



GROWING OPTIONS, ACCESS, AND OPPORTUNITY

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 is the people who work here – more than 750 men and women dedicated to providing the best services and introducing initiatives that keep CDTA responsive to community needs.

Our service network includes regular routes, bus rapid transit, express service, seasonal trolleys, park and

seasonal trolleys, park and ride lots, and service for people with disabilities (STAR). This regional network connects people to work, services and recreation. We partner with the community to provide service for special events and regional economic development initiatives that can meet the transportation challenges of tomorrow.

We are emerging from the pandemic with a growing customer base that now includes service to Montgomery County that will kick off with service throughout the City of Amsterdam. Our plan to construct 40 miles of Bus Rapid Transit service is nearing completion with the Purple Line poised to begin operations in the next year. The combination of a growing regional platform, innovative services that provide better connectivity, and continued support of community

programming is at the core of what we do to keep people moving.

CDTA has introduced services and programs that make the Capital Region stronger over the past few years. We have deepened our work in the community and made CDTA a regional resource for leadership. We are excited to do more with our expansion into new communities and new mobility options that provide a flexible network of travel choices. It is our innovative spirit that sets us apart and it makes CDTA the organization that provides mobility solutions that connect the region's communities.



Revenue Overview

We expect increases in customer revenue and rail station receipts based on FY22 trends and forecasting for the year ahead. The increase in state funding will allow us to better support expansion plans with personnel, infrastructure, and vehicles. This will also support enhancement of our mobility services as we introduce electric car sharing and expansion of bikes including piloting new electric models. We are budgeting for a bit of a slowdown in Mortgage Recording Tax (MRT) receipts, which hit record levels last fiscal year.

Revenue Item	FY2022	FY2023
Federal Assistance	\$38,751,984	\$32,711,709
State Assistance	\$41,508,000	\$49,137,600
MRT	\$11,250,000	\$12,550,000
Customer Revenue	\$8,469,000	\$14,569,000
Other	\$3,318,000	\$3,468,000
Facilities	\$912,908	\$1,912,908
Total Revenue	\$104,209,892	\$114,349,217

Expense Overview

More than 70% of our expenses are related to wages and benefits, which are both tied to the amount of service we operate. As we have expansion plans for Montgomery County, the budget addresses the need for additional operators, facilities, street amenities and vehicles. Our paratransit program is stronger than ever and will be supported by more purchased transportation. Our growth platform will also require additional materials so there is a nearly 14% increase on parts, tires, and oil.

Expense Item	FY2022	FY2023
Wages	\$52,645,356	\$56,046,254
Benefits	\$21,991,982	\$23,865,826
Supplies & Services	\$9,878,202	\$10,855,879
Purchased	\$6,665,359	\$9,343,094
Transportation	\$10,655,045	\$11,816,024
Fuel & Parts	\$2,373,948	\$2,422,141
Other	\$2,373,948	\$2,422,141
Total Expense	\$104,209,892	\$114,349,217

Mortgage Recording Tax (MRT) finished FY2022 at a record level so this revenue line will increase to **\$12.5** million. This is a budget-to-budget increase, as we are being conservative with an expected slowdown in the housing market, and higher interest rate projections.

Customer revenue is coming back, albeit not to pre-pandemic levels with ridership about **70%** of what it was. We are projecting a **\$6.1** million increase as it is likely to take another couple of years to bring both ridership and revenue back to pre-COVID levels.

Rensselaer Rail Station (RRS) revenues have gained ground this year as customers return to train travel and use our parking complex. We have increased this line by **\$1** million, which is about **70%** of where we were before the pandemic and expect to see continued ridership increases.

We will use about **\$15** million from our 5307 federal program and **\$15** million from the American Rescue Act in our federal assistance line for operational needs.

We have budgeted an **18.6%** increase in STOA based on the Governor's Executive Budget Request which includes an additional **\$4.3** million for new service in Montgomery County (total increase of **\$7.6** million).

People costs continue to drive the expense side of the budget as the cost for wages and benefits for our **750**-person workforce accounts for **70%** of our spending.

