

Board of Directors Monthly Meeting

Thursday, July 30, 2026 | 11:00am
Board Room at 110 Watervliet Ave.

CDTA BOARD OF DIRECTORS MEETING AGENDA

Thursday, July 30, 2026 | 11:00am | 110 Watervliet Ave

Item	Responsibility	Page
Call to Order	Peter Wohl	
Approve Minutes from Wednesday, June 24, 2026		3
Committee Reports: (Action Items Listed)		
Board Operations Committee (07/21/26)	Peter Wohl	
Performance Monitoring/Audit Committee (07/23/26)	Denise Figueroa	
• Resolution 29 – Approve Emergency Chiller Repairs		8
• Resolution 30 – Approve Purchase of FLEX Vehicles		12
• Resolution 31 – Approve Purchase of Incident Management Platform		15
• Resolution 32 – Award Contracts for Term Engineers		18
Community & Stakeholder Relations Committee (07/23/26)	Jackie McDonough	
Strategic & Operational Planning Committee (07/23/26)	Michael Criscione	
• Resolution 33 – Approve Proposed August Service Changes		26
Chief Executive Officer’s Report	Frank Annicaro	29
Board Member Comments	All	
Executive Session	Peter Wohl	
• CEO Evaluation		
Upcoming Meetings		
September 30, 2026 at 9:00 AM via Microsoft Teams and at 110 Watervliet Ave.		
Adjourn	Peter Wohl	

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY
(And its Subsidiaries)
110 Watervliet Avenue, Albany, New York and Microsoft Teams**

MINUTES OF WEDNESDAY, JUNE 24, 2026 BOARD MEETING

MEMBERS PRESENT

Peter D. Wohl, Chair
Jaclyn L. Falotico, Vice-Chair
Denise A. Figueroa, Treasurer

Patrick M. Lance
David M. Stackrow
Jayme B. Lahut

MEMBERS PRESENT REMOTELY

MEMBERS NOT PRESENT

Michael J. Criscione
Georgeanna M. Nugent
Jackie McDonough, Secretary

OTHERS PRESENT

Frank Annicaro, Chief Executive Officer
Amanda Avery, General Counsel
Chris Desany, Chief Operating Officer
Jaime Kazlo, Chief of Staff
Gary Guy, Director of Transportation
Dave Williams, Director of Maintenance
Jonathan Scherzer, Director of Business Dev.
Steve Wacksman, Director of Facilities
Stacy Sansky, Director of Procurement

Patricia Cooper, Chief Financial Officer
Thomas Guggisberg, Senior Director of IT
Zack Stever, ATU President
Sarah Matrose, Internal Auditor
Richard Cordero, Director of Service Quality
Kelli Schreivogl, Sr. Director of HR & Risk Mgmt.

CALL TO ORDER - At 9:03 AM, Chairman Wohl called the meeting to order and noted a quorum was present.

APPROVAL OF THE MAY 27, 2026, BOARD MEETING MINUTES

Motion – Mr. Stackrow
Seconded – Ms. Figueroa
Carried Unanimously

COMMITTEE REPORTS

BOARD OPERATIONS COMMITTEE - Report from Chairman Wohl

Committee met on Tuesday, June 16, 2026 at 9:15 AM via Microsoft Teams and at 110 Watervliet Ave.

Administrative Discussion Items

- The committee reviewed the agendas for June's committee meetings and board meeting.
- Lisa Marrello informed the committee of the expected impact of the recently approved New York State budget. STOA funding was set at a 7.2 percent increase which is commensurate with CDTA's Fiscal Year 2027 budget.
- Lisa identified several State policy changes that will be enacted, such as insurance reform, rollbacks on climate laws, and addressing affordability issues. She also noted that many State legislators are not running for reelection, so there may be meaningful changes within the NYS Legislature next year.
- Frank provided an overview of Phase 4 service changes.
- The committee met privately with Mark Aesch and Matt Webb from TransPro so that we can undertake and evaluate the CEO's job performance. TransPro will provide us with tools to gauge Frank's first year on the job and set goals for Year 2 performance.
- Next meeting of the Committee is scheduled for Tuesday, July 21, 2026 at 9:15 AM via Microsoft Teams and at 110 Watervliet Avenue.

PERFORMANCE MONITORING COMMITTEE - Report from Denise Figueroa

Performance Monitoring Committee met on Thursday, June 18, 2026 at 9:00 AM at 110 Watervliet Avenue, Albany and via Microsoft Teams.

Consent Agenda Item

Resolution 27 – 2026 – Approve Upgrades of Red Line Infrastructure

- The Red Line BRT corridor was originally launched in 2011 as CDTA’s first bus rapid transit service, delivering enhanced mobility, improved rider amenities, and transit-oriented investment along a key regional corridor. Since that time, the corridor has experienced over a decade of continuous use.
- This project represents a comprehensive “state of good repair” and modernization effort intended to refresh aging infrastructure and incorporate updated design standards and amenities that reflect current system needs and expectations.
- The authority hereby approves a contract for Red Line BRT Infrastructure Improvements to Callanan Industries, Inc. of Albany NY as the lowest responsive and responsible bidder, in an amount not to exceed \$6,151,127 plus a 20% contingency, for a total authorized amount of \$7,381,352.

Motion – Mr. Lahut

Seconded – Ms. Falotico

Carried Unanimously

Resolution 28 – 2026 – Approve Annual Drug and Alcohol Policy

- An annual review of our Drug and Alcohol Policy is required by the Federal Transit Administration. This policy contains language outlining how our program works, what standards employees are held to, and the consequences associated with violating the policy. The types of tests that CDTA requires include Pre-Employment, Random, Post Accident, Return to Work and Reasonable Suspicion. The five classes of drugs that we currently screen for are: Marijuana, Cocaine, Opiates, Amphetamines and Methamphetamines.
- Currently, there are no regulatory changes.
- A few administrative changes were made, including updates to our EAP provider listing, the locations of our health clinics and a modification to our medication page. We also changed some wording and bolded several sections based on recommendations from the FTA.
- The authority hereby approves the 2026-2027 Drug and Alcohol Policy

Motion – Mr. Stackrow

Seconded – Ms. Falotico

Carried Unanimously

Administrative Discussion Items

Accounts Payable Operating Cycle Audit

- Following a recent fraud incident, CDTA initiated an Accounts Payable operating audit conducted by BST to assess internal controls and identify opportunities for improvement. The audit found that CDTA maintains strong financial control overall, with several recommendations to further strengthen fraud prevention and payment security.
- Existing safeguards such as daily bank monitoring and system controls were confirmed to be effective.

