

ANNUAL REPORT 2022-23

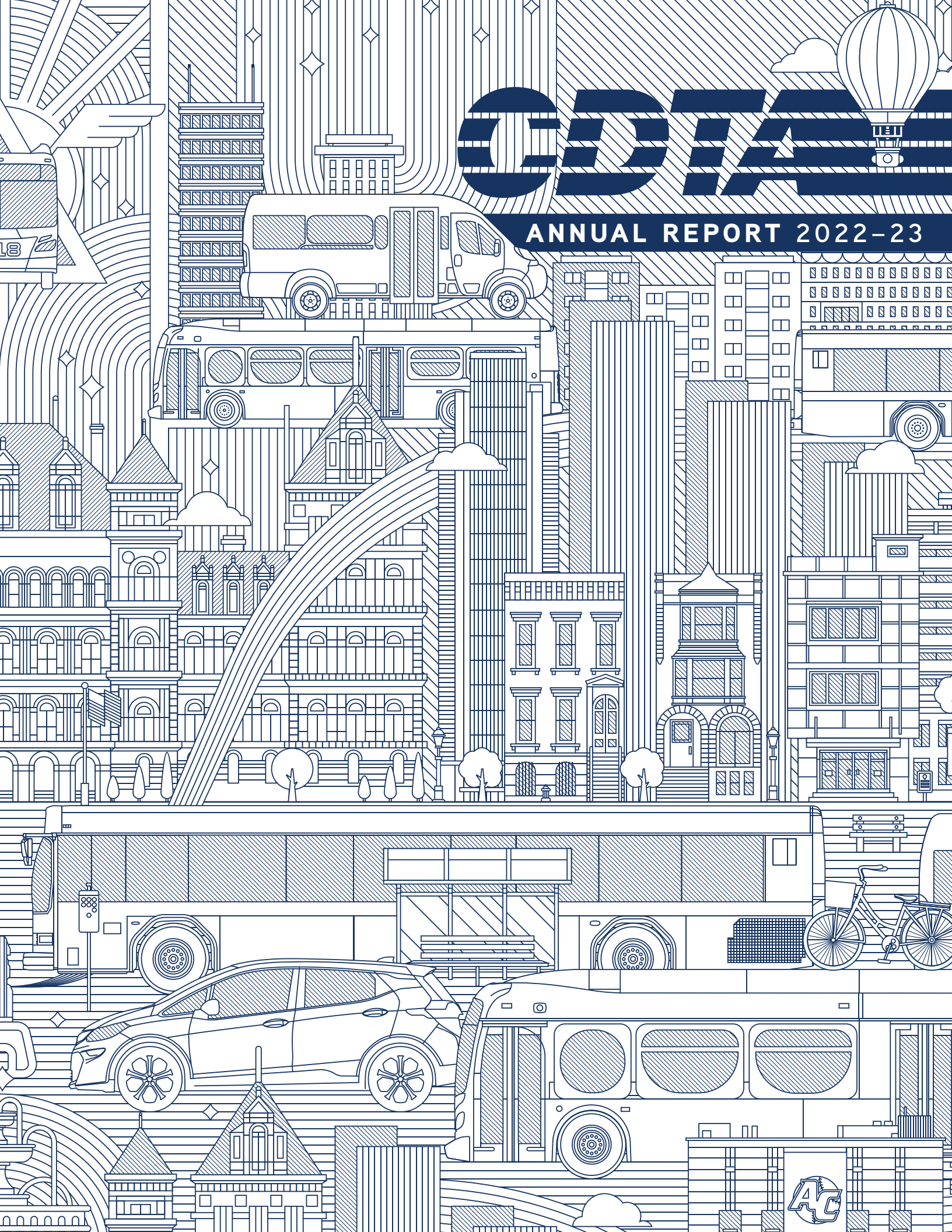




TABLE OF CONTENTS

FROM THE CHAIRMAN	2
FROM THE CHIEF EXECUTIVE OFFICER	3
AUTHORITY OVERVIEW	4
HISTORIC INVESTMENT	5
MOBILITY MENU	9
INNOVATIVE PARTNERSHIPS	15
CONNECTING COMMUNITIES	21
FINANCIALS & THE ROAD AHEAD	27
LEADERSHIP	40



FROM THE CHAIRMAN

On behalf of our Board of Directors, I am proud to present the Capital District Transportation Authority's Annual Report of activities. Throughout the past year, we have solidified our role as the region's mobility leader by connecting our communities with more service and more mobility across an expanding service area.

We bolstered the regional transportation network with our first ever expansion of service into Montgomery County last summer. The City of Amsterdam was our first stop and partnerships with the Greater Amsterdam School District and St. Mary's Hospital provide a solid base from which to grow. Looking ahead, we are excited to roll out our third BRT line along the Washington/Western corridor, which is set to be in operation by the end of the calendar year. The Purple Line will provide enhanced service from downtown Albany, through the UAlbany campus and to Crossgates Mall, including new stations and modern infrastructure.

Our mix of mobility services continued to flourish over the past year with record breaking ridership of more than 80,000 trips on CDPHP *Cycle!*, while our *FLEX* On Demand service also generated its highest totals to date. We are happy with the early returns on our *DRIVE* all-electric car sharing program that offers customers more freedom and flexibility to travel on their own timeline.

The Board of Directors is proud of the progressive nature of our company and even prouder to highlight that ridership is back to more than 90% of what it was before the pandemic. We are focused on connecting the region's communities with valuable services that keep the wheels of economic development moving.

We don't just position CDTA as a community transit resource, we also strive to offer opportunities that enhance quality of life.

I would like to extend my gratitude to the community leaders, elected officials, and service agencies that work alongside our dedicated team to ensure better regional connections through progressive programming designed to support economic opportunity. This work accounts for transit services, mobility choices and leadership on regional infrastructure projects that delineate how transportation options are defined, used, and accessed.

Additionally, I want to thank the CDTA workforce for its continued commitment to success on the street, in the garage, and at all our facilities. We don't just position CDTA as a community transit resource, we also strive to offer opportunities that enhance quality of life.

Sincerely,

A handwritten signature in black ink that reads "Jayme B. Lahut".

Jayme B. Lahut
CDTA Chairman of the Board



FROM THE CHIEF EXECUTIVE OFFICER

We have been busy over the past year creating exciting partnerships and fostering unprecedented growth, including the first expansion in CDTA's history. This all revolves around affirming our financial condition and positioning our company for continued success. Our story is about the innovation and hard work provided by the 750 dedicated men and women who comprise the CDTA team. Their work ensures our brand remains synonymous with success, community, and partnership. I am proud of our accomplishments, which you will see reflected throughout this year's annual report, and grateful to CDTA employees for the work that they do.

We have continued to tell the CDTA story—to elected officials, to customers, and to our partners. Our story is central not only to our brand and reputation, but also to our role as advocates in the transit community, spanning New York State and the nation. The CDTA story is infused with forward-thinking creativity and focuses on the unique partnerships that drive ridership and recognition throughout the region. They are relationships built on trust, reliability, and value as CDTA grows stronger than ever, connecting more people and more places with opportunity.

Our message is unmistakable—we have built a transit system that is full of programs and services. The network is driving a dramatic return of ridership unequaled anywhere in New York state. Our menu of mobility options is second to none, consisting of the CDPHP *Cycle!* regional bike share program that shows

no signs of slowing down, a burgeoning on-demand service, paratransit service that receives high marks from customers, and a new electric carshare program that brings sustainable, self-sufficient transit to our urban cores.

The CDTA story is infused with forward-thinking creativity and focuses on the unique partnerships that drive ridership and recognition throughout the region.

As we look ahead, our work to grow the network's footprint continues, highlighted by an expansion into Warren County including a merger with Greater Glens Falls Transit (GGFT). We have been meeting with officials to get support for this initiative, while we assess the best paths for integration of their vehicles, finances and services. While our work on the street continues, we continue to connect with the community, providing service to support partners, or helping emergency situations. These are critical parts of who we are and what we do, fulfilling our mission to provide mobility solutions that connect the region's communities.

Thank you to our outstanding Board of Directors, our enthusiastic employees, and retirees—who are our most ardent supporters—our growing customer base and community partners for helping us achieve such historic heights. We could not do it without you, and we are excited for what's to come.

Cordially,

A handwritten signature in black ink that reads "Carm Basile". The signature is fluid and cursive, with a prominent dot over the 'i' in Basile.

Carm Basile
CDTA Chief Executive Officer



CDTA Provides Mobility Solutions that **Connect** the Region's Communities

The Capital District Transportation Authority provides mobility solutions that connect the Region's communities. This mission guides our work every day, ensuring our comprehensive network of services is financially sound, supportive of the surrounding community and flexible to changing conditions.

While CDTA vehicles currently travel across five counties that extend over 2,600 square miles, that footprint is expected to continue to grow over the next few years with the potential for further expansion in Warren County and the anticipated merger of Greater Glens Falls Transit. Most of our bus routes are concentrated in a 150-square mile urbanized area. More than 45,000 customer boardings take place each weekday on CDTA vehicles, while nearly one million people board trains at our Rensselaer Rail Station and Saratoga Springs Train Station facilities annually.

