



**CDTA COMMITTEE AGENDA**  
**Performance Management/Audit Committee**  
**Thursday, March 19, 2026 | 9:00 AM**  
**Microsoft Teams & 110 Watervliet Ave**

<b>Committee Item</b>	<b>Responsibility</b>
Call to Order	Peter Wohl
Approve Minutes of Wednesday, February 18, 2026	Peter Wohl
<b>Consent Agenda Items</b>	
• Annual Approval of Procurement Manual	Stacy Sansky
• Approve Contract for Bus Wash Soap	Stacy Sansky
• Approve Purchase of Rail Transformer for JLB	Stacy Sansky
• Approve Contract for Bus Operator Uniforms	Stacy Sansky
• Approve Federal Operating Assistance	Melissa Shanley
<b>Administrative Discussion Items</b>	
• Monthly Management (Financial) Report	Patricia Cooper
• Monthly Non-Financial (Performance) Report	Gary Guy/Richard Cordero
 Next Meeting: Thursday, April 23, 2026, at 9:00am via Microsoft Teams and 110 Watervliet Ave.	
Adjourn	Peter Wohl

## **Capital District Transportation Authority**

### **Performance Monitoring/Audit Committee**

**Meeting Minutes – February 18, 2026, at 12:02 pm; 110 Watervliet Avenue, Albany**

In Attendance: Jayme Lahut, Peter Wohl, Denise Figueroa, Jackie McDonough; Frank Annicaro, Chris Desany, Lance Zarcone, Gary Guy, Patricia Cooper, Amanda Avery, Jaime Kazlo, Jon Scherzer, Mike Williams, Dave Williams, Stacy Sansky, Jack Grogan, Thomas Guggisberg, Rich Cordero, Jeremy Smith, Sarah Matrose, Emily DeVito, Keosha Miles, Jeanette Stumbaugh

### **Meeting Purpose**

Regular monthly meeting of the Performance Monitoring/Audit Committee. Committee Chair Peter Wohl noted that a quorum was present. Minutes from January 21, 2026, meeting were reviewed and approved.

### **Consent Agenda Items**

#### **Approve Contract Award for Heavy Duty Engine Oil Contract:** Presented by Stacy Sansky

- Heavy Duty Engine Oil is used in the CDTA bus fleet; the current contract is set to expire.
- An Invitation for Bids (IFB) was issued that provided estimated annual usage of each type of oil as well as required composition to ensure compatibility with CDTA's fleet.
- The bid from Safety-Kleen was the lowest responsive and responsible bidder. This represents a 45% **decrease** from the current price.
- *A resolution to approve* a one-year contract with one optional renewal year for the purchase of Heavy-Duty Engine Oil be awarded Safety-Kleen Systems, Inc of Norwell, MA for an estimated cost of \$345,758 will be recommended to the board.

#### **Accept State Funding:** Presented by Melissa Shanley

- CDTA was awarded competitive funding by the New York State Department of Transportation through the Zero-Emission Transit Transition Program (ZETT) for advancement of the West Facility project and a pilot program to prove how effective Hydrogen Fuel Cell Buses perform.
- These funds are provided at a 100% NYS share with National Grid providing \$4,000,000 in costs for utility construction and installation as match. The intention of the ZETT program is to use the funding to leverage future Federal funding to support the complete construction of the West Facility.
- New York State Department of Transportation (NYSDOT) requires a CDTA Board resolution. The resolution allows us to execute an agreement with NYSDOT to accept \$17,500,000.
- *A resolution to approve* NYSDOT to execute an agreement to accept \$17,500,000 in funding will be recommended to the board.

## **Administrative Discussion Items**

### **Risk Management & Workers' Compensation Report: Presented by Amanda Avery**

- Our procedures require a quarterly review of the adequacy of the Risk Management Self-Insurance Account and the separate Workers Compensation Self-Insurance Account.
- CDTA is self-insured for most liability exposures up to \$2 million. These claims include bodily injury, property damage, and certain other claims including no-fault.
- As of 1/1/26, we had 47 pending liability claims, 34 of which were in suit. A number of inactive cases have been closed out.
- As of 1/1/26, CDTA had 13 liability claims with reserves of \$10,000 or more, 7 of which have reserves of \$25,000 or more.
- The balances of the Risk Management and Workers' Compensation Self-Insurance Accounts are adequate to meet the anticipated needs of CDTA and its subsidiaries at the present time.

### **Monthly Management (Financial) Report – Presented by Patrica Cooper**

#### **Revenue Summary**

- MRT is 4.6% over budget for the month and 21.7% over budget YTD.
- Fares are 13.81% under budget, which is in line with the last January fares. YTD customer fares are down 6.8 %
- Facilities Income is on budget for the month and 6.5% over budget YTD.

#### **Expense Summary**

- Wages are under budget 5.13% for the month and 5.3% YTD. 2nd realignment and gained efficiencies are producing the savings.
- Workers' Compensation is over budget 41% for the month due to timing but is under budget YTD by 20.4%. 6
- Maintenance Services is over budget 34% in January due to snow removal and timing of custodial invoices. YTD is 14.2% over budget.
- Fuel is 18.5% under budget for the month and 11.7% YTD due to reduction in platform miles.

Overall, we are in a satisfactory budget position, with a surplus of \$3.5 million.

### **Monthly Non-Financial (Performance) Report – Presented by Gary Guy / Richard Cordero**

- **Ridership:** Declined 7.2% YOY and 2.2% YTD in January, primarily driven by extreme weather and recent service transitions. Despite the decline, overall demand remains relatively stable compared to prior year levels. Saratoga Flex ridership (2,776 trips, 0.2%).

- **On-Time Performance:** System-wide OTP improved 4.0% YOY and 2.1% YTD, reflecting sustained operational reliability gains.
- **Mean Distance Between Service Interruptions (MDBSI):** Increased 111.3% YOY and 281.2% YTD, demonstrating strong fleet reliability performance amid higher mileage and demand pressures.
- **Total Days Not Worked:** Levels remain elevated at +17.2% YOY and +7.2% YTD, indicating continued attendance pressure. Declined MOM from 10.41% in December to 9.73% in January, particularly in transportation, reflecting incremental improvement. Maintenance posted 8.39% in January, slightly higher than December (7.04%).
- **STAR Missed Trips:** Increased 62.1% YOY and 18.6% YTD due to recent scheduling process changes that now provide a more accurate reflection of on-street activity. Despite the year-over-year increase, performance has stabilized and improved compared to last month.
- **STAR Ridership:** Increased 1.2% YOY and 6.8% YTD, reflecting sustained demand growth for paratransit services.
- **STAR OTP:** Declined 12.2% YOY and 0.9% YTD, influenced by scheduling adjustments and increased demand. Performance improved compared to December, indicating early stabilization.
- **STAR Customer Comments:** Increased 14.0% YOY and 53.6% YTD, reflecting higher service interaction levels. Complaints declined compared to December, suggesting partial stabilization.

### **Next Meeting**

Thursday, March 19, 2026, at 9:00 am via Microsoft Teams and at 110 Watervliet Ave.



## Capital District Transportation Authority Agenda Action Sheet

**Subject:** Approve Procurement Manual  
**Committee:** Performance Monitoring/Audit  
**Meeting Date:** March 19, 2026

### **Objective of Purchase or Service:**

The New York Public Authorities Law section 2879 requires that public authorities annually review their procurement guidelines.

### **Summary of Staff Proposal:**

The Procurement Manual is utilized by CDTA staff, subsidiary employees, sub-grantees, and contractors in the procurement of goods and services necessary to advance the CDTA mission.

The Procurement Manual is reviewed annually by General Counsel, Internal Audit, Finance, and Procurement staff. Most recently, several revisions were approved in August 2025 in response to recommendations resulting from the Triennial Review.

Appendix 8, *Federal Required Clauses*, has been updated to reflect current regulatory language. These clauses are reviewed annually to ensure continued compliance and accuracy.

### **Financial Summary/Cost:**

None.

### **Proposed Action:**

I am recommending the adoption of the revised Procurement Manual.

### **Manager:**

Stacy Sansky, Director of Procurement

Copy: Christopher Desany, Chief Operating Officer

# Capital District Transportation Authority

## Agenda Action Sheet

**Subject:** Approve Purchase of Bus Wash Soap  
**Committee:** Performance Monitoring/Audit  
**Meeting Date:** March 19, 2026

**Objective of Purchase or Service:**

Bus Wash Soap is used as part of regular maintenance, and the current contract is set to expire.

**Summary of Staff Proposal:**

An Invitation for Bids (IFB) was issued that provided estimated annual usage of soap by location. Twenty-Four (24) vendors downloaded the IFB and one (1) bid was received. Historically there has been minimal participation in this procurement despite outreach. Dynasty Chemical is the incumbent provider of bus wash soap and has performed satisfactorily.

This contract requires Board approval as a single bid valued at over \$50,000.

**Proposed Action:**

I recommend a three-year contract for the purchase of bus wash soap be awarded to Dynasty Chemical Corp of Albany, NY for an estimated cost of \$94,047. Years 2-3 pricing will change based on the Producers Price Index for Soaps and Other Detergent Manufacturing (PPI # PCU325611) Final costs will be determined by actual usage.

**Manager:**

Stacy Sansky, Director of Procurement

Copy: Chief Operating Officer





# Bid Summary



Contract Name: Bus Wash Soap

Contract No: CDTA Maint 215-3000

Date/Time of Opening: February 20, 2026 1:00PM EST

Bidder Contact Information	Base Bid/Lump Sum Price	Bid Alternate- If Applicable	Subcontractors If known/as applicable (Names only)	DBE/MWBE/SDVOB Status
Name: <b>Dynasty Chemical Corp</b> Address: <b>444 North Pearl St Albany, NY 12204</b> Contact: <b>Michael Waldman</b> Email: <b>mjwaldman@dynastychemical.com</b> Phone: <b>518.463.1146</b>	275 gal tote \$1,363/ea	Clear Coat Protectant: \$340/tote	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: Address: Contact: Email: Phone:	Year 1 Lump Sum Price:	Alternate 1:  Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: Address: Contact: Email: Phone:	Year 1 Lump Sum Price:	Alternate 1:  Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: Address: Contact: Email: Phone:	Year 1 Lump Sum Price:	Alternate 1:  Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: Address: Contact: Email: Phone:		Alternate 1:  Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: Address: Contact: Email: Phone:		Alternate 1:  Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
I, Frank Annicaro, Chief Executive Officer of The Capital District Transportation Authority hereby certify that the above is a true, complete and accurate record of the bids received on the date and time listed above for this project.	Signature: _____			



## Capital District Transportation Authority Agenda Action Sheet

**Subject:** Approve Transformer Replacement at JLB Station  
**Committee:** Performance Monitoring/Audit  
**Meeting Date:** March 19, 2026

### **Objective of Purchase or Service:**

In December 2025, CDTA experienced a significant and unanticipated loss of electrical power at the JLB Rail Station in Rensselaer, NY. The outage was determined to be caused by a failed transformer that was inoperable and not repairable, creating an immediate risk to station operations and service continuity.

### **Summary of Staff Proposal:**

Pursuant to CDTA's emergency procurement authority under our Procurement Policy, and due to the urgent need to restore power and prevent prolonged service disruption, High Voltage Electrical Service, Inc. (HVES) was engaged on an emergency basis to furnish and install a replacement transformer. Staff defined a scope of work and HVES provided an estimate which was in line with historical pricing for this type of project. HVES promptly identified the required transformer and initiated an emergency order to obtain the equipment and complete installation as quickly as possible. The transformer was subsequently replaced, and full electrical service was restored to the facility.

### **Financial Summary/Cost:**

The cost to complete the transformer replacement was \$178,824. This was funded by our internal capital plan.

### **Proposed Action:**

Staff recommends a retroactive approval of a contract to replace the transformer at the JLB Rail Station with High Voltage Electrical Service, Inc of Albany, NY for an amount not to exceed \$178,824.

### **Manager:**

Jeremy Smith, Director of Facilities

Copy: Christopher Desany, Chief Operating Officer

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY**  
**Staff Contract Award Certification**

1. **TYPE OF CONTRACT (check one):**

Construction & Maintenance      \_\_\_ Goods, Commodities & Supplies      \_\_\_ Bus Purchase  
\_\_\_ Services & Consultants      \_\_\_ Transportation & Operational Services

2. **TERMS OF PERFORMANCE (check one):**

One-Shot Deal: Complete scope and fixed value  
\_\_\_ Fixed Fee For Services: Time and materials - open value  
\_\_\_ Exclusive Purchase Contract: Fixed cost for defined commodity with indefinite quantity  
\_\_\_ Open Purchase Contract: Commitment on specifications and price but no obligation to buy  
\_\_\_ Change Order: Add on to existing contract

3. **CONTRACT VALUE:**

\$178,824 (Not to Exceed)

4. **PROCUREMENT METHOD (check one):**

\_\_\_ Request for Proposals (RFP)      \_\_\_ Invitation for Bids (IFB)       Other

5. **TYPE OF PROCEDURE USED (check one):**

\_\_\_ Micro Purchases (Purchases up to \$2,499.00)      \_\_\_ Small Purchases (\$25,000 up to \$100,000)  
 Sealed Bid/Invitation for Bids (IFB) (Over \$100,000)      \_\_\_ Request for Proposals (RFP)  
\_\_\_ Professional Services (Over \$25,000)       Sole or Single Source (Non-Competitive) (**Emergency**)

6. **SELECTION CRITERION USED:**

Number of Proposals/Bids Solicited # 1      or      Advertised  
Number of Proposals/Bids Received # 1

Attach Summary of Bids/Proposals

7. **Disadvantaged/Minority Women's Business Enterprise (D/MWBE) involvement**

Are there known D/MWBEs that provide this good or service?	Yes	<u>No</u>	
Number of D/MWBEs bidding/proposing		<u>0</u>	
D/MWBE Certification on file?	Yes	No	<u>Not Applicable</u>
Was contract awarded to a D/MWBE?	Yes	<u>No</u>	
Number of D/MWBE Subcontractors		<u>0</u>	

8. **LEGAL NAME and ADDRESS OF CONTRACTOR/VENDOR:** High Voltage Electrical Service, Inc.

PO Box 365

Guilderland, NY 12084

8. **SOURCE OF FUNDS:** Internal Capital Funds

9. **COMPLIANCE WITH STATE AND FEDERAL RULES:**

Non-Collusion Affidavit of Bidder	(Yes, No, N/A)
Disclosure & Certificate of Prior Non-Responsibility Determinations	(Yes, No, N/A)
Disclosure of Contacts (only RFPs)	(Yes, No, <u>N/A</u> )
Certification with FTA's Bus Testing Requirements	(Yes, No, <u>N/A</u> )

10. **RESPONSIBLE STAFF CERTIFIES THE INTEGRITY OF THIS PROCUREMENT/CONTRACT:**

Stacy Sansky, Director of Procurement      DATED: March 19, 2026



## Capital District Transportation Authority Agenda Action Sheet

**Subject:** Approve Contract for Bus Operator Uniforms  
**Committee:** Performance Monitoring/Audit  
**Meeting Date:** March 19, 2026

### **Objective of Purchase or Service:**

The existing contract for the supply of bus operator uniforms has expired, necessitating establishment of a new agreement to ensure the continued availability of required apparel.

### **Summary of Staff Proposal:**

A Request for Proposals (RFP) was issued seeking qualified firms to provide an electronic uniform management program to facilitate efficient ordering, returns, and changes to employee rosters. Proposers were also required to submit pricing for individual uniform items based on estimated quantities.

