

CDTA COMMITTEE AGENDA
Strategic and Operational Planning Committee
Thursday, June 21, 2018
Start Time - 12:00 PM; Anticipated End Time – 1:15 PM
110 Watervliet Avenue

Committee Item	Responsibility
Call to Order	
Ascertain Quorum	Georgie Nugent
Agenda Approval	Georgie Nugent
Approve Minutes of May 24, 2018	Georgie Nugent
Consent Agenda Items	
<ul style="list-style-type: none">• None	
Community/Stakeholder Relations Items	
<ul style="list-style-type: none">• Trolley Summer Service Kick Off	Jon Scherzer
Administrative Discussion Items	
<ul style="list-style-type: none">• Capital Projects Report• Service in Adjoining Counties	Mark Wos Carm Basile
Governance/Policy Issue Discussion Items	
Executive Session	
None	
Next Meeting Date: July 19, 2018	
Adjourn	



**Capital District Transportation Authority
Strategic and Operational Planning Committee
Meeting Minutes – May 24, 2018 at Noon at the 110 Watervliet Avenue Office**

In Attendance: Georgie Nugent (Chair), Jayme Lahut, Denise Figueroa, Corey Bixby, Mark Schaeffer, Carm Basile, (CEO), Mike Collins (CSL), Chris Desany, Jaime Watson, Allie Schreffler, Sarah Matrose, Lance Zarcone, Thomas Guggisberg, Rick Vines, Mark Wos, Phil Parella, Erika Reilly, Fred Gilliam, Ross Farrell, Jonathan Scherzer, Kathy Colbert

Meeting Purpose

This was the regular monthly meeting of the Planning Committee.

Consent Agenda Items

None

Community/Stakeholder Relations Items

Customer Research Overview – Jonathan Scherzer

Jon Scherzer provided an overview on how we conduct customer research. Fact Finders works with us to collect and analyze customer information. They use a questionnaire that includes 30 measurements that are reported monthly. The methodology uses random, on-board sampling by interviewers and an online option for customers. We sample about 200 customers on our top 25 routes. This represents 91% of our ridership. The report includes monthly performance metrics, demographics and customer riding habits.

Community Relation Measurements - Jaime Watson

Jaime Watson provided an overview of Community Engagement and Media Outreach efforts. The presentation looked at planning and execution of community engagement. The pillars of the program include enhancing awareness, building name recognition and enhancing communication with community leaders. We take a multi-pronged approach in building partnerships, media outreach, and community events. We are looking at best practices regarding reporting on community engagement.

Administrative Discussion Items

Concepts for Garage Expansions - Ross Farrell

Ross Farrell engaged the Committee in a discussion about garage expansion, as we near capacity at our three bus facilities. Some of the reasons we need to talk about this include:

- We have increased peak bus requirements by 20% over 5 years
 - We have added ten 60-foot articulated buses
 - We have added more bus operators, and employee parking is no longer sufficient
 - As we advance BRT planning, we will need more capacity for buses, operators and technicians.
 - Benefits to expanding and improving existing garages include lower capital costs; an incremental renovation approach; limited land acquisition and little to no impact to surrounding community.
- The Committee also discussed a new consolidated garage concept that has benefits including, easier implementation of alternative fuels, but it is expensive and it would take 5 to 10 years to complete.
 - There will be a good deal more conversation about this in the coming months as we continue to develop projects. More to follow.

- The slide presentation that Ross used to guide our discussion is included in your packet.
- Next meeting of the Committee will be at noon on June 21, 2018 at 110 Watervliet Avenue.

Adjournment and Next Meeting

The next meeting of the Committee will be held at noon on Thursday, June 21, 2018 at 110 Watervliet Avenue.

Respectfully submitted by Michael P. Collins:

To: Chairman, Planning and Stakeholder Relations Committee
Members, Planning and Stakeholder Relations Committee
From: Mark Wos, Director of Facilities
Date: June 21, 2018
Re: Capital Projects Quarterly Report

BusPlus Blue Line

River Corridor Bus Rapid Transit

Description – This project calls for a 17-mile Bus Rapid Transit line on Routes 4 and 32, connecting Albany, Menands, Watervliet, Troy, Cohoes and Waterford.

Status – The project was accepted into the Federal Transit Administration’s (FTA) Small Starts program in July 2014 and received federal environmental clearance in 2016. A consultant team was selected in 2015 to complete all activities related to design, engineering, and land acquisition.

As part of the regional Transportation Improvement Program administered by Capital District Transportation Committee (CDTC), a “BRT Setaside” was established allowing CDTA \$13 million toward construction of elements of the BusPlus Blue Line and BusPlus Purple Line.

A multifaceted application called a “Project Rating Package” was submitted to the FTA in September 2016 for Small Starts funding in federal fiscal year 2018. The project was rated a Medium making it eligible for federal funding. CDTA submitted an updated Project Rating Package in September 2017 for federal fiscal year 2019. Earlier in the year, the project was again rated a medium.

