



CDTA COMMITTEE AGENDA
Strategic and Operational Planning Committee
Thursday, May 22, 2025 | 12:00 PM
Microsoft Teams & 110 Watervliet Ave

Committee Item

Responsibility

Call to Order

Mike Criscione

Approve Minutes of Thursday, April 24, 2025

Mike Criscione

Administrative Discussion Items

- Approve Disposal of Uncle Sam Parcels

Chris Desany

Administrative Discussion Items

- Overview of Service Status

Mike Williams

Next Meeting: Wednesday, June 18, 2025, at 12:45 pm via Microsoft Teams and 110 Watervliet Ave.

Adjourn

Mike Criscione

Capital District Transportation Authority

Strategic and Operational Planning Committee

Meeting Minutes – Thursday, April 24, 2025, at 12:01 pm; via Microsoft Teams and 110 Watervliet Ave.

In Attendance: Michael Criscione, Pat Lance, Jackie McDonough, Dave Stackrow, Georgeanna Nugent; Amanda Avery, Mike Collins, Chris Desany, Lanze Zarcone, Jaime Kazlo, Jon Scherzer, Gary Guy, Mike Williams, Rich Cordero, Trish Cooper, Kelli Schreivogl, Stacy Sansky, Thomas Guggisberg, Dave Williams, Ehtan Warren, Sarah Matrose, Jeremy Smith, Elide Oyanedel, Emily DeVito

Meeting Purpose

Regular monthly meeting of the Strategic and Operational Planning Committee. Committee Chair Criscione noted that a quorum was present. Minutes from the March 20, 2025, meeting were reviewed and approved.

Consent Agenda Item

Approve FLEX Service Zone Change

- As per our Title VI policy, we are required to perform a Title VI analysis that addresses proposed Guilderland FLEX zone changes. The proposed change involves consolidating the Guilderland zone into an area that shows to improve wait time efficiencies. We will also be moving to a “point to point” model. Finally, we will add service to the #117 to address customer concerns.
- A summary of customer feedback was provided.
- A resolution to approve the FLEX equity analysis, and authorization to implement the changes based on customer feedback will be recommended to the board for approval. The modifications will go into effect on May 25, 2025, along with other service changes.

Administrative Discussion Items

May Pick Changes

- Throughout the course of the year, CDTA makes periodic service adjustments to advance organizational goals, respond to customer and stakeholder needs, maintain and improve on-time performance, and match the level of service to the level of demand on each route.
- In summary, we will be making the following service adjustments for the May pick:
 - Reductions driven by colleges being out of session (UAlbany, HVCC, RPI, Skidmore).
 - Resumption of summer services and trolleys.
 - Schedule adjustments to consolidate stops, and to improve on time performance.
 - FLEX and #117 adjustments.

Overview of Fleet Status

- Lance Zarcone provided an overview of the status of the fleet from 2015-2025. The trolley fleet has increased due to the addition of Schenectady and Glens Falls service. The FLEX fleet has increased due to the rapid expansion of on-demand service. The commuter fleet remains flat. This is due to the addition of Montgomery County, being offset by reductions to the Northway Express (COVID not rebounding).
- The fixed route fleet has grown 25%, with key drivers being BusPlus, Universal Access, and the expansion into two new counties. This includes 49 articulated and 8 electric buses.
- Total miles traveled has increased 30%, the overall fleet size has increased 36%, and we perform 500 more PMIs annually. This has been managed with flat staffing levels, yet with minimal service interruptions and defects. This is a testament to the effectiveness of the Maintenance Department, however, it is likely unsustainable in the coming years.

Next Meeting

Thursday, May 22, 2025, at 12:00 pm via Microsoft Teams and at 110 Watervliet Ave.

Capital District Transportation Authority

Agenda Action Sheet

Subject: Authorization to Negotiate and Execute Property Sale
Committee: Strategic and Operational Planning
Meeting Date: May 22, 2025

Objective of Purchase or Service:

To dispose of several parcels that were originally intended for the Uncle Sam Transit Center.