Twenty-five vendors downloaded the RFP, and six proposals were received. Of those, two were deemed non-responsive and were not considered further. An evaluation committee comprised of Transportation management and Union leadership reviewed the remaining proposals and recommended that a contract be awarded to Hanover Uniforms of Baltimore, MD. The committee received satisfactory references and was impressed with the quality of products offered.

### **Financial Summary/Cost:**

The maximum contract value is \$1,200,000. Actual costs will be determined by operator needs. This contract will be funded in the operating budget starting with FY2026.

### **Proposed Action:**

I recommend awarding a three-year contract with two optional renewal years to Hanover Uniforms of Baltimore, MD for operator uniforms in an amount to exceed \$1,200,000.

### **Manager:**

Gary Guy, Director of Transportation

Copy: Christopher Desany, Chief Operating Officer  
Lance Zarcone, Vice President of Operations

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY  
Staff Contract Award Certification**

**1. TYPE OF CONTRACT (check one):**

Construction & Maintenance                       Goods, Commodities & Supplies                       Bus Purchase  
 Services & Consultants                                       Transportation & Operational Services

**2. TERMS OF PERFORMANCE (check one):**

One-Shot Deal: Complete scope and fixed value  
 Fixed Fee For Services: Time and materials - open value  
 Exclusive Purchase Contract: Fixed cost for defined commodity with indefinite quantity  
 Open Purchase Contract: Commitment on specifications and price but no obligation to buy  
 Change Order: Add on to existing contract

**3. CONTRACT VALUE:**

\$1,200,000 (Not to Exceed)

**4. PROCUREMENT METHOD (check one):**

Request for Proposals (RFP)                                       Invitation for Bids (IFB)                                       Other

**5. TYPE OF PROCEDURE USED (check one):**

Micro Purchases (Purchases up to \$2,499.00)                       Small Purchases (\$25,000 up to \$100,000)  
 Sealed Bid/Invitation for Bids (IFB) (Over \$100,000)                       Request for Proposals (RFP)  
 Professional Services (Over \$25,000)                                       Sole or Single Source (Non-Competitive)

**6. SELECTION CRITERION USED:**

Number of Proposals/Bids Solicited # 25                      or                      Advertised  
Number of Proposals/Bids Received # 6

Attach Summary of Bids/Proposals

**7. Disadvantaged/Minority Women's Business Enterprise (D/MWBE) involvement**

Are there known D/MWBEs that provide this good or service?	<u>Yes</u>	No	
Number of D/MWBEs bidding/proposing	<u>1</u>		
D/MWBE Certification on file?	Yes	No	<u>Not Applicable</u>
Was contract awarded to a D/MWBE?	Yes	<u>No</u>	
Number of D/MWBE Subcontractors	<u>0</u>		

**8. LEGAL NAME and ADDRESS OF CONTRACTOR/VENDOR:** Hanover Uniform  
3501 Marmenco Court  
Baltimore, MD 21202

**8. SOURCE OF FUNDS:** Operating Budgets

**9. COMPLIANCE WITH STATE AND FEDERAL RULES:**

Non-Collusion Affidavit of Bidder	( <u>Yes</u> , No, N/A)
Disclosure & Certificate of Prior Non-Responsibility Determinations	( <u>Yes</u> , No, N/A)
Disclosure of Contacts (only RFPs)	(Yes, No, <u>N/A</u> )
Certification with FTA's Bus Testing Requirements	(Yes, No, <u>N/A</u> )

**10. RESPONSIBLE STAFF CERTIFIES THE INTEGRITY OF THIS PROCUREMENT/CONTRACT:**

Stacy Sansky, Director of Procurement                      DATED: March 19, 2026

<b>CDTA TRANS 22-8000 Uniforms for Bus Operators-Cummulative Scorecard</b>						
	Galls- Lexington, KY	Hanover Uniform- Baltimore, MD	Screenshot- Woodside, NY	Preferred Source	Standard Textiles- Tampa, FL	Emergency Responder Products-Old Beth Page, NY
Proponent Experience in Managing Uniform Program 120 Points	91	113			111	83
Cost 120 Points	85	110			101	77
Lead Time 120 Points	66	108			105	58
% of US made content 20 Points	6	9			6	15
MWBE or SDVOB Participation 20	0	0			0	20
<b>TOTAL 400 Points</b>	<b>248</b>	<b>340</b>	<b>Unresponsive</b>	<b>Unresponsive</b>	<b>323</b>	<b>253</b>

## **Capital District Transportation Authority Agenda Action Sheet**

**Subject:** Resolution to Accept State Funding  
**Committee:** Performance Monitoring/Audit  
**Meeting Date:** March 19, 2026

### **Objective of Purchase or Service:**

New York State Department of Transportation (NYSDOT) requires a CDTA Board resolution prior to being reimbursed for expenses incurred as part of this agreement. The resolution allows us to execute an agreement with NYSDOT to accept \$493,500.

### **Summary of Staff Proposal:**

The Federal Section 5311 program provides formula funding to states for the purpose of supporting public transportation in rural areas. NYSDOT administers the program on behalf of the Federal Transit Administration (FTA). CDTA has been awarded \$493,500 in Section 5311 funds for up to 50% of the net operating assistance costs in Montgomery County.

### **Financial Summary and Source of Funds:**

NYSDOT Contract C006043 will fund a total of \$493,500 for 50% of operating assistance in Montgomery County.

### **Proposed Action:**

I recommend that we provide a Board resolution to NYSDOT to execute an agreement to accept \$493,500 in funding.

**Manager:**  
Melissa Shanley, Grants Manager

# PROJECT AGREEMENT

## SCHEDULE A Dated

PROJECT DESCRIPTION, FUNDING AND DEVELOPMENT SCHEDULE

Contractor/Grantee:

### Capital District Transportation Authority

Comptroller's Contract #: **C006043** Contract period: **1/1/2023** to **3/31/2029**

AGREEMENT PURPOSE:  Main Agreement  Supplemental Schedule  Administrative Correction

#### GENERAL PROJECT DESCRIPTION

Section 5311 Operating - 2023

PROJECT LOCATION/JURISDICTION or SERVICE AREA

### Capital District Transportation District

PIN	Project	Award ID:	DOT Rev	Estimated Project Cost	Federal Share	Admin/Direct - ** %	*State Share %	Local Share %	Source State Approp %	Project End Date	Useful Life
1790.00.401	Core Operating Assistance	NY-2025-071-00	1 - 1	\$987,000.00	\$493,500.00	Admin 50	\$0.00 0	\$493,500.00 50	Omnibus	03/2029	N/A
<b>Agreement Total:</b>				<b>\$987,000.00</b>	<b>\$493,500.00</b>		<b>\$0.00</b>	<b>\$493,500.00</b>			

\* With NYSDOT concurrence, the state shares may be interchanged among PINs within the Schedule and total State share

\*\* If DOT-PAY is listed under the Admin/Direct column, then the Federal Dollars for that row is not included in the Federal Share of the Agreement.

1/31/2026

# Monthly Management Report

February 2026



**Monthly Management Report (MMR) - February 2026**  
Executive Summary

		Current Month			Year to Date		
	REVENUE	Actual	Budget	(\$) Variance	(%) Variance	(\$) Variance	(%) Variance
1	Mortgage Tax	\$ 1,135,286	\$ 1,054,167	\$ 81,119	7.70%	\$ 2,366,132	20.41%
2	Customer Fares	\$ 1,567,545	\$ 1,809,808	\$ (242,263)	-13.39%	\$ 18,510,998	-7.02%
3	Facilities Income	\$ 332,281	\$ 336,410	\$ (4,129)	-1.23%	\$ 215,119	5.81%
	EXPENSES	Actual	Budget	(\$) Variance	(%) Variance	(\$) Variance	(%) Variance
4	Wages	\$ 5,058,247	\$ 5,976,923	\$ (918,676)	-15.37%	\$ (4,061,757)	-6.18%
5	Materials & Supplies	\$ 247,065	\$ 183,421	\$ 63,644	34.70%	\$ 3,166	0.16%
6	Purchased Transportation	\$ 1,044,036	\$ 1,123,000	\$ (78,964)	-7.03%	\$ 417,939	3.38%
7	Fuel	\$ 568,169	\$ 669,747	\$ (101,578)	-15.17%	\$ (884,536)	-12.01%
						<b>YTD Revenue</b>	<b>-0.43%</b>
						<b>YTD Expenses</b>	<b>-3.66%</b>

**Revenue Summary**

- 1 MRT is 7.7% over budget for the month and over budget 20% YTD.
- 2 Customer fares are 13.39% under budget for the month February and 7% under budget YTD.
- 3 Facilities income is under budget 1% for the month and 5.8% over budget YTD.

**Expense Summary**

- 4 Wages are under budget 15.4% for the month and 6.2% YTD. February is a short month and our second realignment has right sized our service level to operator headcount, therefore lowering our overtime costs.
- 5 Materials & supplies is over budget 34.7% in February due to large bills for shelter glass cleaning & bus supplies. YTD this expense line is right on budget.
- 6 Purchased Transportation is under budget 7% for the month but 3.4% over budget YTD. Commuter service to Montgomery County was part of our realignment.
- 7 Fuel continues to be under budget. 15.2% for the month and 12% YTD.

**Note** Overall, we are in a satisfactory budget position, with a surplus of \$4.9 million.

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY  
MONTHLY MANAGEMENT REPORT  
CONSOLIDATED BALANCE SHEET**

	<b>Feb-26</b>	<b>Feb-25</b>
<b>Assets</b>		
<b>Current Assets:</b>		
Cash	\$22,787,608	\$27,485,684
Investments	\$39,170,770	\$47,377,520
Receivables:		
Mortgage Tax	\$1,399,758	\$912,109
Federal Grants	\$29,975,846	\$12,598,567
New York State Operating Assistance	\$0	\$0
Trade and Other	\$7,872,816	\$6,119,952
Advances to Capital District Transportation Committee	\$1,706,357	\$1,335,260
Materials, Parts and Supplies	\$7,201,221	\$5,977,345
Prepaid Expenses	\$2,306,843	\$2,060,681
<b>Sub-Total Current Assets</b>	<b>\$112,421,219</b>	<b>\$103,867,117</b>
<b>Noncurrent Assets:</b>		
Capital Assets, net	\$142,334,812	\$122,098,914
<b>Deferred outflows of resources:</b>		
Deferred outflows of resources related to OPEB	\$6,404,604	\$9,213,739
Deferred outflows of resources from pension	\$3,720,844	\$4,240,984
<b>Sub-Total Deferred outflows of resources:</b>	<b>\$10,125,448</b>	<b>\$13,454,723</b>
<b>Total for Assets</b>	<b>\$264,881,479</b>	<b>\$239,420,755</b>
<b>Liabilities</b>		
<b>Current Liabilities:</b>		
Accounts Payable	\$5,998,161	\$5,154,114
Accrued Expenses	\$11,451,766	\$5,739,107
Unearned Revenue	\$8,389,319	\$8,871,544
Line of Credit	\$0	\$0
<b>Sub-Total Current Liabilities</b>	<b>\$25,839,246</b>	<b>\$19,764,766</b>
<b>Noncurrent Liabilities:</b>		
Capital Lease Agreement	\$14,731,858	\$15,991,522
Estimated Provision for Existing Claims and Settlements	\$10,448,731	\$9,650,199
Other postemployment benefits	\$66,811,397	\$68,313,217
Net Pension Liability	\$3,687,602	\$5,493,758
<b>Sub-Total Noncurrent Liabilities</b>	<b>\$95,679,589</b>	<b>\$99,448,696</b>
<b>Deferred inflows of resources:</b>		
Deferred inflows of resources from pension	\$2,176,474	\$480,710
Deferred inflows of resources from OBEP	\$39,316,956	\$38,379,964
<b>Sub-Total Deferred inflows of resources</b>	<b>\$41,493,430</b>	<b>\$38,860,674</b>
<b>Total for Liabilities</b>	<b>\$163,012,265</b>	<b>\$158,074,136</b>
<b>Net Position</b>		
Net Investment in Capital Assets	\$108,241,228	\$108,241,228
Unrestricted	(\$6,372,014)	(\$26,894,609)
<b>Total for Net Position</b>	<b>\$101,869,214</b>	<b>\$81,346,619</b>
<b>Total Liabilities and Net Position</b>	<b>\$264,881,479</b>	<b>\$239,420,755</b>

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY  
CONSOLIDATED STATEMENT OF OPERATIONS  
Feb-26**

	<u>To Date Actual</u>	<u>Annual Budget</u>	<b>92%</b>
<b>REVENUE:</b>			
AUTHORITY	\$15,938,305	\$12,871,000	124%
TRANSIT	\$115,077,924	\$129,342,309	89%
ACCESS	\$665,548	\$630,000	106%
CDTA FACILITIES	\$4,045,872	\$4,186,924	97%
<b>TOTAL REVENUE</b>	<b>\$135,727,650</b>	<b>\$147,030,233</b>	<b>92%</b>
<b>EXPENSE:</b>			
AUTHORITY	\$20,693,475	\$23,698,326	87%
TRANSIT	\$105,024,899	\$119,545,669	88%
ACCESS	\$767,672	\$1,162,721	66%
CDTA FACILITIES	\$2,855,914	\$2,592,516	110%
<b>TOTAL EXPENSE</b>	<b>\$129,341,960</b>	<b>\$146,999,233</b>	<b>88%</b>
 Revenue over (under) Expenses	 \$6,385,691		
Depreciation	\$17,875,000		
Excess of Revenue over (under) Expenses	(\$11,489,309)		
Transfer from Capital Project Fund	\$0		
Transfer to Risk Mngt Fund	\$0		
Transfer from Risk Mngt Fund	\$0		
Transfer from Vehicle Replacement	\$0		
Transfer to Vehicle Replacement	\$0		
Transfer to Capital Projects Fund	\$0		
Transfer from Operating Fund	\$8,125,015		
Transfer to Operating Fund	\$0		
Transfer from Worker's Comp Fund	\$0		
Transfer to Worker's Comp Fund	\$2,417,899		
 *Net Excess of Revenue over (under) Expenses	 (\$946,395)		
*Contribution to required fleet replacement.			