Annual Review of Audit Plan

- Sarah Matrose presented the annual review of the Internal Audit Plan.
- The 2026 internal audit plan reflects a balanced approach of traditional audits and advisory services, focused on strengthening internal controls, improving operational efficiency, and supporting organizational transitions. Key priorities include clarifying roles and responsibilities in the hiring and separation process to ensure timely access removal and stronger interdepartmental accountability.
- Additional focus areas include documenting cash and treasury procedures ahead of a key retirement, improving IT asset inventory and tagging, and reviewing public records and document management practices—particularly as FOIL/FOIA requests continue to trend upward. The audit function will also support the transition to a new EAP system by validating employee data integrity and consolidation.

- A compliance and efficiency review of the CRTC partnership is also planned, along with broader process analysis and internal oversight initiatives as capacity allows. With audit responsibilities currently managed by a single resource, there is recognition of the need to expand capacity to meet growing operational and compliance demands

Annual Fleet Inspection Report

- CDTA completed its 20th consecutive independent Transit Resource Center maintenance audit in October 2025 across Albany, Schenectady, Troy, and Saratoga. The audit reviewed 50 buses, 18 major vehicle systems, maintenance records, and preventive maintenance compliance, with an expanded focus on recently serviced vehicles, recurring defects, and operator pre-trip inspections.
- Results showed the lowest level of critical safety defects in the audit's 20-year history, with preventive maintenance compliance improving to 100%, exceeding FTA standards. Fluid analysis also improved significantly. While total defects increased, this was largely attributed to staffing shortages and deferred preventive work, particularly in HVAC and engine systems.
- A major concern identified was low operator defect reporting during pre-trip inspections, with only 4% of detectable issues being reported. In response, CDTA has launched a targeted action plan focused on training, quality assurance, defect tracking, and increased supervisory oversight to improve reliability, reduce repeat defects, and strengthen accountability systemwide.

Monthly Management (Financial) Report

- Revenue: Mortgage Recording Tax: On budget; \$1 million increase scheduled, tracking as planned.
- Customer Fares: Slightly under budget this month (0.43%), but 2.1% over YTD budget.
- NY State Aid (STOA): Slightly under budget due to variance in projected percentage increase; 8% budgeted vs. actual 7.18%.
- Total Revenue: Overall, 3% over budget for May.
- Expenses: Wages: 2.6% under budget this month.
- Materials/Supplies: 30% over monthly budget, 52% over YTD due to large bulk purchases.
- Maintenance Services: 23% under monthly, 25% under YTD (reduced bus outsourcing and delayed invoices).
- Purchase Transportation: 4.5% over budget in May, 2.86% over YTD (driven by STAR paratransit costs).
- Fuel: 12.5% under budget this month, 7% under YTD
- Overall Expenses: 2.7% under budget YTD. The organization remains in a satisfactory budget position.

Monthly Non-Financial Report

- Fare/Ridership Trends: Ridership: May 2026 -4% vs. May 2025; YTD -3.1% vs. last year.
- System Reliability: OTP (On-Time Performance) improved: YTD +4.7%, monthly +4.1%
- Absenteeism up: YTD +9%, monthly +8%—placing strain, notably 32 employees on long-term leave (7% of workforce). Transportation accounts for 91% of lost workdays (800+ out of 885). Primary causes: Disability, workers' comp (283 days), sick time (154), family leave (98), unexpected (72), disqualified (50 days).
- STAR Paratransit Performance: Scheduling changes have impacted missed trip stats (53% factor attributable to redefined timing windows).
- Year-over-year comments/complaints down significantly (25% YoY, 32% vs. prior week).
- Deployment of field staff for true door-to-door service has decreased no-shows.
- Ongoing technology/workgroup efforts with external partners; update to be scheduled for the committee.
- Preventable Accidents: Significant reduction (monthly improvement down 16%, YTD down 21%).

New York State Controller Report

- Four authorities reviewed: CDTA, NFTA, RGS, and Centro.
- CDTA is highlighted as the only authority to *exceed pre-pandemic revenue* and as a leader in performance improvement.
- Multiple metrics/standards: OTP (On-Time Performance): Benchmarks and measurement periods differ by agency.
- On-time performance improved via service realignment/TDP and various data-driven operational strategies.
- Iteration on routes, service spans, stop spacing as key levers to improve OTP and trip times.

- Ongoing push for public transparency and data-driven improvement.
- No mention of customer safety being a specific focus in the report.
- Next meeting of the Committee is scheduled for Thursday, July 23, 2026 at 9:00 AM via Microsoft Teams and at 110 Watervliet Avenue.

COMMUNITY AND STAKEHOLDER RELATIONS COMMITTEE - Report from Patrick Lance

Community and Stakeholder Relations Committee met on Thursday, June 18, 2026 at 10:00 AM at 110 Watervliet Avenue, Albany and via Microsoft Teams.

Administrative Discussion Items

- Jon Scherzer provided an update on our recent customer satisfaction survey that was conducted this spring by our partners at TransPro.
- Over a six-day period in April, TransPro surveyed 459 customers on our top five routes, based on ridership who were riding or waiting for the bus. They surveyed every fourth customer to ensure random sampling.
- 75% of customers said they are satisfied with CDTA fixed-route bus service. They are most satisfied with cleanliness on board buses and least satisfied with the overall cleanliness of bus stops and shelters. ***But it's important to note that cleanliness at bus shelters/bus stops increased significantly from the last survey, up more than 20 percentage points.***
- The most important features for customers riding our system are personal safety at bus stops, cleanliness onboard buses and cleanliness at bus stops and or shelters.
- The overall results from this wave are on par with our last survey conducted in the fall and still hovering above the industry standard. The next customer survey will be conducted this fall.
- Jaime Kazlo provided the Earned Media and Community Relations report. Last month, we sent four press releases and earned four placements in television, newspapers, and radio with an estimated value of \$5,000.
- Stories included – the start of our Nature Bus, Belmont Trolley Service and our annual Operator and Maintenance Roadeo.
- We participated in several community events including, the Capital Region Pride Parade and the American Heart Association Heart Walk. We also hosted a community birthday party to mark 10 years of CDPHP *Cycle!*
- Internally, we hosted our annual retiree luncheon where we welcomed more than 100 retirees and employees and our annual Operator and Maintenance Roadeo with a new family fun day this year.
- Looking ahead, service will begin to Grafton Lakes State Park on June 28, and the Saratoga Trolley season will begin on July 3.
- Next meeting of the Committee will be on Thursday, July 23, 2026 at 10:00 AM via Microsoft Teams and at 110 Watervliet Avenue.