Summary of Staff Proposal:

In 2020 we were advancing a project that provided for a transit center at the corner of Fulton and Fourth Streets in Troy next to the Uncle Sam parking garage (owned by Bryce Companies, DBA Uncle Sam Garage, LLC). The Uncle Sam Transit Center, as it was called, would serve about 4,000 customers daily and cost an estimated \$6 million to \$8 million to build. The plans included creating bus-only lanes on Fourth, Fulton and River streets that run in the opposite direction of the passenger vehicles.

To facilitate this project, we acquired multiple parcels at the site, including the purchase of several sections totaling 19,900 ft², several permanent easements totaling 3,100 ft², and one temporary easement.

Since that time, we placed the project out to bid and responses came in significantly over budget. Additionally, the main Uncle Sam parking structure itself was torn down, and the property was put up for auction. We have since determined that this project is no longer a strategic priority for CDTA.

In 2025, there has been progress with the redevelopment of the site by a private developer and new property owner. They have made a request to purchase the adjacent parcels from us. In March we conducted an appraisal for the parcels, the value of which totaled \$143,465.

We have also achieved agreement as part of a sale that the developer will construct a private restroom for CDTA operators.

Proposed Action:

We seek the Board's approval to negotiate and execute a sale of these parcels to the adjacent property owner for \$143,465. We will comply with all State and Federal guidelines, including any FTA requirements.

Manager:

Christopher Desany, Vice President of Planning and Infrastructure

Service Overview

2015 - 2025

CDTA Planning Committee 05.22.2025

THE AGENDA

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Service Priorities since 2015

- **Data-Driven Service Design**

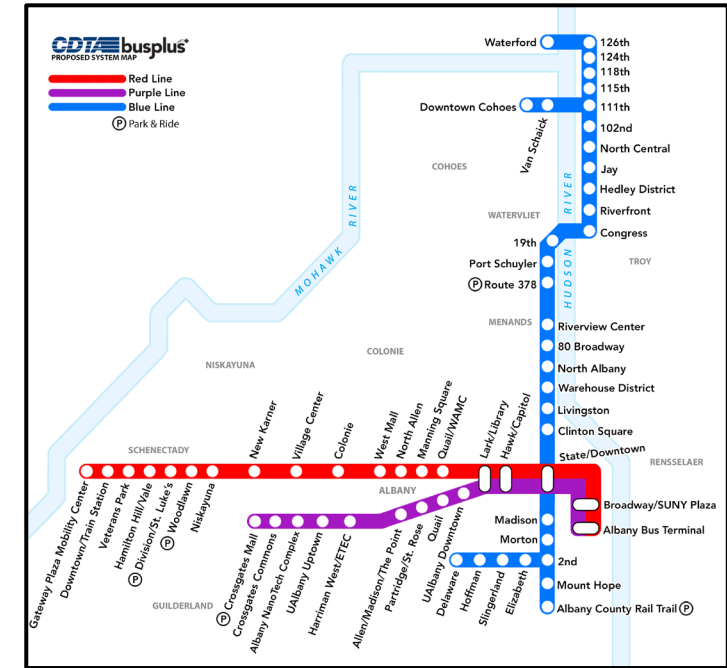
- Allocation of resources based on demand (ridership)
- TDP set out thresholds and standards
- “Enforced” by Route Performance Report

- **Bus Rapid Transit**

- Top priority of 2014 TDP: Realization of 40-mile system
 - Red Line already in place since 2011
 - Blue Line opened in **November 2020**
 - Purple Line opened in **November 2023**

- **Regional and Internal Expansion**

- Focus on new Universal Access partnerships (<20 in 2015; >50 in 2025)
- August 2022: Service expansion to Montgomery County
- January 2024: Service expansion to Warren County



