



CDTA COMMITTEE AGENDA
Performance Management/Audit Committee
Thursday, May 21, 2026 | 9:00 AM
Microsoft Teams & 110 Watervliet Ave

Committee Item	Responsibility
Call to Order	Peter Wohl
Approve Minutes of Thursday, April 23, 2026	Peter Wohl
Consent Agenda Items	
• Approve Contract for Diesel Exhaust Fluid (DEF)	Stacy Sansky
• Approve Contract for Soofa Kiosks	Stacy Sansky
• Approve Contract for Crash Avoidance	Stacy Sansky
• Approve Contract of Tow Wreckers	Stacy Sansky
• Approve Purchase of Hybrid Buses	Stacy Sansky
• Approve Purchase of Paratransit Buses	Stacy Sansky
Consent Agenda Items (April 23, 2026-Carry Over)	
• Approve Contract for Driver Barriers	Stacy Sansky
• Approve ITS Trailer Lease	Stacy Sansky
• Approve Contract for Antifreeze	Stacy Sansky
• Approve Contract for Headway Signs	Stacy Sansky
Investment Committee Item (April 23, 2026-Carry Over)	
• Annual Review & Approval of Investment Policy	Patricia Cooper
Administrative Discussion Items	
• Risk Management & Workers Compensation	Amanda Avery
• Monthly Management (Financial) Report	Patricia Cooper
• Monthly Non-Financial (Performance) Report	Gary Guy/Richard Cordero
Audit Committee Items	
• Approve FYE 2026 Audit Draft	Patricia Cooper
• Internal Audit Update	Sarah Matrose
Next Meeting: Thursday, June 18, 2026, at 9:00am via Microsoft Teams and 110 Watervliet Ave.	
Adjourn	Peter Wohl

Capital District Transportation Authority

Performance Monitoring/Audit Committee

Meeting Minutes – April 23, 2026, at 9:01 am; 110 Watervliet Avenue, Albany

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

Meeting Purpose

Regular monthly meeting of the Performance Monitoring/Audit Committee. Committee Chair Peter Wohl noted that a quorum was present. Minutes from March 19, 2026, meeting were reviewed and approved.

Consent Agenda Items

Approve Contract for Full Enclosure Operator Barrier

- CDTA currently utilizes partial operator barriers; however, full-enclosure systems represent an enhanced design intended to improve operator protection while maintaining safe vehicle operation and customer interaction.
- Staff proposed a structured pilot program prior; WWBRT fleet was selected for its high visibility, consistent service patterns, and dedicated operator assignments, which enable controlled evaluation.
- A resolution to approve a sole-source procurement of full-enclosure barrier systems from two vendors to support the pilot program. This includes a purchase from NFI Parts of Delaware, Ohio, in an amount not to exceed \$121,500, and a purchase from The RetroFitter of Pompano Beach, Florida, in an amount not to exceed \$102,728 will be recommended to the board for approval.

Approve Contract for ITS Work Trailer Lease

- The existing modular office trailer located at the Albany facility has developed multiple roof leaks and is no longer suitable for continued use. Repair options were evaluated; however, the cost of repairs exceeds the cost of replacement and would not provide a long-term solution.
- Staff is seeking authorization to lease a new modular office trailer and the removal and disposal of the existing unit at CDTA's Albany facility to ensure continuity of operations for ITS and Facilities staff.
- A resolution to approve an agreement to lease and install a new modular work trailer and remove the existing trailer to Cassone Leasing Inc. of Ronkonkoma, N.Y. for an amount not to exceed \$68,894 will be recommended to the board for approval.

Approve Contract for Antifreeze

- Antifreeze is utilized as part of regular vehicle maintenance. The current contract is expiring.
- An Invitation for Bids (IFB) was issued for the purchase of antifreeze. The IFB outlined product specifications, estimated usage, and delivery requirements. Fifteen vendors downloaded the IFB and a single bid was received.

- A resolution to approve a one-year contract with one optional renewal year for the purchase of antifreeze to be awarded to Safety-Kleen Systems, Inc of Norwell, MA for an estimated cost of \$325,000 will be recommended to the board for approval.

Approve Contract for Color Destination Signs for BRT Fleet

- To standardize destination sign technology across the Bus Rapid Transit (BRT) fleet by retrofitting buses that currently do not have full-color destination signs. This upgrade will support operational flexibility, improve passenger information visibility, and enhance overall fleet management efficiency.
- Luminator’s Spectrum signs allow display colors to be adjusted to match the assigned BRT line, providing greater flexibility for bus assignments, interlining, and vehicle availability.
- A resolution to approve a sole-source purchase of color Spectrum destination signs from Luminator Technology Group of Plano, TX in an amount not to exceed \$366,346 will be recommend to the board for approval.