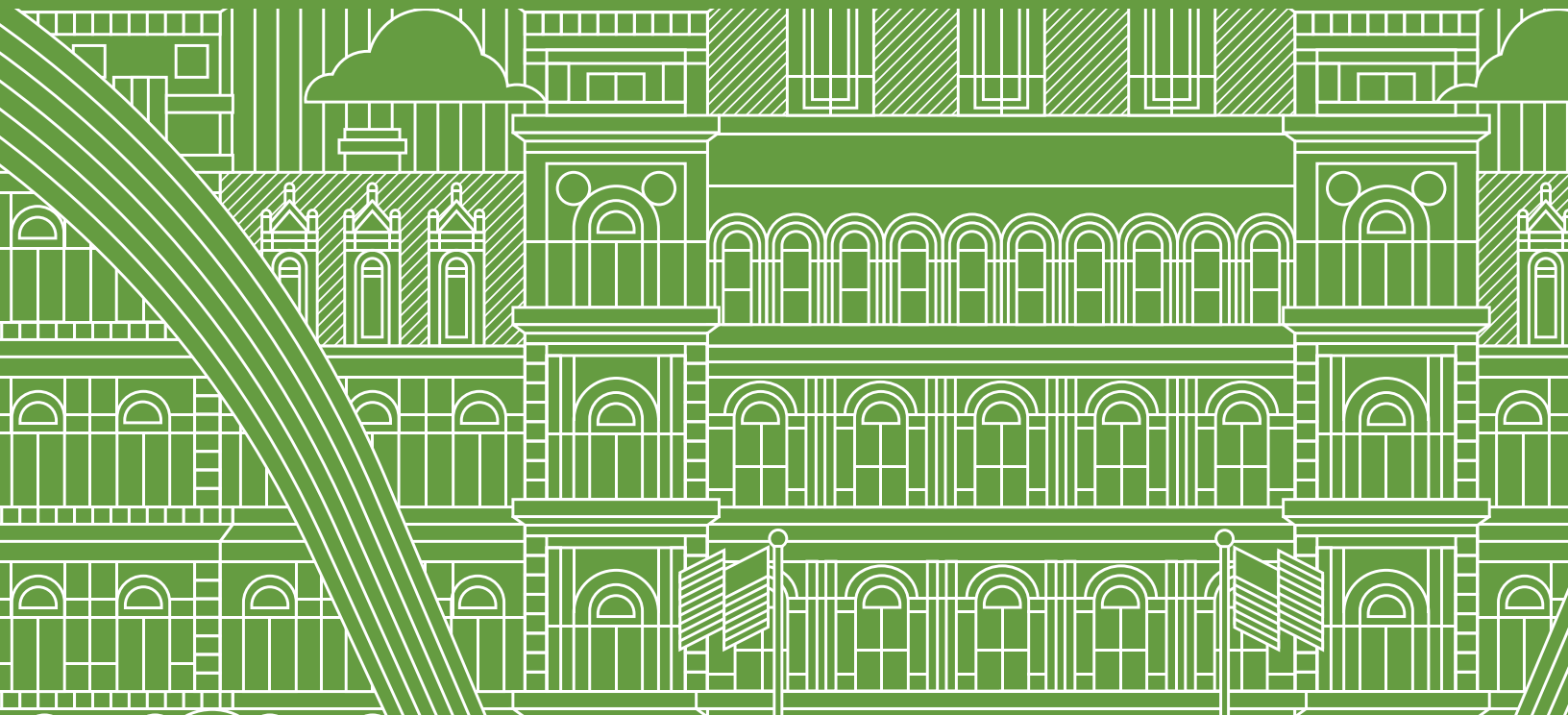
As transit advances and mobility options grow, customers expect their transit experience to be personalized, convenient, and efficient. This means being proactive to industry trends and dedicating resources to projects that will have greatest impact. This work will allow us to set new standards, grow our technical expertise, and foster innovative solutions that incorporate new service models and technologies to positively impact the customer experience.

CDTA works to accomplish this mission by:

- Continually identifying ways to increase transit ridership and revenue.
- Taking a leadership role to help shape regional growth and improve the transportation network.
- Balancing regional needs for social service, congestion relief and basic access.
- Delivering a range of services that satisfy a diverse market of customers.
- Developing innovative ways to attract and retain a high-quality workforce.
- Identifying appropriate funding sources to meet the region's transportation needs.



HISTORIC INVESTMENT & REGIONAL EXPANSION



CDTA celebrated several landmark moments over the past year in the drive to enhance regional economic development, while fulfilling our mission to connect people and communities. A handful of key partnerships make our fleet more sustainable while providing convenience when selecting transit options, which illustrates our efforts to optimize regional coverage and keep people connected.

The announcement in April 2022 of plans for a new regional mobility hub, supported by federal funding and the support of U.S. Senate Majority Leader Charles E. Schumer, was the culmination of years of advocacy. The groundbreaking ceremony, held at the future home of the Gateway Mobility Center in downtown Schenectady, highlighted a first-of-its-kind facility that will transform the Capital Region's transit services. The Center will increase access to transit routes, including CDTA's BusPlus Red Line BRT, creating a one stop shop for electric car sharing through *DRIVE*, and offer connections to CDPHP *Cycle!* bike sharing, while supporting CDTA's expansion of services into Montgomery County.

The project will also expand the park promenade and add pedestrian improvements along State Street and Church Street. The hub will feature three bus bays, heated sidewalks, and charging spaces for four electric vehicles, two of which will serve as *DRIVE* electric car sharing rental locations. There will be a CDPHP *Cycle!* bike rack along with intercity service provided by Greyhound and ADK Trailways to help customers stay connected. The project is estimated to cost \$5 million, with federal funding secured by Senator Schumer supporting 80% of the project. The new facility is being built in partnership with Schenectady Metroplex Development Authority, Schenectady County, City of Schenectady, and the SEAT Center.

As Senator Schumer sought to highlight the economic impact of reduced transit ridership due to COVID on the national level, it became clear that fighting to prioritize relief for Upstate New York transit agencies would best be supported by intelligent investment to enhance community access. The groundbreaking

of the Gateway Mobility Center was made possible by federal funding secured through both legislation and advocacy.

Reflecting on the project, Senator Schumer noted: "This epicenter for transportation will expand service, increase transit accessibility, accelerate the Capital Region's economic recovery, and put all our residents on the road to a brighter future."

*This epicenter for
transportation will...
put all our residents on the
road to a brighter future.*



As CDTA continues to build out its comprehensive transit network with an array of mobility options, the Gateway Mobility Center highlights forward-thinking that will allow customers to move quickly throughout the region, further emphasizing the connection between mobility and access to economic opportunity.

In addition to the funding that supported the Gateway Mobility Center, the bipartisan Infrastructure Investment & Jobs Law delivered support for CDTA to modernize its operations to better accommodate its growing electric fleet and infrastructure needs. This was celebrated with a visit from White House Infrastructure Coordinator Mitch Landrieu, U.S. Senator Kirsten Gillibrand, and Congressman Paul Tonko, alongside a slate of local elected officials in October of 2022. The funding will allow CDTA

to expand its fleet of electric buses, and further develop charging infrastructure capabilities to reduce emissions and help fight climate change.

Although advocacy and outreach never stops, CDTA's resurgence over the past year was truly unparalleled. Transit systems across New York State received increases in operating assistance alongside programs to fund electrification and facility enhancements. This was achieved by uniting key stakeholders around our mission—to provide mobility solutions that connect the Region's communities. The wheels are constantly in motion for CDTA to continue regional expansion, introduce new products, and serve customers with choices that make the Capital Region a better place to live, work, and play.

A FIRST IN 50 YEARS: WELCOME ABOARD, MONTGOMERY COUNTY!

In a year of milestones, CDTA expanded its geographic footprint for the first time as service launched in Montgomery County on August 28, 2022. This was welcome news for the residents of the City of Amsterdam, where the municipally operated bus service was discontinued in 2018, limiting access to the surrounding region. The Montgomery County service plan includes four intersected routes for easy transfers and frequencies designed to minimize wait times. Routes serve both commercial and residential areas, while incorporating the needs of the Amsterdam City School District.

The expansion includes service in and around the City of Amsterdam, with connections to Schenectady and the new Thruway Xpress service that connects people to Downtown Albany. This comes after extensive work to engage stakeholders in Montgomery County, to ensure adequate state funding, and to develop a service and community engagement plan. The expansion is supported by New York State and Governor Kathy Hochul with funding included in the FY22-23 budget.

“Making the greater Amsterdam area a part of the CDTA transportation network provides the residents of our city with a quality-of-life enhancement which will have dramatic and long-lasting benefits.”

— Amsterdam Mayor Michael Cinc quanti

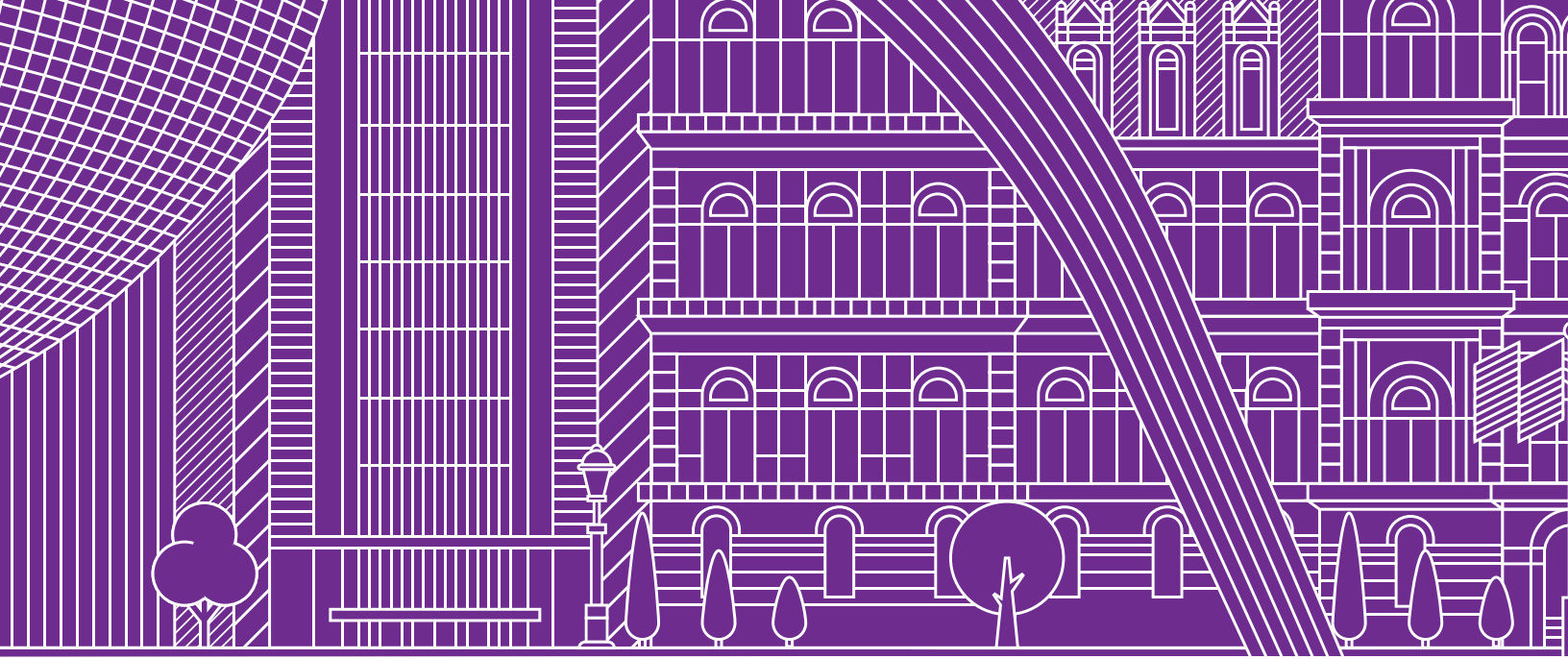


CDTA ELECTRIC BUS



ENHANCEMENTS AT HEADQUARTERS

A \$15 million expansion and renovation at the Albany garage was completed in July of 2022, featuring a 25,000 square foot addition, enhanced pedestrian infrastructure and expanded employee parking. The garage at CDTA headquarters now includes three in-ground articulated bus maintenance lifts and two new bus washers, both of which will help provide necessary resources for the Purple Line BRT service. Once the Purple Line is operational, over 40 miles of BRT operated by three distinct lines will provide roughly 10 million trips annually, making it the only high-capacity bus service of its kind in upstate New York.