40-mile BRT System

Service Levels from 2015 - 2025



- **2015 – Early 2020**

- Gradual rate of increase (<5% over 5-year period), few “big-ticket initiatives”
- Focus on improving OTP and enhancing service on most productive routes
- Saratoga Springs Route Restructuring in 2016


- **2020**

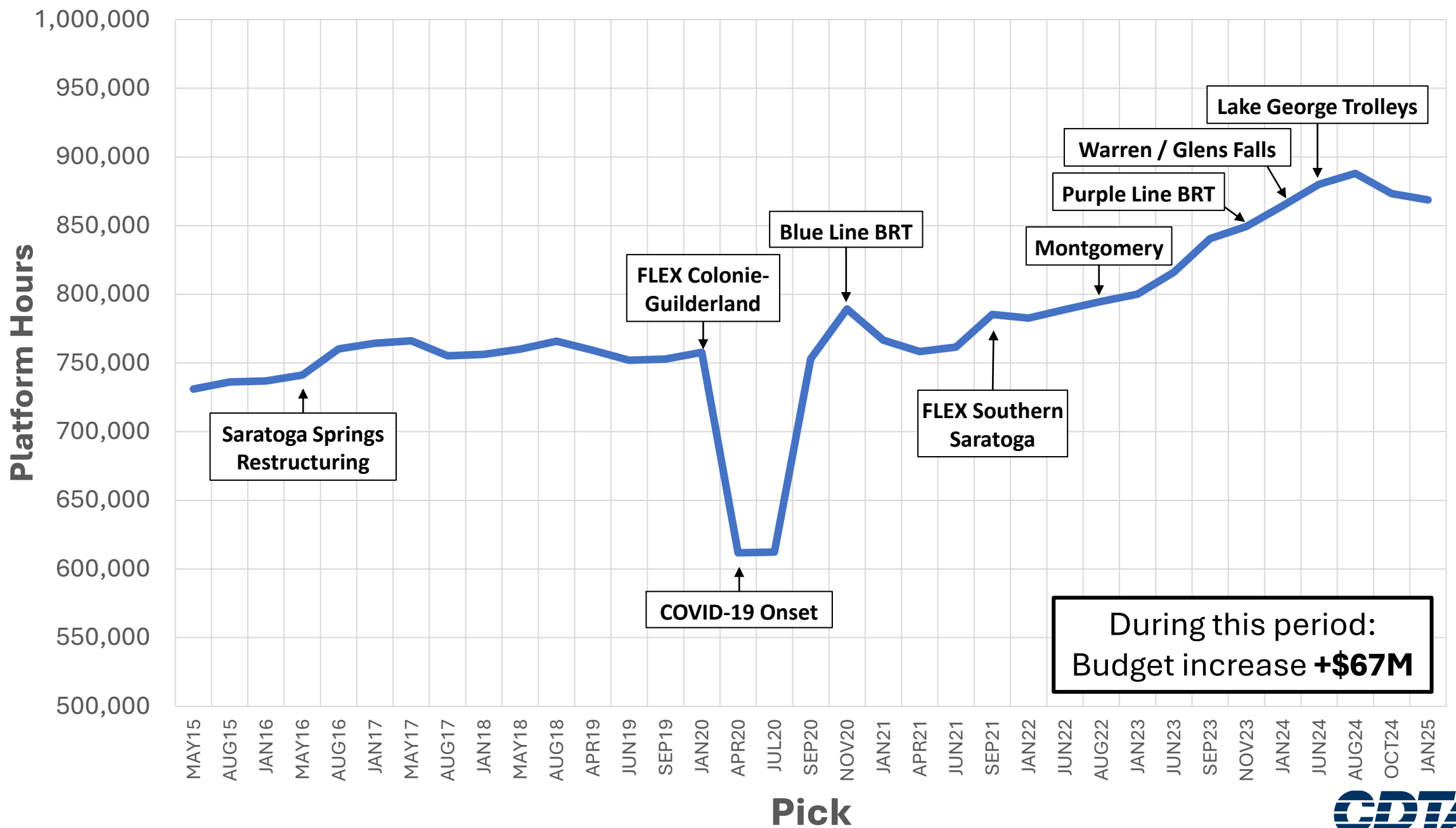
- Onset of COVID-19 Pandemic in **March 2020**; steep ridership decline
- Temporary service reduction; Saturday schedule on weekdays
- Blue Line BRT opened in November