Investment Committee Item

Annual Approval of Investment Policy

- The New York State Public Authorities Law Article 9, Title 7 requires an annual approval of our Investment Policy (IP). Our investment policy details the operative policy for investing, monitoring, and reporting of funds for CDTA.
- CDTA General Counsel reviewed the IP and appropriate laws for any changes and does not recommend any adjustments at this time. Our Investment Advisor, Cerity Partners, also reviewed the IP and does not recommend any changes.
- A resolution to approve the 2026 Investment Policy will be recommended to the board for approval.

Administrative Discussion Items

Monthly Management (Financial) Report

- Patricia Cooper provided the Monthly Management Report for April. MRT revenue is 26% over budget for the month due to Albany County MRT, and 21% or \$2.6M over budget YTD.
- Fares are 6.6% under budget for the month and 7% under budget for FY26.
- Facilities income is under budget 8.5% for the month and 4.6% over for FY26.
- Interest income continued to be strong throughout the year and ended with \$255k in operational interest income.
- Wages below budget (9.4% for the month; 6.45% for the fiscal year
- Professional services are under budget 27% for the month and 14% for the year.
- Materials and supplies are over budget 31% due to large bills for shelter glass cleaning and bus supplies. This fiscal year ended only 2.7% over budget.
- Purchased transportation is over 4.8% for the month, but 3.5% over budget).
- Maintenance and supplies are over budget 4.8% for the month and 13% for the year.
- Fuel continues to be under budget – 8.6% for the month and 13% for the year.
- Year-to-date surplus of \$5.2M; overall satisfactory budget condition.

Monthly Non-Financial (Performance) Report

- Gary Guy gave the non-financial report for March.
- Ridership Sustained Softening Trend: Ridership is down modestly (-2.4%) but consistently across both short-term and cumulative measures.
- On-Time Performance +5.6% increase represents a strong operational gain
- Positive YTD Trend: Sustained improvement year-to-date signals that performance gains are not isolated, but part of a broader upward trajectory.
- MDBSI improvements exceeding 100% reflect a dramatic reduction in service interruptions. The +272.4% YTD increase demonstrates that reliability gains are consistent and not isolated.
- Rising Absenteeism Trend: Both monthly (8.8%) and (7.5%) YTD increases indicate a sustained upward movement in days not worked.
- STAR missed trips increased 24.8 YOY and 23.1% YTD. We see a decline of 9.3% from last month.
- STAR on-time performance declined 7.8% YOY as expected. OTP improved 2% from last month.
- STAR Ridership increased 1.3% YOY and 6.4% YTD, reflecting sustained demand growth for paratransit services. Continued growth places increasing pressure on scheduling capacity.
- Preventable Accidents Per 100k Miles: Increased 29.7% YOY and 2.3% YTD
- A recent increase in preventable accidents—primarily within garage environments rather than on the roadway—prompted a targeted operational review. Findings indicate the need for enhanced focus on controlled environments where vehicles are staged and maneuvered.

Internal Audit Update

- Sarah Matrose provided an update on internal audits.
- Davis-Bacon Audit: New York State now collects certified payroll data directly from contractors, reducing local administrative burden; however, federal prevailing wage compliance for contracts over \$2,000 remains in effect. Ongoing monitoring will ensure all federal requirements continue to be met.
- Policy & Handbook Review: A comprehensive, organization-wide policy audit is underway to ensure compliance, accuracy, and completeness. The employee handbook is also under review to incorporate updated regulatory requirements. The goal is to establish a structured, recurring cadence for policy updates.
- Audit & Risk Assessment – Next Steps:
- Launch of the annual risk assessment next month, including departmental interviews to evaluate goals, risks, and control gaps.
- Audit Committee members will be invited to participate in one-on-one discussions to provide input on risk priorities and future audit focus areas.
- Governance Consideration:
- Discussion initiated on formalizing a governance framework for policy review and updates, including defined ownership, approval processes, and a regular review cycle.

Next Meeting

Thursday, May 21, 2026, at 9:00am via Microsoft Teams and at 110 Watervliet Ave.

Capital District Transportation Authority

Agenda Action Sheet

Subject: Purchase of Diesel Exhaust Fluid
Committee: Performance Monitoring/Audit
Meeting Date: May 21, 2026

Objective of Purchase or Service:

Diesel Exhaust Fluid (DEF) is used in diesel engines to reduce harmful emissions. Previously CDTA purchased this at market price. To secure cost stability a competitive procurement was undertaken.

Summary of Staff Proposal:

An Invitation for Bids (IFB) was issued for the purchase of DEF. The IFB outlined product specifications, estimated usage, and delivery requirements. Fifteen vendors downloaded the IFB and three bids were received.

The lowest responsive and responsible bid was submitted by Emerson Oil Co, LLC of Rochester, New York (the current provider) for an initial price of \$2.49 per gallon. This represents a 26% increase from CDTA's last purchase price a few months ago, but a 43% decrease from the current market price.