The recent FY18 federal spending bill was approved by congress in March 2018 which included \$401 million for Small Starts. The Federal Transit Administration has delayed the announcement awards, but FTA staff continue to encourage CDTA to move the River Corridor BRT forward as if funding was allocated for the project.

Construction for eight of the thirty-one Blue Line stations was completed in May. These stations and the Uncle Sam Transit Center are now subprojects targeted for earlier implementation (discussed later in this report). Additional subprojects are currently being designed to determine capital costs and they will be built when funding is available.

In May 2017, CDTA submitted a grant application for \$7.31 million to the Upstate Revitalization Initiative (URI) administered by NYS Empire State Development (ESD). **The project was shortlisted and a more detailed application was provided in the October 2017. After a presentation to the URI Committee in May, the project was approved by the Capital District Economic Development Council (CREDC) and is awaiting final decision by the ESD and the Governor’s office. If awarded, this funding would be used for CDTA’s portion of the local match of Small Starts.** If Small Starts funding is not awarded, CDTA would use the URI funds to implement a “BRT-lite” which would be a scaled down version of the Blue Line.

Upcoming Milestones

- **Summer 2018 – Announcement of URI and Small Starts**

Project Cost

- \$40-\$45 million for full BRT with Small Starts funding (excluding subprojects)
- \$20-\$30 million for BRT lite without Small Starts funding (excluding subprojects)

TAP Stations

BusPlus Blue Line Subproject

Overview – Construction of eight stations in advance of the remaining BusPlus Blue Line. This includes site work, traffic signal upgrades, and pedestrian infrastructure improvements to existing stops with high ridership.

Status – In November 2015, CDTA was awarded a grant for partial funding of the project from the NYS Department of Transportation’s Transportation Alternative Program (TAP). No land acquisition was required, **and construction was completed in May.**

Upcoming Milestones

- None – Project Completed

Project Cost – \$2.7 million

- \$2.05M from TAP grant
- Remainder from BRT Setaside

Uncle Sam Transit Center

BusPlus Blue Line Subproject

Overview – A transit center adjacent to the Uncle Sam parking garage in Downtown Troy will be constructed in advance of the remaining BusPlus Blue Line. This includes construction of an enclosed 1,500 sq. ft. passenger facility, staging area for five buses, contraflow bus lanes, and improvements to multiple intersections for efficient bus routing and pedestrian safety.

Status – The eminent domain process is proceeding as discussed.

Upcoming Milestones

- September 2018 – Obtain property, transfer required land to City of Troy, and release bids
- Winter 2018 – Select contractor and begin construction
- Late Fall 2019 – Begin operations

Project Cost – \$6-\$8 million depending on bid pricing

- \$650,000 from Empire State Development
- Remainder from BRT Setaside and internal funds

Additional Blue Line Subprojects

The following is a list of subprojects that CDTA is continuing to design in hopes they are incorporated into other construction projects adjacent to future BRT station sites.

- Jay Street Station – Sitework related to BRT station in North-Central Troy as part of Capital Roots expansion. **Project will include significant traffic calming elements as well as green infrastructure.**

- Riverview Center Station – Sitework and queue jump lanes related to a station in Menands as part of NYSDOT’s roadway reconstruction of a segment of NY Route 32.
- 111th Street Station – Sitework related to station in Lansingburgh as part of City of Troy’s reconstruction of Powers Park. Project is awaiting Troy’s funding to be released by New York State for construction to begin.
- Livingston Station – Coordination of designs with a new apartment building north of downtown Albany by private developer to ensure area for future station.
- Hedley Park Station – Complete design to ensure possible parking garage by private developer does not prevent future station construction.
- Congress Street – Sitework for station in downtown Troy as part of mixed-use private development on former Keybank property. **Detailed design of the station and development are being aligned.**
- Downtown Cohoes Station – **City of Cohoes constructed sitework and pedestrian infrastructure of future station as part of their reconstruction of Remsen Street. Project is completed.**

BusPlus Purple Line

Washington/Western Bus Rapid Transit

Description – This project calls for an 8-mile Bus Rapid Transit line on Washington & Western Avenues, connecting Downtown Albany, the Harriman Office Complex, the University at Albany, SUNY Polytechnic and Crossgates Mall.

Status – The project was accepted into the FTA Small Starts program in 2014 and in 2015 the project received federal environmental clearance. A consultant team was selected in 2015 to complete all activities related to design, engineering, and land acquisition. As part of the regional Transportation Improvement Program administered by CDTC, a “BRT Setaside” was established allowing funding towards construction of elements of both the Purple Line and Blue Line.

Station site work and pedestrian infrastructure has been completed at six of the sixteen BRT stations. Detailed design has been completed for three additional stations, at least one of which will be constructed in advance of the remainder of the BRT line (discussed later in this report). Preliminary engineering is complete for the Crossgates Mall Transit Center, Harriman-UAlbany busway, and all other stations.