- **2021**

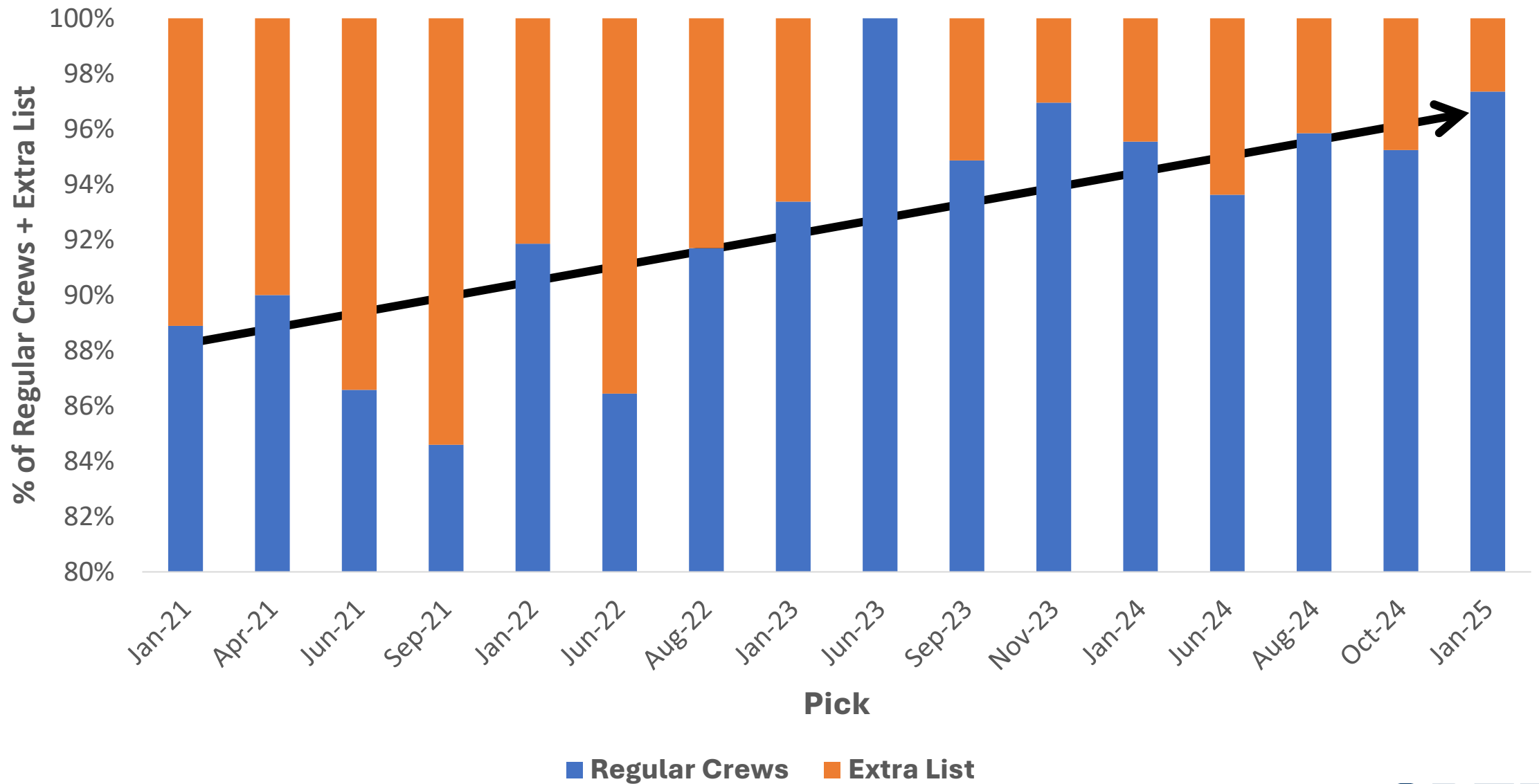
- Service levels mostly restored to pre-pandemic levels