A MOBILITY MENU FOR AN EVER-CHANGING LANDSCAPE



As we emerge from the COVID-19 pandemic, the way people commute and use public transit has changed. This shift has opened doors to new opportunities that make our transit network better and more progressive. We are poised to take CDTA to the next level and offer the people who live and work in our region better connections across a growing number of municipalities.

CDTA's success is driven by our ability to incorporate new mobility options that are useful to customers and engaging to our community. We continue to develop services including rail-like Bus Rapid Transit (BRT), while introducing micro-mobility products like CDPHP *Cycle!* bike sharing and *DRIVE* electric car sharing. These services attract new customers, develop partnerships, and serve as a cornerstone of what we do. The unprecedented growth of mobility programs shows how efforts to optimize regional coverage with a mix of efficient solutions ensures our communities have access to transit whenever and wherever they need it.

DRIVE car sharing, unveiled at the State of CDTA, offers a network of zero-emission vehicles to customers 24 hours a day, seven days a week. Following a short pilot and beta-testing phase, *DRIVE* officially hit the road in January of 2023, using a phased approach for rollout, which began with six locations in Albany County. Additional locations and upcoming phases will correspond with customer demand and development of regional charging infrastructure.

DRIVE provides one of the most self-sufficient transit choices available in the Capital Region. Customers 21 years of age or older with a valid driver's license and clean driving record can make reservation online, or by downloading the MioCar mobile app. Customers can book a vehicle anytime for just \$5 per hour along with a one-time \$20 application fee. Insurance, vehicle maintenance and roadside assistance are included in the hourly rate, along with 150 miles of driving before customers accrue a \$0.35 per additional mile charge.



...use of zero-emission vehicles cements the transit authority's commitment to environmental sustainability and climate action

The introduction of *DRIVE* to CDTA's menu of mobility options is revolutionary, and its positive impact has already been supported by sustainability advocates, elected officials, stakeholders, and customers alike. Heard at the launch was Assemblymember Patricia Fahy touting CDTA as an industry leader for its sustainable transit options: "Through continued innovation, CDTA's new car sharing initiative *DRIVE* will further expand and diversify the wide array of transit options offered to CDTA riders, while use of zero-emission vehicles cements the transit authority's commitment to environmental sustainability and climate action."

While the sustainability of electric car sharing is notable, the program also stands out for connecting people in a new way. The on-demand service model offers convenience and travel flexibility, while saving people time and money when compared to standard automobile ownership. As we look to the future, our plan is to foster growth by adding cars, expanding the geographic reach, and incorporating *DRIVE* into our Universal Access program, which is another example of the intersection of CDTA innovation and real-world solutions.

But perhaps the most recognizable micro-mobility program in the CDTA portfolio can be found in the bold green and purple CDPHP *Cycle!* bikes that cruise the Capital Region every Spring, Summer, and Fall. Season 6 of the program kicked off in May with new technology that allowed users to scan a QR code for a simpler and more seamless riding experience.

CDPHP *Cycle!* expanded its footprint into Watervliet and Menands along with a late season pilot in the City of Amsterdam. This growth is credited for driving ridership to a record-breaking total of more than 80,000 rides, easily surpassing the 70,000 rides taken during the 2021 season. Those new areas accounted for nearly 2,000 trips while the biggest increase in ridership this year came from Schenectady, which nearly doubled its total to more than 6,000 rides in 2022. This program is emblematic of CDTA's commitment to innovation and creativity, as it continues to grow year-over-year, through organic awareness and inclusion into Universal Access

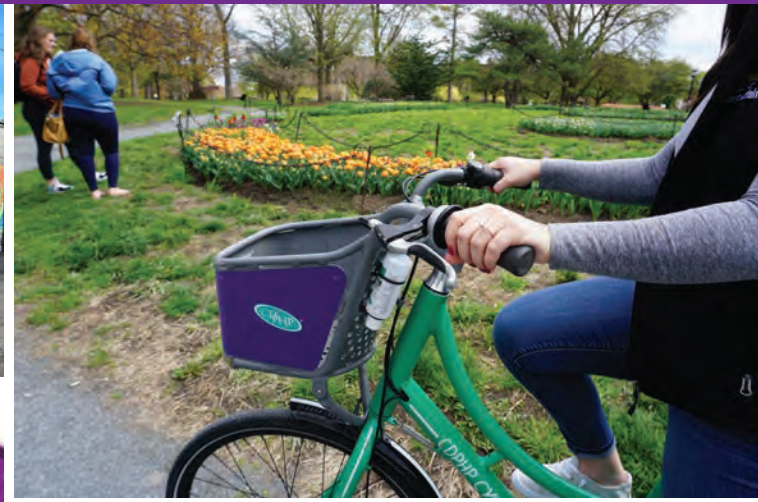
agreements, providing extra mobility that people want and need. We are excited to operate with a new vendor and the introduction of e-bikes in 2023, which will make the program even more convenient.

While restoring ridership has been challenging for many sectors of the workforce, it has been particularly tough for transit organizations looking for the return of customers that has not fully developed for almost three years. CDTA's commitment to innovation and change often tracks results on the core measurement of transit success—bus ridership. Spurred by an efficient network that emphasizes frequency, 40 miles of Bus Rapid Transit, Universal Access partnerships, and the menu of mobility products, ridership continues to increase, separating CDTA from the transit pack.

We have continued growing ridership, and by the end of the 2022 calendar year, CDTA ridership had returned to 90% of pre-pandemic levels. This recovery is fueled by our efficient route network and quality service, and is supported by our growing Universal Access program, which encourages ridership by employees and students. As we position CDTA for continued success, we strive to be better, more innovative, and essential to the communities we serve.



RIDES	80,300
MILES RIDDEN	128,600
MILLION CALORIES BURNED	5.1
POUNDS OF CARBON REDUCED	113,400
ACTIVE MEMBERS	28,000



A NEW HUE FOR BUS RAPID TRANSIT (BRT): PURPLE LINE NEARS COMPLETION

Construction on the third leg of our 40-mile Bus Rapid Transit network is underway. The BusPlus Purple Line will operate on an eight-mile corridor through the City of Albany along Washington and Western Avenues. Expected to be operational in late 2023, the Purple Line will connect downtown Albany with Crossgates Mall and the University of Albany's Uptown and Downtown campuses, giving customers fast and affordable access to many major destinations within the Capital Region.

Key updates for the project have been shared with the community through our new Capital Projects website (<https://projects.cdta.org>). In addition to updates on the Purple Line, community members can read about

a slew of municipal improvement projects CDTA is directing throughout the Capital Region, including the Red Line refresh of roadway and station upgrades, new Blue Line stations along the river corridor, and Purple Line improvements, like the creation of a roundabout near Crossgates Mall I-87 ramp. Work is also being completed on new dedicated bus lanes to access the Harriman Campus, as well as a one-mile dedicated bus lane that goes through the heart of the University at Albany campus. The Capital Projects website provides timely information, maps, and pictures to educate the public about how CDTA is continually driving the region forward.



FLEX-ING TOWARD THE FUTURE

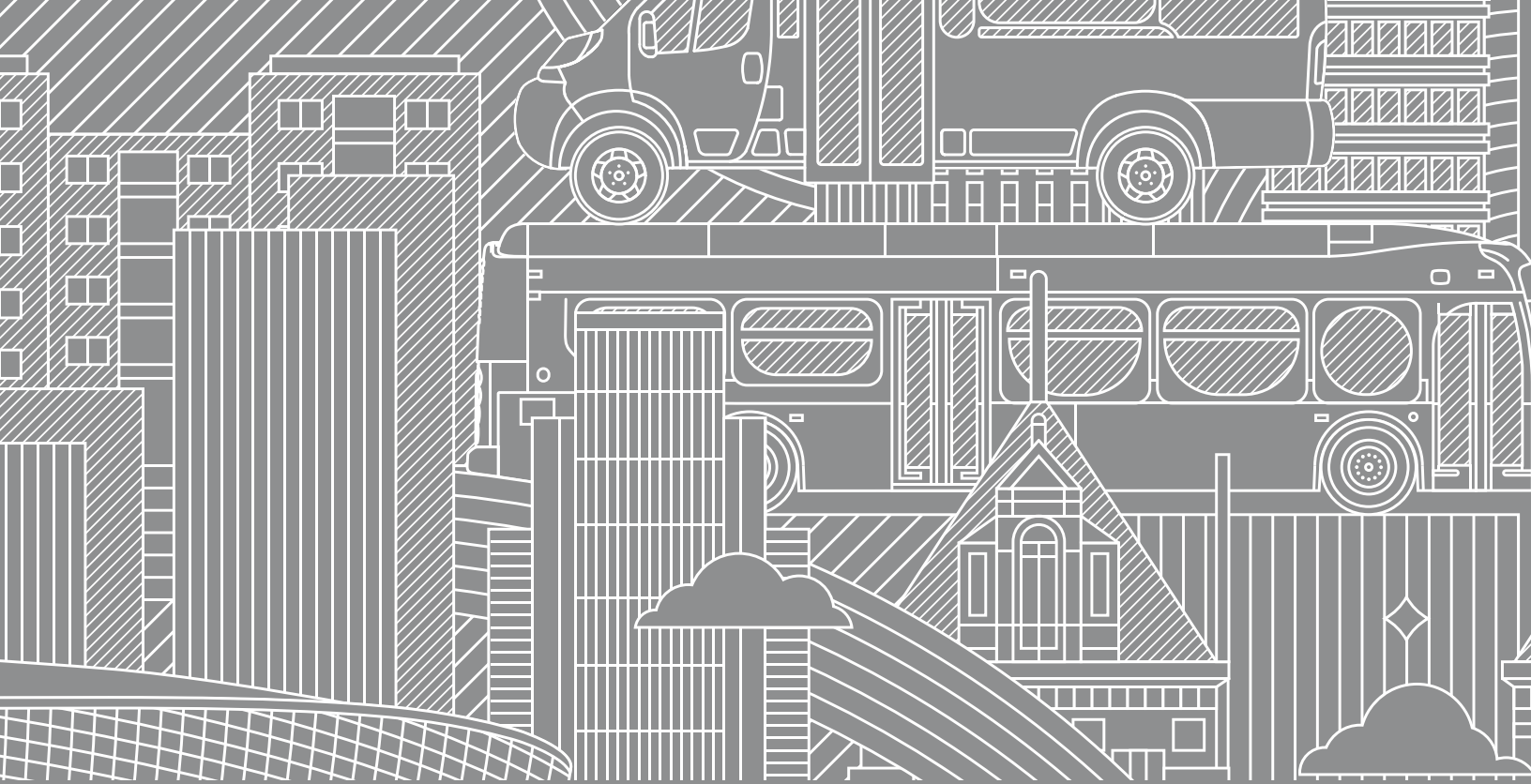
FLEX On Demand has been operating in a 16-square mile service area across Colonie, Guilderland, and Latham for three years, and expanded to include service in Southern Saratoga County across a nine-square mile service area in September 2021. *FLEX* On Demand offers customers variable routing that uses real-time matching of vehicle demand and supply. In addition, *FLEX* makes finding a ride easier than ever with the option of a mobile application reservation or a call-in booking to request rides delivered in a CDTA-operated, shared-use vehicle. Ridership has continued a steady climb with customer demand hitting a peak of nearly 300 rides per day, while efficiencies and wait-times are routinely evaluated by staff to ensure CDTA is offering the best possible service.



