



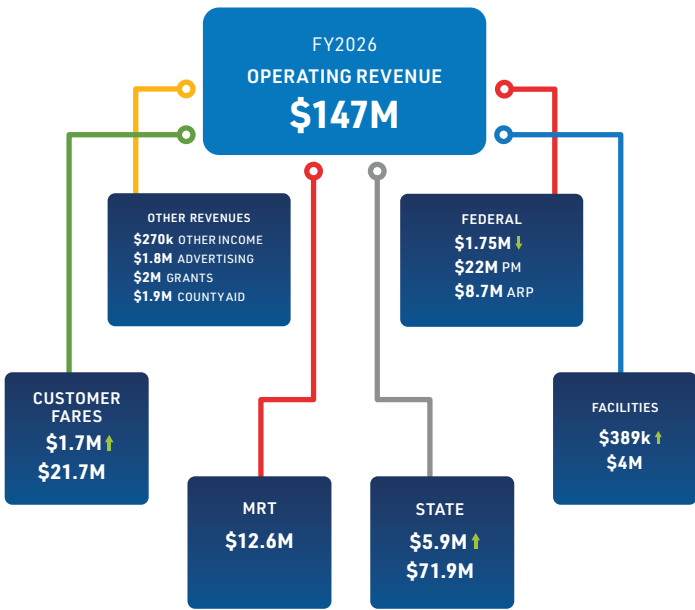
Capital projects are for safety improvements throughout the system or to replace assets exceeding their useful life. The first year of the Capital Plan is funded and supported by grants and federal assistance. It contains funding for designing potential mobility hubs at Crossgates Mall and Hudson Valley Community College, expanding and replacing a portion of our CDPHP Cycle! bike fleet along with implementing phase two of the pilot program to install video mirrors on buses. It also

includes a continuation of our annual fleet replacement plan to purchase 30+ new vehicles.

The five-year capital plan outlines our vision to enhance and diversify the service network while improving mobility for the Capital Region. We continue to explore zero emission technology for buses and facilities which is also supported by federal and state grants. The plan also includes opportunities for design and improvements at the recently purchased building in Schenectady.

Project Name	2026
LOW/NO electrification and buses	\$10,980,000
Street Amenities (Shelter Program)	\$300,000
Buildings State of Good Repair	\$700,000
RRS Enhancements	\$500,000
Lift Replacements	\$750,000
West Facility Purchase	\$1,500,000
Information Technology	\$205,000
IMI Mobility Capital Project	\$725,000
Mid-Sized Infrastructure	\$100,000
Video Mirror 25 Vehicle Pilot	\$302,750
Vehicle Predictive Maintenance Software	\$250,000
Bus Operator Barriers	\$200,000
Fleet Financing 2022	\$1,555,000
Bus Replacement Program - Rolling Stock	\$9,042,072
Flex Vehicles	\$900,000
STAR Buses	\$897,913
Non-Revenue Vehicles	\$300,000
Trolleys	\$430,000
Cycle! bike	\$325,000
Total Expense	\$29,962,735

CDTA FISCAL YEAR 2026 OVERVIEW

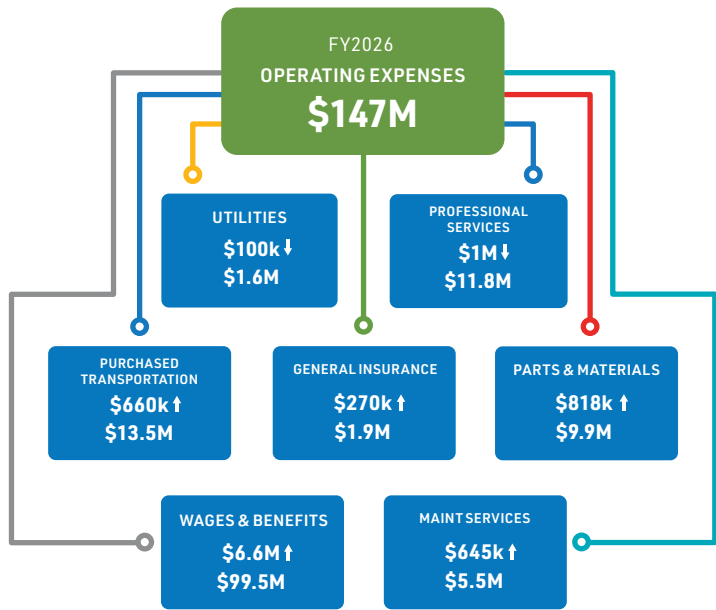


REVENUE OVERVIEW

We project total revenue to grow by \$8 million in FY2026 with the major drivers being State Operating Assistance (STOA) and Federal Assistance (5307 funding). We are anticipating STOA to grow by 9% based on legislative assumptions. The federal support line includes 5307 funds (\$21.9 million) and the remaining \$8,750,000 of COVID funds to support operations. We are keeping MRT assumptions and customer revenue projections flat after mid-year FY2025 budget adjustments. Customer revenue remains at its highest levels connected to our recent ridership growth that totaled a record 18,475,778 trips last year.