Service Levels from 2015 - 2025

- 
- **2022**
 - Service expansion to Montgomery County in August 2022
 - **2023**
 - Purple Line BRT opened in November
 - **2024**
 - Service expansion to Glens Falls / Warren County in January 2024
 - Including summer trolleys starting in May 2024
 - **Ongoing**
 - Service extensions to accommodate new UA Contracts
 - Service enhancements using post-COVID stimulus funding
 - Increasing FLEX resources to maintain acceptable wait times



Regular Crews vs. Extra List, January 2021 - Present



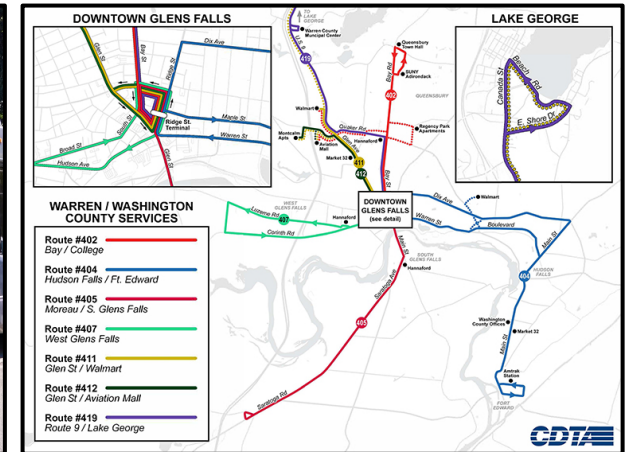
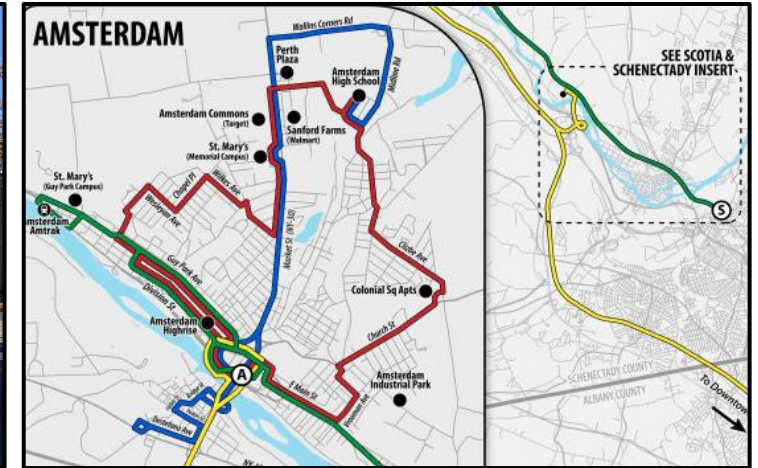
Major Drivers of Service Increases

- **Big-Ticket Initiatives**

- **2020** – Blue Line BRT
+30,000 annual hours
- **2022** – Montgomery County
+35,000 annual hours
- **2023** – Purple Line BRT
+20,000 annual hours
- **2024** – Warren County
+30,000 annual hours