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY**  
**Feb-26**

**BUDGET VARIANCE REPORT**

	<b>CONSOLIDATED</b>								<b>Annual Budget</b>
	<b>This Month</b>				<b>Year to Date</b>				
	<b>Actual</b>	<b>Budget</b>	<b>Variance</b>	<b>% Variance</b>	<b>Actual</b>	<b>Budget</b>	<b>Variance</b>	<b>% Variance</b>	
Operating Revenue									
Mortgage Tax	\$1,135,286	\$1,054,167	\$81,119	7.70%	\$13,961,965	\$11,595,833	\$2,366,132	20.41%	\$12,650,000
Customer Fares	\$1,567,545	\$1,809,808	(\$242,264)	-13.39%	\$18,510,998	\$19,907,891	(\$1,396,893)	-7.02%	\$21,717,699
Advertising Revenue	\$152,083	\$152,083	\$0	0.00%	\$1,911,536	\$1,672,917	\$238,619	14.26%	\$1,825,000
Facilities Income	\$332,281	\$336,410	(\$4,129)	-1.23%	\$3,915,632	\$3,700,514	\$215,119	5.81%	\$4,036,924
Interest Income	\$22,735	\$8,333	\$14,401	172.82%	\$332,981	\$91,667	\$241,314	263.25%	\$100,000
Misc. Income	\$27,304	\$14,125	\$13,179	93.30%	\$401,400	\$155,375	\$246,025	158.34%	\$169,500
<b>Total Operating Revenue</b>	<b>\$3,237,233</b>	<b>\$3,374,927</b>	<b>(\$137,693)</b>	<b>-4.08%</b>	<b>\$39,034,511</b>	<b>\$37,124,196</b>	<b>\$1,910,315</b>	<b>5.15%</b>	<b>\$40,499,123</b>
Operating Assistance									
New York State Aid	\$5,766,267	\$5,992,766	(\$226,499)	-3.78%	\$63,428,937	\$65,920,421	(\$2,491,484)	-3.78%	\$71,913,186
County Aid	\$159,750	\$159,750	\$0	0.00%	\$1,757,251	\$1,757,251	\$0	0.00%	\$1,917,001
Federal Aid	\$2,554,660	\$2,554,660	\$0	0.00%	\$28,101,263	\$28,101,263	\$0	0.00%	\$30,655,923
Operating Grants	\$170,417	\$170,417	\$0	0.00%	\$1,874,583	\$1,874,583	\$0	0.00%	\$2,045,000
<b>Total Operating Assistance</b>	<b>\$8,651,094</b>	<b>\$8,877,593</b>	<b>(\$226,499)</b>	<b>-2.55%</b>	<b>\$95,162,034</b>	<b>\$97,653,518</b>	<b>(\$2,491,484)</b>	<b>-2.55%</b>	<b>\$106,531,110</b>
<b>Total Revenue and Assistance</b>	<b>\$11,888,327</b>	<b>\$12,252,519</b>	<b>(\$364,192)</b>	<b>-2.97%</b>	<b>\$134,196,545</b>	<b>\$134,777,714</b>	<b>(\$581,168)</b>	<b>-0.43%</b>	<b>\$147,030,233</b>
Expenses									
Salaries and Wages	\$5,058,247	\$5,976,923	(\$918,676)	-15.37%	\$61,684,400	\$65,746,157	(\$4,061,757)	-6.18%	\$71,723,081
Payroll Taxes	\$376,195	\$433,327	(\$57,132)	-13.18%	\$4,455,760	\$4,766,596	(\$310,836)	-6.52%	\$5,199,923
Health Benefits	\$1,118,954	\$1,195,190	(\$76,236)	-6.38%	\$12,978,704	\$13,147,088	(\$168,384)	-1.28%	\$14,342,278
Workers Compensation	\$193,716	\$228,060	(\$34,344)	-15.06%	\$2,008,177	\$2,508,658	(\$500,481)	-19.95%	\$2,736,718
Other Benefits	\$440,034	\$459,374	(\$19,340)	-4.21%	\$5,322,404	\$5,053,111	\$269,292	5.33%	\$5,512,485
Professional Services	\$468,790	\$495,867	(\$27,077)	-5.46%	\$4,760,940	\$5,454,533	(\$693,593)	-12.72%	\$5,950,400
Materials & Supplies	\$247,065	\$183,421	\$63,644	34.70%	\$2,020,795	\$2,017,629	\$3,166	0.16%	\$2,201,050
Miscellaneous	\$83,258	\$108,156	(\$24,897)	-23.02%	\$908,516	\$1,189,712	(\$281,196)	-23.64%	\$1,297,868
Purchased Transportation	\$1,044,036	\$1,123,000	(\$78,964)	-7.03%	\$12,770,939	\$12,353,000	\$417,939	3.38%	\$13,476,000
Maintenance Services	\$465,708	\$454,060	\$11,648	2.57%	\$5,649,781	\$4,994,665	\$655,116	13.12%	\$5,448,725
Liability - Claims	\$104,560	\$39,583	\$64,976	164.15%	\$730,797	\$435,417	\$295,381	67.84%	\$475,000
Utilities	\$217,748	\$120,375	\$97,373	80.89%	\$1,771,025	\$1,324,125	\$446,900	33.75%	\$1,444,500
Fuel	\$568,169	\$669,747	(\$101,579)	-15.17%	\$6,482,683	\$7,367,219	(\$884,536)	-12.01%	\$8,036,966
Parts, Tires, Oil	\$577,862	\$641,917	(\$64,055)	-9.98%	\$6,812,126	\$7,061,083	(\$248,958)	-3.53%	\$7,703,000
General Insurance	\$133,156	\$123,520	\$9,636	7.80%	\$1,492,873	\$1,358,720	\$134,153	9.87%	\$1,482,240
<b>Total EXPENSES</b>	<b>\$11,097,496</b>	<b>\$12,252,519</b>	<b>(\$1,155,023)</b>	<b>-9.43%</b>	<b>\$129,849,920</b>	<b>\$134,777,713</b>	<b>(\$4,927,794)</b>	<b>-3.66%</b>	<b>\$147,030,233</b>
Surplus/Deficit	\$790,831	\$0	\$790,830		\$4,346,625	\$0	\$4,346,625		\$0

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY**  
**Feb-26**

**BUDGET VARIANCE REPORT**

	<b>NON-TRANSIT</b>								<b>Annual Budget</b>
	<b>This Month</b>				<b>Year to Date</b>				
	<b>Actual</b>	<b>Budget</b>	<b>Variance</b>	<b>% Variance</b>	<b>Actual</b>	<b>Budget</b>	<b>Variance</b>	<b>% Variance</b>	
Operating Revenue									
Mortgage Tax	\$1,135,286	\$1,054,167	\$81,119	7.70%	\$13,961,965	\$11,595,833	\$2,366,132	20.41%	\$12,650,000
Interest Income	\$22,575	\$8,333	\$14,242	170.90%	\$330,651	\$91,667	\$238,984	260.71%	\$100,000
Interest Inc-Invest/Change in Invest	\$110,139	\$0	\$110,139	0.00%	\$1,531,106	\$0	\$1,531,106	0.00%	\$0
Misc. Income - Authority	\$10,417	\$10,083	\$333	3.31%	\$114,583	\$110,917	\$3,667	3.31%	\$121,000
<b>Total Operating Revenue</b>	<b>\$1,278,416</b>	<b>\$1,072,583</b>	<b>\$205,833</b>	<b>19.19%</b>	<b>\$15,938,305</b>	<b>\$11,798,417</b>	<b>\$4,139,889</b>	<b>35.09%</b>	<b>\$12,871,000</b>
Expenses									
Labor - Authority	\$741,428	\$838,923	(\$97,495)	-11.62%	\$9,012,573	\$9,228,157	(\$215,584)	-2.34%	\$10,067,080
Fringe - Authority	\$488,365	\$483,961	\$4,404	0.91%	\$5,437,213	\$5,323,571	\$113,642	2.13%	\$5,807,532
Materials & Supplies - Authority	\$10,769	\$15,706	(\$4,937)	-31.43%	\$181,015	\$172,769	\$8,247	4.77%	\$188,475
Professional Services - Authority	\$150,649	\$269,073	(\$118,424)	-44.01%	\$2,468,019	\$2,959,800	(\$491,781)	-16.62%	\$3,228,873
Other Expenses - Authority	\$286,560	\$367,197	(\$80,637)	-21.96%	\$3,594,654	\$4,039,169	(\$444,515)	-11.01%	\$4,406,367
<b>Total Expenses</b>	<b>\$1,677,771</b>	<b>\$1,974,861</b>	<b>(\$297,089)</b>	<b>-15.04%</b>	<b>\$20,693,475</b>	<b>\$21,723,466</b>	<b>(\$1,029,991)</b>	<b>-4.74%</b>	<b>\$23,698,326</b>
<b>Surplus/(Deficit)</b>	<b>(\$399,355)</b>	<b>(\$902,277)</b>	<b>\$502,922</b>		<b>(\$4,755,169)</b>	<b>(\$9,925,049)</b>	<b>\$5,169,880</b>		<b>(\$10,827,326)</b>

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY**

**Feb-26**

BUDGET VARIANCE REPORT	TRANSIT								Annual Budget
	This Month				Year to Date				
	Actual	Budget	Variance	% Variance	Actual	Budget	Variance	% Variance	
Operating Revenue									
Passenger Fares-Transit	\$847,796	\$1,093,137	(\$245,341)	-22.44%	\$10,541,894	\$12,024,506	(\$1,482,612)	-12.33%	\$13,117,643
Contracts - Transit	\$664,171	\$664,171	\$0	0.00%	\$7,305,885	\$7,305,885	\$0	0.00%	\$7,970,056
Advertising-Transit	\$139,583	\$139,583	\$0	0.00%	\$1,774,036	\$1,535,417	\$238,620	15.54%	\$1,675,000
Misc. Income - Transit	\$16,887	\$4,042	\$12,846	317.83%	\$294,077	\$44,458	\$249,618	561.47%	\$48,500
Total Operating Revenue	\$1,668,438	\$1,900,933	(\$232,494)	-12.23%	\$19,915,891	\$20,910,266	(\$994,374)	-4.76%	\$22,811,199
Operating Assistance									
State Aid	\$5,766,267	\$5,992,766	(\$226,499)	-3.78%	\$63,428,937	\$65,920,421	(\$2,491,484)	-3.78%	\$71,913,186
County Aid	\$159,750	\$159,750	\$0	0.00%	\$1,757,250	\$1,757,251	\$0	0.00%	\$1,917,001
Federal Aid - Transit	\$2,554,660	\$2,554,660	\$0	0.00%	\$28,101,263	\$28,101,263	\$0	0.00%	\$30,655,923
Other Grants - Federal	\$170,417	\$170,417	\$0	0.00%	\$1,874,583	\$1,874,583	\$0	0.00%	\$2,045,000
Total Operating Assistance	\$8,651,094	\$8,877,593	(\$226,499)	-3.78%	\$95,162,033	\$97,653,518	(\$2,491,484)	-3.78%	\$106,531,110
Total Revenue and Assistance	\$10,319,532	\$10,778,526	(\$458,993)	-4.26%	\$115,077,924	\$118,563,783	(\$3,485,857)	-2.94%	\$129,342,309
Expenses									
Labor - Maintenance	\$949,458	\$1,035,853	(\$86,395)	-8.34%	\$11,248,038	\$11,394,383	(\$146,345)	-1.28%	\$12,430,236
Labor - Transportation	\$2,926,741	\$3,614,009	(\$687,267)	-19.02%	\$36,526,204	\$39,754,096	(\$3,227,892)	-8.12%	\$43,368,105
Labor - STAR	\$421,464	\$422,130	(\$666)	-0.16%	\$4,582,323	\$4,643,430	(\$61,107)	-1.32%	\$5,065,560
Fringe	\$1,649,168	\$1,825,033	(\$175,865)	-9.64%	\$19,459,162	\$20,075,366	(\$616,204)	-3.07%	\$21,900,399
Materials & Supplies	\$1,361,287	\$1,464,564	(\$103,277)	-7.05%	\$15,244,118	\$16,110,202	(\$866,084)	-5.38%	\$17,574,766
Professional Services	\$320,909	\$278,711	\$42,198	15.14%	\$3,370,896	\$3,065,816	\$305,080	9.95%	\$3,344,527
Other Expenses	\$16,514	\$16,132	\$382	2.37%	\$177,877	\$177,448	\$429	0.24%	\$193,580
Purchased Transportation - STAR	\$823,115	\$827,083	(\$3,969)	-0.48%	\$9,895,876	\$9,097,917	\$797,959	8.77%	\$9,925,000
Liability - Claims	\$104,560	\$39,583	\$64,976	164.15%	\$730,797	\$435,417	\$295,381	67.84%	\$475,000
Liability - Insurance	\$113,304	\$119,125	(\$5,821)	-4.89%	\$1,270,467	\$1,310,372	(\$39,905)	-3.05%	\$1,429,497
Utilities - Transit	\$104,089	\$64,417	\$39,673	61.59%	\$998,293	\$708,583	\$289,710	40.89%	\$773,000
Mat & Supplies - NX	\$0	\$2,083	(\$2,083)	-100.00%	\$26,588	\$22,917	\$3,671	16.02%	\$25,000
Purchased Transportation - NX	\$122,173	\$178,417	(\$56,244)	-31.52%	\$1,427,060	\$1,962,583	(\$535,523)	-27.29%	\$2,141,000
Purchased Transportation - Vanpool	\$0	\$0	\$0	0.00%	\$67,200	\$0	\$67,200		\$0
Purchased Transportation - TX	\$52,222	\$75,000	(\$22,778)	-30.37%	\$834,948	\$825,000	\$9,948	1.21%	\$900,000
Total Expenses	\$8,965,004	\$9,962,139	(\$997,135)	-10.01%	\$105,024,899	\$109,583,530	(\$3,733,631)	-3.41%	\$119,545,669
Surplus/(Deficit)	\$1,354,528	\$816,387	\$538,142		\$10,053,025	\$8,980,253	\$247,773		\$9,796,640

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY**  
**Feb-26**

BUDGET VARIANCE REPORT	ACCESS TRANSIT SERVICES								Annual Budget
	This Month				Year to Date				
	Actual	Budget	Variance	% Variance	Actual	Budget	Variance	% Variance	
Operating Revenue									
Contracts - Access	\$55,577	\$52,500	\$3,077	5.86%	\$663,219	\$577,500	\$85,719	14.84%	\$630,000
Interest Income	\$159	\$0	\$159	0.00%	\$2,330	\$0	\$2,330	0.00%	\$0
Misc. Income	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	0.00%	\$0
Other Grants - State & Federal	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	0.00%	\$0
Total Operating Revenue	\$55,736	\$52,500	\$3,236	6.16%	\$665,548	\$577,500	\$88,048	15.25%	\$630,000
Total Revenue and Assistance	\$55,736	\$52,500	\$3,236	6.16%	\$665,548	\$577,500	\$88,048	15.25%	\$630,000
Expenses									
Labor - Access	\$10,046	\$48,300	(\$38,254)	-79.20%	\$121,777	\$531,300	(\$409,523)	-77.08%	\$579,600
Fringe Benefits - Access	\$6,613	\$4,200	\$2,413	57.46%	\$70,694	\$46,200	\$24,494	53.02%	\$50,400
Purchased Transportation	\$46,526	\$42,500	\$4,026	9.47%	\$545,856	\$467,500	\$78,356	16.76%	\$510,000
Rent and Utilities - Access	\$2,123	\$1,643	\$480	29.19%	\$19,345	\$18,078	\$1,268	7.01%	\$19,721
Other Expenses - Access	\$2,000	\$250	\$1,750	700.00%	\$10,000	\$2,750	\$7,250	263.64%	\$3,000
Total Expenses	\$67,308	\$96,893	(\$29,585)	-30.53%	\$767,672	\$1,065,828	(\$298,155)	-27.97%	\$1,162,721
Surplus/(Deficit)	(\$11,572)	(\$44,393)	\$32,821		(\$102,123)	(\$488,328)	\$386,204		(\$532,721)