Wages increase by **\$3.4** million to close the gap between budgeted and actual headcounts.

The wage line changes will also drive increases in benefit categories like health care, workers' compensation, and unionized employee pensions.

Purchased transportation increases accommodate for a new contract for outsourced paratransit services, including the ability to outsource more services if needed.

Fuel and parts will increase due to more miles of service as we have taken a conservative approach to expansion costs that allow for unforeseen challenges.

2022 FISCAL YEAR
OPERATING & CAPITAL PLAN



April 1, 2022

To: CDTA Board Members, Customers, Employees, and Community Members

On behalf of the Capital District Transportation Authority Board of Directors, we are proud to present a balanced FY2023 budget that supports our expansion into Montgomery County with continued growth of our mobility services. The plan calls for \$114 million in spending and is balanced with corresponding revenues. We are advancing a five-year capital plan that totals \$329 million to support a vision of transformational projects to further diversify our service network.

We would like to thank our state and federal funding partners as the continued investment in our services will result in more mobility, better accessibility, and improved connections. We would not be where we are today without the more than 100 community partners that are helping us reimagine the way the Capital Region moves.

The budget supports our expansion into Montgomery County along with growth of new mobility services including the CDPHP Cycle! bike sharing program, FLEX On Demand, our new electric car share program DRIVE, and expansion of our electric scooter pilot program named SCOOT. These services complement our strong transit network that is seeing ridership steadily increase.

The new mobility products have spurred our Universal Access program forward as our partners take advantage of these new flexible options to serve their communities. More than 25 major employers and universities now work with us to provide access to organizations. New partnerships with Amazon and Stewart’s Shops highlight the growing list of partners that see value in utilizing CDTA’s menu of services across their retention and recruitment efforts.

We look forward to seeing our BRT network grow over the next year, fulfilling the promise of more than a decade of work and advocacy. We have begun the final phase of implementation on the Purple Line that will operate on the Washington/Western Avenue corridor cementing the final piece of our 40-mile network of Bus Rapid Transit services.

It is an exciting time at CDTA with the expansion of our service area and the continued growth of mobility options that connect the region’s communities better than ever. All of this work is on the strength of the nearly 750 employees that keep us moving forward each day.

Thank you.