- **Ongoing 2021-25**

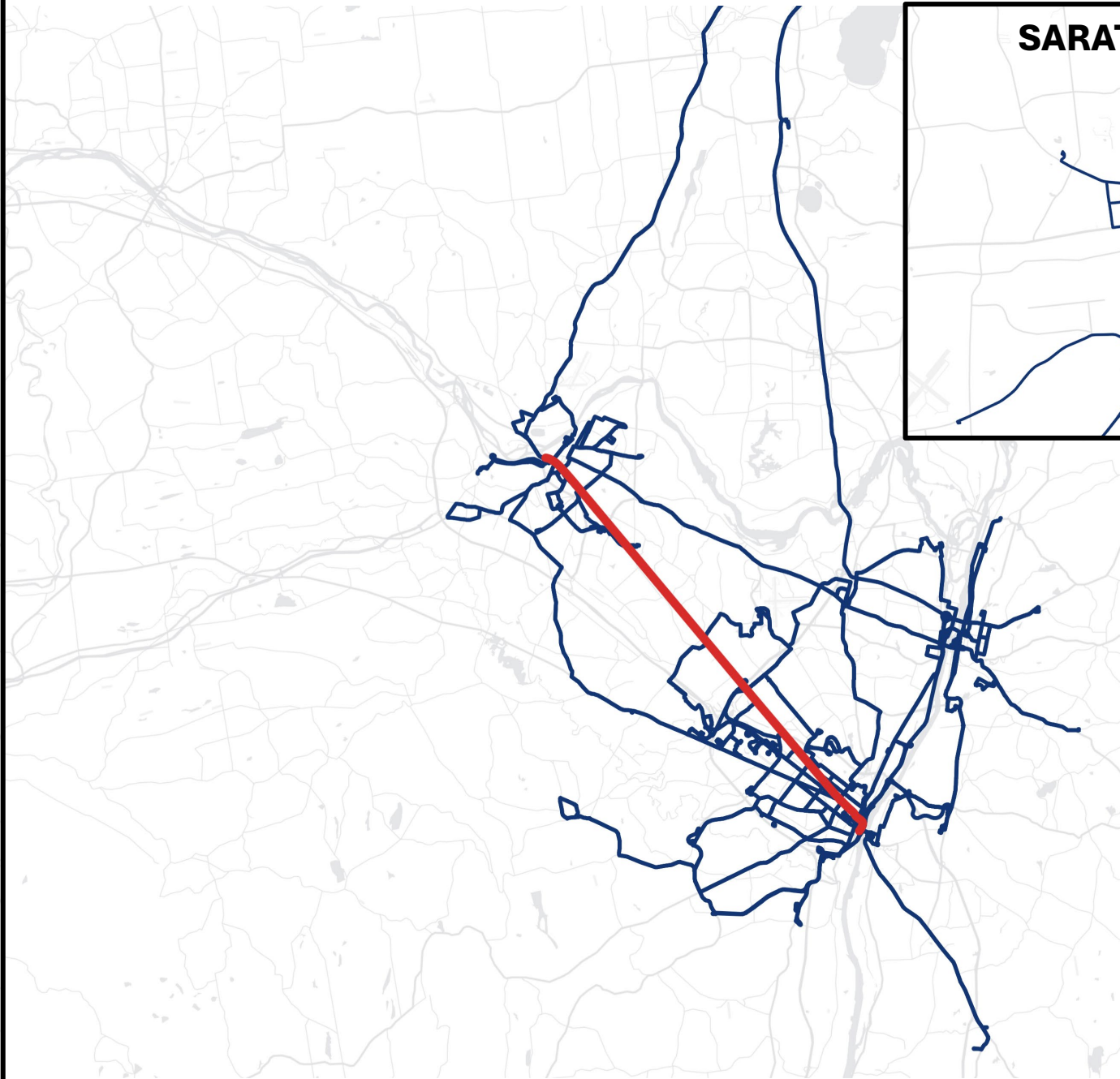
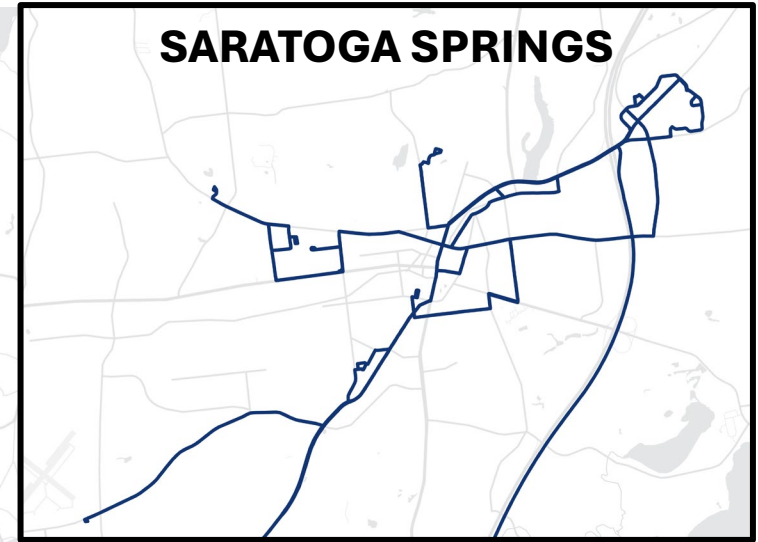
- Service extensions for new UA contracts
- Service enhancements using post-COVID stimulus funding
- Crewing adjustments to improve work quality