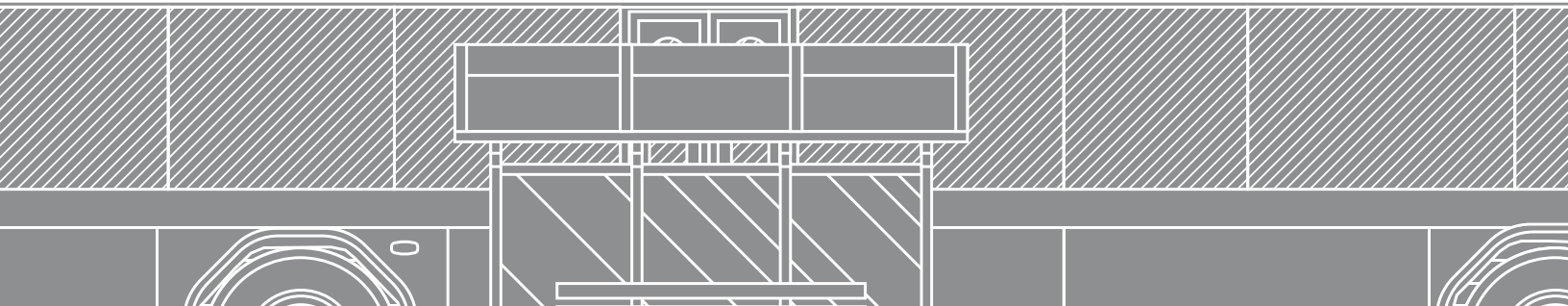
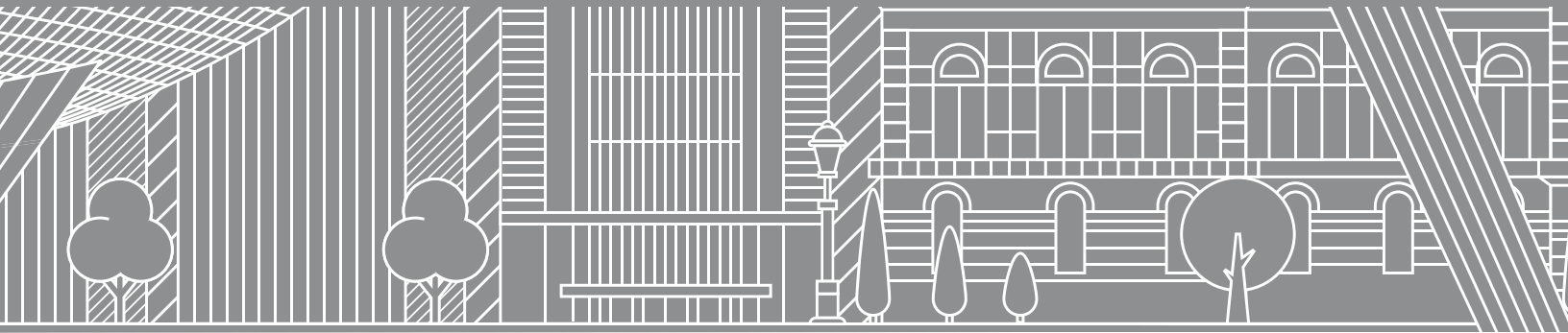
CELEBRATING 20 YEARS AT THE RENSSELAER RAIL STATION

In September of 2022, CDTA celebrated the 20th anniversary of the Rensselaer Rail station, the region's largest and ninth busiest station in the country. Since 2002, the rail station has served as the locomotive gateway for passengers traveling to and from the Capital Region. Serving close to one million people each year, the 80,000-square-foot facility is owned and operated by CDTA, while Amtrak operates the train, ticketing, and baggage service. CDTA also runs two bus routes to the rail station. In addition to celebrating a milestone anniversary, the Rensselaer Rail Station also welcomed the relocation of CDTA's Customer Service Center in 2022.





INNOVATIVE PARTNERSHIPS FOSTERING CONNECTIONS



We believe that providing an affordable mix of mobility solutions for customers has become even more vital, as workforce commute patterns shift and as consumer inflation reached record highs in 2022. While we are encouraged by ridership trends, our progressive plan to connect people with a variety of mobility options comes at a time when consumers are demanding more value. Our Universal Access program is creating growth and value across the Capital Region and beyond, serving as a conduit for community connections, a workforce recruitment and retention benefit, and strong customer value.

The goal of CDTA's Universal Access (UA) program is to help partners, big and small, make the lives of their employees and/or students easier. UA provides unlimited ridership opportunities to participants simply by swiping an employee ID or *Navigator* card. The access is paid for through a negotiated annual fee covered by the partner organization, and complimentary transportation access continues to be a strong incentive for attracting and retaining employees.

Each agreement is tailored to the specific needs of an organization, offering unlimited use for eligible students or employees across the CDTA network, and including products like *FLEX* On Demand and Bus Rapid Transit (BRT) lines, as well as CDPHP *Cycle!* bike sharing and more. The past year was one of exponential growth for the UA program, helping us achieve an unmatched ridership rebound on the heels of the COVID-19 pandemic.

In January 2022, we announced a Universal Access agreement with Schenectady County—one of the largest municipal partners, and first county partner, to date. The announcement highlighted the positive impacts of reducing employee fuel costs, alleviating stressful commutes, and avoiding parking costs in downtown Schenectady, where most county employees work. Additionally, the partnership allows for one unified account to better serve various county departments along with Universal Access for all employees.

Building on the growing UA momentum, the announcement of CDTA's expansion into Montgomery County was joined by a Universal Access partnership with the Greater Amsterdam School District, granting unlimited access to CDTA's expanded network for students and employees. Beginning in late August, all high school students were able to utilize the CDTA route network in the city of Amsterdam and beyond, welcoming aboard a new generation of customers. Additionally, the service guaranteed not only a ride to school, but also access to jobs and services, as well as a direct line to the greater Capital Region. For young people in Amsterdam, this UA partnership was transformative, and indicative of a larger plan to grow service, connect populations, and increase opportunity.

*This epicenter for
transportation will...
put all our residents on the
road to a brighter future.*

Similarly, reimagining the idea of Universal Access and expanding it to a particular geographic area was the premise behind a unique pilot program with the Downtown Albany Business Improvement District (BID).



Using the BID as the partner organization, CDTA opened Universal Access to over 175 hospitality industry, retail, and retail-related businesses within the Downtown BID's footprint. These small local businesses and eateries were still reeling from the effects of state-wide shutdown and change in consumer habits related to the COVID-19 pandemic.

The collaboration came together through efforts to connect with Albany BID Executive Director Georgette Steffens, who echoed the ongoing struggle of the BID-member businesses, saying: "We hear regularly from the owners of customer-facing businesses that staffing shortages prohibit them from expanding hours to serve the community, and this Universal Access program will provide stability for both the employee and employer with free, reliable transportation to work."

The pilot program is expected to last for one year and has already made a positive impact on employers looking to attract and retain talent in downtown. The immediate success of the Downtown BID program led to discussions with other member-based organizations, including The Blake Annex,

a co-working space for non-profits powered by the United Way. In October of 2022, CDTA announced a universal access agreement with The Blake Annex, which houses 23 organizations and 135 employees serving the Capital Region. In announcing the partnership, Johonna Uber—a DOJ accredited representative at USCRI located at The Blake Annex— noted the impact of the program not just on her work, but on her quality of life, saying: "As a non-profit professional, I'm grateful to no longer have to worry about the cost of getting around town, which will allow me to focus more energy on USCRI's mission of assisting new members of our community."

To date, more than 30 Capital Region schools, businesses, hospitals and non-profits are a part of CDTA's Universal Access program, and this growth will continue throughout 2023, making Universal Access a pillar of strength in CDTA's regional mobility portfolio.





GROWING A DIGITAL COMMUNITY

CDTA uses social media to listen to the community, making it possible to understand, respond to, and build upon what they need. Analyzing comments, re-posts, likes and feedback, gives us a better understanding of our customer base and what we can improve upon both immediately and long term. Our social media audience has grown each quarter of 2022, across all three platforms of Facebook, Instagram, and Twitter, creating an active online community to engage with and to reinforce our mission. Perhaps one of the best examples of this content strategy can be found in the creation of the “*Mobility Minute*” concept, which debuted in early 2022. The educational video series stars one of CDTA’s Travel Trainers who breaks down topics like route numbering and frequently asked questions into catchy video clips spanning one minute or less.

In addition to the “*Mobility Minute*,” the content that stands out the most in our digital community focuses on the people of CDTA. During targeted outreach highlighting the CDTA workforce, we are proud to showcase the faces the public sees each and every day, as well as those behind the scenes. Our employees are one of our most valuable resources in social media content, as evidenced by top performing posts, and we intend to continue to grow this connection on the road ahead.

WELCOME TO THE FAMILY: CDTA WORKFORCE BOLSTERED BY NEW RECRUITS

As we look toward 2023 and beyond, the reality of employment levels plays into every discussion. Challenges with hiring and retention first seen during the COVID-19 pandemic remain as a national trend across public transit industries. Bus operator unavailability can cause delays and issues that impact the lives of our customers, however, CDTA's Department of Human Resources staff continues to identify new ways to recruit and train employees as we align resources to demand.