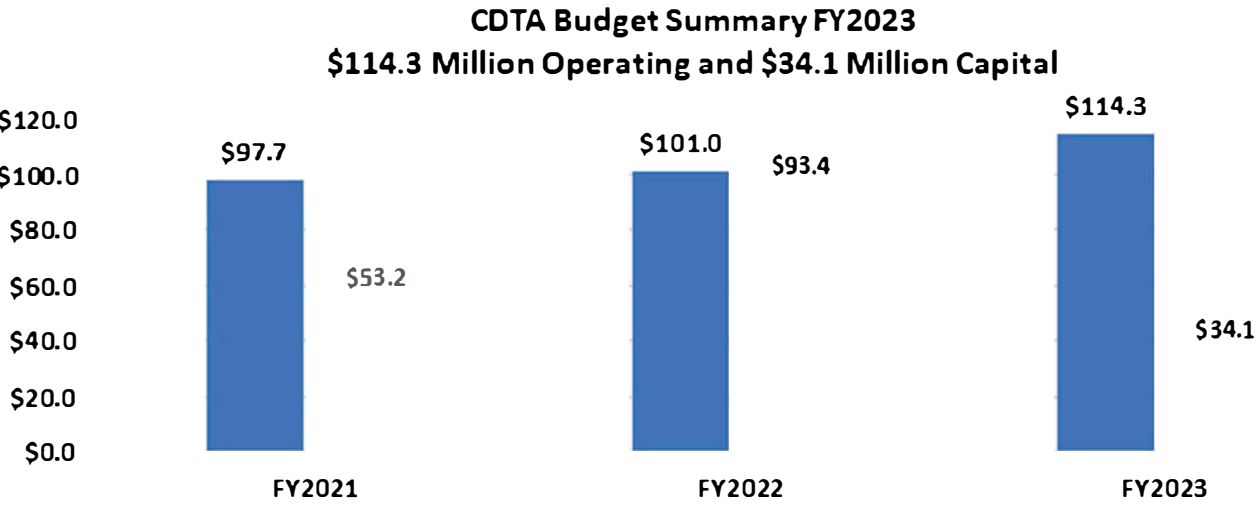
Jayne Lahut

Jayne Lahut
CDTA Chairman of the Board

Carm Basile

Carm Basile
CDTA Chief Executive Officer

BUDGET IN BRIEF



CDTA’s Operating Budget for Fiscal Year 2023 is balanced with revenue and expenses equaling \$114.3 million. Our capital expenses will total \$34.1 million covering a variety of transformative projects to move our progressive transit network forward.

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

The capital budget uses federal and state grants to purchase vehicle, construction

of facilities, acquisition of communication systems and maintenance of our facilities. Capital programs for FY2023 include upgrades to our Red Line BRT, continuation of our fleet replacement program, expansion of mobility services, facility upgrades and design along with development of a mobility as a service platform.

The operating budget will increase by just under \$10 million from last year. We anticipate increases in materials and supply as the global supply chain continues to affect pricing along with a growing purchased

transportation program. Wages and benefits still make up most of the expenses for the organization with nearly \$70 million of the budget dedicated to these lines.

We are seeing revenues rebound across a variety of operational categories and supported by continued investment from New York State and the Federal Governments. We expect Universal Access contracts with major employers and educational institutions to grow ridership totals and revenues with support from our Rensselaer Rail Station/ Facilities and customer fares lines.



DRIVE Electric Car

CDPHP Cycle!

FLEX On Demand



CAPITAL PLAN

Capital projects are for safety improvements throughout our system or to replace assets that are exceeding their useful life. The first year of the five-year Capital Plan is funded with \$34 million from grants with more than half of the plan dedicated to bus purchases. We have earmarked about \$20 million for new Gillig buses, new STAR vehicles, and new FLEX vehicles along with our remaining bus lease payments. The plan also includes several facility projects, IT infrastructure and facility maintenance, along with money to fund upgrades to the BusPlus Red Line (Route 5 BRT).

Project Name	Type	2023
Mid-Sized Infrastructure	Facilities	\$350,000
Street Amenities (Shelter Program)	Facilities	\$250,000
Facilities Maintenance and Engineering	Facilities	\$350,000
85W Renovations	Facilities	\$250,000
Facility Design	Facilities	\$1,000,000
Park & Ride Lots	Facilities	\$75,000
RRS Enhancements	Facilities	\$375,000
TTC Design	Facilities	\$100,000
Information Technology	Information Technology	\$645,000
MaaS	Information Technology	\$500,000
Montgomery Co Radio	Information Technology	\$600,000
VanPool	Information Technology	\$300,000
Car Share	Information Technology	\$250,000
Marketing iRide	Information Technology	\$250,000
E-Scooter Pilot Program	Operating	\$250,000
CDPHP Cycle!	Operating	\$250,000
Mid-Sized Infrastructure	Operating	\$250,000
Bus Lane Feasibility Study	Operating	\$250,000
BRT Expansion study(Yellow/Green/ Orange Lines)	Operating	\$300,000
Red Line Upgrade	Planning	\$120,000
Downtown Amsterdam Mobility Hub	Planning	\$350,000
Planning & Design	Planning	\$6,792,000
Advance Design of Downtown Albany	Planning	\$250,000
Bus Lanes	Planning	\$250,000
Red Line Vehicle Replacement	Planning	\$5,060,000
Bus Replacement Program - Rolling Stock	Rolling Stock	\$13,000,000
Fleet Financing 2014	Rolling Stock	\$780,000
Flex Vehicles	Rolling Stock	\$560,000
STAR Buses	Rolling Stock	\$500,000
Non-Revenue Vehicles	Rolling Stock	\$300,000
		\$34,057,000