STRATEGIC AND OPERATIONAL PLANNING COMMITTEE - Report from Patrick Lance

The Strategic and Operational Planning Committee met on Thursday, June 18, 2026 at 11:00 AM via Microsoft Teams and at 110 Watervliet Avenue.

Administration Discussion Items

Security Overview

- Cybersecurity remains a critical operational priority for CDTA. Transit service delivery—including scheduling, communications, fare systems, and vehicle technology—relies heavily on secure and reliable IT systems. A cyber incident could directly impact service reliability, customer confidence, and regulatory compliance.
- Our technology footprint continues to expand, including hundreds of servers, devices, and over 800 internet-connected systems, as well as dozens of bus-based technologies. This growth increases capability but also expands our exposure to cybersecurity risks.
- The most common and significant risks facing CDTA mirror broader industry trends:
 - Phishing and credential theft remain the primary entry points for attacks
 - Public transit and government entities are frequent targets due to their essential services
 - Risks are increasing due to cloud systems, vendor access, and remote connectivity
 - Artificial intelligence is accelerating both the scale and sophistication of cyber threats

- We have made measurable progress in strengthening our cybersecurity program:
 - A layered, risk-based approach to security across systems and operations
 - Continuous monitoring of systems
 - Increasing emphasis on detection, response, and recovery, not just prevention
 - Employee training and phishing awareness efforts
- An external audit by the New York State Office of the State Comptroller identified a single finding related to patching timelines. This issue has been resolved, and internal procedures have been strengthened to improve accountability and prevent recurrence.
- Remaining risks are primarily tied to the complexity of our operating environment:
 - Dependence on interconnected operational systems (e.g., dispatch, fare collection, communications)
 - Ongoing reliance on vendors and third-party access
 - Management of legacy systems and upgrade constraints
 - Identity-based threats (e.g., stolen logins)
- Our security strategy is focused on:
 - Strengthening identity and access controls while enhancing vendor oversight and governance
 - Continuing vulnerability remediation and monitoring
 - Aligning practices with national cybersecurity frameworks
 - Managing AI adoption through clear governance and controls
- CDTA's cybersecurity posture has materially improved and continues to mature. It should be viewed not simply as an IT function, but as an enterprise risk and operational continuity issue. Continued investment, governance, and organizational awareness will always be required.
- Next meeting of the Committee will be on Thursday, July 23, 2026 at 11:00am via Microsoft Teams and at 110 Watervliet Avenue.

CHIEF EXECUTIVE OFFICER'S REPORT – Frank Annicaro

- The Chief Executive Officer provided his report for June 2026.

UPCOMING MEETINGS

- Subject to the call of the Chair, Chairman Wohl announced the following meeting date:
 - Wednesday, July 29, 2026, at 9:00am at 110 Watervliet Avenue.

ADJOURNMENT - 9:50 AM

Motion – Mr. Stackrow

Seconded – Ms. Figueroa

Carried Unanimously

Respectfully submitted,

Jacqueline McDonough, Secretary

Dated: July 30, 2026

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY
RESOLUTION NO. 29 - 2026**

Retroactive Contract Approval for Emergency Repairs to Albany Chiller System

WHEREAS, the Capital District Transportation Authority (the “Authority”) is charged with the continuance, development, and improvement of transportation facilities within the Capital District Transportation District, and

WHEREAS, the Authority currently owns and operates the Albany transportation facility located at 110 Watervliet Avenue, Albany NY, and

WHEREAS, in 2015, the Authority awarded a contract to Eckert Mechanical to replace the Albany facility’s central chiller plant with a multi-stack chiller system, and

WHEREAS, over the past four years, the multi-stack chiller system has experienced increasing reliability issues requiring frequent repairs and the replacement of major components to maintain operation, and

WHEREAS, despite continued maintenance efforts and significant investment in repairs, the condition of the equipment has progressively deteriorated, causing reliability issues, and

WHEREAS, most recently, several of the stack units have reached the end of their useful life and can no longer be repaired in a cost effective or reliable manner, and

WHEREAS, to restore the system to full operational capacity and ensure continued building cooling during peak summer conditions, one section of the multi-stack chiller system required immediate replacement, which also requires replacement of the existing rooftop condenser, and

WHEREAS, after developing a scope of work, two quotes were solicited and obtained, and the lowest quote was received from HT Lyons in the amount of \$141,410, which is fair and reasonable, and

WHEREAS, the Authority entered into an emergency contract with HT Lyons to perform the required work, and now seeks retroactive approval of the emergency procurement.

NOW, THEREFORE, IT IS RESOLVED AS FOLLOWS:

1. The Authority hereby approves a retroactive emergency rooftop chiller contract, for an amount not to exceed \$141,410, subject to compliance with the terms and conditions of the contract documents.
2. The Chief Executive Officer is hereby authorized to execute the contract documents.
3. The source of funds will be from internal capital funds.
4. This Resolution shall take effect immediately.

CERTIFICATION

The undersigned, duly qualified and acting as Secretary of the Capital District Transportation Authority, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Capital District Transportation Authority held on 30th day of July, 2026.

Dated: July 30, 2026

Jacqueline McDonough, Secretary

Capital District Transportation Authority Agenda Action Sheet

Subject: Albany Chiller System
Committee: Performance Monitoring/Audit
Meeting Date: July 23, 2026

Background

In 2015, CDTA awarded a contract to Eckert Mechanical to replace the Albany facility's central chiller plant with a multi-stack chiller system. This system provides cooling for all offices, workspaces, meeting rooms, and common areas at the 110 Watervliet Avenue facility.