Because DEF pricing is extremely volatile, future pricing may be adjusted quarterly and will be tied to the Urea FOB US Gulf (New Orleans) barge pricing as DEF is largely made up of urea. If this market pricing becomes unavailable the Producers Price Index for Chemicals and Allied Products will be utilized. This is a common practice in DEF purchase and still provides some stability against daily price fluctuations.

Financial Summary/Cost:

Estimated Usage	Per Gallon Cost	Total
88,000/per year	\$2.49	\$438,240

This purchase will be funded through the FY27 & FY28 operating budgets.

Proposed Action:

I recommend a one-year contract with one optional renewal year for the purchase of Diesel Exhaust Fluid be awarded to Emerson Oil Co, LLC of Rochester, New York for an estimated cost of \$438,240. Quarterly pricing may change based on the Urea Index. Final costs will be determined by actual usage.

Manager:

David Williams, Director of Maintenance



Bid Summary



Contract Name: Diesel Exhaust Fluid (DEF)

Contract No: CDTA Maint 224-3000

Date/Time of Opening: 20-Apr-26

Bidder Contact Information	Base Bid/Lump Sum Price	Bid Alternate- If Applicable	Subcontractors If known/as applicable (Names only)	DBE/MWBE/SDVOB Status
Name: <i>Emerson Oil Co, LLC</i> Address: <i>545 Lyell Ave Rochester, NY 14606</i> Contact: <i>Christopher Ciafo</i> Email: <i>sales@emersonoil.com</i> Phone: <i>800.777.9200</i>	Year 1 Price: \$2.49/gal	Alternate 1: Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: <i>Safilube Industries LLC</i> Address: <i>3600 Rt 66 Suite 150 Neptune, NJ 07753</i> Contact: <i>Chris Duran</i> Email: <i>info@safilube.com</i> Phone: <i>845.542.0495</i>	Year 1 Price: \$2.72/gal	Alternate 1: Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: <i>Mansfield Oil Co of Gainesville, Inc.</i> Address: <i>1025 Airport Parkway SW Gainesville, GA 30501</i> Contact: <i>Karl Arensdorf</i> Email: <i>mocbids@mansfieldoil.com</i> Phone: <i>1.800.695.6626</i>	Year 1 Price: \$2.69/gal	Alternate 1: Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: Address: Contact: Email: Phone:	Year 1 Lump Sum Price:	Alternate 1: Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: Address: Contact: Email: Phone:		Alternate 1: Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
Name: Address: Contact: Email: Phone:		Alternate 1: Alternate 2:	1 2 3 4 5	DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __ DBE __ MBE __ WBE __ SDVOB __
I, Frank Annicaro, Chief Executive Officer of The Capital District Transportation Authority hereby certify that the above is a true, complete and accurate record of the bids received on the date and time listed above for this project.		Signature: _____		

Capital District Transportation Authority

Agenda Action Sheet

Subject: Approve Purchase of On-Street Information Kiosks
Committee: Performance Monitoring/Audit
Meeting Date: May 21, 2026

Objective of Purchase or Service:

To purchase information kiosks for installation along the Washington-Western Bus Rapid Transit (WWBRT) Purple Line.

Summary of Staff Proposal:

On-street information kiosks are one of several intelligent transportation systems (ITS) technologies available for customers along CDTA's Bus Rapid Transit (BRT) lines. The primary benefits of on-street information kiosks are to provide customers, employees, and partners with real-time information, emergency alerts, and public messaging to support both CDTA and local communities.

This sole source purchase from Changing Environments Inc. is for seventeen digital color information kiosks along the Washington/Western BRT purple line. Changing Environments offers a unique kiosk solution that employs the use of 100% solar power to deliver a reliable and cost effective on-street information kiosk. Installations require no trenching, wiring, or connection to the electrical grid. With nine Changing Environments kiosks successfully deployed on-street and at each of the CDTA operating divisions since 2021, CDTA has been very satisfied with the quality of services and the high availability of the Changing Environments kiosk product.

This sole source purchase of equipment and services is based on several important considerations. Most importantly, Changing Environments is the only local provider of solar powered, digital color information kiosks that operate via a fully hosted, cloud-based, revenue sharing advertising platform. Every sign also features integrated sensors to collect anonymized real-time, pedestrian data to better optimize public spaces and transit stop locations. In addition, Changing Environments uniquely satisfies CDTA's requirements by displaying GTFS-RT transit data, social media feeds including Facebook and X, and customized messaging for CDTA, local communities, partners, and stakeholders. This purchase also includes digital advertising, five years of ongoing maintenance and support including up to three screen replacements each year.

