

What is BusPlus?

BusPlus is the name of the premium transit service that is CDTA's Bus Rapid Transit (BRT) network. Bus Rapid Transit provides limited stop service along the most heavily traveled transit corridors in the Capital Region. It includes sleek, efficient buses along with large, comfortable stations and enhanced customer amenities. BRT reduces travel time compared to conventional bus service due to fewer stops and priority given at traffic signals located at highly congested intersections. BRT service was introduced on the NYS Route 5 corridor (Red Line) in April 2011, connecting Albany, Colonie, Niskayuna and Schenectady. BusPlus has resulted in a 20% increase in ridership on the corridor which now totals close to 4 million riders annually. Based on this tremendous success, CDTA plans to develop 40 miles of BRT and extend the premium limited stop service to two other high volumes corridors – The River Corridor (Blue Line) and Washington-Western Corridor (Purple Line) – by 2017.

What is the River Corridor?

The River Corridor stretches 15 miles in length traveling along major segments of NYS Route 32 and Route 4 through numerous growing communities along the Hudson River. Beginning from the south, the NYS Route 32 travels through the city of Albany including the Port of Albany, South End neighborhood, Downtown Albany, and the North Albany neighborhood. The corridor continues through the village of Menands and the city of Watervliet until crossing the Hudson River to NYS Route 4 through the city of Troy. The corridor travels through its downtown, North Troy, and Lansingburgh neighborhoods where the BRT line would split with one leg leading to the city of Cohoes and the other to the village of Waterford.

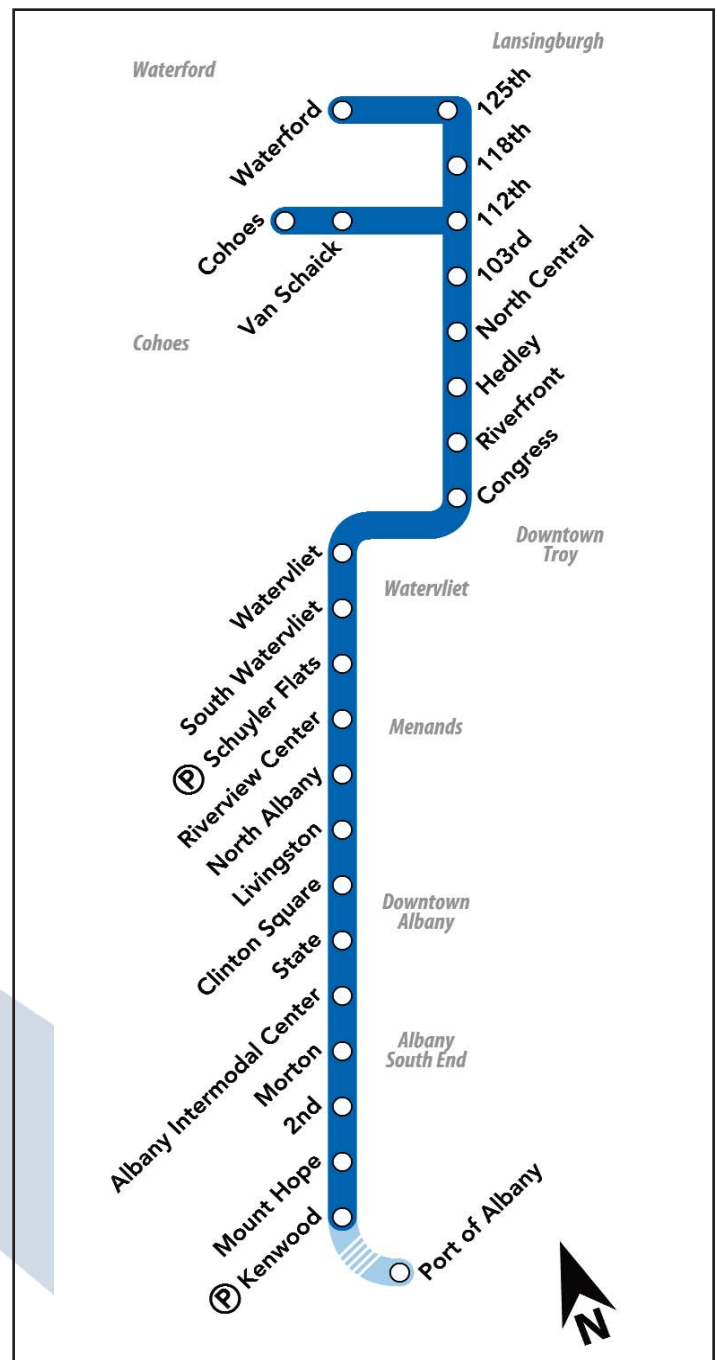
Why the River Corridor?