Over the past four years, the multi-stack chiller system has experienced increasing reliability issues, requiring frequent repairs and the replacement of major components to maintain operation. Despite continued maintenance efforts and significant investment in repairs, the condition of the equipment has progressively deteriorated. Most recently, several of the stack units have reached the end of their useful life and can no longer be repaired in a cost-effective or reliable manner.

Justification:

To restore the system to full operational capacity and ensure continued building cooling during peak summer conditions, one section of the multi-stack chiller system must be replaced with a new factory-manufactured replacement unit. The new equipment utilizes an updated refrigerant that complies with current industry standards and environmental regulations. As a result, the existing rooftop condenser serving the chiller system must also be replaced.

Financial Summary/Cost:

Two quotes were obtained from the following companies to repair the Chiller system.

- HT Lyons in the amount of \$141,410
- Eastern Heating and Cooling in the amount of \$148,715

Due to the critical nature of this system, the increasing risk of extended cooling outages, and the need to have the equipment operational during the peak summer season, management determined that immediate action was necessary. Delaying the work pending Board approval would have created a risk to building operations and the continued functioning of the offices and common areas. As a result, staff issued a Notice to Proceed to H.T. Lyons to secure equipment, schedule the required crane services, and begin the replacement process. I am therefore seeking retroactive approval of this award to memorialize the action taken and ensure the project proceeds without interruption.

Proposed Action:

I am *recommending* approval of the contract awarded to HT Lyons to replace a section of the Albany chiller system, and all associated components/work.

Manager:

Steve Wacksman, Director of Facilities

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:

\$141,410 fixed estimated (circle one)

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 # 2 or Advertised
Number of Proposals/Bids Received # 2

Attach Summary of Bids/Proposals

7. Disadvantaged Business Enterprise (DBE) involvement

Are there known DBEs that provide this good or service? Yes No
Number of DBEs bidding/proposing _____
DBE Certification on file? Yes No Not Applicable
Was contract awarded to a DBE? Yes No
Number of DBE Subcontractors 0
DBE Subcontractor Name and Certification Type:

8. LEGAL NAME and ADDRESS OF CONTRACTOR/VENDOR: H.T. Lyons

3 Rexford Way

Halfmoon, NY 12065

8. SOURCE OF FUNDS: Internal 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, N/A)
Certification with FTA's Bus Testing Requirements (Yes, No, N/A)

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

Stacy Sansky, Director of Procurement DATED: July 23, 2026

CAPITAL DISTRICT TRANSPORTATION AUTHORITY

RESOLUTION NO. 30 - 2026

Authorizing the Purchase of Five FLEX Vehicles Pursuant to the Existing Contract With Fenton Mobility Products, Inc.

WHEREAS, the Capital District Transportation Authority (the “Authority”) is charged by Title 11-C of the Public Authorities Law with providing omnibus transportation within the Capital District transportation district, and

WHEREAS, the Authority’s operations require the acquisition of additional FLEX vehicles, to replace existing vehicles that have reached the end of their useful life, and

WHEREAS, by way of Resolution 12 – 2025, the Authority awarded a competitively-bid FLEX vehicle contract to Fenton Mobility Products, Inc., and

WHEREAS, the Authority now desires to authorize the purchase of five (5) FLEX vehicles to assist the Authority in meeting service demands and replacing vehicles that have reached the end of their useful life, and

WHEREAS, the price per vehicle shall be \$149,479, plus a 10% tariff contingency, for a total contract purchase of \$822,130.

NOW, THEREFORE, IT IS RESOLVED as follows:

1. The Authority hereby authorizes the purchase of five (5) FLEX vehicles from Fenton Mobility Products, Inc., for a total cost of \$747,395, plus a 10% tariff contingency for a total amount not to exceed \$822,130, subject to acceptance and satisfaction of all contract terms and requirements.
2. The Chief Executive Officer is hereby authorized to execute the necessary documents.
3. The source of funds for this purchase shall be the Capital Plan.
4. This Resolution shall take effect immediately.

CERTIFICATION

The undersigned, duly elected and acting as Secretary of the Capital District Transportation Authority, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Capital District Transportation Authority held on the 30th day of July, 2026.

Dated: July 30, 2026

Jacqueline McDonough, Secretary

Capital District Transportation Authority

Agenda Action Sheet

Subject: Approve Purchase of FLEX/On-Demand Vehicles
Committee: Performance Monitoring/Audit
Meeting Date: July 23, 2026

Objective of Purchase or Service:

The current fleet replacement plan calls for annual vehicle purchases and the retirement of vehicles that have reached the end of their useful life (5 years/150,000 miles). This procurement supports state-of-good-repair initiatives and planned service expansion, ensuring the fleet remains reliable, safe, and aligned with increasing operational demand.

Additionally, this purchase will help to reduce unscheduled maintenance associated with aging vehicles and support consistent service delivery for FLEX On-Demand services across the service area.

Summary of Staff Proposal:

In 2025, the Board awarded a five-year contract to Fenton Mobility Products, Inc. for these vehicles. As part of this contract, staff is recommending the purchase of five FLEX On-Demand vehicles for units that have reached the end of their useful life.

The vehicles will be built on a Ford Transit chassis and body configured specifically for this service.

Key Technical Specifications Include:

- All-Wheel Drive (AWD)
- Ford Pilot 360 driver assistance and safety technologies
- Extended-range 31-gallon fuel tank
- Operator entrance package
- March Networks camera system is compatible with CDTA's existing video platform

These vehicles are designed to meet all ADA accessibility requirements while providing a safe, comfortable, and efficient passenger experience. Their standardized configuration enhances maintenance efficiency through greater parts commonality, streamlined inventory management, and increased technician familiarity.

This purchase aligns with CDTA's long-term fleet management strategy to balance fleet age, improve reliability, and maintain adequate vehicle availability across the system. It also helps reduce lifecycle costs by limiting the need for major repairs and extended maintenance associated with aging vehicles.

The proposed pricing represents a 4.2% increase over the prior year and is consistent with current market conditions, material cost escalations, and prevailing industry pricing trends.

Upon Board approval, a purchase order will be issued immediately, with delivery anticipated in May 2027.

Financial Summary/Cost:

Description	Unit Cost	Qty.	Extended Cost
2028 Ford Transit Van (Delivery Included)	\$149,479	5	\$747,395
Contingency for Tariffs: 10%	\$14,947	5	\$74,735
Total Cost			\$822,130

The source of funds is the FY27 capital plan.