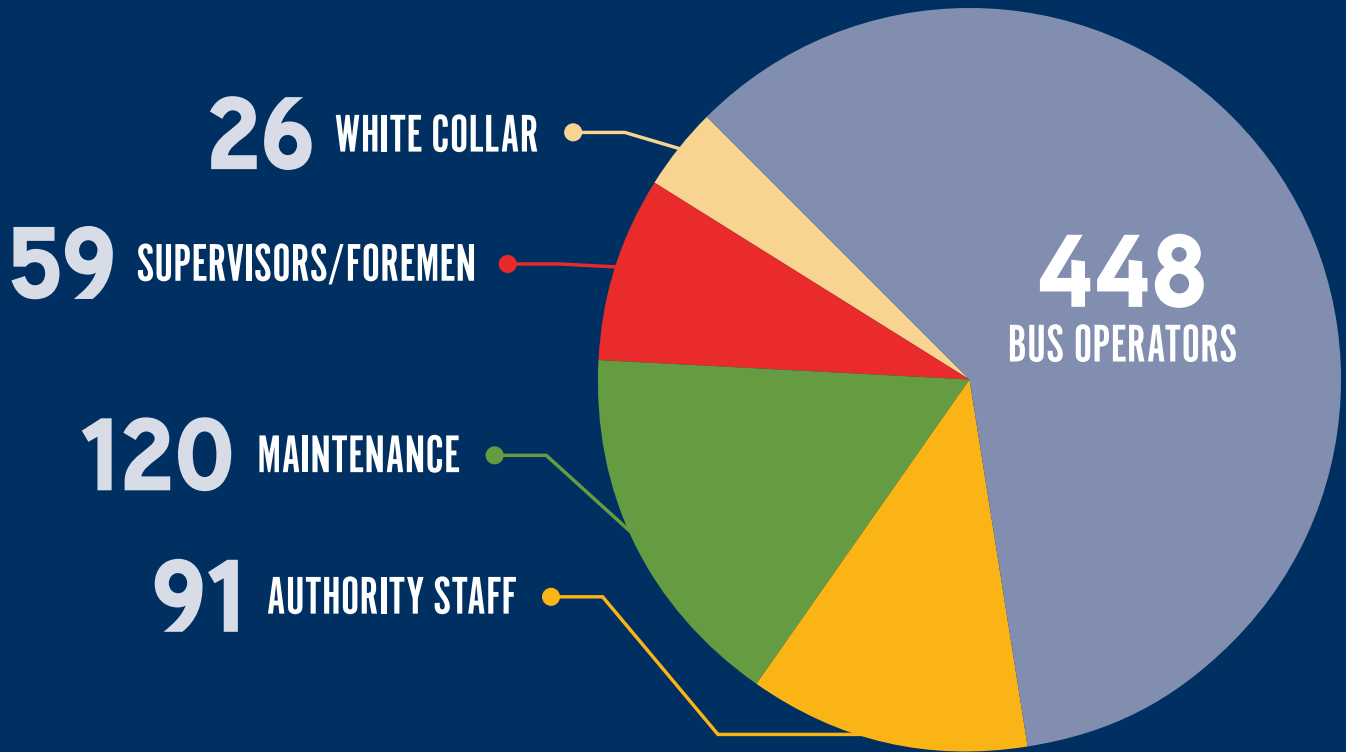
Several in-person recruitment events were held throughout the year, including an open house setting where attendees were invited to test drive a bus and ask interactive questions about a career with CDTA. In addition, a campaign was created to attract new talent, featuring a call to "Be a Hero and Drive for CDTA!" The superhero themed artwork was featured

on digital ads and print ads, as well as a bus wrap, encouraging people to answer the call to connect Capital Region communities. Through these combined efforts, almost 90 operators were added to the team in the past year.

Despite these staffing challenges, our historic expansion and unparalleled service simply would not be possible without our outstanding workforce. 750 employees continually drive CDTA forward—650 of which are frontline workers, driving buses, fixing buses, overseeing operations, and monitoring services to make sure we are supporting the communities we serve. We are fortunate to have a dedicated workforce that comes together as many hands working toward one mission, the effects of which are felt throughout the community.