Additional reasons to support this sole source recommendation include:

- Changing Environments has installed over 180 signs in over 60 cities across 20 states for various government, business, and public transit organizations.
- With over 75 transit-specific installations, Changing Environments has fully satisfied CDTA's power, weather and temperature resilience, cellular communications, cloud-based content management, and data content sourcing standards including GTFS-RT, social media, and local news.
- 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:

Description	Cost
75" Color Signs	\$510,000
Maintenance Support Services	\$142,500
Software Licensing	\$136,000
Supplemental Services (10%)	\$78,850
Total Five Year Cost:	\$867,350

This is funded through our WWBRT Federal Grant program.

Proposed Action:

I am requesting that a five-year contract be awarded to Changing Environments Inc. of Cambridge, Massachusetts for an amount not to exceed \$867,350.

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:**

\$867,350 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:** Changing Environments, Inc.
24 Thorndike St Suite 2
Cambridge, MA 02141

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: May 20, 2026

Capital District Transportation Authority

Agenda Action Sheet

Subject: Collision Avoidance System Pilot Program
Committee: Performance Monitoring/Audit
Meeting Date: May 21, 2026

Objective of Purchase or Service:

To conduct a pilot program installing a collision avoidance system on 17 New Flyer articulated buses operating on our premium Bus Rapid Transit (BRT) lines to evaluate the feasibility, design effectiveness, operational functionality, and overall safety benefits of advanced collision avoidance technology.

Summary of Staff Proposal:

Safety for operators and the public remain one of CDTA's highest priorities. As urban environments become increasingly complex, transit vehicles must operate safely around pedestrians, cyclists, and other vehicles in high-density traffic conditions.

To enhance safety awareness and reduce the risk of collisions involving vulnerable road users, staff proposes conducting a controlled pilot program using the Mobileye Shield+ collision-avoidance system from Rosco Vision Systems. Rosco Collision Avoidance is the exclusive Mobileye Shield+ partner for the transit market in North America.

The proposed system utilizes multiple vision sensors mounted around the vehicle to detect pedestrians, cyclists, and surrounding vehicles and provide visual and audible alerts to the operator when potential collision risks are identified.

Key system capabilities include:

- Pedestrian and cyclist detection around the vehicle
- Forward collision, lane departure, and headway monitoring warning alerts
- Speed limit indication and safety alerts
- External pedestrian warning alerts during turning movements

Under this proposal, 17 New Flyer articulated buses operating on one of CDTA's premium Bus Rapid Transit lines will be equipped with the Rosco Mobileye Shield+ system. These vehicles will operate in normal passenger service and be evaluated over a twelve-month period.

Pilot Program Evaluation

The pilot program will evaluate several key factors, including:

- Operator awareness and response to collision alerts
- System effectiveness in detecting pedestrians, cyclists, and vehicles
- Operator comfort and usability of the system interface
- Frequency and accuracy of alerts in real operating conditions
- Impact on safe vehicle operation and driving behavior
- Maintenance requirements and system durability
- Telematics data and system diagnostics

The system also includes telematics capabilities that allow CDTA to review sensor activity and analyze roadway conditions encountered during operation.

The results of this pilot will allow CDTA to determine whether collision avoidance technology should be considered for future fleet retrofits or included in future bus procurements.

Sole Source Justification

Staff recommends sole-source procurement from Rosco Collision Avoidance, LLC, given the unique and proprietary nature of the Mobileye Shield+ system and its integration within the transit bus environment. Rosco is the exclusive provider and authorized integrator of the Mobileye Shield+ system for the transit market, with no equivalent alternative identified that offers the same combination of front- and side-monocular vision-based pedestrian and cyclist detection, specifically designed for large transit vehicles.

Unlike other systems, which have limitations in detecting “soft” objects such as pedestrians and cyclists, the Mobileye system uses advanced vision-based artificial intelligence technology widely deployed in OEM automotive applications and specifically adapted for transit use.

This sole-source approach is appropriate and justified, as it enables CDTA to efficiently evaluate a specialized, transit-specific safety system before determining whether to pursue a broader competitive procurement.

Financial Summary/Cost:

Description	Unit Cost	Qty.	Extended Cost
Mobileye Shield+4 Collision Avoidance with APAS system	\$14,250	17	\$242,250
Installation Services	\$3,590	17	\$61,030
Delivery	\$150	17	\$2,550
Contingency for Tariffs: 3.5%	\$498.75	17	\$8,478.75
Total Cost			\$314,308.75

The source of funds is the WWBRT Grant.

Proposed Action:

I recommend the sole-source procurement of the Rosco Vision Mobileye Shield+ collision avoidance system and installation services to conduct a pilot evaluation on 17 New Flyer articulated buses, at a cost not to exceed \$314,308.