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY**  
**Feb-26**

BUDGET VARIANCE REPORT	CDTA FACILITIES								Annual Budget
	This Month				Year to Date				
	Actual	Budget	Variance	% Variance	Actual	Budget	Variance	% Variance	
Operating Revenue									
JLB Station & Garage	\$76,028	\$80,000	(\$3,972)	-4.96%	\$855,539	\$880,000	(\$24,461)	-2.78%	\$960,000
JLB Parking Revenue	\$202,237	\$213,951	(\$11,714)	-5.47%	\$2,439,856	\$2,353,457	\$86,399	3.67%	\$2,567,408
JLB Advertising	\$12,500	\$12,500	\$0	0.00%	\$137,500	\$137,500	\$0	0.00%	\$150,000
SSTS	\$2,464	\$3,458	(\$994)	-28.76%	\$37,903	\$38,042	(\$139)	-0.37%	\$41,500
Greyhound	\$56	\$0	\$56	0.00%	\$722	\$0	\$722	0.00%	\$0
85 Watervliet Avenue	\$5,801	\$6,250	(\$449)	-7.19%	\$63,808	\$68,750	(\$4,942)	-7.19%	\$75,000
Interest Income	\$4,400	\$333	\$4,067	1220.05%	\$52,301	\$3,667	\$48,634	1326.38%	\$4,000
West Facility	\$41,295	\$32,418	\$8,877	100.00%	\$458,244	\$356,598	\$101,646	100.00%	\$389,016
<b>Total Operating Revenue</b>	<b>\$344,781</b>	<b>\$348,910</b>	<b>(\$4,129)</b>	<b>-1.18%</b>	<b>\$4,045,872</b>	<b>\$3,838,014</b>	<b>\$207,859</b>	<b>5.42%</b>	<b>\$4,186,924</b>
Expenses									
Labor	\$8,915	\$17,625	(\$8,710)	-49.42%	\$191,695	\$193,875	(\$2,180)	-1.12%	\$211,500
Fringe-Benefits	\$3,803	\$2,756	\$1,047	37.99%	\$57,813	\$30,317	\$27,496	90.70%	\$33,073
Professional Services	\$7,651	\$8,333	(\$682)	-8.19%	\$95,383	\$91,667	\$3,716	4.05%	\$100,000
Insurance	\$3,719	\$4,012	(\$293)	-7.31%	\$46,387	\$44,136	\$2,252	5.10%	\$48,148
Security	\$1,220	\$16,667	(\$15,447)	-92.68%	\$137,709	\$183,333	(\$45,624)	-24.89%	\$200,000
Facilities Upkeep	\$56,946	\$22,917	\$34,029	148.49%	\$265,215	\$252,083	\$13,132	5.21%	\$275,000
Facilities Repairs	\$16,866	\$12,083	\$4,783	39.58%	\$151,915	\$132,917	\$18,998	14.29%	\$145,000
Utilities	\$63,571	\$28,250	\$35,321	125.03%	\$411,278	\$310,750	\$100,528	32.35%	\$339,000
Materials & Supplies	\$0	\$833	(\$833)	-100.00%	\$13,556	\$9,167	\$4,390	47.89%	\$10,000
Parking Garage	\$89,274	\$41,667	\$47,608	114.26%	\$531,295	\$458,333	\$72,962	15.92%	\$500,000
85 Watervliet Avenue	\$12,244	\$8,607	\$3,636	42.25%	\$106,321	\$94,679	\$11,643	12.30%	\$103,286
SSTS	\$33,586	\$13,126	\$20,460	155.88%	\$185,480	\$144,383	\$41,097	28.46%	\$157,509
West Facility	\$108,475	\$39,167	\$69,309	176.96%	\$661,426	\$430,833	\$230,592	100.00%	\$470,000
<b>Total Expenses</b>	<b>\$406,269</b>	<b>\$216,043</b>	<b>\$190,226</b>	<b>88.05%</b>	<b>\$2,855,914</b>	<b>\$2,376,473</b>	<b>\$479,441</b>	<b>20.17%</b>	<b>\$2,592,516</b>
<b>Surplus/(Deficit)</b>	<b>(\$61,488)</b>	<b>\$132,867</b>	<b>(\$194,355)</b>		<b>\$1,189,959</b>	<b>\$1,461,541</b>	<b>(\$271,582)</b>		<b>\$1,594,408</b>

# CAPITAL DISTRICT TRANSPORTATION AUTHORITY MONTHLY MANAGEMENT REPORT

## AGING OF ACCOUNTS RECEIVABLE

Feb-26		
	Amount	% of Total
Current	\$1,046,962	48.56%
31 - 60	\$161,767	7.50%
61 - 90	\$121,480	5.63%
91 - 120	\$29,944	1.39%
Over 120	\$795,957	36.92%
<b>Total Accounts Receivable</b>	<b>\$2,156,110</b>	<b>100.00%</b>

Jan-26		
	Amount	% of Total
Current	\$641,838	24.44%
31 - 60	\$812,583	30.94%
61 - 90	\$357,819	13.63%
91 - 120	\$117,455	4.47%
Over 120	\$696,351	26.52%
<b>Total Accounts Receivable</b>	<b>\$2,626,046</b>	<b>100.00%</b>

## AGING OF ACCOUNTS PAYABLE

Feb-26		
	Amount	% of Total
Current	\$3,195,655	85.60%
31 - 60	\$7,876	0.21%
61 - 90	\$166,673	4.46%
90 & Over	\$362,978	9.72%
<b>Total Accounts Payable</b>	<b>\$3,733,182</b>	<b>100.00%</b>

**Feb-26 Receivables over 120 days:** \$795,957

Breakdown of outstanding receivables over 120 days.	
\$229,315	ALBANY SCHOOL DISCRICT
\$102,815	NYS DEPT. OF TRANSPORTATION
\$88,626	DROPBKIE CORP
\$87,500	CITY OF ALBANY
\$57,136	OTHER
\$30,936	AUTO SOLUTIONS OF NEW YORK INC
\$25,000	CITY OF SCHENECTADY
\$25,000	CITY OF SARATOGA SPRINGS
\$25,000	CITY HALL OF ALBANY II
\$25,000	GREATER GLENS FALLS TRANSIT
<b>\$696,328</b>	

## ADDITIONAL INFORMATION

MORTGAGE RECORDING TAX					Fiscal Year to Date			
	Feb-26	Feb-25	Difference	%	2026	2025	Difference	%
Albany	\$448,713	\$286,636	\$162,077	56.54%	\$4,668,706	\$3,354,165	\$1,314,541	39.19%
Rensselaer	\$150,000	\$108,487	\$41,513	38.26%	\$2,022,485	\$1,852,111	\$170,374	9.20%
Saratoga	\$291,776	\$257,160	\$34,615	13.46%	\$4,402,169	\$3,735,539	\$666,630	17.85%
Schenectady	\$152,839	\$59,788	\$93,051	155.63%	\$1,829,327	\$1,498,414	\$330,912	22.08%
Warren	\$91,958	\$106,041	(\$14,083)	-13.28%	\$1,039,279	\$878,420	\$160,859	18.31%
<b>Total</b>	<b>\$1,135,286</b>	<b>\$818,113</b>	<b>\$317,173</b>	<b>38.77%</b>	<b>\$13,961,965</b>	<b>\$11,318,649</b>	<b>\$2,643,316</b>	<b>23.35%</b>

### Current Month Year To Date

FY 2026	\$1,135,286	\$13,961,965
FY 2025	\$818,113	\$11,318,649

Mortgage tax is unpredictable. Average annual receipts over the past 20 years were \$11.6 million with an annual low of \$6.2 million and an annual high of \$17.5 million.

**Highlight Summary  
February 28, 2026**

<u><b>RESTRICTED INVESTMENTS</b></u>	<u><b>Fund Balances</b></u>	<u><b>Current Obligations</b></u>
Risk Management Account (Self-Insured)	\$3,716,876	\$2,022,700
Workers' Comp. Account (Self-Insured)	\$11,991,923	\$8,426,031
 <b>Operating Account</b>	 \$11,170,353	
 <u><b>Current Operating Reserve Obligations</b></u>		
Federal Operating Assistance in FY26		\$4,375,000
 <u><b>Current Capital Reserve Obligations</b></u>	 \$11,222,439	
Washington/Western BRT Project Match		\$3,344,205
LowNo Electrification Project Match		\$3,981,039
Redline Upgrade Project Match		\$1,856,078
Redline Upgrade Safe Streets for All Match		\$1,323,600
FY26 5339 & 5307 Capital Match		\$341,775
 <u><b>Current Vehicle Replacement Reserve Obligations</b></u>	 \$1,069,179	
Vehicle Replacement Funds FY25		\$665,011
Vehicle Replacement Funds FY26		\$338,746

All Investment Accounts are reviewed quarterly.	
Average annual returns:	
Risk Management	3.79%
Workers' Compensation	3.95%
Operating Fund	3.67%
Vehicle Replacement Fund	4.08%
Capital Project	3.68%

\* CDTA self insures the first two million of loss per occurrence of any lawsuit in addition to the current obligations and we reserve enough to cover one full loss.

## Monthly Performance Report Summary

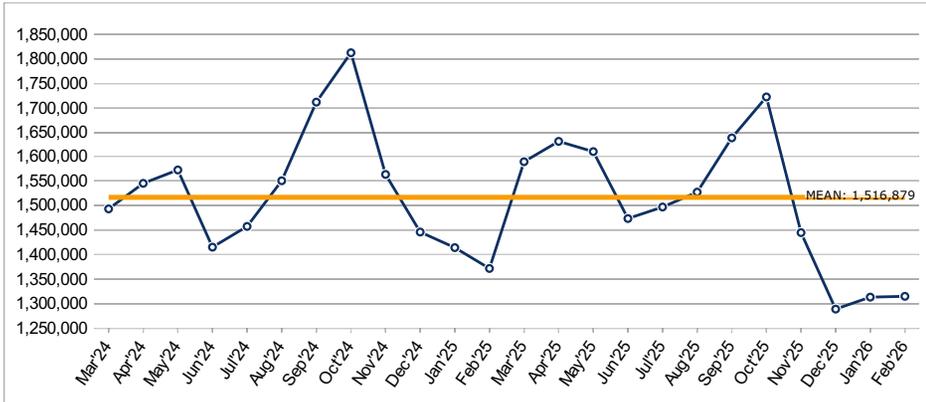
Period: Feb'26

Meeting: Mar'26

S.No	Metrics	Feb-26	Feb-25	YOY % Change	FY26 YTD	FY25 YTD	YTD % Change
1	Total Riders	1,314,524	1,371,498	-4.2%	16,461,036	16,861,038	-2.4%
2	System Wide OTP	76.7%	73.5%	4.3%	71.5%	69.9%	2.3%
3	MDBSI	41,101	15,645	162.7%	18,247	4,843	276.7%
4	Total Days Not Worked	8.77%	8.00%	9.6%	9.02%	8.40%	7.4%
5	STAR Missed Trips	3,082	1,858	65.9%	25,516	20,767	22.9%
6	STAR Riders	29,625	27,496	7.7%	357,198	334,294	6.9%
7	On Time Performance (0-10 Minutes)	67.65%	76.1%	-11.1%	75.9%	77.3%	-1.8%
8	Customer Comments	67	55	21.8%	889	590	50.7%

S.No	Key Points
1	<p><b>Total Riders:</b> Ridership <b>decreased 4.2% YOY and 2.4% YTD in February</b>, continuing the <b>gradual decline seen in recent months</b>. Buses are running reliably — external factors are the primary driver.</p> <p><b>Takeaway:</b> Ridership decline is moderate but persistent, suggesting <b>continued challenges in attracting and retaining riders</b>.</p> <p><b>Action:</b> Monitor recovery trends and evaluate targeted service to support ridership stabilization.</p>
2	<p><b>System Wide OTP</b> System-wide on-time performance improved to 76.7% in February, up 4.3% YOY, with YTD at 71.5% (+2.3%). Schedule adherence continues to strengthen despite ridership variability — we are consistently outperforming last year.</p> <p><b>Takeaway:</b> Reliability is up but ridership is down — the gains aren't translating to riders yet, pointing to external factors like <b>service perception</b> and <b>competing mobility options</b>.</p> <p><b>Action:</b> Maintain OTP through continued operational audits and driver training. Launch targeted campaigns to convert reliability gains into ridership recovery.</p>
3	<p><b>MDBSI:</b> MDBSI more than doubled YOY in February and is nearly four times higher YTD, reflecting significantly fewer in-service failures. Preventive maintenance compliance remains above 98% YTD and vehicle cost-per-mile has decreased both monthly and year-to-date.</p> <p><b>Takeaway:</b> Fleet health is at its strongest in recent memory. Lower failure rates mean fewer service interruptions, reduced recovery costs, and stronger overall vehicle performance.</p> <p><b>Action:</b> Continue preventive maintenance compliance and targeted inspections to sustain reliability within acceptable operating ranges.</p>
4	<p><b>Total Days Not Worked:</b> Days not worked declined MOM from 9.73% in January to 8.77% in February, with both Maintenance and Transportation reflecting incremental improvement. However, levels remain elevated at <b>+9.6% YOY and +7.4% YTD</b>, with <b>sick leave as the primary driver</b>.</p> <p><b>Takeaway:</b> Moving in the right direction, but <b>attendance pressure</b> continues to <b>impact service capacity</b>.</p> <p><b>Action:</b> Strengthen attendance management through early intervention, targeted wellness initiatives, and enhanced retention strategies.</p>
5	<p><b>STAR Missed Trips:</b> Missed trips <b>increased 65.9% YOY and 22.9% YTD</b>, driven largely by <b>two bad operating days on February</b>. Performance on all other days remained stable.</p> <p><b>Takeaway:</b> Backup coverage on high-demand days needs to be stronger.</p> <p><b>Action:</b> Strengthen dispatch coordination and adjust accordingly to higher demand anomaly</p>
6	<p><b>STAR Riders:</b> STAR ridership increased 7.7% YOY and 6.9% YTD, which was caused by few days that were higher than than normal. <b>Continued growth</b> places <b>increasing pressure on scheduling capacity</b>.</p> <p><b>Takeaway:</b> These days were <b>caused by the timing of inclement weather</b> from the previous month.</p> <p><b>Action:</b> Align staffing and scheduling capacity with demand trends to maintain service reliability.</p>
7	<p><b>STAR OTP:</b> On-time performance <b>declined 11.1% YOY to 67.65%</b>, heavily influenced by <b>service disruptions on February 11th and 15th</b>. Performance on all other days remained consistent.</p> <p><b>Takeaway:</b> These days skewed the entire month. Underlying performance for remaining month was stable.</p> <p><b>Action:</b> Continue schedule optimization and real-time oversight to strengthen on-time performance.</p>
8	<p><b>STAR Customer Comments:</b> Customer comments increased 21.8% YOY and 53.6% YTD, reflecting higher service interaction levels.</p> <p><b>Takeaway:</b> MOM number is nearly flat. The <b>YOY and YTD increases</b> reflect the broader pattern of growing service interactions, not a sudden spike.</p> <p><b>Action:</b> Reinforce door-to-door service standards and address "No Show" concerns to reduce preventable complaints.</p>

