

Budget in Brief

CDTA's Fiscal Year 2020 Operating Budget is balanced, with revenue and expenses equaling \$90,176,236. Capital expenses will total \$26,660,540.

The budget includes revenue from customer fares and Universal Access contracts, mortgage recording tax, federal assistance and state funding for operations. Our major expense lines are wages and benefits, maintenance, fuel, purchased transportation, parts and supplies.

The capital budget uses federal and state grant funds as well as CDTA reserves (when applicable). Capital expenses include the purchase of vehicles, design and construction of facilities, acquisition of information and communication systems, and maintenance of equipment and facilities. Capital programs for FY2020 include fleet replacement, purchase of equipment to support electric vehicles, improvements to the Rensselaer Rail Station, and work on Bus Rapid Transit infrastructure.

The operating budget will increase by \$4.08 million (4.2%) from last year. Over the past eight years, we have controlled costs with the budget growing by just an average of less than 3% (2.4%) annually. Over that time, the Authority has absorbed increases in health care costs and dealt with fuel price fluctuations. We have offset these increases by maintaining employment levels, and reducing non-personnel expense lines.

Our most significant financial concern is growing operating revenue to address customer and community needs. Government sources like State Operating Assistance and Federal funding are now seeing increases to address decades underfunding, while New York State's five-year capital plan has helped with vehicle procurement. We have had success in negotiating contracts with major employers and educational institutions to provide access to our system at fixed rates, which increased expense recovery for operations, and held ridership throughout the system.

Revenue Overview

We are projecting our customer revenue lines to show an increase, supported by the full implementation of our *Navigator* prepayment system and the continued growth of our Universal Access program. We will also see an increase in New York State Operating Assistance following a successful statewide advocacy campaign.

Expense Overview

Expenses will grow by 4.2%, driven mostly by our wage and benefit lines. We continue to manage the largest line items, which are driven by health care and operational needs. We have mitigated other expenses and continue to see insurance claims reduced and many non-personnel lines have been tightened to balance the budget.

Capital Plan - \$26,660,540

Our capital planning initiatives start as a study, design, or concept. Subsequent phases of the project are funded in the capital plan. We fund projects that provide safety improvements or replace assets past their useful life. Funding the fleet replacement program is a continuous need that is difficult to address more than one year at a time. The goal is to avoid having operating expenses swell by stretching the useful life of an asset, leading to a backlog of capital replacement needs.

April 1, 2019

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

I am pleased to present our Operating and Capital Plan for Fiscal Year 2020. The plan outlines a diverse menu of transportation options that drive economic development across the region. It focuses on diversifying our network with a full slate of opportunities to better serve our customers, partners and our community.

Our company is proud to provide a balanced budget. The spending plan maximizes available resources and allows us to fully appropriate our capital needs. We thank our partners at the state and federal level for their strong support of our operation and what we do.

We continue to work on improving frequencies on trunk routes, building out 40-miles of BRT, introducing electric buses, expanding mobility choices, and supporting partnerships with major employers and community leaders.

Our Universal Access program has 20 major employers and universities partnering with CDTA to provide access to their employees and students. ID cards are recognized by our fare box system, which tracks rides and generates reporting data. These agreements generate more than 4 million boardings annually or nearly 30% of our ridership. A sister program, CDPHP *Cycle!* Access, allows partners to access our regional bike sharing network and its 350 bicycles. Cycle has more than 7,000 members and generated 40,000 trips in less than two years of operation.

We have ordered four electric vehicles, which will be delivered in summer 2019. There is lots of excitement around this project, especially among community leaders. CDTA is the first transit system in Upstate New York to purchase electric buses and we will showcase the technology.

CDTA is focused on transportation alternatives including vanpools, car sharing, ride sharing and other modes coming to the marketplace. A pilot program will begin in late 2019 that will feature CDTA-operated vehicles dispatched for curbside pickups. This microtransit service is a hybrid between our fixed route and ridesharing service.