Manager:

David Williams, Director of Maintenance

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:**

\$314,308.75 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 Received # 1

Attach Summary of Bids/Proposals

7. **Disadvantaged Business Enterprise (DBE) involvement**

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

8. **LEGAL NAME and ADDRESS OF CONTRACTOR/VENDOR:** Rosco Collision Avoidance, LLC

90-21 144th Place

Jamaica, NY 11435

8. **SOURCE OF FUNDS:** WWBRT 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: May 20, 2026

Capital District Transportation Authority

Agenda Action Sheet

Subject: Purchase of Heavy-Duty and Medium-Duty Wreckers
Committee: Performance Monitoring/Audit
Meeting Date: May 21, 2026

Objective of Purchase or Service:

The Maintenance Department supports a diverse fleet operating across multiple counties in the Capital District, requiring reliable towing and recovery capabilities to maintain service continuity. As fleet complexity has increased, existing towing equipment has become limited due to age and capability.

This procurement supports CDTA's state-of-good-repair goals by replacing outdated equipment with modern medium- and heavy-duty wreckers, improving emergency response and overall fleet support. The new equipment will enhance CDTA's ability to safely recover disabled vehicles, reduce response times, and ensure staff have tools that meet current industry standards for safety and performance.

Summary of Staff Proposal:

Staff is recommending the purchase of one medium-duty wrecker and one heavy-duty wrecker from Northeast Wrecker Sales of Albany, New York, through the competitive procurement process. The proposed equipment includes a Century 2465 integrated medium-duty wrecker mounted on an International CV515 chassis and a Century 7035 heavy-duty integrated wrecker mounted on an International HV615 chassis.

The medium-duty wrecker will provide towing and recovery support for non-revenue vehicles, support trucks, paratransit vehicles, and FLEX service vehicles.

Key Features Include:

- 24,000 lb. boom capacity
- 20,000 lb. tow rating
- Dual 12,000 lb. planetary winches
- Aluminum modular body with integrated storage compartments
- Dual rear camera system and LED work lighting to enhance operator safety during recovery operations

The heavy-duty wrecker is specifically designed to support transit bus recovery operations, including CDTA's 40-foot Gillig buses, New Flyer articulated buses, and battery-electric buses.

Key Features Include:

- 70,000 lb. boom capacity
- 80,000 lb. tow rating
- Dual 35,000 lb. planetary winches
- Coach/low-rider configuration specifically designed for transit bus recovery operations
- Hydraulic outriggers and stabilizers for safe heavy recovery operations
- Wireless remote operation, LED work lighting, and multiple recovery attachments to support versatile field operations

Staff determined that the pricing submitted by Northeast Wrecker Sales was fair and reasonable based on the specifications provided, current market conditions, and the specialized nature of transit recovery equipment.

Financial Summary/Cost:

Description	Unit Cost	Qty.	Extended Cost
Medium-Duty Wrecker	\$219,961.71	1	\$219,961.71
Heavy-Duty Wrecker	\$531,147.15	1	\$531,147.15
Contingency for Tariffs: 10%	\$75,110.89	1	\$75,110.89
Total Cost			\$826,219.75

The source of funds is the FY27 Capital Plan.

Proposed Action:

I recommend the purchase of one heavy-duty wrecker and one medium-duty wrecker from Northeast Wrecker Sales of Albany, New York, for a total amount not to exceed \$826,219, inclusive of contingency.

Manager:

David Williams, Director of Maintenance

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:**

\$ 826,219.75 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 # 5
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 0
DBE Certification on file? Yes No Not Applicable
Was contract awarded to a DBE? Yes No
Number of DBE Subcontractors NA.

8. **LEGAL NAME and ADDRESS OF CONTRACTOR/VENDOR:** Northeast Wrecker Sales
9 Apollo Drive
Albany, NY 12205

8. **SOURCE OF FUNDS:** FY27 Capital Funds

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

Non-Collusion Affidavit of Bidder (Yes, No, N/A)
Disclosure & Certificate of Prior Non-Responsibility Determinations (Yes, No, N/A)
Disclosure of Contacts (only RFPs) (Yes, No, 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: May 20, 2026

Capital District Transportation Authority

Agenda Action Sheet

Subject: Purchase of 40-foot Hybrid buses
Committee: Performance Monitoring/Audit
Meeting Date: May 21, 2026

Objective of Purchase or Service:

CDTA's fleet replacement program is designed to ensure a safe, reliable, and cost-effective fleet through the scheduled replacement of vehicles that have reached the end of their useful life. As outlined in prior procurements for 40-foot buses, maintaining fleet balance and reliability while controlling lifecycle costs remains a core objective.

This procurement advances that strategy by transitioning from conventional diesel buses to diesel-electric hybrid buses, aligning with CDTA's long-term sustainability goals while maintaining operational flexibility.