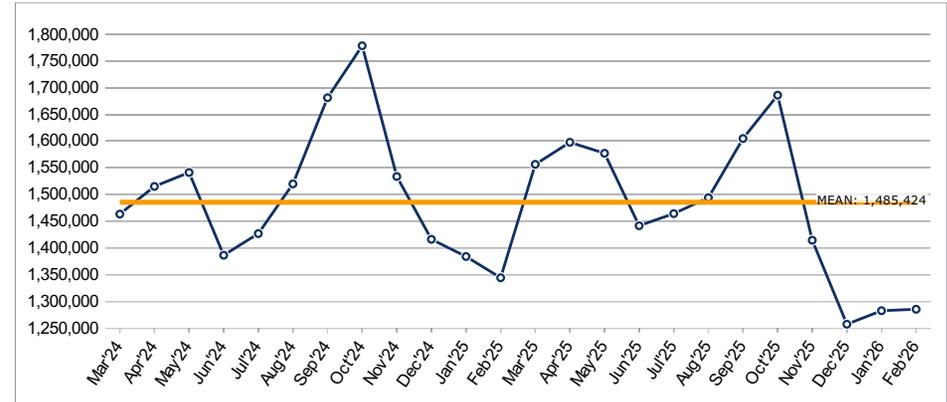
## ☘ Total Riders



Previous: 1,371,498

Current: 1,314,524

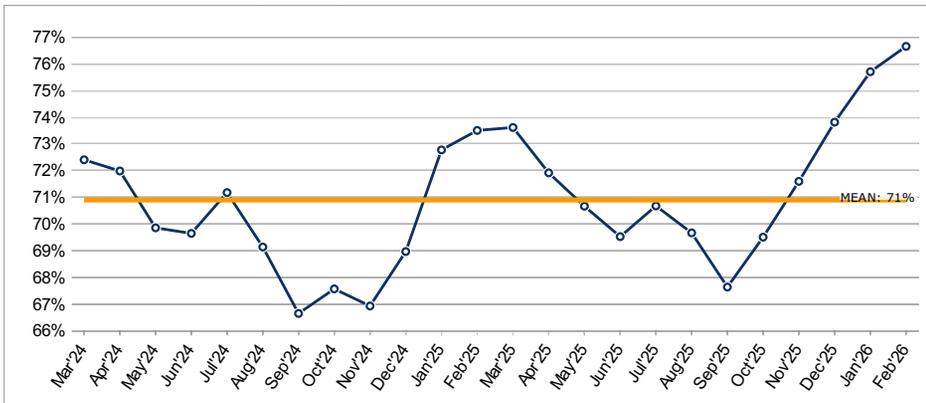
## ☘ Fixed Riders



Previous: 1,344,002

Current: 1,284,899

## ☘ System Wide OTP

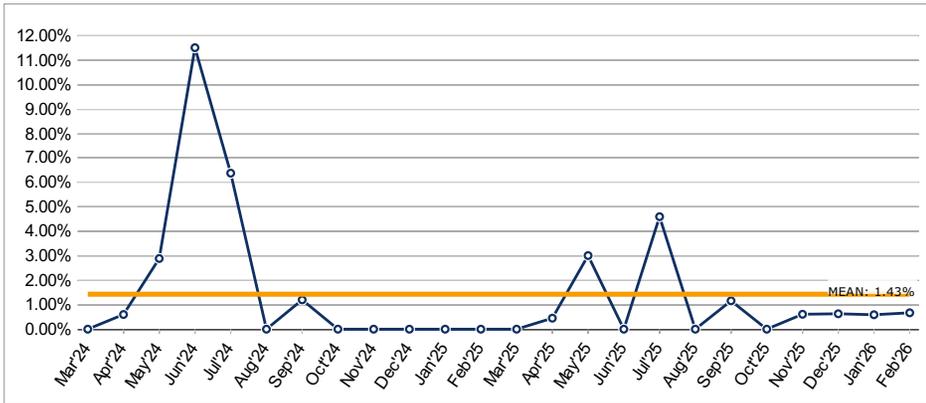


Previous: 73.51%

Current: 76.66%



## PMI Not On Time

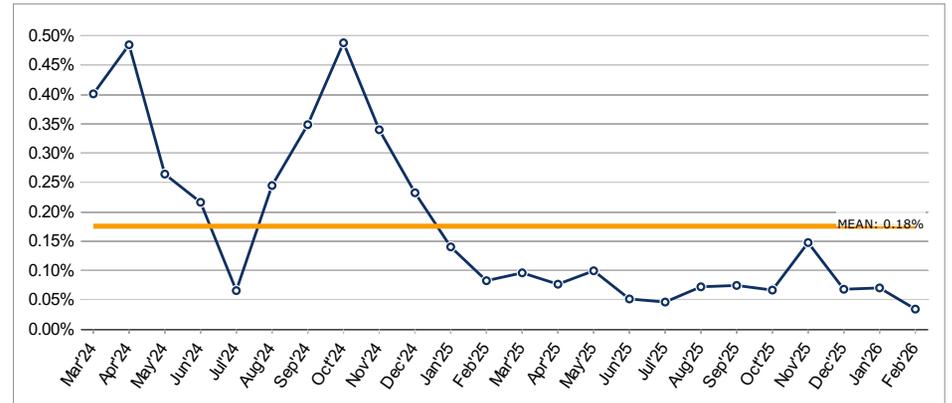


Previous: 0.0%

Current: 0.7%



## Percent of Trips Missed

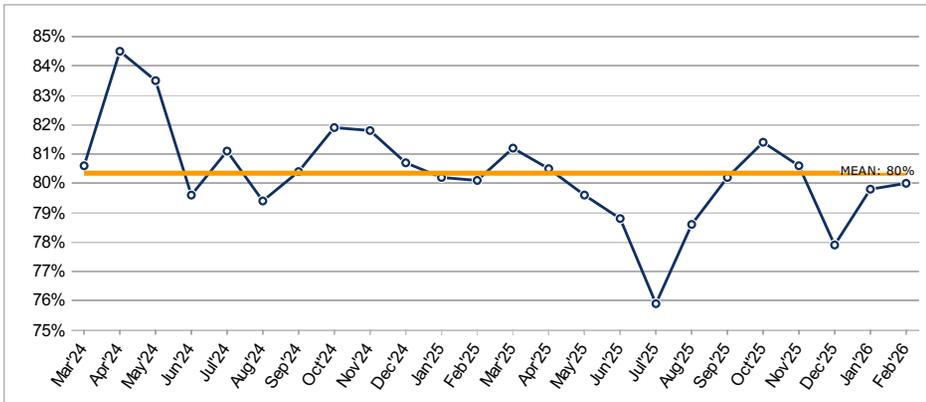


Previous: 0.08%

Current: 0.03%



## Scheduled Work

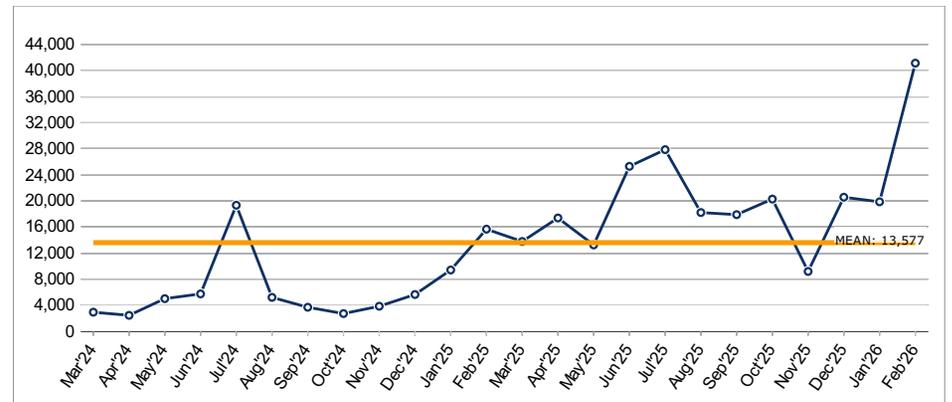


Previous: 80.1%

Current: 80.0%



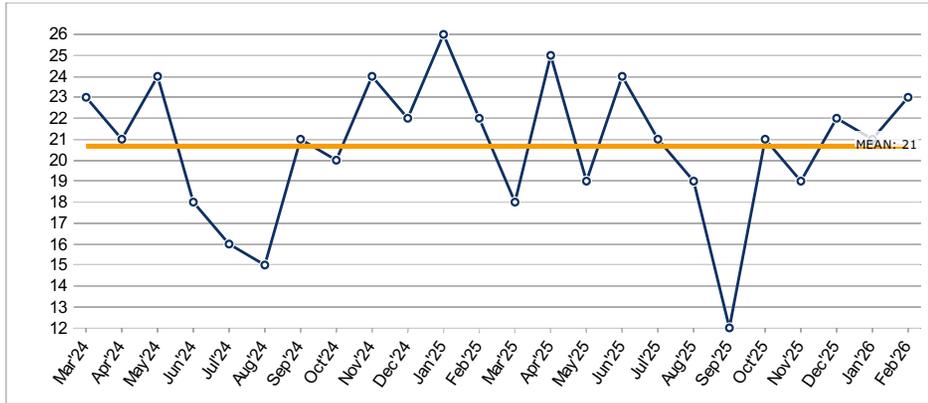
## MDBSI



Previous: 15,645

Current: 41,101

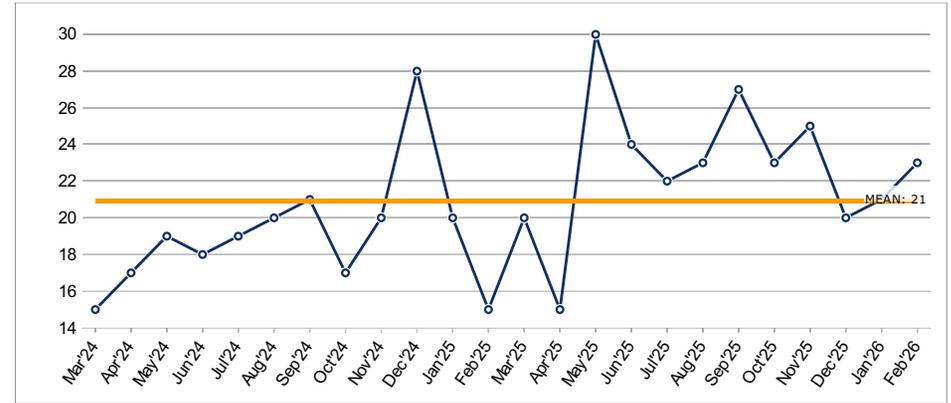
## Preventable Accidents



Previous: 22

Current: 23

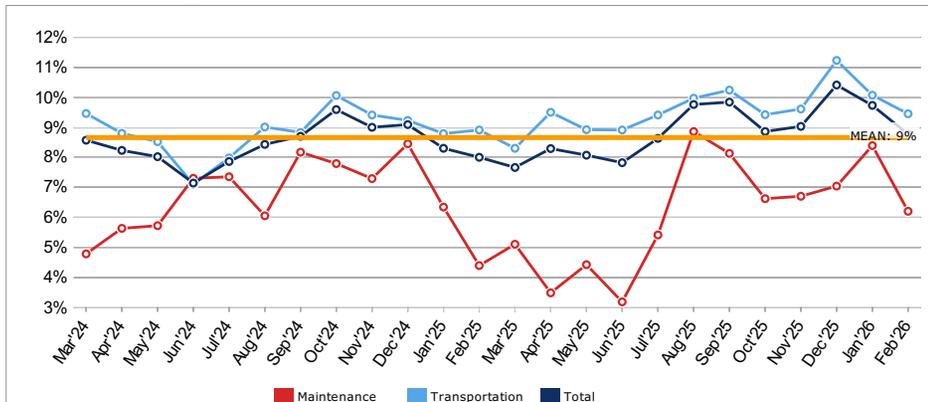
## Non-Preventable Accidents



Previous: 15

Current: 23

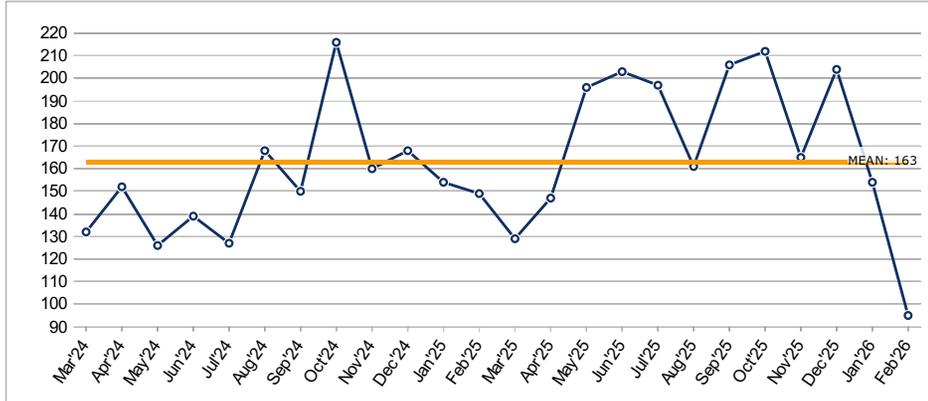
## Percent Days Not Worked



Previous: 8.0%

Current: 8.8%

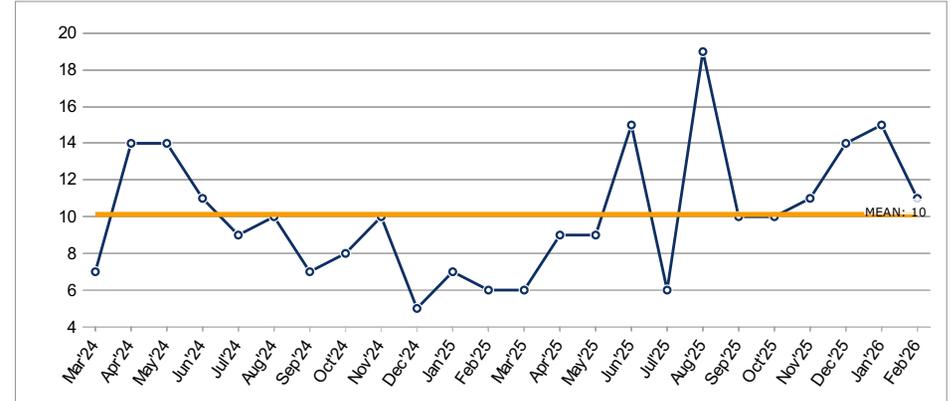
## Fixed/Shuttle Complaints



Previous: 149

Current: 95

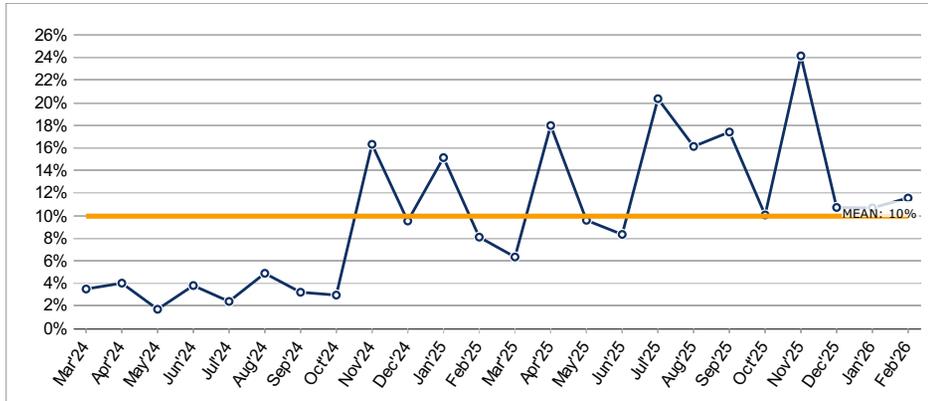
## Other Complaints



Previous: 6

Current: 11

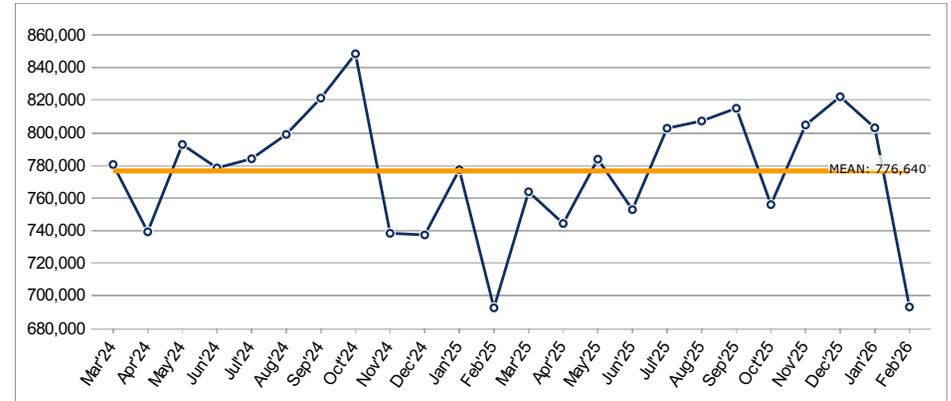
## Complaints Not Addressed in Ten Days



Previous: 8.1%

Current: 11.6%

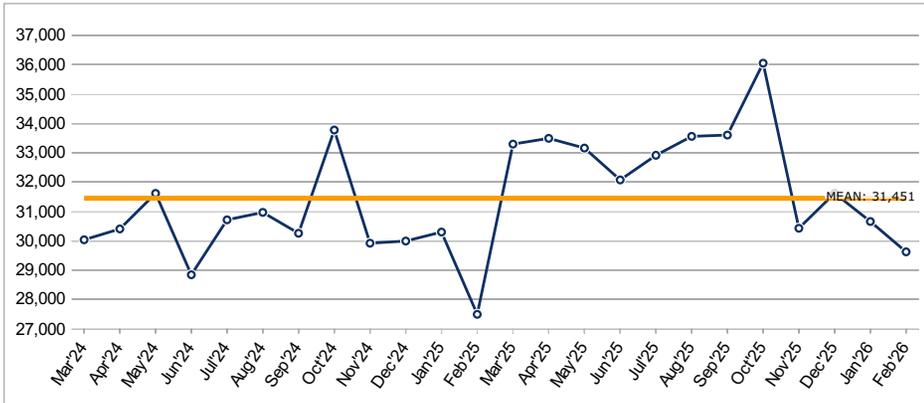
## Website Page Views



Previous: 692,679

Current: 693,207

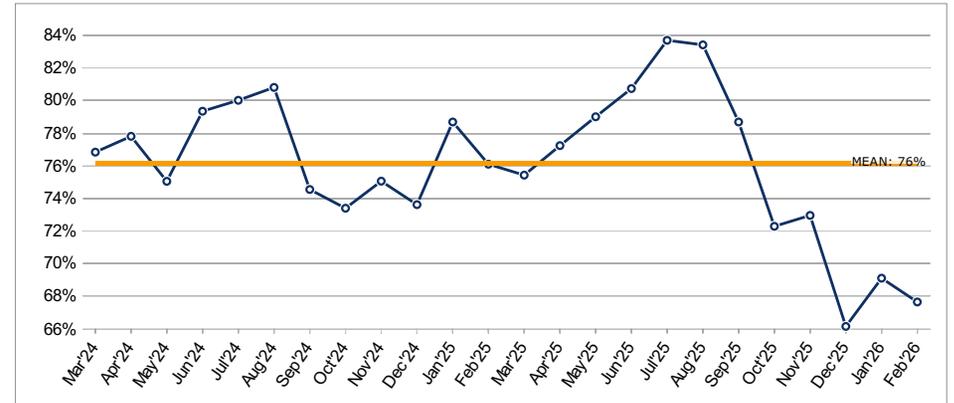
## STAR Riders



Previous: 27,496

Current: 29,625

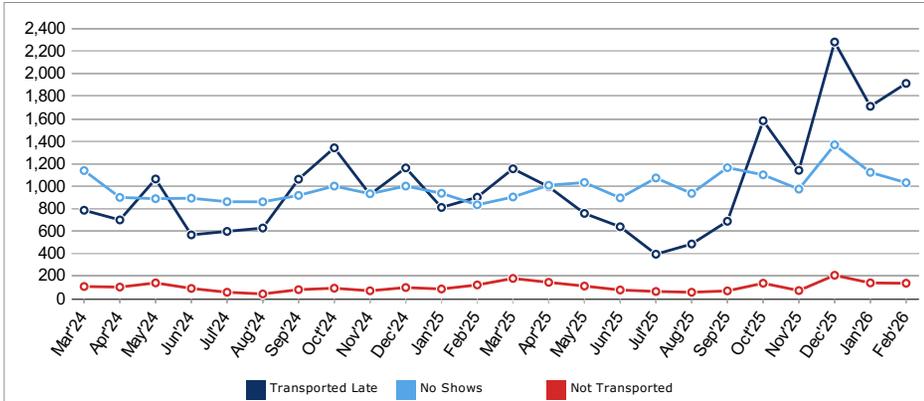
## On-Time Performance (0-10 Minutes)



Previous: 76.1%

Current: 67.7%

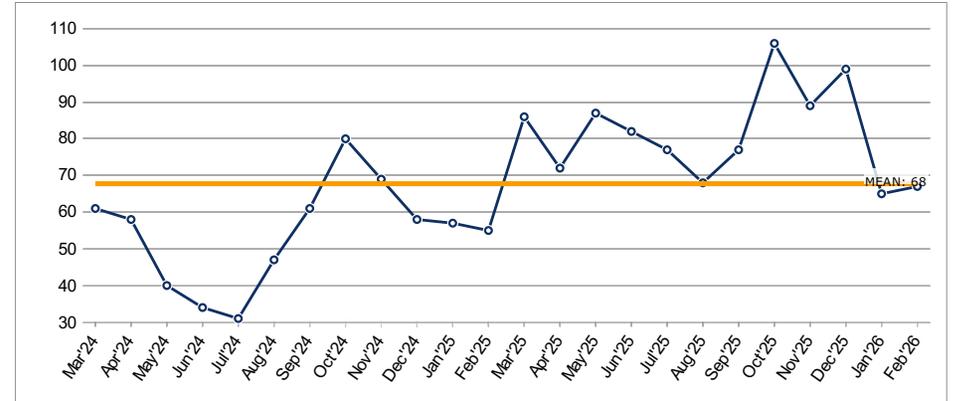
## Missed Trips



Previous: 1,858

Current: 3,082

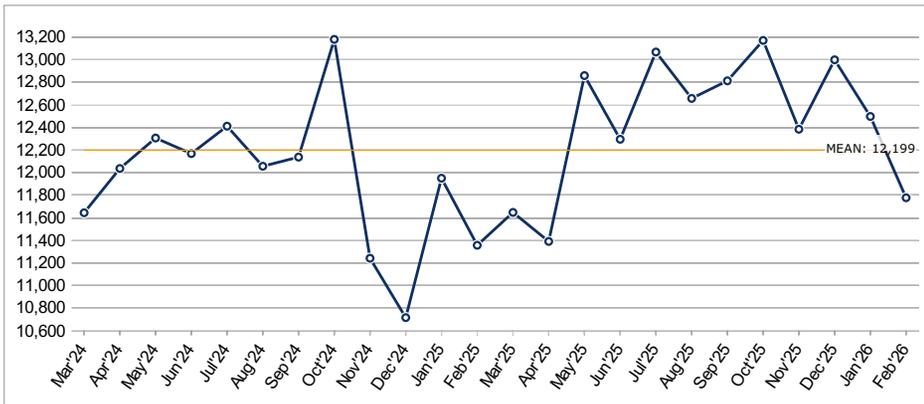
## Customer Complaints



Previous: 55

Current: 67

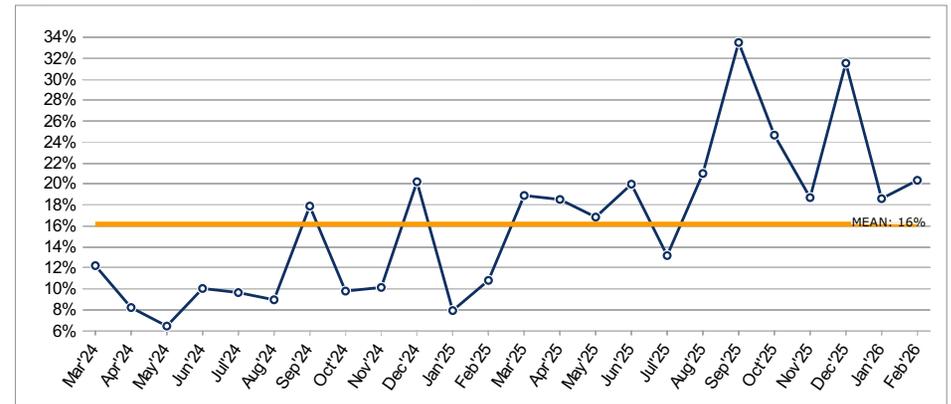
## ☘ Reservation Calls



Previous: 11,357

Current: 11,778

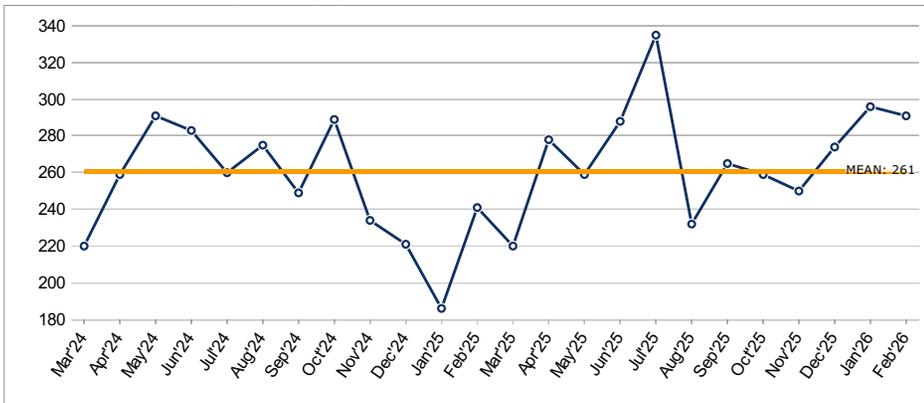
## ☘ Reservation Calls in Queue Over Five Minutes



Previous: 10.8%

Current: 20.4%

## ☘ Applications Received



Previous: 241

Current: 291

**Total Riders** – Includes fixed route, STAR, NX, cash fare, Navigator, contracts (primarily UA), employees, and special events/trolley.

**Fixed Riders** – Includes fixed route, NX, cash fare, Navigator, contracts (primarily UA), employees, and special events/trolley.

**System Wide OTP %** – On-time performance: The percentage of departures that occurred between 5 minutes late and 1 minute early. This is calculated across all time points in all routes in the system except at the last time point of a route, which calculates On-Time as between 5 minutes late and 15 minutes early. Departures more than 30 minutes late or more than 15 minutes early are excluded along with School Trips, Shopping Trips, and NX routes.

**PMI – Not on Time** – A Preventive Maintenance Inspection (PMI) is a routine (periodic) service and examination of the vehicle to identify potential defects before they fail. This measure is the work orders completed within 500 miles before and 500 miles after the scheduled mileage (6,000), divided by the number of PMI's done for the month.

**Percent of Trips Missed** – Missed trips collected by dispatchers divided by total trips planned. Missed trips include those due to mechanical issues and operator availability.

**Scheduled Work** – Unscheduled work is anything identified during a driver vehicle inspection, or caused by a breakdown. Scheduled work is anything else (primarily as a result of a PMI). This metric is the ratio of scheduled work to unscheduled work.