A cornerstone of our service plan is the River Corridor BRT line that will run from downtown Albany to Troy along the Hudson River. We were recently awarded \$27 million by the Federal Transit Administration for the project, which is now fully funded at \$42 million. Construction will begin in late summer 2019, with service expected to be operational in late 2020. A \$4.4 state grant award will get the operation off and running; a \$3.6 million award will be directed towards transit and pedestrian enhancements at the Harriman and UAlbany campuses, which are both on our Washington/Western BRT corridor.

We are committed to providing the Capital Region with a first-class transportation network that offers choice and flexibility, driven by innovative programs for customers and our community. This will be accomplished by staying true to the spirit of CDTA - community, partnership and advocacy.

Thank you.

Adam Brade



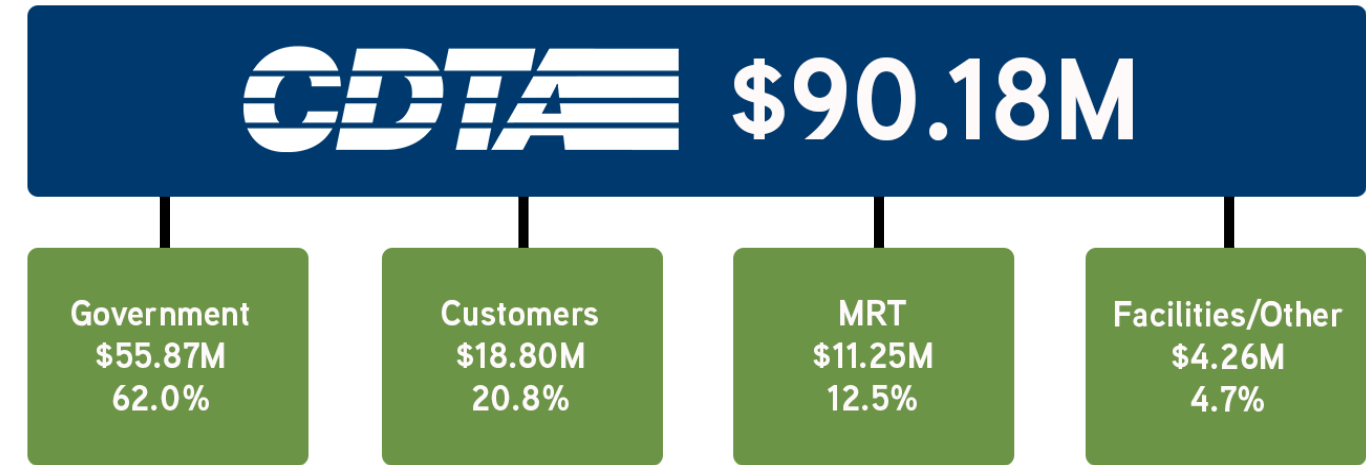
2020 FISCAL YEAR OPERATING & CAPITAL PLAN

CDTA 2020 FINANCIAL PLAN



Operating Revenue

ITEM	FY19	FY20	CHANGE
Customer Revenue	\$18.00	\$18.80	\$0.80
Mortgage Recording Tax	\$11.25	\$11.25	\$0.00
RRS and Facilities Income	\$3.50	\$3.25	-\$0.25
Advertising	\$1.15	\$0.90	-\$0.25
Grants	\$0.26	\$0.11	-\$0.15
TOTAL	\$34.16	\$34.31	\$0.15