CDTA DEMOGRAPHICS



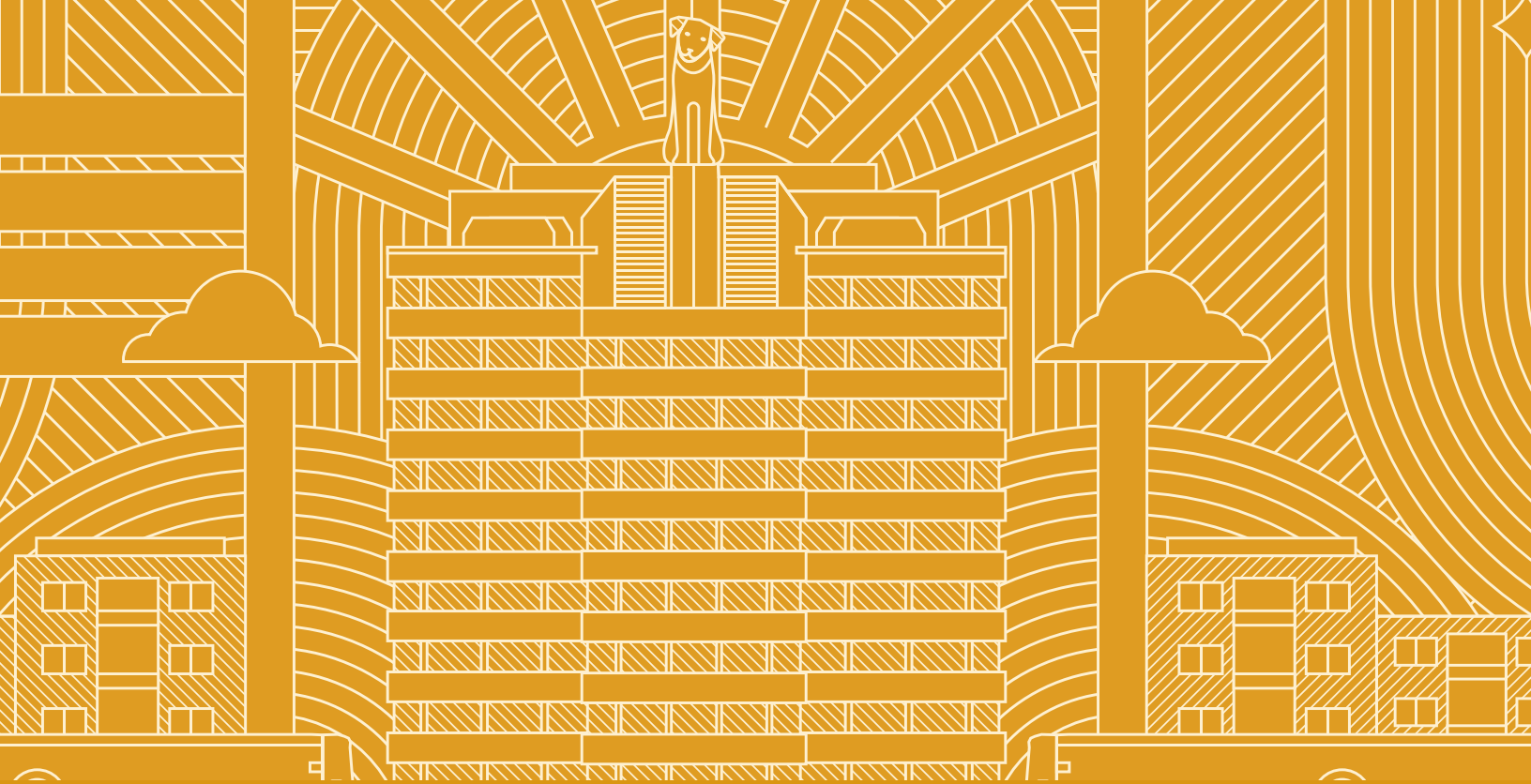
34%

OF OUR WORKFORCE
IS FEMALE

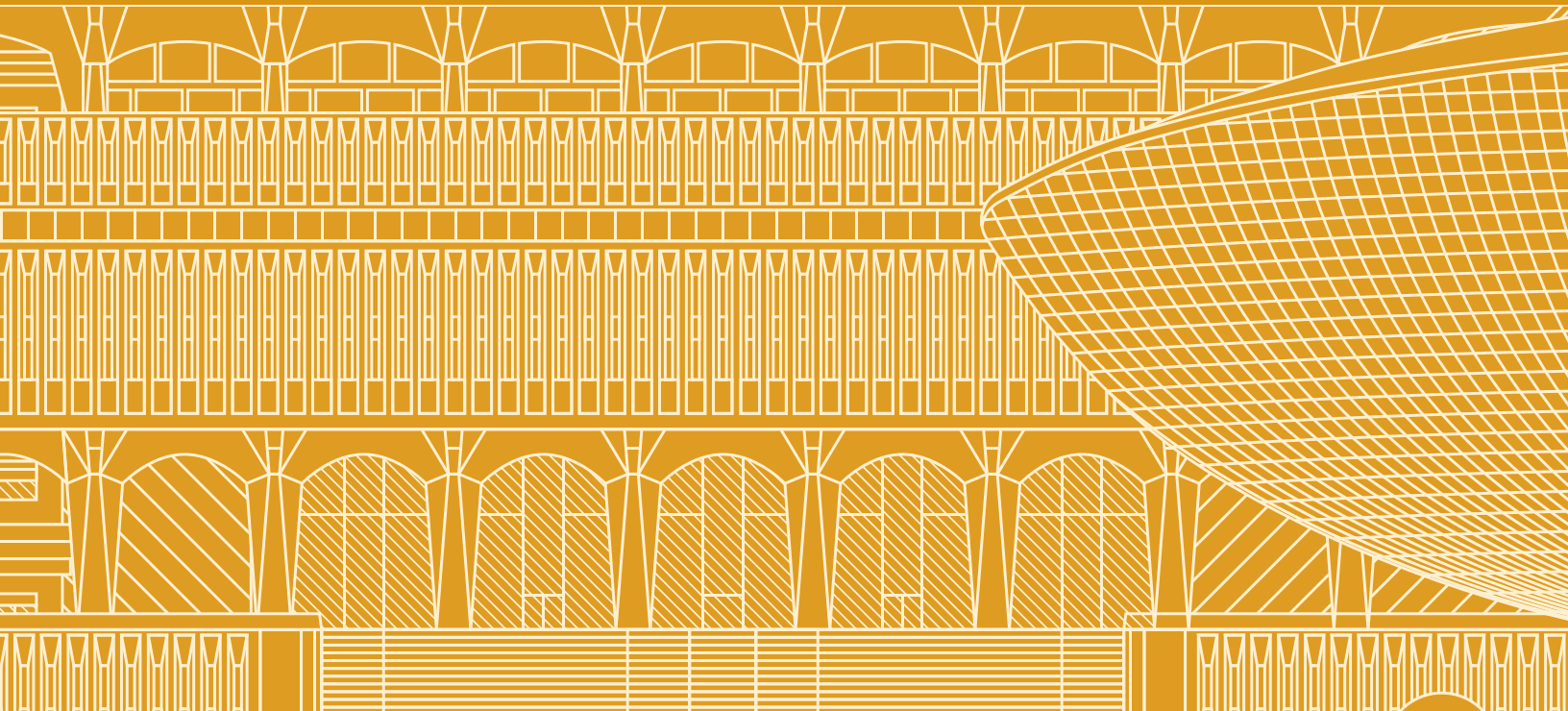


66%

OF OUR WORKFORCE
IS MALE



CONNECTING COMMUNITIES IN COLORFUL WAYS



As our work in the community advances, we are routinely being called on for assistance with public events and providing service to support partnerships. This is a critical part of who we are and what we do, with our constant community presence serving as a visual reminder of our mission. But this work also includes reimagining different ways to fulfill that promise and build upon it; take for example the Nature Bus. The program began as a pilot in in 2021, working alongside local project partners like the Mohawk Hudson Land Conservancy, New York State Department of Environmental Conservation, State Office of Parks, Recreation, and Historic Preservation, and other organizations and was designed to connect urban residents with natural spaces they might not otherwise experience. The program was a success, with public demand increasing alongside program advocacy.

As the program grew into a second season, new locations—including the Albany Pine Bush, Six Mile Water Works, and MHLIC’s Trail at the Bender Melon Farm Preserve—gave residents new places to explore and connect with nature. The service featured a rotating schedule of stops geared towards programming offered at sites, as well as ensuring that all locations are free, open to the public, and easy-to-navigate. Changes to the program accounted for a 30% increase in ridership for the second year, with more than 1,200 residents using the service over its 18-week run. With plans already underway for a 2023 Nature Bus, CDTA solicited public feedback for expanding the program yet again, and we look forward to the experiences the next year will bring.

Building on that focus to help customers connect to new experiences, CDTA partnered with the New York Racing Association (NYRA) for a Saratoga Breakfast & Breeding Farm tour during the summer season at the race course. Attendees enjoyed breakfast overlooking the track during morning training sessions, followed by a picturesque ride on a CDTA trolley to the Old Tavern Farm on Saratoga Lake for a behind-the-scenes peek at world-class thoroughbreds. The program sold out quickly and

was an exciting addition to the summer tourism industry at Saratoga Race Course, which has an economic impact of nearly \$240 million each year.

As we look to the future, we anticipate...new ways for tourists to experience New York’s Capital City

CDTA trolleys also helped to connect history buffs with an exciting tour of the Empire State Plaza. The “Ride the Plaza” tours ran from June through August, allowing attendees to enjoy local landmarks, architecture, art, memorials, and history that downtown Albany has to offer. This unique partnership with the New York State Office of General Services (NYS OGS) included knowledgeable tour guides, ready to answer questions and narrate the rich history of our region. As we look to the future, we anticipate this partnership with NYS OGS will provide new ways for tourists to experience New York’s Capital City, and we look forward to connecting them with history, culture, and more, serving as a connection to the region, and a conduit to positive economic impact.



PULLING FOR PINK AT HEADQUARTERS

For the seventh consecutive year, CDTA was proud to team up with the American Cancer Society to support breast cancer awareness through the *Real Men Wear Pink* campaign. As part of this initiative, the Capital Region community saw our iconic pink buses hitting the streets in support of breast cancer research. Additionally, the community came together to support our fundraising efforts at the Annual Pink Bus Pull, where teams of eight people worked together to test their strength and race the clock pulling a 30,000-pound, pink bus 30 feet. The Albany Fire Department was crowned as the 2022 event champions, with the Albany Department of General Services coming in second place, and Colonie Police Department in third. More than \$5,000 was raised at the event, giving back to the community we are so proud to serve.



GOING GREEN IN THE COLLAR CITY

In celebration of Earth Day, CDTA joined Troy Mayor Patrick Madden and Rosenblum Development to highlight green initiatives in the City of Troy. While Rosenblum Development detailed recycling support initiatives, a new rooftop solar system, and geothermal heating and cooling, CDTA unveiled its new “green” BRT station at Congress and Fourth streets. The station is a first of its kind in the CDTA system and includes space on top of the shelter for planting greenery, solar panels, and a solar-powered compacting trash receptacle. The event helped to raise awareness for sustainable living practices and was another step forward for CDTA to promote sustainability throughout the region. Electric buses, CDPHP *Cycle!*, and *DRIVE* electric car sharing are some of the other ways CDTA is making its mobility menu greener, cleaner, and more accessible to the community.





MARCH 2022



TROOPER TRANSPORT

It was an honor to transport 227 New York State Trooper recruits to the Albany Capital Center for their graduation. Good luck to all!

JUNE 2022



DRIVING OUT ALZHEIMER'S

From June 14–June 17, CDTA employees wore “End Alz” purple t-shirts to recognize Alzheimer’s and Brain Awareness Month.

SEPTEMBER 2022



GREEN THE FLEET

We were proud to showcase our electric fleet vehicles and knowledgeable staff at the “Get There Green” event hosted by the New York State Department of Transportation.

MAY 2022



STUFF THE BUS

CDTA teamed up with The United Way to stuff a bus at the Community Baby Shower drive at Crossgates Mall as part of 518 Day!



RIDE WITH PRIDE

Team CDTA decorated a trolley and joined in the celebration at the Capital Region Pride Parade on June 12.

NOVEMBER 2022



SALUTING LOCAL VETERANS

CDTA employees who served in the military joined the United Military Affairs Council at the 12th Annual “To Honor and Serve” veterans breakfast in Schenectady.

DECEMBER 2022



READY. SET. GLOW!

The CDTA trolley transported patrons for the Troy Glow Public Art Light Festival in December, featuring beautiful outdoor light-based art created by regional artists.

JANUARY 2023



DRIVING EDUCATION FORWARD

We welcomed students from Goff Middle School’s eighth grade career and technical education class to learn all about CDTA and take a tour of headquarters.



SPREADING HOLIDAY CHEER

CDTA was delighted to participate in the 53rd annual Holiday Parade in Schenectady, where an all-electric bus and trolley decorated as Rudolph led the parade.



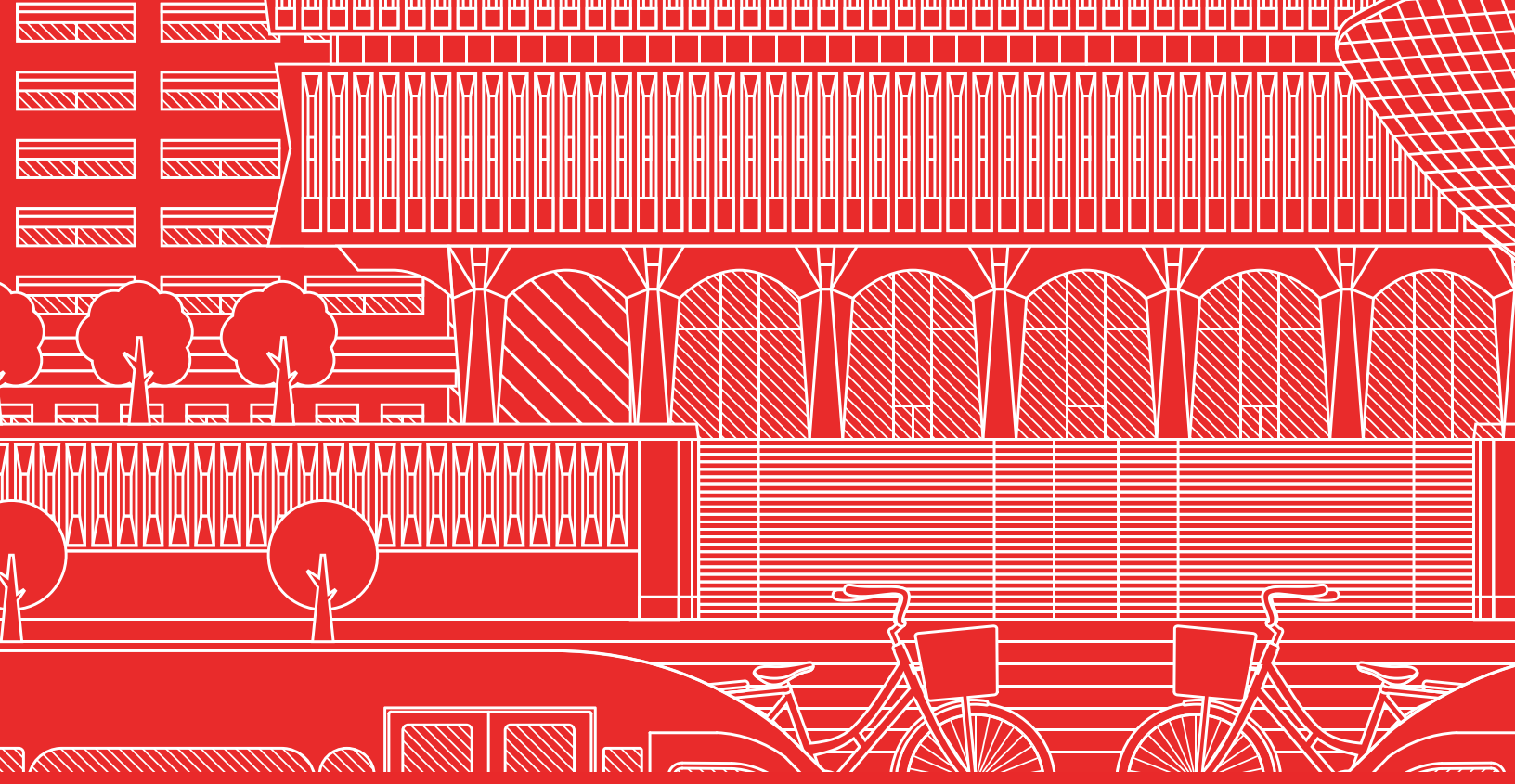
NO BONES ABOUT IT

Our Schenectady Division spread holiday cheer at the Animal Protective Foundation pet supply drive in Glenville.