Proposed Action:

I recommend purchasing five Ford Transit vehicles for our FLEX On-Demand service from Fenton Mobility Products, Inc. of Randolph, New York, for a total amount not to exceed \$822,130, inclusive of contingency.

Manager:

David Williams, Director of Maintenance

CAPITAL DISTRICT TRANSPORTATION AUTHORITY

RESOLUTION NO. 31 - 2026

Award Contract for Incident Management Platform

WHEREAS, the Capital District Transportation Authority (the “Authority”) is charged by Public Authorities Law section 1304 with the development and improvement of transportation services within the Capital District, and

WHEREAS, real-time incident management reporting is one of the most challenging operational responsibilities currently facing the Authority, and

WHEREAS, the ELERTS platform combines several advanced intelligent transportation systems technologies, which permits employees and customers to discreetly report issues pertaining to safety, security, and customer amenities, and

WHEREAS, over the last nine months, a proof of concept project was successfully completed with ELERTS to test the full extent of ELERTS features and functionality, and staff has been satisfied with the results, and

WHEREAS, the Authority now desires to implement ELERTS on the Washington-Western BRT Purple Line, requiring a sole-source software as a service subscription, and

WHEREAS, utilizing this vendor will require no third party integration or customization, and the cost of the ELERTS subscription is fair and reasonable, and

WHEREAS, the Authority now desires to enter into a one year sole-source contract with ELERTS Inc. of Hingham, Massachusetts for an amount not to exceed \$146,989.

NOW, THEREFORE, IT IS RESOLVED as follows:

1. The Authority hereby awards a one year sole source subscription agreement to ELERTS Inc. of Hingham, Massachusetts for an amount not to exceed \$146,989, and subject to the vendor’s compliance with all of the terms and conditions set forth in the proposal and contract documents.
2. Authority staff is hereby authorized to execute a contract.
3. The source of funds shall be the WWBRT Federal grant program.
4. This Resolution shall take effect immediately.

CERTIFICATION

The undersigned, duly qualified and acting as Secretary of the Capital District Transportation Authority, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Capital District Transportation Authority held on the 30th day of July, 2026.

Dated: July 30, 2026

Jacqueline McDonough, Secretary

Capital District Transportation Authority

Agenda Action Sheet

Subject: Approve Purchase of Incident Management Platform
Committee: Performance Monitoring/Audit
Meeting Date: July 23, 2026

Objective of Purchase or Service:

To purchase an incident management platform for use along the Washington-Western Bus Rapid Transit (WWBRT) Purple Line.

Summary of Staff Proposal:

Real-time incident management reporting is one of the most challenging operational responsibilities facing CDTA. Incidents can occur quickly, involve multiple locations or stakeholders, and require immediate coordination among customers, frontline employees, dispatchers, security personnel, customer service, corporate communications, and local emergency responders. An effective incident management reporting platform can minimize delays in receiving accurate information, verifying incident details, communicating with the appropriate staff, and deploying a timely response.

This purchase is for an incident management reporting platform designed to address these long-standing challenges. The ELERTS platform combines several advanced intelligent transportation systems technologies in one package by integrating mobile applications with digital video, advanced analytics, and several messaging systems and technologies including email, SMS, QR code, voicemail, and 911. ELERTS is most commonly used by transit agencies to support official "See Something, Say Something" campaigns.

The primary benefit of this new platform is to allow employees, customers, and community members to quickly and discreetly report issues such as suspicious behavior, medical emergencies, and maintenance or cleanliness issues. All incident reports and related messages are sent directly to CDTA dispatch and security operations to ensure the most immediate response.

Over the last nine months, a proof of concept project was successfully completed to test the full extent of ELERTS features and functionality. Overall, staff have been very satisfied with the platform. This purchase will enable staff to perform a larger rollout to customers over the next year and determine the long-term value of the ELERTS system.

This sole source purchase for a one year software-as-a-service (SaaS) subscription is based on several important considerations. Most importantly, with installations in over 35 transit agencies, ELERTS is the only provider of a crowdsourced incident reporting solution that integrates with CDTA's Navigator mobile application provided by Moovit. Additional reasons to support this sole source recommendation include:

- ELERTS has fully satisfied CDTA's system integration, business process, cloud-based content management, and data content sourcing standards including GTFS-RT.
- Utilizing this vendor will require no third-party integration or customization, which reduces the risk inherent in custom third-party vendor development.
- We have documentation on file noting how the cost is justified by similar vendors and project requirements, which confirms fair and reasonable pricing for this purchase.

Financial Summary/Cost:

This purchase is funded through our WWBRT Federal grant program. A summary of costs is provided below.

Description	Cost
ELERTS SeeSay Transit System One Year Subscription (SaaS)	\$109,989
Technical Support, Configuration, and Training Services	\$15,000
Contingency (20%)	\$22,000
Annual Cost Totals:	\$146,989

Proposed Action:

I am requesting that a one-year contract be awarded to ELERTS Inc. of Hingham, Massachusetts for an amount not to exceed \$146,989.

Manager:

Thomas Guggisberg, Senior Director of Information Technology

**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:

\$146,989 fixed estimated (circle one)

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

Attach Summary of Bids/Proposals

7. Disadvantaged Business Enterprise (DBE) involvement

Are there known DBEs that provide this good or service? Yes No
Number of DBEs bidding/proposing _____
DBE Certification on file? Yes No Not Applicable
Was contract awarded to a DBE? Yes No
Number of DBE Subcontractors 0
DBE Subcontractor Name and Certification Type:

8. LEGAL NAME and ADDRESS OF CONTRACTOR/VENDOR: ELERTS

45 Industrial Park Road, Suite 4

Hingham, MA 02043

8. SOURCE OF FUNDS: WWBRT Federal Grant

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, N/A)
Certification with FTA's Bus Testing Requirements (Yes, No, N/A)

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

Stacy Sansky, Director of Procurement DATED: July 22, 2026

**CAPITAL DISTRICT TRANSPORTATION AUTHORITY
RESOLUTION NO. 32 - 2026**

Approve Term Contracts for Engineering Services

WHEREAS, the Capital District Transportation Authority (the “Authority”) is charged with the continuance, development, and improvement of transportation facilities and services, requiring certain professional services, and