Summary of Staff Proposal:

Staff recommends a sole-source procurement from New Flyer of America for 40-foot hybrid buses (XDE40 platform). This procurement is associated with CDTA's participation in the 2025 Federal Transit Administration (FTA) Low-No Grant Program, where CDTA partnered with New Flyer. This recommendation is based on the following:

- The proposed buses are built on New Flyer's Xcelsior platform, a widely deployed and tested design with demonstrated durability, safety, and reliability. Standardization reduces parts inventory, improves technician familiarity, and enhances overall fleet reliability.
- The buses are Buy America-compliant and include New York State manufacturer content, including BAE Propulsion Systems, full-vehicle wraps, and Graphics provided by Seifert Graphics. Approximately 30% of the content and economic benefit will be realized within New York State, supporting local jobs and regional economic development.
- New Flyer provides comprehensive on-site training and training at the Vehicle Innovation Center, ensuring CDTA staff are fully prepared to maintain and operate the new technology and align with workforce development goals outlined in the Low-No program.

Hybrid vs. Battery Electric Buses

While CDTA continues to pursue battery-electric buses (BEBs) through grant-funded initiatives, hybrid buses represent a practical and strategic bridge technology for the following reasons:

- Hybrid buses do not require significant investment in charging infrastructure, power upgrades, or facility modifications, which are substantial cost drivers for BEB deployment.
- Hybrids can be deployed across all routes without range or charging constraints, ensuring consistent service delivery across CDTA's seven-county service area.
- Hybrid propulsion systems are proven and reliable, enabling CDTA to continue reducing emissions while battery-electric technology, charging infrastructure, and grid capacity further mature before large-scale deployment.
- Hybrid buses reduce fuel consumption by 20–30% and significantly lower emissions, including CO₂, NO_x, and particulate matter. Additionally, features such as geofencing enable zero-emission operation in targeted areas, maximizing environmental benefits where they are most impactful.

Upon Board approval, a purchase order will be issued immediately with delivery anticipated for late summer of 2027.

Financial Summary/Cost:

Description	Unit Cost	Qty.	Extended Cost
New Flyer Xcelsior XDE40 Includes Warranty, Publications, and Delivery	\$1,278,406	10	\$12,784,061
Contingency for Tariffs: 10%	\$127,841	10	\$1,278,410
Total Cost			\$14,062,471

The source of funds is a Federal Transit Administration Low or No Emission Vehicle Program grant.

Proposed Action:

I recommend purchasing ten 40-foot hybrid buses from New Flyer of America Inc. to support CDTA's fleet replacement for an amount not to exceed \$14,062,471.

Manager:

David Williams, Director of Maintenance

**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:**

\$14,062,471 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 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 0

DBE Certification on file? Yes No Not Applicable

Was contract awarded to a DBE? Yes No

Number of DBE Subcontractors Transit Vehicle Manufacturers are required to have an approved DBE program on file with FTA.

8. **LEGAL NAME and ADDRESS OF CONTRACTOR/VENDOR:** New Flyer of America, Inc.

711 Kernaghan Ave

Winnipeg, MB Canada

8. **SOURCE OF FUNDS:** FTA Low or No Emission 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: May 20, 2026

Capital District Transportation Authority

Agenda Action Sheet

Subject: Purchase of Paratransit Buses
Committee: Performance Monitoring/Audit
Meeting Date: May 21, 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.

In addition, this purchase will help maintain an appropriate spare ratio, reduce unscheduled maintenance associated with aging vehicles, and support consistent service delivery for STAR paratransit services across the service area.

Summary of Staff Proposal:

In 2022, the Board awarded a five-year contract to Coach and Equipment Bus Sales. As part of this contract, staff is recommending the purchase of twelve paratransit vehicles, consisting of:

- Six replacement vehicles for units that have reached the end of their useful life
- Six expansion vehicles to support service growth, improve scheduling flexibility, and enhance service reliability

The vehicles will be built on a Ford E-350 cutaway chassis and configured specifically for paratransit service.

Key Technical Specifications Include:

- 7.3L V8 gasoline engine providing reliable performance and ease of maintenance
- Full bus wrap with exterior and interior graphics for consistent branding and customer experience
- Wheelchair accessibility:
 - Rear-mounted wheelchair lift rated at 1,000 lbs
 - Capacity for four wheelchair positions with Q'Straint securement systems
- Passenger capacity: up to twelve ambulatory passengers
- Climate control systems designed for passenger comfort in all conditions

These vehicles are built to meet ADA requirements while maintaining passenger safety, comfort, and operational efficiency. The standardized configuration also supports maintenance efficiency, parts commonality, and technician familiarity.

This purchase is consistent with CDTA's long-term fleet strategy to balance fleet age, improve reliability, and maintain adequate vehicle availability. It also reduces lifecycle costs by minimizing major repairs associated with older vehicles.