**MDBSI** – Mean distance between service interruptions: Total Miles Operated divided by number of service interruptions. A service interruption is defined as Incident, accident, operator running late, traffic delays, tire issues, etc., causing a service interruption (delay) of 5 minutes or more.

**Preventable Accidents** – An accident is considered preventable if it is due to an operator's failure to drive in a safe and professional manner. Accident categorizations may experience minor fluctuations after the fact for the prior month (after this report is generated).

**Non-Preventable Accidents** – An accident is considered non-preventable if the operator did everything that is reasonably expected of a defensive driver to avoid the accident. Accident categorizations may experience minor fluctuations after the fact for the prior month (after this report is generated).

**Percent Days Not Worked** – Total workdays scheduled in the Maintenance and Transportation departments divided by the total number of days not worked. Days not worked can be due to disability/workman's compensation, disqualification, excused time, FMLA, leave of absence, missed/late time, sick leave, suspension, or unexcused absence.

**Fixed/Shuttle Complaints** – Any comments/complaints related to our regular route network, including the Northway Xpress. These are generally related to the on-street service expectations of our customers, from operator conduct to on time performance.

**Other Complaints** – This category is for comments tied to any claims, service requests, fare disputes, or anything related to FLEX and any other non-categorized comments.

**Complaints Not Addressed in 10 Days** – Comments are submitted, reviewed, assigned and investigated by division. Once investigation is complete and customer is contacted, complaint is "addressed".

**Website Page Views** – This measures how many times someone has viewed an entire page including all text, images, etc. Alternatively, visits are defined as a series of hits from any particular address (source location). If any two hits are separated by 30 minutes or more, typically two visitors are counted.

#### Definitions (STAR)

**STAR Riders** – Actual (not scheduled) ridership, including personal care assistants and other passengers.

**STAR On-Time Performance** - Percentage of bookings which were on-time for both their pick-up and, where applicable, their drop-off. A pick-up is considered on-time if the vehicle arrived no more than 10 minutes after the pick-up scheduled time. If the booking has a drop-off scheduled time (such as in the case of a doctor appointment), the vehicle must also arrive at the drop-off no later than that scheduled time to be considered on-time. If the booking has no drop-off scheduled time, then the drop-off is not considered for on-time performance. In instances where the vehicle arrived at the pick-up but the client did not take the trip (such as no-shows, missed trips and cancels-at-door), on-time performance is only judged by pick-up arrival time since the drop-off cannot be performed. Only considers trips for which data entry is complete and has passed a quality check. This data is one month behind all other data.

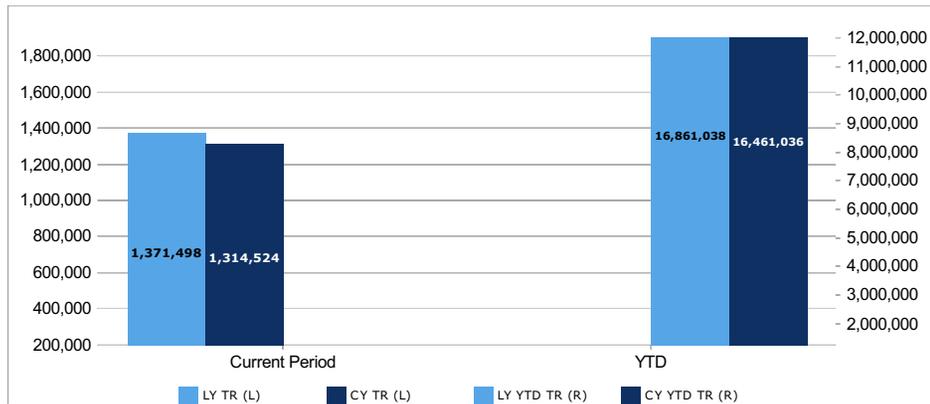
**STAR Missed Trips** - Count of monthly STAR trips where the client was transported late outside of the 25-minute window, did not take the trip and also did not cancel, or the client was not transported because STAR was too late.

**STAR Reservation Calls in Queue Over 5 Minutes** - Count of times customers had to wait for over five minutes before being connected with a STAR reservationist after selecting to do so.