We are increasing facilities revenue by 10.7% (\$390,000)

due to the recent purchase of our West Facility, including rent from several active tenants. Other areas of increasing revenue include advertising on our vehicles, facilities, and at the Joseph L. Bruno Rail Station.



EXPENSES

CDTA's investment in its workforce remains a high priority as wages and benefits are the largest component of the spending plan. The remaining expenses cover transit services along with operational and administrative needs including utilities, energy, and third-party support for paratransit service. The wage line reflects as part of our collective bargaining agreement, along with the second year of Glens Falls operations, Purple Line BRT, and FLEX services. We will also adjust wages for incentives and sick leave modifications that support our growing workforce. We have worked to reduce costs in our professional service and utility lines. Purchased Transportation is increasing 5.1%, and most of this is for providing STAR service. We are redesigning the service and execution to provide for operational efficiencies. The Parts line is increasing 9.6% due to inflationary costs, and our growing fleet of buses.



2026
FISCAL YEAR OPERATING
& CAPITAL PLAN



CDTA BUDGET SUMMARY FY2026

\$147 Million Operating and \$29.9 Million Capital

CDTA IS WHAT CONNECTS US

The Capital District Transportation Authority provides a multimodal network of services that responds to the needs of the Capital Region. This network is financially sound, easy to support and flexible to changing conditions. The foundation of our company are the people who work here –the nearly 800 men and women dedicated to providing the best service and innovative solutions that keep CDTA responsive to community needs.



Our network includes regular routes, bus rapid transit, express service, seasonal trolleys, park and ride lots, and service for people with disabilities (STAR). The network is augmented by mobility services that offer customers better access and more flexibility. CDPHP Cycle! has expanded to offer 600 bikes across six counties, FLEX On Demand provides a more flexible option at specific communities and locations, while DRIVE electric car sharing will see further expansion geographically and in its fleet size. Our regional network connects people to work, services and recreation. We provide service for special events and regional economic development initiatives to ensure we fulfill our mission of connecting the region's communities.

We serve a growing customer base that now includes Montgomery and Warren Counties. CDTA has also introduced services and programs that make the Capital Region stronger – from new park-n-ride locations and upgraded Bus Rapid Transit stations

to community engagement activities. We have deepened our work in the community and made CDTA a regional resource.

We have developed a balanced operating and capital plan for the new fiscal year. We use a bottom-up approach, providing departments the ability to discuss their needs and to explore opportunities that will make CDTA better. We meet with board committees to get input and establish a clear direction for the plan and the needs of the company.

Two factors that helped push this work forward have been the availability of federal support and flexibility with 5307 funds, and a significant increase in State Operating Assistance (STOA). We are balancing this against the increased cost of doing business and the impacts of our collective bargaining agreement, which provides for increases in wage rates and benefits. We will continue to work on efficiencies at scale to maintain high levels of service across our route network while we work to identify potential new funding streams.

The foundation of our company are the people who work here –the nearly 800 men and women dedicated to providing the best service and innovative solutions that keep CDTA responsive to community needs.

Our five-year capital plan is a look forward to improvements and innovations to our system and facilities. We will build additional mobility hubs, further update our BRT line infrastructure with the best amenities and invest further across Warren County to improve service to ensure the system is assimilated into the CDTA network. At CDTA, the future is bright and we're proud to have you along for the ride!

TO: CDTA BOARD MEMBERS, CUSTOMERS, EMPLOYEES AND COMMUNITY MEMBERS

The Capital District Transportation Authority is pleased to present a balanced FY2026 budget that prioritizes our customers, partners, and employees with a focus on efficiency of services following a record-setting year. The plan calls for \$147 million in spending and is balanced with corresponding revenues. We are advancing a five-year capital plan that totals \$253.6 million to support projects that will solidify our expansion with more innovation that will ensure the region's communities have high quality transit choices. This comprehensive strategy focuses on our true multimodal network that improves accessibility, while offering better connections to jobs, services, and economic opportunity.

We want to thank our state, federal and local partners for their steadfast support and investment that has driven CDTA to new heights. We recorded the third highest increase in the country for an agency our size, resulting in more than 18 million customer trips. We remain financially sound while meeting challenges to match demand from our communities for more service.

Our work in the year ahead will focus on the development of mobility hubs at our busiest locations, including improvements at Crossgates Mall and better access to services in Troy at the Hudson Valley Community College campus. The budget will progress work on our new 'West Facility' building in Schenectady that will allow for more efficient service delivery. The plan also calls for improvements across Warren County and connections to Saratoga County for the first time.

One of our best attributes remains an innovative suite of CDTA-operated services that customers can use to make

their journeys more efficient. The unmatched mix of mobility options includes CDPHP Cycle! with pedal and electric bike sharing, our evolving FLEX On Demand service and the all-electric car share program DRIVE, which have all made it easier for customers to move around the region with more choices than ever.