The proposed pricing reflects a 5% increase over the prior year, consistent with current market conditions, material costs, and industry-wide 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 E350 Cutaway Van. Delivery Included	\$156,348.18	12	\$1,876,178.16
Contingency for Tariffs: 10%	\$15,634.81	12	\$187,617.81
Total Cost			\$2,063,795.98

The source of funds is the FY27 Capital Plan.

Proposed Action:

I recommend purchasing twelve paratransit vehicles for our paratransit service from Coach and Equipment Bus Sales of Penn Yan, New York, for a total amount not to exceed \$2,063,796, inclusive of contingency.

Manager:

David Williams, Director of Maintenance

Memorandum

Date: May 13, 2026

To: Performance Monitoring/Audit Committee

From: General Counsel

Subject: Risk Management and Workers Compensation Self-Insurance Accounts,
as of 4/1/26

Our procedures require a quarterly review of the adequacy of the Risk Management Self-Insurance Account and the separate Workers Compensation Self-Insurance Account.

1. Risk Management:

CDTA is self-insured for most liability exposures up to \$2 million. If at all possible, liability and automobile (AL and PD) claims are managed and defended internally. These claims include bodily injury, property damage, and certain other claims including no-fault.

Reasonable prudence dictates that in view of the \$2 million self-insured retention and the volatility of the market, we should be prepared to absorb at least one total loss (preferably two) along with the projected value of incurred losses.

- **Projected Losses** (incurred but unpaid): \$3,109,200
(increase of \$1,111,500 (+55.64%) for the quarter)
- **Self-Insured Retention** (one) \$2,000,000
- **Market Value of Account:** \$3,719,654
(increase of \$5,761 (+.16%) for the quarter)

2. Workers Compensation:

We have retained an actuary to project monthly expenditures under the self-insurance program for workers' compensation that was initiated on 8/14/02. This formula is based upon actual experience, an annual valuation at the end of the fiscal year, and an annual projection of expenses adjusted for actual expenses in the current year. The projection includes both IBNR and the projected value of claims, expenses and assessment.

- **Projected Claims:** \$8,426,031
(increase of \$50,689 (+.61%) for the quarter)
- **Market Value of Account:** \$12,214,630
(increase of \$128,642 (+1.06%) for the quarter)

3. Liability/Auto Claims:

As of 4/1/26, we had 47 pending liability claims, 36 of which were in suit. A number of inactive cases have been closed out. The majority of the active claims are in various stages of discovery, while a few have been referred to outside counsel and are nearing trial or other final disposition. As of 4/1/26, CDTA had 18 liability claims with reserves of \$10,000 or more, 9 of which have reserves of \$25,000 or more. It is always our intention to carry adequate funds to cover the aggregate value of anticipated losses.

Conclusion: It is my opinion that the balances of the Risk Management and Workers' Compensation Self-Insurance Accounts are adequate to meet the anticipated needs of CDTA and its subsidiaries at the present time. *Due to the high-risk nature of our operations, we anticipate an increase in claims made against the Authority. Because of our self-insured status, it is prudent to maintain adequate funds to account for the increases in claims.*

Copy: Chairperson, Performance Monitoring Committee
Chief Executive Officer

Monthly Management Report

April 2026



Monthly Management Report (MMR) - April 2026

Executive Summary

				Current Month		Year to Date	
REVENUE	Actual	Budget	(\$ Variance)	(%) Variance	(\$ Variance)	(%) Variance	
1	Mortgage Tax	\$ 1,117,191	\$ 1,137,500	\$ (20,309)	-1.79%	\$ (20,309)	-1.79%
2	Customer Fares	\$ 1,763,131	\$ 1,684,808	\$ 78,323	4.65%	\$ 78,323	4.65%
3	Facilities Income	\$ 376,741	\$ 353,231	\$ 23,510	6.66%	\$ 23,510	6.66%
EXPENSES	Actual	Budget	(\$ Variance)	(%) Variance	(\$ Variance)	(%) Variance	
4	Wages	\$ 5,358,540	\$ 5,491,290	\$ (132,750)	-2.42%	\$ (132,750)	-2.42%
5	Professional Services	\$ 392,261	\$ 480,046	\$ (87,785)	-18.29%	\$ (87,785)	-18.29%
6	Materials & Supplies	\$ 321,856	\$ 183,421	\$ 138,435	75.47%	\$ 138,435	75.47%
7	Purchased Transportation	\$ 1,198,598	\$ 1,183,833	\$ 14,765	1.25%	\$ 14,765	1.25%
8	Utilities	\$ 199,172	\$ 129,708	\$ 69,464	53.55%	\$ 69,464	53.55%
						YTD Revenue	-0.81%
						YTD Expenses	-2.61%

Revenue Summary

- 1 MRT is 1.8% under budget in April but in line with our increased budget for FY27.
- 2 Customer fares are 4.7% over budget and \$143k over customer fares in April 2025.
- 3 Facilities income is over budget 6.7% due to parking revenue being 21% over its monthly budget.