WHEREAS, the Authority is empowered by N.Y. Public Authorities Law section 1306 (7) to retain or employ engineers and private consultants, and

WHEREAS, the Authority desires to have architectural and engineering term contracts with a manageable number of qualified firms to allow for competition between the term consultants, and also establish the basic terms and conditions of the relationship with these contractors, and

WHEREAS, the Authority has solicited and evaluated multiple responsive proposals for such services, and has determined that the best proposals and qualifications were submitted by teams led by the following firms (1) Creighton Manning Engineering, (2) Weston & Sampson, (3) LaBella Associates (4), Sage Engineering (5) Hesnor Engineering;

NOW, THEREFORE, IT IS RESOLVED AS FOLLOWS:

1. The Authority hereby awards three-year term contracts with two optional one-year renewals for engineering and architectural services to the following firms: (1) Creighton Manning Engineering, (2) Weston & Sampson, (3) LaBella Associates (4), Sage Engineering (5) Hesnor Engineering.
2. These term contracts carry no guarantee of work, but shall establish the terms and conditions governing any work that the Authority solicits to be done. The award of these contracts is conditioned upon agreement as to hourly fees and other charges, and call for professional services to be provided at the rates and with the expenses quoted in the consultants’ final proposal over the duration of the contract as incorporated in the term contracts with each firm.
3. Authority Staff is hereby authorized to execute the term contracts conditional to the negotiation of contract fees and charges and subject to compliance with all the applicable

requirements for the contracts, including those set forth in the proposal and the contract documents.

4. Because there is no work immediately covered by these term contracts, there are no funding implications to the award of these contracts. Funding for any projects advanced under these term contracts shall abide the funding for capital projects of the Authority.
5. This Resolution shall take effect immediately.

CERTIFICATION

The undersigned, duly qualified and acting as Secretary of the Capital District Transportation Authority, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Capital District Transportation Authority held on the 30th day of July, 2026.

Dated: July 30, 2026

Jacqueline McDonough, Secretary

Capital District Transportation Authority Agenda Action Sheet

Subject: Award Contracts for Term Engineers
Committee: Performance Monitoring/Audit
Meeting Date: July 23, 2026

Background:

A term agreement establishes a pool of pre-qualified and vetted firms that have demonstrated the technical expertise, experience, and capacity necessary to provide professional services to CDTA on an as-needed basis. The purpose of these agreements is to ensure that CDTA has timely access to qualified consultants who can support the planning, design, engineering, and implementation of capital projects and other organizational initiatives as needs arise.

Selection under a term agreement does not guarantee that a consultant will receive work, nor does it guarantee an opportunity to compete for any specific assignment. Rather, the agreement establishes a framework through which CDTA may efficiently procure professional services when project needs are identified. When services are required, CDTA staff will develop a project-specific scope of work and solicit proposals from one or more of the term consultants whose expertise best aligns with the assignment.

This approach provides CDTA with flexibility, accelerates project delivery, reduces procurement timelines, and ensures access to specialized technical expertise while maintaining a competitive and qualifications-based selection process.

Under these term agreements, engineering consultants will work under the direction of CDTA and may be called upon to perform a variety of professional services, including but not limited to the following:

- Architecture
- Site planning, landscape architecture
- Civil engineering including structural engineering, geotechnical engineering, facility and infrastructure design
- Traffic and transportation engineering
- Electrical engineering
- Mechanical engineering
- Environmental engineering (subsurface pollution abatement, storm water management)
- Environmental engineering (hazardous materials)

Types of projects include basic renovations such as upgrading bathrooms/locker rooms/office space/common space, space planning, replacement of mechanical systems, replacement of bus/vehicle systems, mobility hub design, parking lot and parking deck repairs, ADA compliance improvements, and safety upgrades. At times, the Planning department may require assistance with route design and infrastructure improvements (e.g. sidewalks, shelter pads, permitting, etc.)

Justification:

The terms of our contracts are for three years with two, one-year options, and are now up for renewal. An RFP was released to solicit new proposals. Forty-six firms downloaded the solicitation and thirteen submitted proposals. A review committee conducted a comprehensive evaluation of each submission based on qualifications, relevant experience, and client references. Following the initial review, the five highest-ranked firms were invited to submit pricing. Based on the results the assessments, staff recommend awarding contracts to the following five firms:

- Creighton Manning Engineering of Albany, NY
- Weston & Sampson of Albany, NY
- LaBella Associates of Latham, NY
- Sage Engineering Associates of Albany, NY
- Hesnor Engineering of Albany, NY

Financial Summary/Cost:

Funding for project-specific assignments is provided through a combination of federal and state grant programs. Work performed outside of grant-funded initiatives is supported through CDTA's approved capital plan.

Proposed Action:

I recommend awarding term engineer agreements to the above firms.

Manager:

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:

Undetermined at this time fixed estimated (circle one)

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 # 46 or Advertised
Number of Proposals/Bids Received # 13

Attach Summary of Bids/Proposals

7. Disadvantaged/Minority Womens Business Enterprise (DMWBE) involvement

Are there known DMWBEs that provide this good or service? Yes No
Number of DMWBEs bidding/proposing 2
DMWBE Certification on file? Yes (for subcontractors) No Not Applicable
Number of DMWBE Subcontractors 6MBE, 11 WBE, 3 SDVOB

8. LEGAL NAME and ADDRESS OF CONTRACTOR/VENDOR: See Action Item -5 Firms

8. SOURCE OF FUNDS: Operating or Capital Budget depending on amount and type of project

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, N/A)
Certification with FTA's Bus Testing Requirements (Yes, No, N/A)

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

Stacy Sansky, Director of Procurement DATED: July 22, 2026

	CHA Albany, NY	Stantec Albany, NY	Sage Engineering Albany, NY	Fellenzer Engineering Poughkeepsie, NY	Grant & Vine Troy, NY	Weston & Sampson Albany, NY	MJ Engineering Clifton Park, NY
Qualifications 45%	124	116	123	114	110	126	117
Experience 25%	63	63	66	59	57	71	60
References 25%	57	65	64	61	58	70	64
DBE and/or MWBE Participation 5%	2.25	3	1.5	15	0.75	5.25	0.75
TOTAL	246.25	247	254.5	249	225.75	272.25	241.75