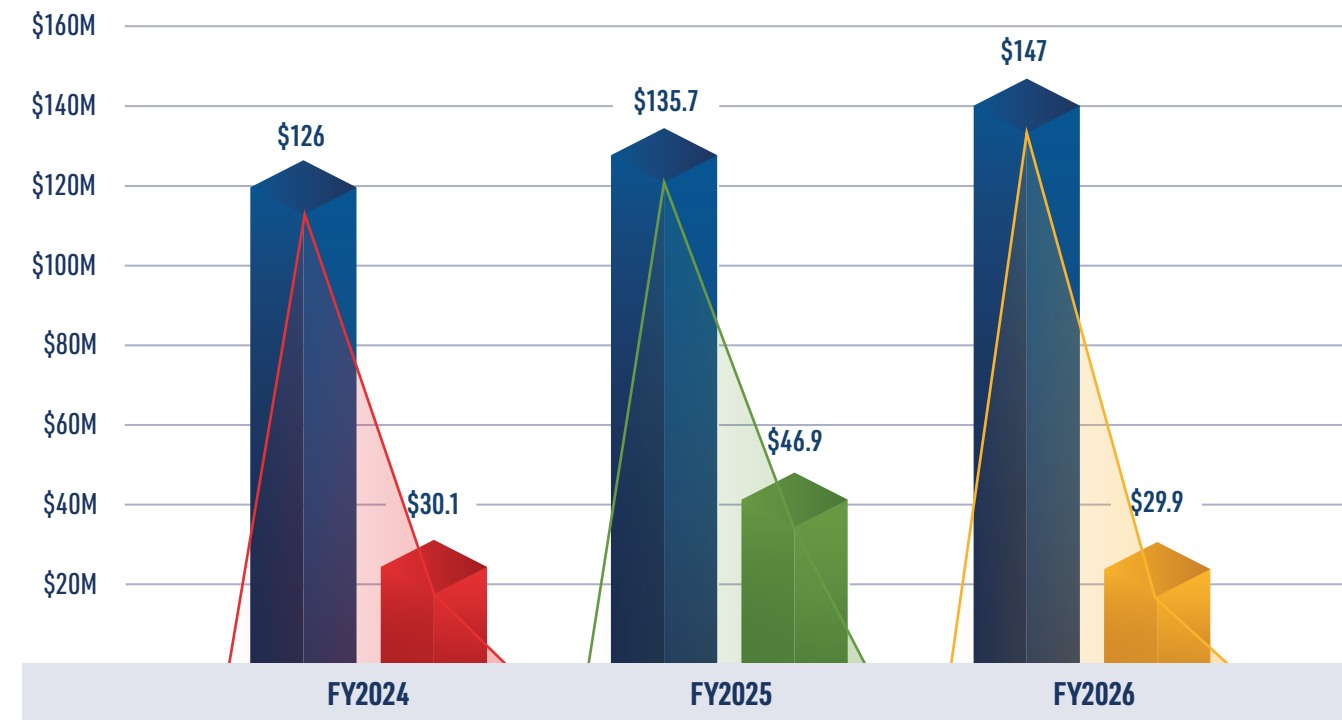
Our customer revenue line recorded its highest totals in more than 50 years, once again driven by the Universal Access (UA) program.. UA, which now has 60 partners, represents a cross section of the business community, from universities to municipalities and regional businesses that offer unlimited ridership passes to improve retention and recruitment. Recent additions to the program include the region's largest supermarket brand, Price Chopper/Market 32, which is a great synergy with our largest Navigator retail partner.

We want to close by acknowledging CDTA's nearly 800 employees that show up every day to provide service for the region's residents and visitors. We continue to invest heavily in our workforce with improved compensation, expansive professional development, and focus on culture that provides opportunity for success. As we look to the future, we will have new leadership, continued innovation, and community support that will take us to even greater heights, and we're excited for what's to come.

Thank you.

Jayme Lahut
CDTA Chairman of the Board

Michael P. Collins
Interim Chief Executive Officer



BUDGET IN BRIEF

CDTA's Operating Budget for Fiscal Year 2026 is balanced with revenue and expenses equaling \$147 million. Our capital expenses will total \$29.9 million, covering projects to support the recent expansion of our multimodal transit network.

The budget includes revenue from customer fares and universal access contracts, mortgage recording tax, federal and state funding. Major expense lines are wages, benefits, maintenance, fuel, purchased transportation and supplies.

We will continue to make improvements to our route network while balancing the need for additional revenue sources. This plan continues the work to support our communities, including the region's first service connecting Saratoga and Warren Counties. Our spending plan addresses increasing expenses from inflationary pressures, along with the effects of our recently updated collective bargaining agreement. We have budgeted all remaining COVID funds into our operation and will use the flexibility of 5307 funding and anticipated increases to State Operating Assistance (STOA), leading to an overall 5.7% increase for FY2026.