SUPPORTING WINTER SPORTS

We were proud to provide transportation assistance at the 2023 FISU Winter World University Games in Lake Placid. This event brings together more than 1,000 student-athletes, making it the world’s largest university winter multi-sport competition.



FINANCIALS & THE ROAD AHEAD



CAPITAL DISTRICT TRANSPORTATION AUTHORITY

FY2023 FINAL OPERATING BUDGET

Revenue Item	FY 2022 Budget	FY 2023 Budget	
Mortgage Tax	\$11,250,000	\$12,550,000	12%
Customer Revenue	\$8,469,000	\$14,569,000	72%
Advertising	\$1,292,500	\$1,392,500	8%
RRS and Facilities Income	\$912,908	\$1,912,908	110%
Other	\$108,500	\$158,500	46%
Federal Assistance	\$35,773,269	\$29,905,923	-16%
State Operating Assistance	\$41,108,000	\$51,636,600	26%
State Operating Assistance - NX	\$400,000	\$400,000	0%
County Assistance	\$1,917,000	\$1,917,000	0%
Grants	\$2,978,715	\$1,805,786	-39%
Total Revenue	\$104,209,892	\$116,248,217	12%
<hr/>			
Expense Item	FY 2022 Budget	FY 2023 Budget	
Wages	\$52,645,356	\$57,546,254	9%
FICA	\$3,722,434	\$3,962,750	6%
Health Benefits	\$10,970,892	\$12,050,871	10%
Workers' Comp	\$2,848,725	\$2,986,718	5%
Other Benefits	\$4,449,931	\$4,865,487	9%
Professional Services	\$4,189,745	\$4,709,745	12%
Materials and Supplies	\$1,836,346	\$1,994,023	9%
Miscellaneous	\$736,853	\$786,853	7%
Maintenance Services	\$3,115,258	\$3,365,258	8%
Purchased Transportation	\$6,665,359	\$9,343,094	40%
Utilities	\$1,031,220	\$1,430,220	39%
Fuel	\$5,411,270	\$5,847,249	8%
Parts Tires Oil	\$5,243,775	\$5,968,775	14%
General Insurance	\$963,853	\$1,012,046	5%
Claims	\$378,875	\$378,875	0%
Total Expenses	\$104,209,892	\$116,248,217	12%
<hr/>			
Revenue over Expense	\$0	\$0	0%

BUDGET IN BRIEF

CDTA's Operating Budget for Fiscal Year 2023 (FY2023) is balanced with revenue and expenses equaling \$114 million. This budget supports our expansion into Montgomery County with continued growth of our mobility services and complements our strong transit network that is seeing ridership steadily increase. The operating budget will increase by \$10 million from last year. We anticipate increases in materials as the global supply chain continues to affect pricing along with a growing purchased transportation program.

Major expense lines in the FY2023 budget are wages, benefits, maintenance, fuel, purchased transportation and supplies. Wages and benefits still make up most of the expenses for the organization, which are tied to the amount of service we operate.

Our growing menu of mobility products have spurred our Universal Access program forward as more partners take advantage of these flexible options to serve their communities. We anticipate our BRT network growing over the next year, as we begin the final phase of implementation on the Purple Line spanning the Washington/Western Avenue corridor which will be the capstone of our 40-mile network of Bus Rapid Transit.

We are pushing ahead with a five-year capital plan that totals \$329 million to support a vision of transformational projects to further diversify our service network. Capital expenses for FY2023 total \$34 million covering a variety of transformative projects to move our progressive transit network forward.

The FY2023 budget includes revenue from customer fares and universal access contracts, mortgage recording tax, federal and state funding. We are seeing revenues rebound across a variety of operational categories and supported by continued investment from New York State and the federal government. 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.



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 support expansion plans with personnel, infrastructure, and vehicles. This will also enhance our mobility services as we introduce electric car

sharing and expand bike sharing through the CDPHP *Cycle!* program. We are budgeting for a slowdown in Mortgage Recording Tax (MRT) receipts, which hit record levels last fiscal year.

Revenue Item	FY 2022	FY 2023
Federal Assistance	\$38,751,984	\$31,711,709
State Assistance	\$41,508,000	\$52,036,600
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	\$116,248,217

EXPENSE OVERVIEW

More than 70% of our expenses are related to wages and benefits, directed towards employees who operate and maintain equipment for our customers. With our expansion into 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 also requires additional materials, so there is nearly a 14% increase on parts, tires, and oil.

Expense Item	FY 2022	FY 2023
Wages	\$52,645,356	\$57,546,254
Benefits	\$21,991,982	\$23,865,826
Supplies & Services	\$9,878,202	\$10,855,879
Purchased Transportation	\$6,665,359	\$9,343,094
Fuel & Parts	\$10,655,045	\$11,816,024
Other	\$2,373,948	\$2,821,141
Total Revenue	\$104,209,892	\$116,248,218

CAPITAL PLAN

Capital projects focus on safety improvements throughout our system or to replace assets that exceed 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 \$20 million

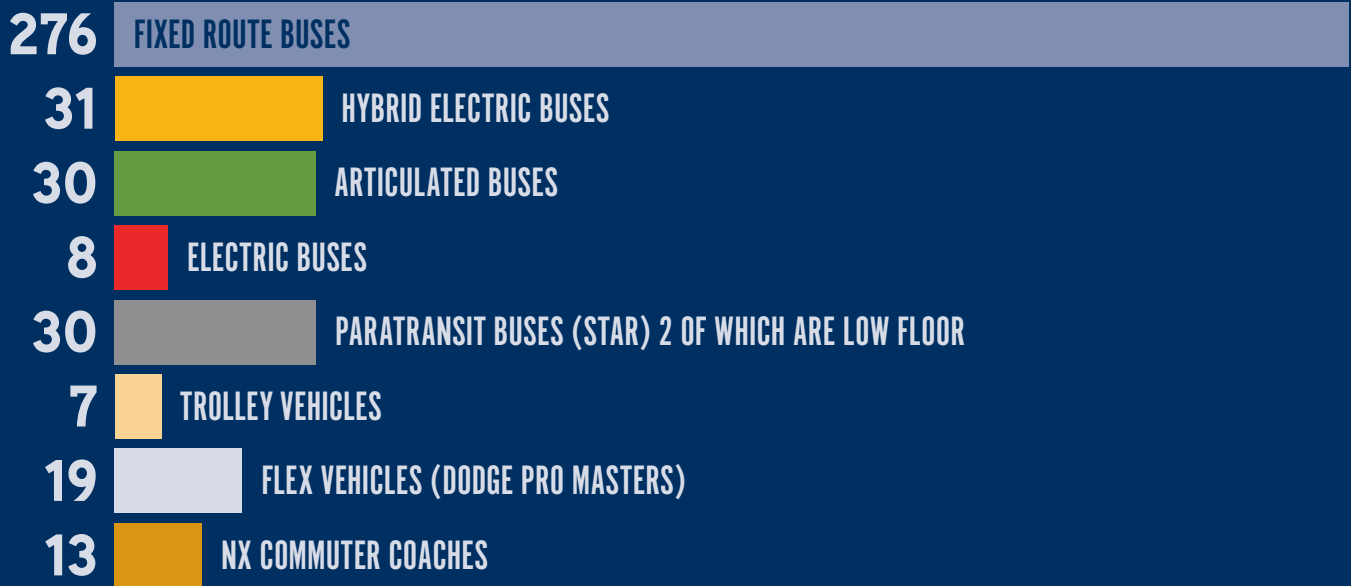
for new Gillig buses, new STAR vehicles, and new *FLEX* vehicles along with our remaining bus lease payments. The plan also includes several facility projects, IT infrastructure and facility maintenance, along with money to fund upgrades to the Red Line BRT.

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	Operating	\$300,000
Car Share	Operating	\$250,000
Marketing iRide	Operating	\$250,000
E-Scooter Pilot Program	Operating	\$250,000
CDPHP <i>Cycle!</i>	Operating	\$250,000
Mid-Sized Infrastructure	Planning	\$300,000
Bus Lane Feasibility Study	Planning	\$120,000
BRT Expansion study(Yellow/Green/Orange Lines)	Planning	\$350,000
Red Line Upgrade	Planning	\$6,792,000
Downtown Amsterdam Mobility Hub Planning & Design	Planning	\$250,000
Advance Design of Downtown Albany Bus Lanes	Planning	\$250,000
Red Line Vehicle Replacement	Rolling Stock	\$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
Total Expense		\$34,057,000

CDTA BY THE NUMBERS



MEET THE FLEET



INDEPENDENT AUDITORS' REPORT

The Board of Directors
Capital District Transportation Authority

Report on the Audit of the Financial Statements

Opinion

We have audited the balance sheets of Capital District Transportation Authority (the Authority) (a component unit of the State of New York), a business type activity, as of March 31, 2023 and 2022, and the related statements of revenues, expenses, and changes in net position, and cash flows for the years then ended and the related notes to the financial statements.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of March 31, 2023 and 2022, and the changes in financial position for the years then ended in accordance with accounting principles generally accepted in the United States of America (GAAP).

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditors' Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with GAAP and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for one year beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control related matters that we identified during the audit.

Change in Accounting Principle

As described in Note 3 to the financial statements, the Authority adopted GASB Statement No. 87, Leases, in 2023. Our opinion is not modified with respect to this matter.