**STAR Customer Comments/Complaints** - Number of comments or complaints related to STAR service.

**STAR Applications Received** - Counts every client whose application has been received and entered in Trapeze.

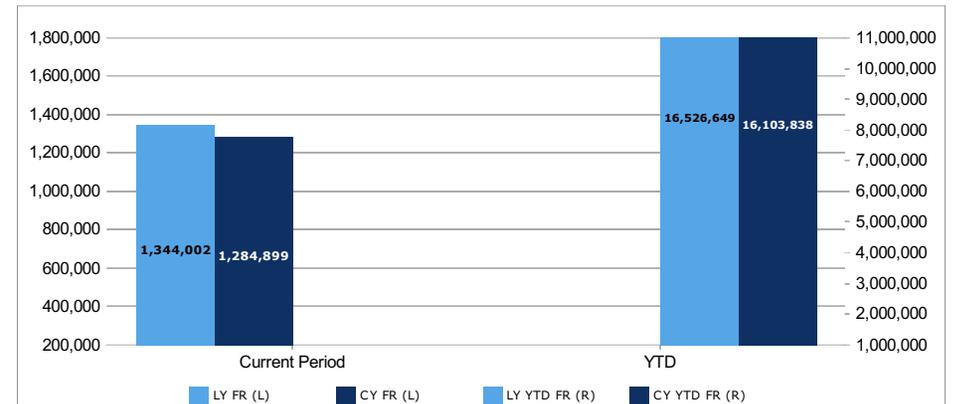
## ☘ Total Riders



Monthly % Change **-4.2%**

YTD % Change **-2.4%**

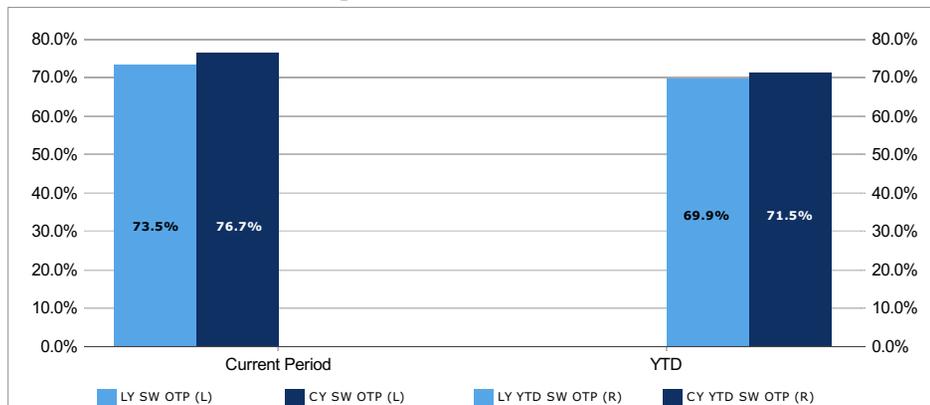
## ☘ Fixed Riders



Monthly % Change **-4.4%**

YTD % Change **-2.6%**

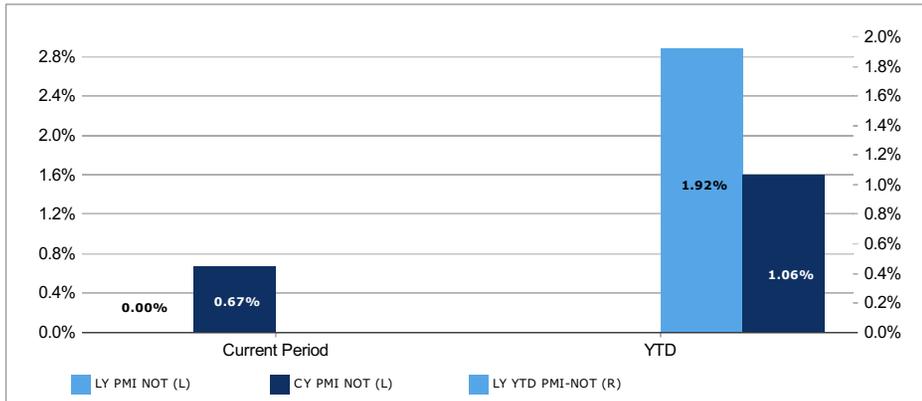
## ☘ System Wide OTP



Monthly % Change **4.3%**

YTD % Change **2.3%**

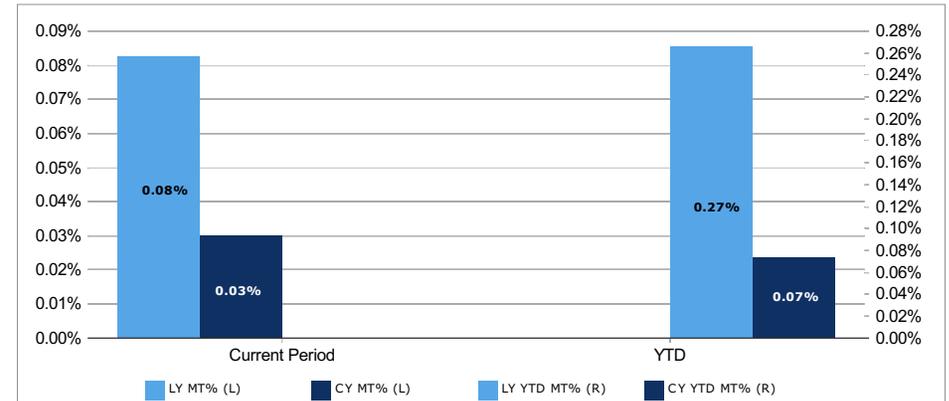
## PMI Not On Time



Monthly % Change **0.7%**

YTD % Change **-44.7%**

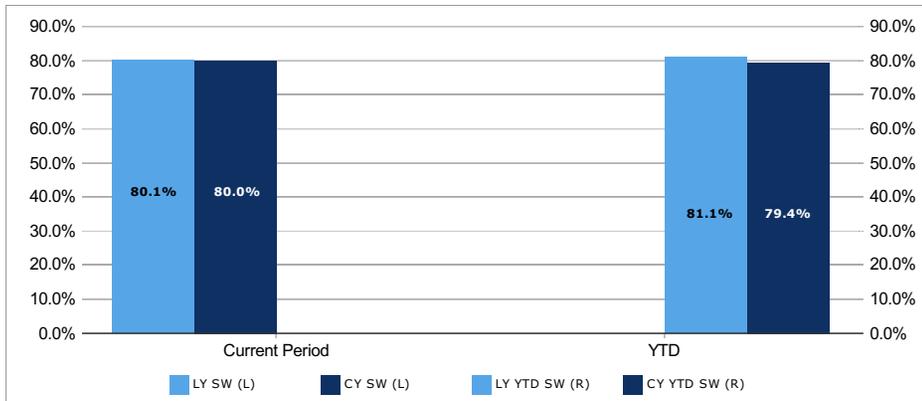
## Percent of Trips Missed



Monthly % Change **-63.7%**

YTD % Change **-72.4%**

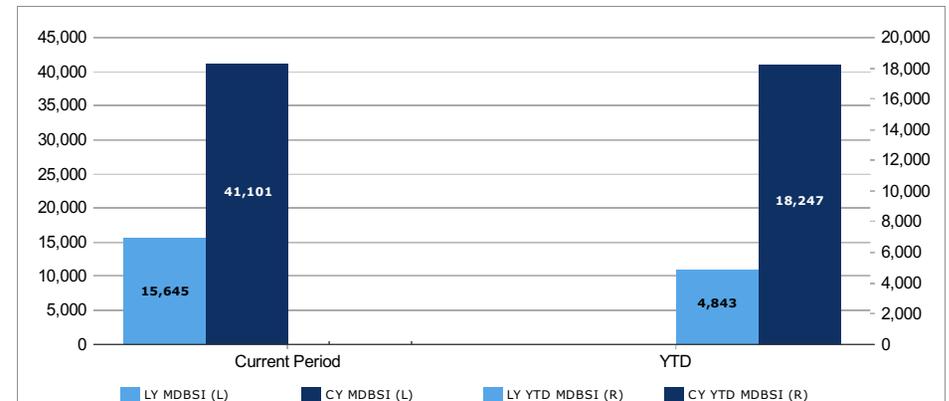
## Scheduled Work



Monthly % Change **-0.1%**

YTD % Change **-2.1%**

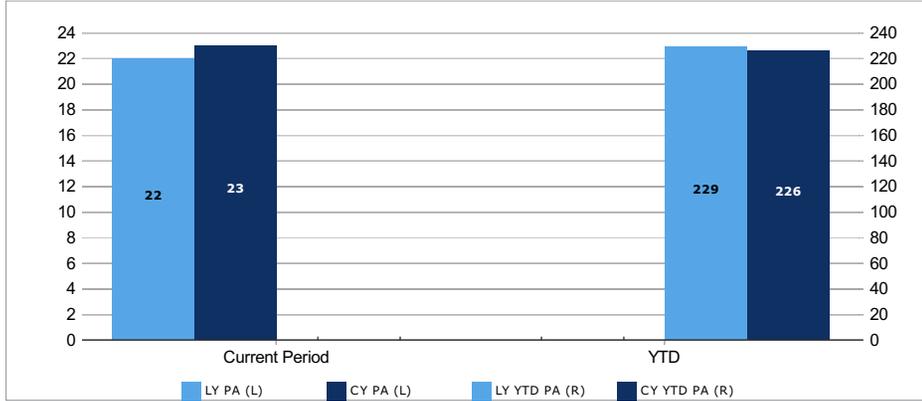
## MDBSI



Monthly % Change **162.7%**

YTD % Change **276.8%**

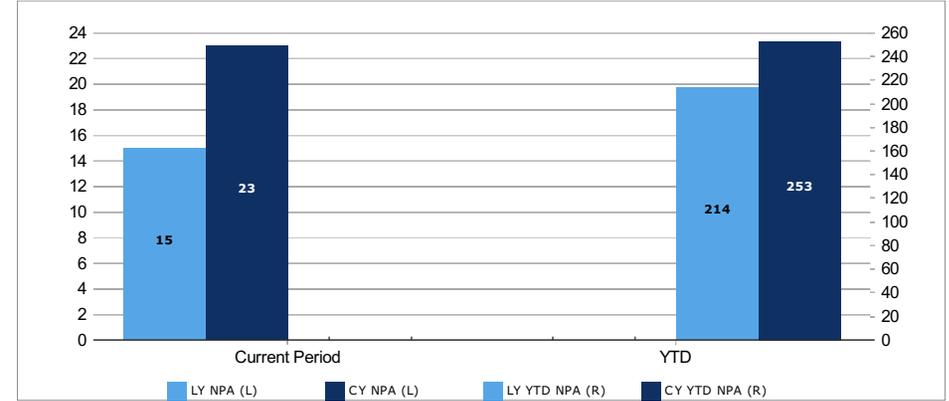
## ☘ Preventable Accidents



Monthly % Change **4.5%**

YTD % Change **-1.3%**

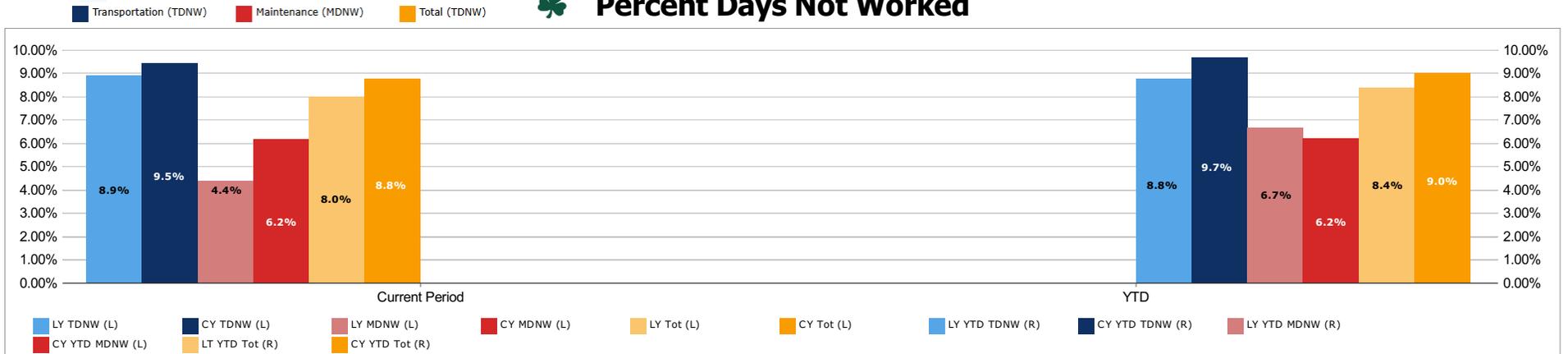
## ☘ Non-Preventable Accidents



Monthly % Change **53.3%**

YTD % Change **18.2%**

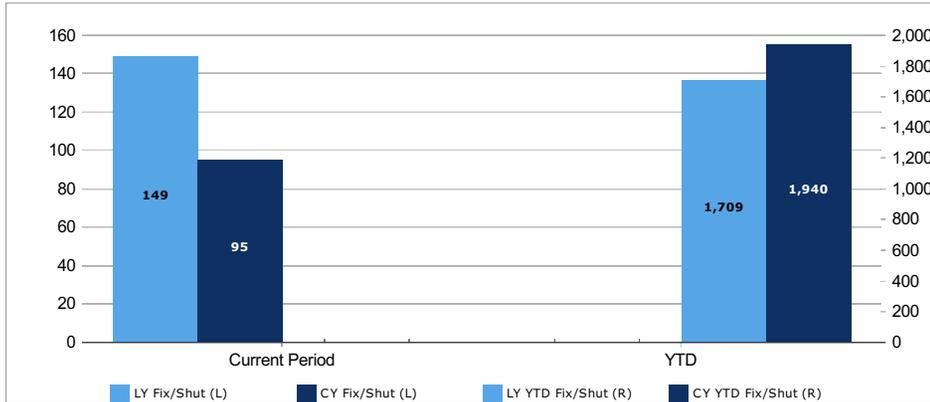
## ☘ Percent Days Not Worked



Monthly % Change **6.1%** **41.2%** **9.6%**

YTD % Change **10.3%** **-7.1%** **7.4%**

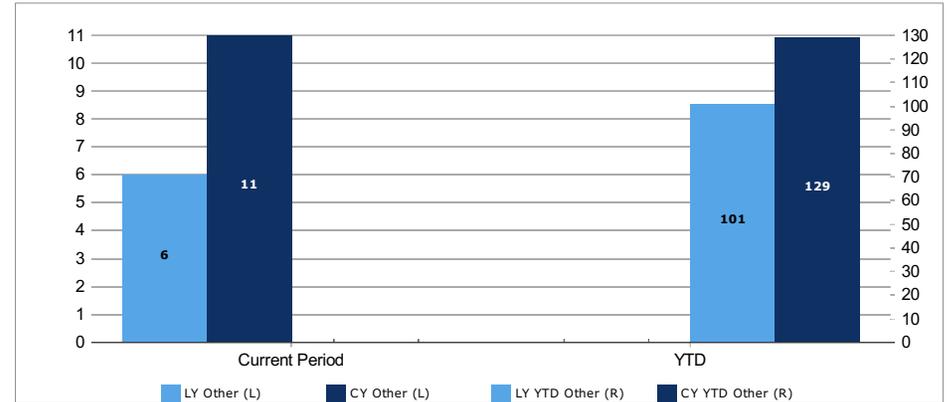
## Fixed/Shuttle Complaints



Monthly % Change **-36.2%**

YTD % Change **13.5%**

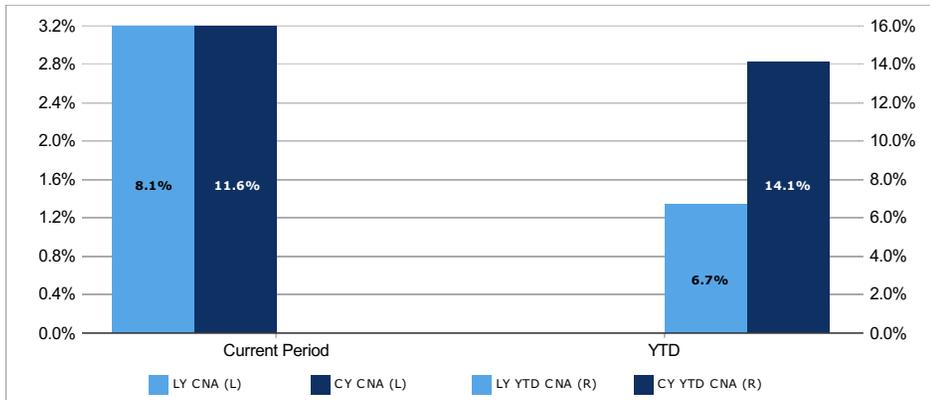
## Other Complaints



Monthly % Change **83.3%**

YTD % Change **27.7%**

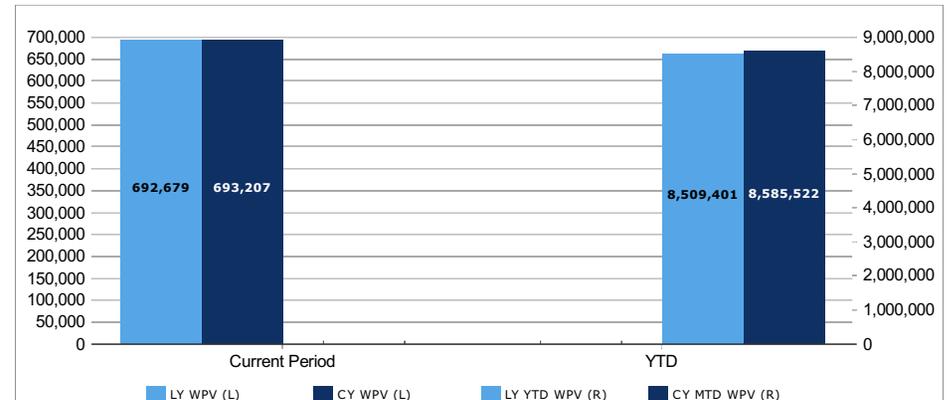
## Complaints Not Addressed in Ten Days



Monthly % Change **42.8%**

YTD % Change **110.3%**

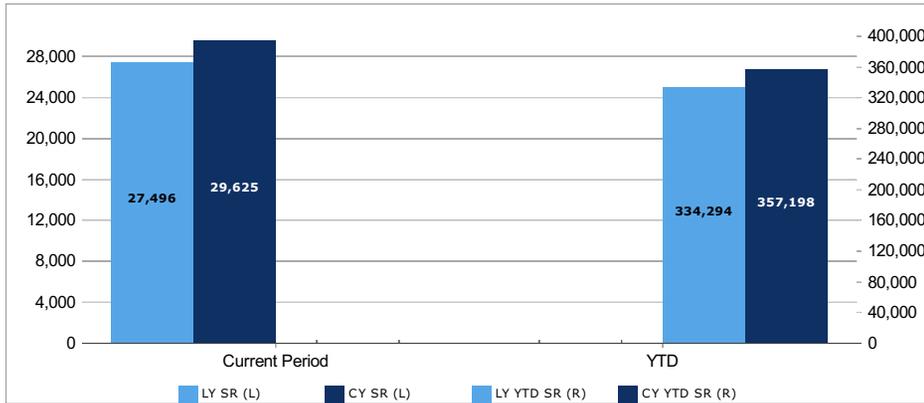
## Website Page Views



Monthly % Change **0.1%**

YTD % Change **0.9%**

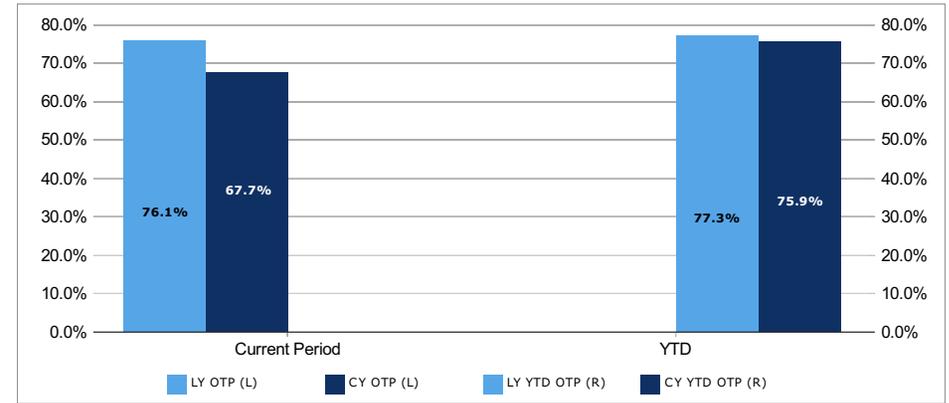
## ☘ STAR Riders



Monthly % Change **7.7%**

YTD % Change **6.9%**

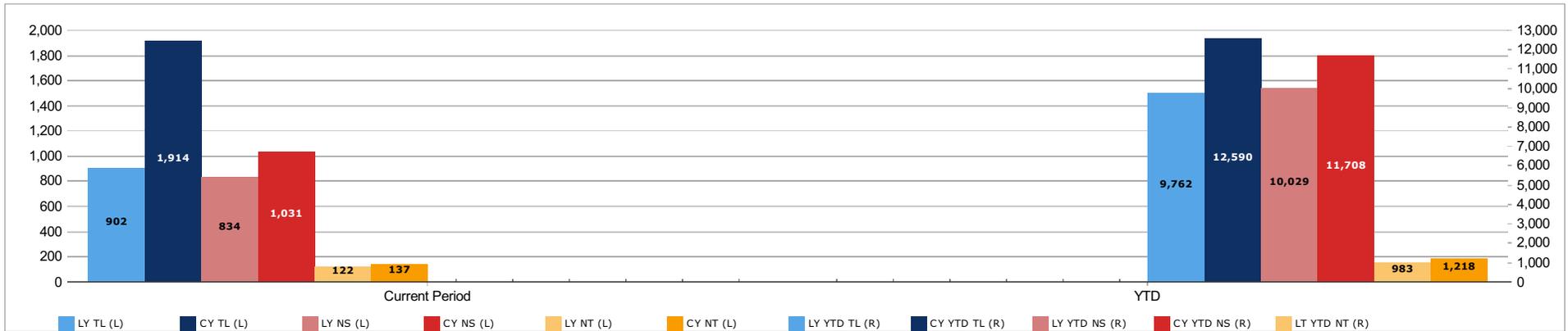
## ☘ On-Time Performance (0-10 Minutes)



Monthly % Change **-11.1%**

YTD % Change **-1.8%**

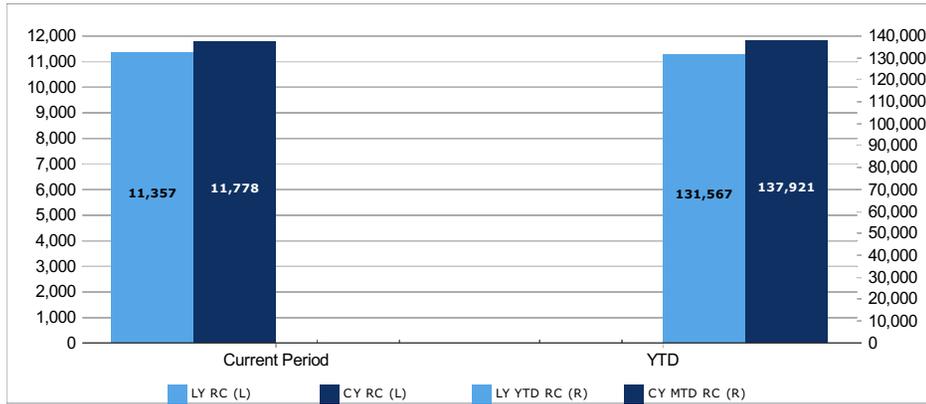
## ☘ Missed Trips



Monthly % Change **112.2%** **23.6%** **12.3%**

YTD % Change **29.0%** **16.7%** **23.9%**

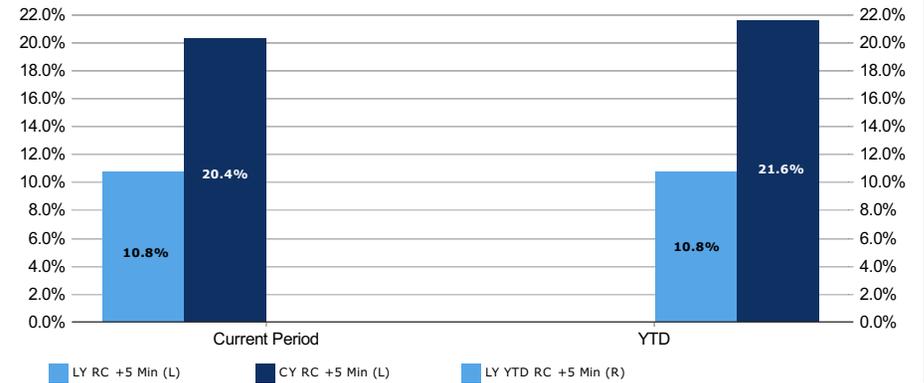
## ☘ Reservation Calls



Monthly % Change **3.7%**

YTD % Change **4.8%**

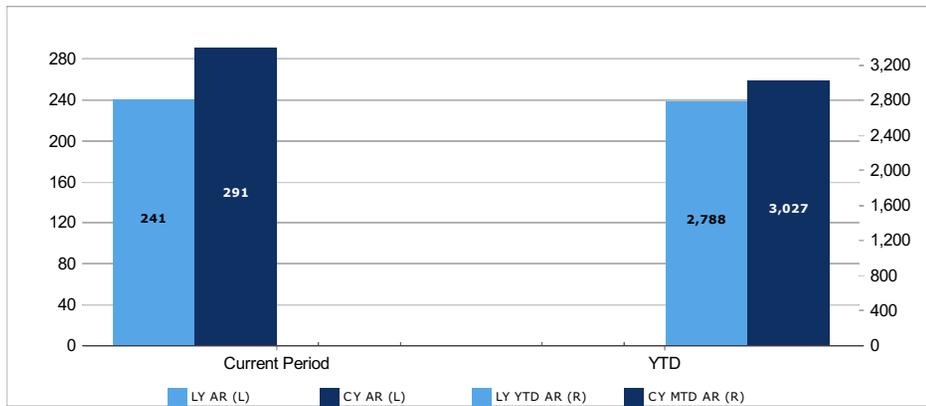
## ☘ Reservation Calls in Queue Over Five Minutes



Monthly % Change **88.4%**

YTD % Change **99.9%**

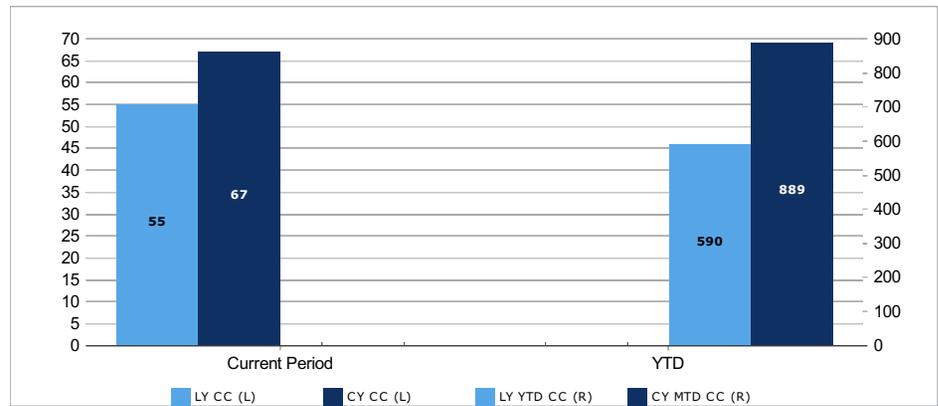
## ☘ Applications Received



Monthly % Change **20.7%**

YTD % Change **8.6%**

## ☘ Customer Complaints



Monthly % Change **21.8%**

YTD % Change **50.7%**

*This page provides insights into current month and Year-To-Date (YTD) performance, including percentage changes compared to the same period last year.*

**Total Riders** – Includes fixed route, STAR, NX, cash fare, Navigator, contracts (primarily UA), employees, and special events/trolley.

**Fixed Riders** – Includes fixed route, NX, cash fare, Navigator, contracts (primarily UA), employees, and special events/trolley.

**System Wide OTP %** – On-time performance: The percentage of departures that occurred between 5 minutes late and 1 minute early. This is calculated across all time points in all routes in the system except at the last time point of a route, which calculates On-Time as between 5 minutes late and 15 minutes early. Departures more than 30 minutes late or more than 15 minutes early are excluded along with School Trips, Shopping Trips, and NX routes.

**PMI – Not on Time** – A Preventive Maintenance Inspection (PMI) is a routine (periodic) service and examination of the vehicle to identify potential defects before they fail. This measure is the work orders completed within 500 miles before and 500 miles after the scheduled mileage (6,000), divided by the number of PMI's done for the month.

**Percent of Trips Missed** – Missed trips collected by dispatchers divided by total trips planned. Missed trips include those due to mechanical issues and operator availability.