Subs:	Azar	Adelaide Environmental	The Environmental Design Partnership	*Prime is SDVOB	Envision Architects	Ambient Environmental	Friedman Fisher
	Toscano Clements Taylor	CME Associates	Spring Line Design	Hyman Hayes		MH Professional	Adelaide Environmental
	KB Engineering	Creighton Manning	OSPA Engineering	Ryan Biggs Clark Davis		Ryan Biggs Clark Davis	Renaissance Geotech
	Control Point	CME Engineering		Adelaide Environmental		d2d Green Design	PCM Company
		Popli Design Dharam Consulting		Chiuten Trowbridge		Terracon Bethlehem Land Survey	KB Engineering
				Colliers Engineering		Dack Consulting	

Reviewer Name: _____

Comments:
DBE/MWBE-

Primes with DBE/MWBE Cert get full points regardless of subs as we have no guarantee some of those subs will do much if any work depending on projects. The true value is as a prime.

ers					
H2M Architects & Engineers Troy, NY	LaBella Latham, NY	Hesnor Albany, NY	Creighton Manning Albany, NY	Wendell Williamsville, NY	HVEA Engineers Beacon, NY
112	125	132	132	117	111
58	67	63	73	63	58
57	69	61	72	65	60
6	0.75	2.25	3	0.25	15
233	261.75	258.25	280	245.25	244

Gedeon GRC Consulting

Sowinski Sullivan

Ambient

Sowinski Sullivan

CPL

*Prime is WBE

Ellana

Hamlin Design

Landart Studio

Ryann Biggs Clark Davis

Laland Baptiste

Herrmann Engineering

Sage

WSP

G2G

KB Engineering

Green2Green

Atlantic Testing

Environmental

Spring Line Design

Renaissance

Geotech

CAPITAL DISTRICT TRANSPORTATION AUTHORITY

RESOLUTION NO. 33 - 2026

Approval of August Service Changes

WHEREAS, the Capital District Transportation Authority (the “Authority”) is authorized by New York Public Authorities Law Section 1305 to formulate action plans and make any necessary amendments, including modification of routes and schedules, and

WHEREAS, the Authority currently operates a system of fixed route and flexible services in the Authority’s service area, and

WHEREAS, the temporary funding associated with the Federal COVID-19 relief has ended, resulting in budgetary challenges, and

WHEREAS, principles of financial stewardship now require the Authority to improve operational efficiencies to align resources with long-term sustainability goals, and

WHEREAS, the Authority has initiated a comprehensive service realignment plan, which revolves around the effective and efficient deployment of mobility services, and

WHEREAS, last year, the Authority began the service realignment plan, and has now planned another set of service changes scheduled to begin with the August pick of work, and

WHEREAS, those service changes have been reviewed and discussed, and it has been determined to be in the best interests of the Authority to implement them during the August pick of work.

NOW, THEREFORE, IT IS RESOLVED AS FOLLOWS:

1. The Authority shall implement the service changes during the August pick of work.
2. This Resolution shall take effect immediately.

CERTIFICATION

The undersigned, duly qualified and acting as Secretary of the Capital District Transportation Authority, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Capital District Transportation Authority held on 30th day of July, 2026.

Dated: July 30, 2026

Jacqueline McDonough, Secretary

Memorandum

July 23, 2026

To: Strategic and Operational Planning Committee

From: Christopher Desany, Chief Operating Officer

Subject: Approval of August Pick

Background

Staff have developed the August 2026 pick and are seeking the Board's approval to move forward. The August 2026 pick continues the service rebalancing effort implemented in August 2025, November 2025, and May 2026, with approximately 15,000 additional hours in anticipated savings. This pick includes seasonal service changes, regular frequency and span adjustments to ten other routes, and the second phase of our Glens Falls Route Adjustments.

The May pick is planned to run from August 23, 2026, to November 29, 2026.

Frequency and Run Time Changes

The following regular service changes are proposed, saving an estimated 15,000 platform hours annually:

- 13 Weekday Reduce mid-day frequency from 45 to 60
- 13 Weekday Extend 2 peak round trips to Ohav Shalom
- 85 Weekday Recalibrate run times; reduce frequency from 20 to 25
- 114 Weekday Reduce frequency from 20 to 30
- 117 Weekday Reduce frequency from 30 to 45
- 125 Weekday Reduce mid-day frequency from 45 to 60
- 190 Weekday Restore route at September 2025 service level
- 370 Weekday Reduce frequency from 30 to 40
- 370 Sunday Reduce frequency from 40 to 60
- 910 Weekday Reduce early morning frequency from 30 to 40
- 910 Weekday Reduce morning span to start at 5:30am (currently 4:30am)
- 922/3 Weekday Reduce late night frequency from 20 to 30
- 922/3 Weekday Reduce late night span to end at 12:30am (currently 1:30am)
- Albany Routes Recalibrate run times

Glens Falls Route Adjustments (Phase II)

As part of the May 2026 pick, CDTA implemented Phase I of Glens Falls route adjustments, consisting of recalibrated run times and schedules with no significant service changes. With the August 2026 pick, CDTA will implement Phase II, consisting of more substantive changes to service levels based on our analysis of ridership / service data and public feedback from the community.

Proposed route changes will be as follows:

- 402 Weekday Extend route to cover Glens Falls Hospital and Hannaford
- 402 Saturday Eliminate “shopping bus” service
- 404 Weekday Extend span to 9:00pm
- 405 Saturday Eliminate service
- 407 Weekday Eliminate service except for 2 peak round trips
- 407 Saturday Eliminate service
- 411 Weekday Increase peak frequency from 60 mins to 40 mins
- 411 Sunday Add service
- 412 Weekday Increase peak frequency from 60 mins to 40 mins
- 419 Weekday No changes
- 713 Weekday Adjust trip times to cover 5:30pm shift end in Saratoga Springs
- 876 All days No changes
- 877 All days No changes

Proposed Action

I am *recommending* approval of the August service changes.



Memorandum

July 30, 2026

To: Chairman of the Board
Board Members

From: Frank Annicaro, Chief Executive Officer

Subject: CEO Report for July 2026

This reporting period was defined by continued organizational transformation, disciplined financial stewardship, and strategic planning efforts that position CDTA for long-term success. Throughout June, our team remained focused on strengthening our internal operations while advancing major initiatives that will enhance mobility, support economic development, and improve customer experience throughout the Capital Region.

