



December 28, 2015

Michael Franchini, Executive Director
Capital District Transportation Committee
One Park Place
Albany, NY 12205

Christopher G. Desany
Vice President of
Planning and Infrastructure
Capital District Transportation Authority
110 Watervliet Avenue
Albany, New York 12206
Phone: 518.437.8320
Mobile: 518.229.7938
Fax: 518.437.8369

Over the past few decades, the CDTC Planning Committee has used set-asides as a means to designate funding for future projects, recognizing that transit has a unique purpose in our regional transportation system. Traditionally, the CDTC Planning Committee has specifically allocated funding that meets the needs of transit since a majority of the funds available during a general solicitation are not available to transit.

CDTA proposes that the multiple transit-related set-asides which have been drawn from in the past be consolidated into two set-asides. This would accomplish the following:

- Improving and simplifying the TIP by reducing the overall amount of set-asides;
- Reducing the overall amount programmed for transit and CDTA activities;
- Providing aid due to loss of Congestion Mitigation and Air Quality Improvement (CMAQ) Program funding;
- Ensuring the money is spent and not left on the table as the majority of funding will be used for projects already in the design phase (e.g. BRT);
- Leveraging additional transit funding from other federal / state sources; and
- Implementing key recommendations of New Visions 2040.

Transit Funding in Current TIP

In the current TIP, transit projects have access to four separate set-asides: BRT Implementation, Travel Demand Management, Park and Ride, and Intelligent Transportation Systems. In the five-year timeframe of the current TIP, these four set-asides were programmed for a total of \$19.65 million which averages \$3.93 million per year. Although open to other entities, CDTA has been the only agency to access these funds in recent years. CDTA has consistently delivered projects eligible under these sources.

2013-2018 Set-Asides	
<i>BRT Implementation</i> (RG109, T90, A545)	\$9,376,000
<i>Travel Demand Management</i> (RG27)	\$3,752,000
<i>Park and Ride</i> (RG1)	\$1,112,000
<i>Intelligent Transportation Sys.</i> (RG28, T82)	\$5,412,000
Total	\$19,652,000
Average Per Year	\$3,930,400

Transit Set-aside Funding for New TIP

CDTA understands that the overall funding levels for our regional transportation system are limited. We are proposing that the four set-asides described above be consolidated into two set-asides – Bus Rapid Transit and Multimodal & Travel Demand Management. These two set-asides would be funded at \$16.7 million for the 5-year timeframe which averages to \$3.34 million per year. This represents a 15% reduction in funding available for transit-related projects when compared to the current TIP.

2016-2021 Set-Aside (Proposed)	
<i>Bus Rapid Transit</i>	\$13,700,000
<i>Multimodal & TDM</i>	\$3,000,000
Total	\$16,700,000
Per Year	\$3,340,000

CDTA will use the Transit Set-Aside on the initiatives listed below, which all align with New

David M. Stackrow
Chairman
Rensselaer County

Georgeanna N. Lussier
Vice Chairwoman
Saratoga County

Joseph M. Spairana, Jr.
Secretary
Rensselaer County

Arthur F. Young, Jr.
Treasurer
Albany County

Lisa A. Ballout
Saratoga County

Denise A. Figueroa
Albany County

Corey L. Bixby
Labor Representative

Norman L. Miller
Schenectady County

Thomas M. Owens
Albany County

Carm Basile
Chief Executive Officer

Visions 2040 goals. Transit can accomplish multiple objectives beyond transportation, including urban development, neighborhood revitalization, as well as connecting communities and cities.

Bus Rapid Transit

An investment of \$13.7 million over the entire TIP period (\$2.74 million/year) will assist in obtaining \$120 million in Federal funding to implement the new River Corridor BRT (Blue Line), Washington/Western BRT (Purple Line) and to make improvements to the existing NY5 BRT (Red Line) and other corridors in need of BRT amenities and features. These three BRT lines service corridors containing 60% of the region's transit ridership and include all 4 counties and 11 municipalities in CDTA's service area. The funding will be used to construct aspects of the each line (e.g. Uncle Sam Transit Center) and to leverage remaining funds from the FTA Small Starts Program.

Specific BRT investments include:

- Stations – Structure, site work, utilities, street amenities, security features, and pedestrian/bicycle safety improvements of surrounding area
- Transit Priority Infrastructure – Queue-jumpers, transit signal priority, traffic signal upgrades/replacements, bus-only rights of way
- Vehicles & Maintenance – BRT branded fleet, articulated buses, garage improvements
- Transit Centers – Construction of Uncle Sam Transit Center and Crossgates Transit Center, planning/design for transit centers in Downtown Albany and Schenectady

Multimodal and Travel Demand Management

An investment of \$3.0 million over the entire TIP period (\$600,000/year) provides transportation options to integrate transit and other modes of travel, manage congestion, and improve mobility at the regional level. As the region's leading transportation provider, CDTA is not only interested in moving people by buses, but supporting a more holistic approach to use our existing transportation infrastructure as efficiently as possible. This calls for a multitude of programs that reduce travel in single-occupant vehicles.

Specific multimodal and TDM programs include:

- Mobility Management – Carshare expansion, bikeshare implementation, travel training assistance for elderly / disabled, assistance with taxi coordination
- Pedestrian-Transit Infrastructure Improvements – Sidewalk construction, traffic calming, traffic signal improvements, crosswalk enhancements, etc. specifically targeted toward areas with existing or potential for high transit ridership
- Transit Park & Ride – Purchase or extension of existing leased park & rides, establishment of new park & rides, green infrastructure, electric vehicle technology
- Mobile Fare Collection Implementation – CDTA's new Navigator smart card and mobile fare collection system makes travel easier, which encourages people to rely on their single occupant vehicle less often, thereby decreasing greenhouse gas emissions throughout the region

CDTA has a track record of consistently delivering initiatives on time and this program of projects would be no different. CDTA is committed to multiple modes of transportation (as you can see from our work program), although we are the only provider of public transit services in the region. We truly feel that with the consolidation and realignment of transit-related set-asides, we can continue to work collaboratively with CDTC and its members to take the residents of the capital region where they need to go safely, efficiently, and cost-effectively.

Sincerely,



Christopher Desany
Vice President of Planning and Infrastructure

Cc: Carm Basile, Chief Executive Officer