**Scheduled Work** – Unscheduled work is anything identified during a driver vehicle inspection, or caused by a breakdown. Scheduled work is anything else (primarily as a result of a PMI). This metric is the ratio of scheduled work to unscheduled work.

**MDBSI** – Mean distance between service interruptions: Total Miles Operated divided by number of service interruptions. A service interruption is defined as Incident, accident, operator running late, traffic delays, tire issues, etc., causing a service interruption (delay) of 5 minutes or more.

**Preventable Accidents** – An accident is considered preventable if it is due to an operator's failure to drive in a safe and professional manner. Accident categorizations may experience minor fluctuations after the fact for the prior month (after this report is generated).

**Non-Preventable Accidents** – An accident is considered non-preventable if the operator did everything that is reasonably expected of a defensive driver to avoid the accident. Accident categorizations may experience minor fluctuations after the fact for the prior month (after this report is generated).

**Percent Days Not Worked** – Total workdays scheduled in the Maintenance and Transportation departments divided by the total number of days not worked. Days not worked can be due to disability/workman's compensation, disqualification, excused time, FMLA, leave of absence, missed/late time, sick leave, suspension, or unexcused absence.

**Fixed/Shuttle Complaints** – Any comments/complaints related to our regular route network, including the Northway Xpress. These are generally related to the on-street service expectations of our customers, from operator conduct to on time performance.

**Other Complaints** – This category is for comments tied to any claims, service requests, fare disputes, or anything related to FLEX and any other non-categorized comments.

**Complaints Not Addressed in 10 Days** – Comments are submitted, reviewed, assigned and investigated by division. Once investigation is complete and customer is contacted, complaint is "addressed".

**Website Page Views** – This measures how many times someone has viewed an entire page including all text, images, etc. Alternatively, visits are defined as a series of hits from any particular address (source location). If any two hits are separated by 30 minutes or more, typically two visitors are counted.

#### Definitions (STAR)

**STAR Riders** – Actual (not scheduled) ridership, including personal care assistants and other passengers.

**STAR On-Time Performance** - Percentage of bookings which were on-time for both their pick-up and, where applicable, their drop-off. A pick-up is considered on-time if the vehicle arrived no more than 10 minutes after the pick-up scheduled time. If the booking has a drop-off scheduled time (such as in the case of a doctor appointment), the vehicle must also arrive at the drop-off no later than that scheduled time to be considered on-time. If the booking has no drop-off scheduled time, then the drop-off is not considered for on-time performance. In instances where the vehicle arrived at the pick-up but the client did not take the trip (such as no-shows, missed trips and cancels-at-door), on-time performance is only judged by pick-up arrival time since the drop-off cannot be performed. Only considers trips for which data entry is complete and has passed a quality check. This data is one month behind all other data.

**STAR Missed Trips** - Count of monthly STAR trips where the client was transported late outside of the 25-minute window, did not take the trip and also did not cancel, or the client was not transported because STAR was too late.

**STAR Reservation Calls in Queue Over 5 Minutes** - Count of times customers had to wait for over five minutes before being connected with a STAR reservationist after selecting to do so.

**STAR Customer Comments/Complaints** - Number of comments or complaints related to STAR service.

**STAR Applications Received** - Counts every client whose application has been received and entered in Trapeze.

**Percentage Change Calculation:**  $\text{Percentage Change} = ((\text{Current Year Value} - \text{Last Year Value}) / \text{Last Year Value}) \times 100$