The River Corridor is ideal for Bus Rapid Transit because of its existing ridership volumes and potential for future increases. It is currently the third busiest transit corridor in the Capital Region with nearly 2.5 million boardings on existing bus routes primarily due to the dense and walkable nature of its communities which have a high residential and employment base.

With bus rapid transit service, ridership on the River Corridor will continue to grow by attracting the significant non-riding population to the enhanced components of BRT over conventional bus service. Downtown Troy and Albany as well as other areas along Route 32 and 4 continue to develop which bring more people to the corridor. The BusPlus Blue Line will also connect to the rest of the CDTA's transit system including other BusPlus service; the Red Line and future Purple Line in downtown Albany.

BusPlus has the ability to be part of growing development along the River corridor and serve as a catalyst for revitalization of the urban neighborhoods that surround its stations. It will also provide another transportation option for those traveling into downtown Troy and Albany and reduce the demand for costly park lots and garages.

BusPlus River Corridor Map



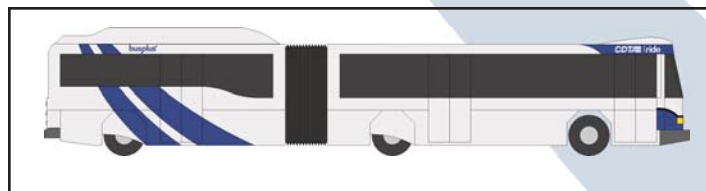
busplus⁺

Benefits of BusPlus:

The introduction of BusPlus service along the River Corridor will provide customers with better and faster transit service. The Blue Line will reduce traffic congestion along Route 32, Route 4, Interstate 787, and adjoining roadways. The new service will stimulate economic development along the corridor and specifically act as a catalyst for revitalization of the urban neighborhoods that surround its stations. It will also provide another transportation option for those traveling into downtown Albany and Troy, reducing the need to build costly parking garages and surface lots.

The River Corridor will feature the distinctive BusPlus branding scheme that signifies premium service. Customers will experience hybrid buses, large, lit and weather resistant stations, real time information and complimentary Wi-Fi service.

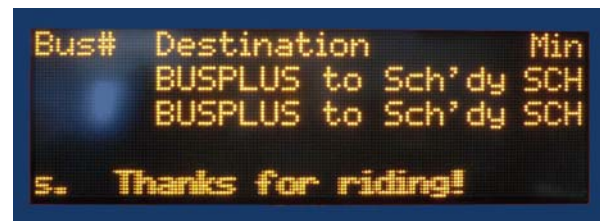
- **Fast and Reliable Service** – Reduced travel times and higher reliability with limited stop service only at key destinations and buses receiving priority at signalized and highly congested intersections. Bus-only connections to allow front-door access to major destinations.
- **More Frequent and Expanded Hours of Operation** – increased service on the corridor with higher frequencies throughout the day, service 365 days a year, and longer hours of operation early in the morning to late into the night.
- **Added Customer Convenience** – larger stations include expanded seating, lighting and security cameras as well as real-time bus arrival displays informing customers with actual arrival times of buses based on GPS tracking. Real-time information can also be obtained through any device with Internet access, such as smart phones, traditional cell phones, and personal computers via BusTime.cdta.org
- **Advanced Bus Fleet** – The BusPlus Red Line currently deploys buses with diesel-electric hybrid propulsion systems, internal/external security cameras, and WiFi access. The River corridor will have high capacity “articulated” buses allowing passengers additional seats and more room to ride.



Why Bus Rapid Transit?

Bus Rapid Transit is one of the fastest growing transportation modes in the country. Progressive transit systems are using it as a light rail alternative in communities without the high level of density and customer volume needed. The flexibility and build-ability of Bus Rapid Transit systems provides a clear connection to economic development opportunities in areas where it has been introduced. Establishing BusPlus service can be a building block to a dedicated right of way system, or eventually to a trolley line or light rail system.

BusTime.cdta.org offers customers the ability to receive up-to-the-minute arrival information, taking the guesswork out of waiting for the next bus by using Global Positioning System (GPS) to determine bus location and speed.



Key features of BusTime Passenger Information System:

- Arrival predictions for the next 2-3 buses
- Live bus tracking to show vehicle location and route progress using Google Maps
- Dynamic LED message signs
- Accessibility through any device with Internet access, such as smart phones, traditional cell phones, personal computers, and electronic signs at BusPlus Stations
- Email and text message service alerts

What Will It Cost?

Estimated Capital Costs

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| • Buses | \$18 million |
| • Stations | \$13 million |
| • Infrastructure | \$6.5 million |

Estimated Operating Costs

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| • Annual | \$2.8 million |
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