Required Supplementary Information

GAAP requires that management's discussion and analysis and other required supplementary information, as listed in the table of contents, be presented to supplement the financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquires of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the financial statements, and other knowledge we obtained during our audit of the financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated May 24, 2023 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

May 24, 2023

CAPITAL DISTRICT TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

Balance Sheets

March 31,	2023	(As Restated) 2022
Assets		
Current assets:		
Cash	\$ 23,115,280	\$ 10,042,092
Investments	47,112,400	23,834,232
Government grants receivable	33,324,625	22,035,327
Lease receivable	422,816	383,727
Other receivables and prepaid expenses	4,394,782	4,304,607
Materials, parts, and supplies, net	5,291,574	5,124,858
Net pension asset	2,045,372	
	<u>115,706,849</u>	<u>65,724,843</u>
Noncurrent assets:		
Lease receivable	5,698,006	6,120,822
Capital assets, net (Note 5)	156,907,960	133,515,341
	<u>162,605,966</u>	<u>139,636,163</u>
Total assets	<u>278,312,815</u>	<u>205,361,006</u>
Deferred outflows of resources:		
Deferred outflows of resources related to pensions	4,403,268	5,680,235
Deferred outflows of resources related to OPEB	12,022,874	14,832,009
Total assets and deferred outflows of resources	<u>\$ 294,738,957</u>	<u>\$ 225,873,250</u>
Liabilities		
Current liabilities:		
Accounts payable and accrued expenses	\$ 11,020,387	\$ 9,253,499
Current portion of lease liability	1,972,372	745,045
Unearned passenger revenue	3,036,388	2,975,895
	<u>16,029,147</u>	<u>12,974,439</u>
Noncurrent liabilities:		
Lease liability	11,685,098	762,505
Estimated provision for claims and settlements	10,353,900	9,964,400
Net pension liability	-	23,844
Total OPEB liability	66,724,317	83,355,200
	<u>88,763,315</u>	<u>94,105,949</u>
Total liabilities	<u>104,792,462</u>	<u>107,080,388</u>
Deferred inflows of resources:		
Deferred inflows of resources related to leases	6,120,822	6,504,549
Deferred inflows of resources related to pensions	7,245,814	7,188,915
Deferred inflows of resources related to OPEB	44,999,278	33,307,240
Total deferred inflows of resources	<u>58,365,914</u>	<u>47,000,704</u>
Net position:		
Net investment in capital assets	143,250,490	132,007,791
Unrestricted	(11,669,909)	(60,215,633)
Total net position	<u>131,580,581</u>	<u>71,792,158</u>
Total liabilities, deferred inflows of resources, and net position	<u>\$ 294,738,957</u>	<u>\$ 225,873,250</u>

See accompanying notes.

CAPITAL DISTRICT TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

Statements of Revenues, Expenses, and Changes in Net Position

For the years ended March 31,	2023	2022
Operating revenues:		
Passenger fares	\$ 18,710,088	\$ 14,543,906
Access Transit	650,359	427,584
Advertising	1,810,050	1,550,590
Rail station parking and rentals	2,745,829	1,974,121
Total operating revenues	23,916,326	18,496,201
Operating expenses:		
Salaries and wages	55,627,635	53,271,900
Payroll taxes and employee benefits	14,732,093	15,078,306
Pension costs	2,695,793	3,154,479
Other postemployment benefits	584,222	4,113,976
Maintenance	10,692,642	9,351,280
Transportation	37,044,905	31,544,154
Ridership information	1,106,117	1,051,232
Insurance, claims, and settlements	1,834,752	1,511,172
Utilities	1,474,662	1,223,786
Other	7,255,786	5,504,512
Total operating expenses before depreciation and amortization	133,048,607	125,804,797
Operating loss before depreciation and amortization	(109,132,281)	(107,308,596)
Depreciation and amortization	(17,772,856)	(16,840,360)
Operating loss	(126,905,137)	(124,148,956)
Non-operating revenues:		
Federal operating assistance	89,398,631	47,037,300
State and local government funding	59,309,720	47,984,882
Mortgage recording tax	14,491,500	17,460,845
Investment income (loss)	589,978	(412,608)
Other non operating revenues, net	519,247	31,099
Total non-operating revenues	164,309,076	112,101,518
Changes in net position before capital contributions	37,403,939	(12,047,438)
Capital contributions	22,384,484	20,561,880
Changes in net position	59,788,423	8,514,442
Net position - beginning of year	71,792,158	63,277,716
Net position - end of year	\$ 131,580,581	\$ 71,792,158

See accompanying notes.

CAPITAL DISTRICT TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

Statements of Cash Flows

For the years ended March 31,	2023	(As Restated) 2022
Operating activities:		
Cash received from passengers	\$ 18,680,406	\$ 15,759,479
Cash payments to suppliers for goods and services	(57,723,950)	(50,532,262)
Cash payments to employees for salaries and benefits	(76,115,303)	(74,254,364)
Other operating revenues received	5,206,238	3,952,295
Net operating activities	(109,952,609)	(105,074,852)
Non-capital financing activities:		
Operating assistance, governmental funding, and mortgage recording tax received	151,910,553	103,631,033
Other non operating revenues	715,655	98,875
Net non-capital financing activities	152,626,208	103,729,908
Capital and related financing activities:		
Proceeds from sales of capital assets	29,237	17,890
Acquisition of capital assets	(41,279,454)	(16,988,308)
Payments for interest	(196,408)	(67,776)
Capital contributed under grants	22,384,484	20,561,880
Proceeds from issuance of leases	13,500,000	
Lease payments	(1,350,080)	(1,626,954)
Net capital and related financing activities	(6,912,221)	1,896,732
Investing activities:		
Interest received on investments	999,926	64,114
Proceeds from sales and maturities of investments	33,997,006	23,506,035
Purchases of investments	(57,685,122)	(30,878,302)
Net investing activities	(22,688,190)	(7,308,153)
Net change in cash	13,073,188	(6,756,365)
Cash beginning of year	10,042,092	16,798,457
Cash end of year	\$ 23,115,280	\$ 10,042,092
Reconciliation of operating loss to net cash used for operating activities:		
Operating loss	\$ (126,905,137)	\$ (124,148,956)
Adjustments to reconcile operating loss to net cash used for operating activities:		
Depreciation	17,772,856	16,840,360
Net pension activity	(735,350)	(424,784)
Other postemployment benefits	(2,129,710)	1,766,681
Loss (gain) on disposal of capital assets	84,742	(11,816)
Changes in assets and liabilities:		
Other receivables and prepaid expenses	(90,175)	(184,621)
Materials, parts, and supplies	(166,716)	(464,839)
Accounts payable and accrued expenses	1,766,888	130,529
Unearned passenger revenue	60,493	1,400,194
Estimated provision for claims and settlements	389,500	22,400
Net cash used for operating activities	\$ (109,952,609)	\$ (105,074,852)

See accompanying notes.



LEADERSHIP

Board of Directors

Jayne B. Lahut

Chairman, Represents Schenectady County

Michael J. Criscione

Vice-Chairman, Represents Albany County

Georgeanna M. Nugent

Treasurer, Represents Saratoga County

Joseph M. Spairana, Jr.

Secretary, Represents Rensselaer County

David M. Stackrow

Represents Rensselaer County

Denise A. Figueroa

Represents Albany County

Jaelyn L. Falotico

Represents Schenectady County

Peter D. Wohl

Represents Saratoga County

Daniel C. Lynch, Esq.

Represents Albany County

Patrick M. Lance, Sr.

Represents Labor

(Non-Voting Union Member)

Senior Leadership

Carm Basile

Chief Executive Officer

Amanda A. Avery

General Counsel

Michael P. Collins

Vice President of Finance & Administration

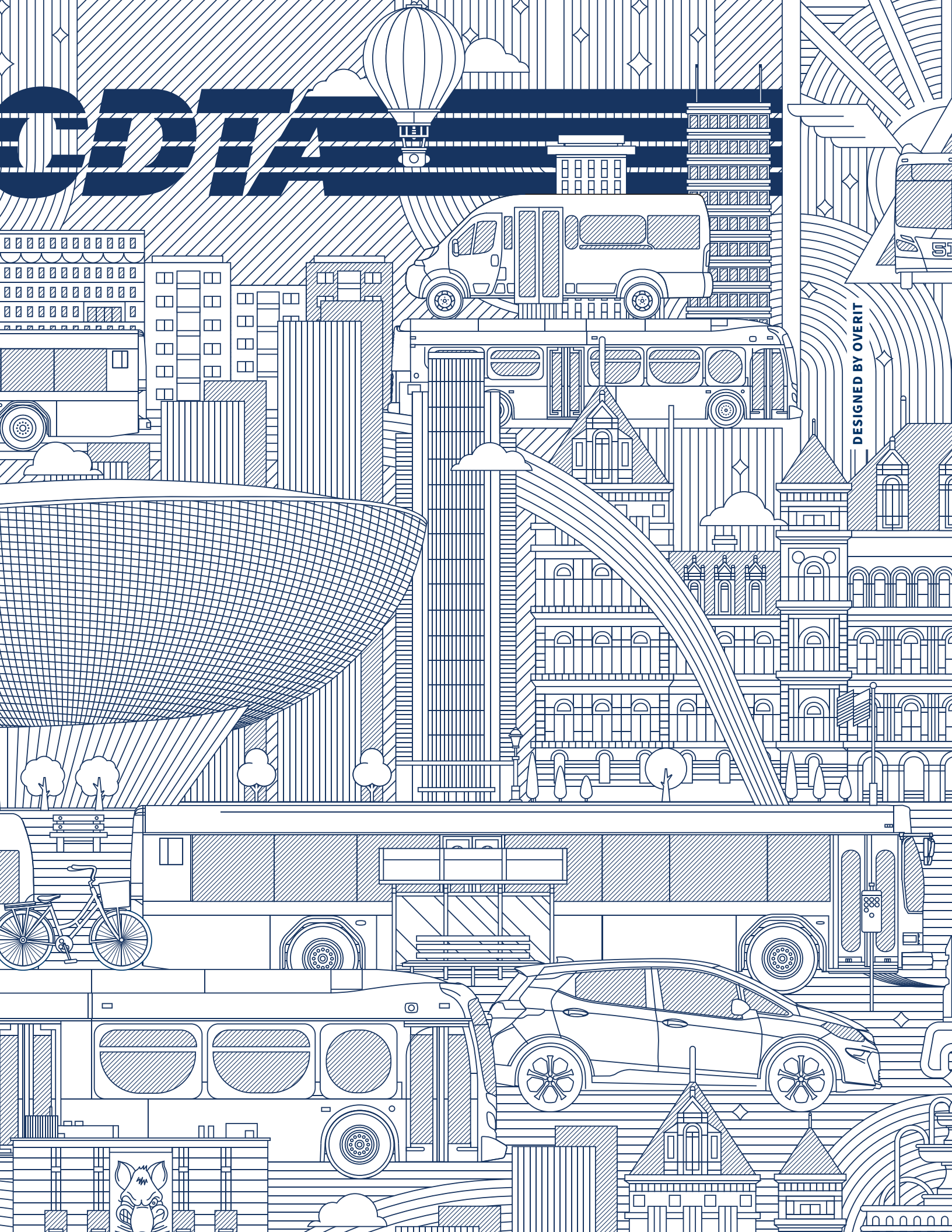
Christopher G. Desany

Vice President of Planning & Infrastructure

Lance C. Zarcone

Vice President of Operations

CEDIA



DESIGNED BY OVERT