A Project Rating Package was submitted in September 2017 for FTA Small Starts funding in FY19. In February 2018, a Medium rating was given, and this makes the project eligible for Small Starts funding. **It is unknown when the FY19 spending bill will be approved by Congress.**

Upcoming Milestones

- Late 2018 – Announcement of FY19 Small Starts funding if included in Congressional budgets

Project Cost – \$65-\$110 million depending on scope, funding source, and contributions from partners

Washington Avenue Transit & Pedestrian Improvement Project

BusPlus Purple Line Subproject

Overview – A BRT station and transportation improvements to five city blocks in Albany will be constructed in advance of remaining Purple Line. The project allows for more efficient bus routing, improved passenger

waiting facilities, and reductions in accidents. This includes significant improvements for other travel modes including pedestrian safety and vehicular traffic flow.

Status – A series of public meetings were held in 2015 and the final concept completed in spring 2016 which accommodated comments received. In June 2016, CDTA was awarded a grant for partial funding of the project from the NYS Department of Transportation’s Highway Safety Improvement Program (HSIP).

Construction began in July 2017 and **will be completed this month with a soft opening planned on June 24th**.

Upcoming Milestones

- Late 2018– Complete construction and being operation new station

Project Cost – \$1.9 million

- \$770,000 from HSIP
- Remainder from BRT Setaside

UAlbany Downtown Campus

BusPlus Purple Line Subproject

Overview – Extending west from the Washington Avenue project, an additional BRT station and four city blocks of transportation improvements will be constructed in advance of the Purple Line. The project will include station site work and pedestrian improvements while allowing for efficient bus routing and limiting impacts to on-street parking. The University at Albany is in process of a multiyear expansion of its Downtown Campus and is promoting alternative transportation modes to limit parking demand.

Status – Detailed design has been completed for CDTA’s project components and we are in the process of designing the additional components requested by UAlbany.

Upcoming Milestones

- **Fall 2018 – Release bids and hire contractor (funding dependent)**

Project Cost – \$1-\$3 million depending on scope and partner contributions

- Funding awarded from URI
- **Remainder from BRT Setaside and UAlbany contributions**

Harriman West / UAlbany ETEC Station

BusPlus Purple Line Subproject

Overview – A future BRT station and part of the Harriman-UAlbany busway may be constructed prior to the BusPlus Purple Line. The project includes bus and pedestrian only connections between the Harriman and University at Albany Uptown campuses by redesigning roadway adjacent to the future ETEC academic building. ETEC is an expansion of the Uptown Campus on to the Harriman Campus – its goal is to limit parking and increase travel to the site by foot, bike, and bus.

Status – Advanced design has been completed and was approved by the NYS Office of General Services and NYS Department of Transportation. Preliminary construction of the ETEC site and installation of utilities is in progress. Final design of the station will be completed in 2019, construction in 2020, and will be operational in 2021.

Upcoming Milestones

- 2018/2019 – Progress design in parallel with ETEC project
- 2020 – Begin and complete construction
- 2021 – Begin operations with opening of ETEC building

Project Cost – \$2.75 million

- Approximately \$950,000 by University at Albany
- Remainder by BRT Setaside, internal funds, or possibly Small Starts

BRT Lite Subprojects for Purple Line

The following is a list of subprojects that CDTA is progressing, with lower cost designs as potential alternatives if funding from Small Starts is not provided.

- Crossgates Mall Improvements – Reduce project scope to no longer build a transit center, but provide a larger station with improved amenities for waiting customers. This includes minor roadway/intersection improvements to allow for more efficient bus routing on the mall's property.
- UAlbany Busway – Reduce project scope to build busway only on eastern side of campus between ETEC / Harriman West station to the Campus Center. This will allow for local bus routes to provide direct connections between the Uptown Campus, ETEC, the Alumni Quad dormitory, and Downtown Campus
- Harriman East Station – Provide infrastructure for buses traveling from the Uptown Campus / ETEC through Harriman Campus to stop near State office buildings

Rensselaer Rail Station Parking Garage Rehabilitation

Overview – The deck of the parking garage is undergoing a multi-phase upgrade to ensure its long-term structural integrity. The redesigned deck will also increase the number of parking spaces and allow for future premium paid parking.

Status – **The first phase was completed in the 2017 construction season and included the area closest to East Street. The project is now in its second phase which includes replacement of the islands and recoating of the deck membrane in the middle section of the top deck. An electric-vehicle (EV) charging station is being installed during this phase.**

Upcoming Milestones

- **August 2018 – Construction complete for Phase 2.**
- **Late Fall 2018 – Complete final phases and reopen all areas of the deck and parking garage (weather dependent)**

Project Cost – \$2.5 to \$3.5 million

- Funded via a repurposed high-speed rail grant and internal funds