GLENS FALLS



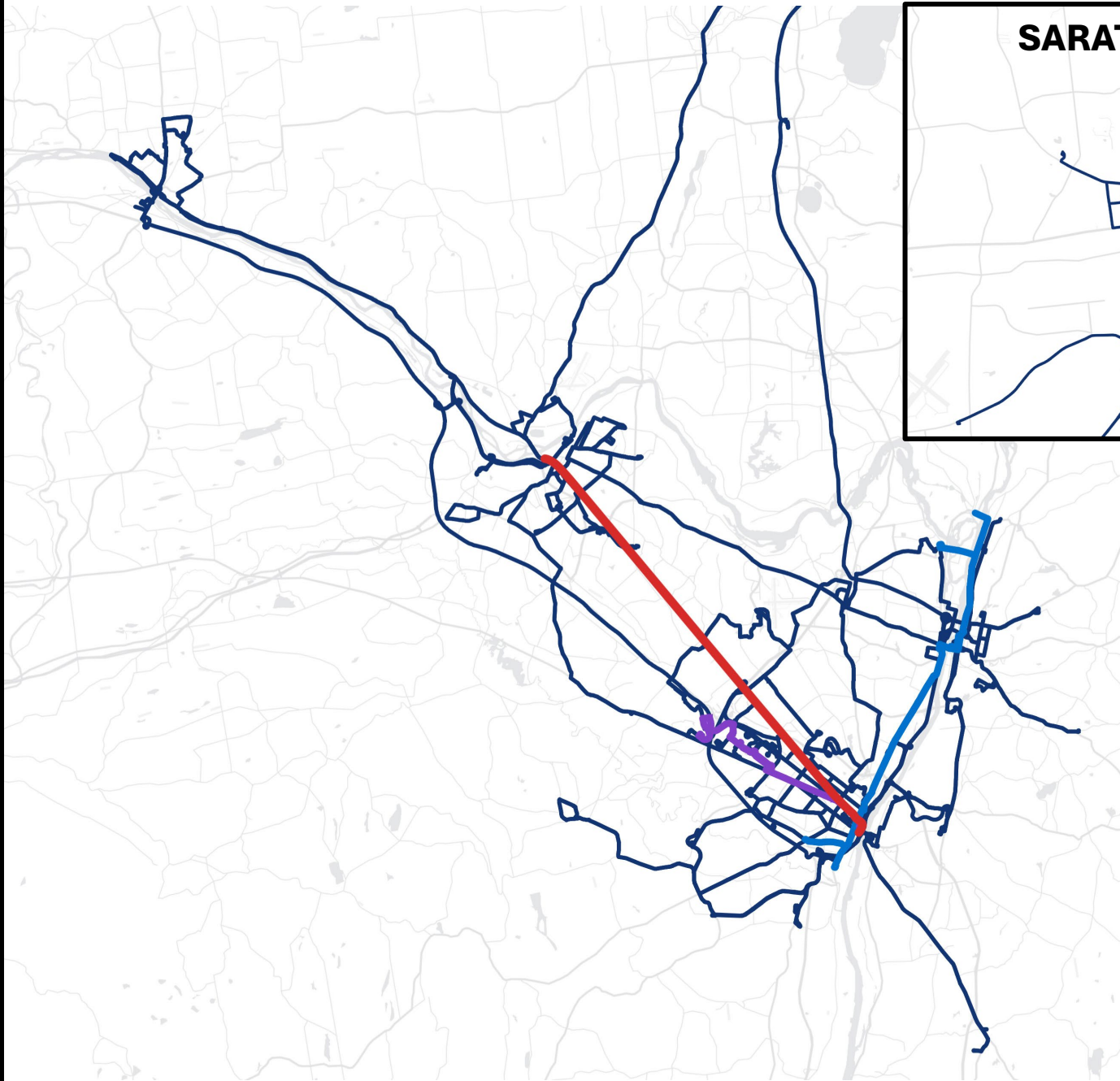
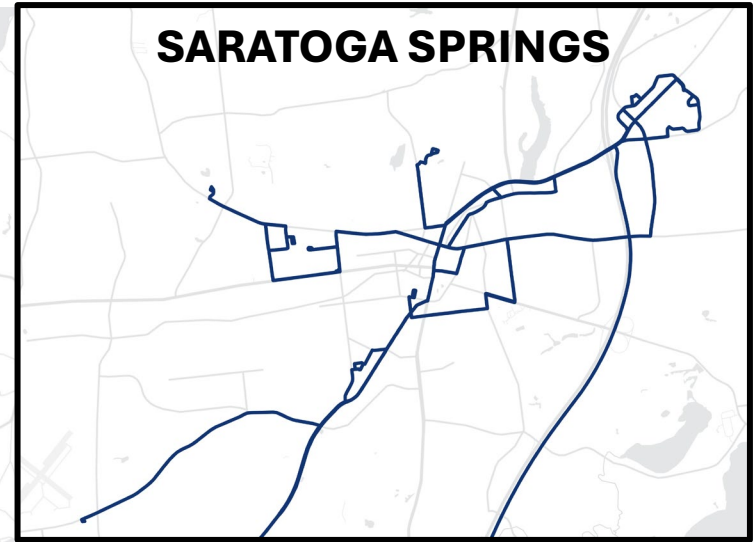
SARATOGA SPRINGS



GLENS FALLS



SARATOGA SPRINGS



Issues associated with Service Levels



- **Service v. Operator Headcount**

- Transit system is at or beyond operational capacity to reliably deliver all trips given driver availability
- Decreased on-time performance (**-5.5 percentage pts since 2019**)
- Increased trip cuts (**+0.22 percentage pts since 2019**)
- Limited ability to respond to evolving transit needs

- **Wages & Budget**

- Service costs contributing to budget deficit
- “Stretched” system incurs additional costs due to overtime payout
- New revenues from UA contracts offset by cost of associated services

Planning Solutions to Reduce Service Costs



- **Targeted service reductions for FY26 & FY27**

- Temporary reduction of service levels / coverage where demand is lowest
 - Routes and route segments
 - Less productive times of day (late nights, weekend)
- Recommended as Phase I of Implementation Plan in upcoming TDP
- More efficient use of FLEX (upcoming coverage reductions & point-to-point)

- **Improved scheduling procedures**

- CDTA working with CSched to streamline & optimize schedules
 - Updated run times, more efficient interlining
 - 2025 Pilot Project: Optimization of Albany schedules

THANK YOU!

Questions? | Comments? | Next Steps.