One of the most significant accomplishments this month was the deployment of Workforce Ops, CDTA's new internal workforce operating system. This platform represents a major investment in how we manage our workforce and aligns employee performance, organizational priorities, and operational accountability. Over the past several weeks, Authority staff have dedicated substantial time and effort to finalizing updated job descriptions and entering FY2027 Work Plans for every position across the organization. These work plans establish clear goals, timelines, measurable key performance indicators (KPIs), and accountability measures that will help ensure every employee understands how their work contributes to CDTA's strategic objectives. This initiative lays the foundation for a stronger performance management culture while improving organizational transparency and employee development.

Staff also devoted considerable effort to one of the Authority's most important strategic planning initiatives this year—the preparation and submission of our Federal Transit Administration FY2026 Pilot Program for Transit-Oriented Development (TOD) Planning grant application. This highly competitive application required extensive outreach and collaboration with local elected officials, community leaders, regional planning organizations, and economic development partners to secure letters of support demonstrating broad regional commitment.

Our proposed study focuses on the one-mile radius surrounding the New York State Capitol and represents a unique opportunity to align transportation investments with future economic development. The study can help guide New York State's \$200 million Downtown Albany Strategy while simultaneously informing redevelopment opportunities created through the eventual replacement of Interstate 787, as envisioned in the Reimagine I-787 Planning and Environmental Linkages (PEL) Study. By proactively planning for these transformative investments, CDTA continues to demonstrate its leadership in integrating public transportation with land use, housing, economic development, and community revitalization.

As we continue balancing fiscal responsibility with our commitment to providing high-quality transit service, the Board approved the partial implementation of Phase 4 of our Service Rebalancing Plan. Thanks to the continued diligence of the CDTA team in carefully managing our financial resources, our three-month year-to-date financial performance has modestly exceeded budget assumptions. Operating revenues are currently 1.52 percent above budget, while expenses remain 2.86 percent below forecast. These positive trends have provided some additional flexibility as we continue to closely monitor our financial position.

This measured approach allows us to continue prioritizing the communities we serve while maintaining prudent financial management. Staff will closely monitor financial performance through December before determining whether any additional service adjustments will be necessary. This decision reflects our commitment to making data-driven decisions that balance fiscal sustainability with our responsibility to provide reliable mobility throughout the Capital Region.

I would also like to recognize the outstanding work of our team during the Independence Day holiday. On July 4, CDTA was proud to showcase our America 250 commemorative bus while providing shuttle service for hundreds of visitors attending the public display of the USS *Marinette*, a United States Navy Littoral Combat Ship, at the Port of Albany. The event highlighted CDTA's important role in supporting major regional events while celebrating our nation's history and strengthening partnerships with our community and military organizations. We also provided increased service at the Empire State Plaza after the Fourth of July fireworks show. Our employees ensured customers had a reliable and safe way to travel to and from one of the Capital Region's biggest events.

As we conclude this reporting period, I remain confident in the direction of our organization. Whether implementing innovative internal management systems, pursuing transformational planning opportunities, exercising disciplined financial stewardship, or supporting our communities through exceptional service, CDTA continues to demonstrate the leadership and vision necessary to meet the evolving transportation needs of the Capital Region.

I want to thank our employees, leadership team, community partners, elected officials, and this board for their continued dedication and support. Together, we remain committed to delivering safe, reliable, innovative, and financially sustainable public transportation that improves the quality of life and economic vitality of the communities we serve.

June 2026 Performance Summary

Revenue:

- Customer fares were 12.6% over budget this month and 5.6% over budget YTD.
- MRT is over budget 20.64% this month and 6.61% over budget YTD.
- Facilities income is over budget 13.69% for this month.

Expenses:

- Wages are 1.7% under budget YTD.
- Health benefits are 10.58% under budget this month and 9.61% under YTD.

- Purchased transportation is 7.17% over budget for the month.
- Overall Expenses: 2.86% under budget YTD.

Overall, CDTA remains in a satisfactory budget position as we continue to drive efficiency and service rebalancing in alignment with our TDP and in response to the FY2027 budget challenges.

Ridership:

- Total Ridership (June 2026): 1.501M (+1.9% vs. June 2025)
- YTD Ridership: 4.643M (-1.5% vs. YTD 2026)
- STAR (June 2026): 32,487 riders (+1.3% vs. June 2025)
- FLEX (June 2026): 10,272 riders (+113% vs. June 2025)
- NX (June 2026): 8,687 riders (+40% vs June 2025)

Operations:

- Trip Completion Rate: 99.94%
- Accidents: 51 total; 19 preventable
- Preventive Maintenance Inspections (PMI): 100% on-time
- MDBSI: 29,779 miles
- Employee Availability: 90.83%
- On-Time Performance:
 - Fixed Route: 72.1%
 - STAR: 67.92% (within 10-minute window)

Customer Experience:

- Customer Comments: 237 total (69 related to STAR)
- Fixed Route Complaints: 152
- Other Complaints: 16
- Website Traffic: 773,946 page views

CEO Activity:

I continued my outreach across the Capital Region, meeting with elected officials, community leaders, and partners to strengthen relationships and explore collaboration opportunities.

June 23, 2026

I, along with other CDTA employees, attended the United Way of the Greater Capital Region Annual Awards. CDTA received a Cornerstone award for its partnership with the organization.

June 25, 2026

I was interviewed by Paul Comfort for his podcast ‘Transit Unplugged’ about my career path, leadership, and vision for CDTA.

June 26, 2026

I continued my ‘Coffee with the CEO’ initiative in the Troy Division and spent time speaking with employees.

June 29, 2026

I continued my 'Ride Along with CEO' initiative in Lake George, where I rode our summer trolley service and spoke with employees about their experience.

July 9, 2026

I was interviewed on a podcast called Capital Connect, where I discussed being a leader in the Capital Region, what value CDTA brings, and how important workplace culture is.

July 20, 2026

I, along with other CDTA employees, met with the Regional FTA Administrator to discuss TOD opportunities in the region.

July 22, 2026

I met with Amsterdam Mayor Michael Cinquanti to discuss service in Montgomery County and potentially improved service.

July 27, 2026

I met with Montgomery County Executive Pete Vroman to discuss service in Montgomery County and potentially improved service.