*graph reflects operational revenue

Operating Plan (millions) **\$90.18**
Capital Plan (millions) **\$26.66**

Operating Assistance

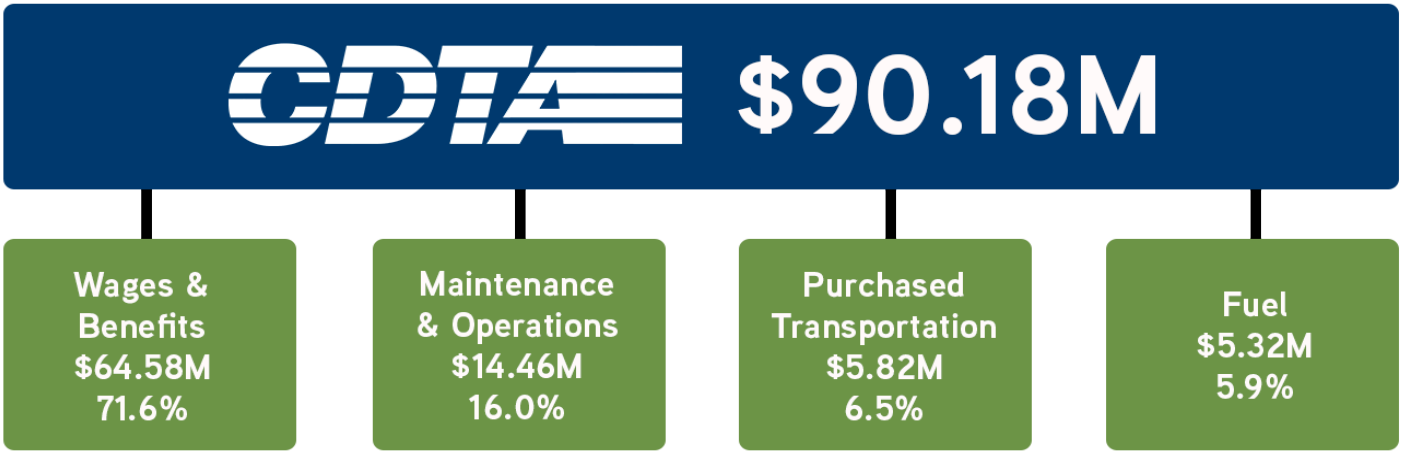
ITEM	FY19	FY20	CHANGE
New York State Operating	\$37.16	\$40.88	\$3.72
New York State Operating - NX	\$0.40	\$0.40	\$0.00
Federal Maintenance	\$12.40	\$12.40	\$0.00
County Assistance	\$1.92	\$1.92	\$0.00
Grants	\$0.50	\$0.27	-\$0.24
TOTAL	\$52.38	\$55.87	\$3.48

Non-Personnel Expense

ITEM	FY19	FY20	CHANGE
Services	\$10.88	\$11.40	\$0.52
Parts and Fuel	\$9.64	\$10.07	\$0.43
Materials, Supplies, and Other	\$1.90	\$2.15	\$0.25
Uinsurance	\$1.03	\$1.03	\$0.00
Utilities	\$0.96	\$0.96	\$0.00
TOTAL	\$24.41	\$25.60	\$1.19

Personnel Expense

ITEMW	FY19	FY20	CHANGE
Wages	\$42.67	\$44.21	\$1.53
FICA	\$3.06	\$3.17	\$0.11
Health Benefits	\$10.64	\$10.78	\$0.14
Workers Compensation	\$2.29	\$2.64	\$0.34
Other Benefits	\$3.47	\$3.78	\$0.31
TOTAL	\$62.13	\$64.57	\$2.44



*graph reflects operational expenses

Capital Fund Sources

ITEM	FY19	FY20	CHANGE
New York State	\$7.92	\$18.19	\$10.27
Federal Government	\$10.64	\$7.53	-\$3.11
Capital District Transportation Authority	\$3.05	\$0.94	-\$2.11
TOTAL	\$21.61	\$26.66	\$5.05

Capital Projects

ITEM	FY19	FY20	CHANGE
Rolling Stock	\$9.89	\$14.06	\$4.16
Bus Rapid Transit	\$3.16	\$10.01	\$6.85
Infrastructure and Operating	\$8.56	\$2.60	-\$5.96
TOTAL	\$21.61	\$26.66	\$5.05