD). Includes agreement with St. Peters for access to restrooms for operators.

Partner: City of Albany

Year: 2021

Projected Cost: \$75,000-\$200,000
(depending on scope)



Future Mid-Size Infrastructure Projects

Hill Street Square Mobility Hub

City of Troy

Description: Mobility hub, pedestrian “square”, and traffic calmed streets that allow for improved access to relocated bus stop and new shelter.

Project Elements: Roadway closure for pedestrian space, planters/landscaping, flexible bollards, new shelter, and bikeshare station.

Partner: City of Troy

Year: 2022

Projected Cost: \$40,000



Future Mid-Size Infrastructure Projects

Allen St & Washington Ave

City of Albany

Description: Intersection improvement to allow for better transfers between #12 and #114, traffic calming, and improved pedestrian access to bus stops.

Project Elements: Bumpouts / curb extensions at all corners, new shelter, and bus stop consolidation.

Partner: City of Albany

Year: 2022

Projected Cost: \$50,000 - \$100,000