Expense Summary

- 4 Wages are 2.4% under budget in April due to fact that Union staff pay raises do not take effect until mid June.
- 5 Professional services are 18.3% under budget for the month due to timing.
- 6 Materials & Supplies are 75% over budget in April due to a large purchase of fare media which expended the full amount budgeted for tickets and passes in FY27.
- 7 Purchased Transportation is 1.3% over budget in April.
- 8 Utilities are over budget 53.5% in April due to timing.

Note Overall, we are in a satisfactory budget position.

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

	Apr-26	Apr-25
Assets		
Current Assets:		
Cash	\$25,528,657	\$15,900,223
Investments	\$39,654,589	\$43,803,027
Receivables:		
Mortgage Tax	\$1,117,191	\$1,461,929
Federal Grants	\$1,897,410	\$2,725,077
New York State Operating Assistance	\$6,963,656	\$6,524,404
Trade and Other	\$13,158,072	\$16,315,396
Advances to Capital District Transportation Committee	\$605,465	\$1,377,584
Materials, Parts and Supplies	\$6,918,834	\$6,388,755
Prepaid Expenses	\$2,504,591	\$2,046,104
Sub-Total Current Assets	\$98,348,465	\$96,542,499
Noncurrent Assets:		
Capital Assets, net	\$148,891,449	\$158,584,812
Deferred outflows of resources:		
Deferred outflows of resources related to OPEB	\$6,404,604	\$6,404,604
Deferred outflows of resources from pension	\$3,720,844	\$3,720,844
Sub-Total Deferred outflows of resources:	\$10,125,448	\$10,125,448
Total for Assets	\$257,365,361	\$265,252,759
Liabilities		
Current Liabilities:		
Accounts Payable	\$12,100,769	\$5,273,221
Accrued Expenses	\$10,341,137	\$9,845,575
Unearned Revenue	\$3,024,417	\$2,619,640
Line of Credit	\$0	\$0
Sub-Total Current Liabilities	\$25,466,323	\$17,738,437
Noncurrent Liabilities:		
Capital Lease Agreement	\$14,731,858	\$15,991,522
Estimated Provision for Existing Claims and Settlements	\$11,574,838	\$9,130,866
Other postemployment benefits	\$66,811,397	\$66,811,397
Net Pension Liability	\$3,687,602	\$3,687,602
Sub-Total Noncurrent Liabilities	\$96,805,696	\$95,621,387
Deferred inflows of resources:		
Deferred inflows of resources from pension	\$2,176,474	\$2,176,474
Deferred inflows of resources from OBEP	\$39,316,956	\$39,316,956
Sub-Total Deferred inflows of resources	\$41,493,430	\$41,493,430
Total for Liabilities	\$163,765,449	\$154,853,254
Net Position		
Net Investment in Capital Assets	\$108,241,228	\$108,241,228
Unrestricted	(\$14,641,316)	\$2,158,277
Total for Net Position	\$93,599,912	\$110,399,505
Total Liabilities and Net Position	\$257,365,361	\$265,252,759

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

	<u>To Date Actual</u>	<u>Annual Budget</u>	8%
REVENUE:			
AUTHORITY	\$1,171,355	\$16,971,000	7%
TRANSIT	\$10,124,242	\$121,688,684	8%
ACCESS	\$70,097	\$630,000	11%
CDTA FACILITIES	\$389,241	\$4,186,924	9%
TOTAL REVENUE	\$11,754,935	\$143,476,608	8%
EXPENSE:			
AUTHORITY	\$1,965,083	\$22,601,600	9%
TRANSIT	\$9,319,014	\$117,088,862	8%
ACCESS	\$39,734	\$784,896	5%
CDTA FACILITIES	\$320,411	\$3,000,751	11%
TOTAL EXPENSE	\$11,644,242	\$143,476,109	8%
 Revenue over (under) Expenses	 \$110,693		
Depreciation	\$1,625,000		
Excess of Revenue over (under) Expenses	(\$1,514,307)		
Transfer from Capital Project Fund	\$0		
Transfer to Risk Mngt Fund	\$0		
Transfer from Risk Mngt Fund	\$0		
Transfer from Vehicle Replacement	\$0		
Transfer to Vehicle Replacement	\$0		
Transfer to Capital Projects Fund	\$0		
Transfer from Operating Fund	\$0		
Transfer to Operating Fund	\$0		
Transfer from Worker's Comp Fund	\$0		
Transfer to Worker's Comp Fund	\$0		
 *Net Excess of Revenue over (under) Expenses	 (\$1,514,307)		
*Contribution to required fleet replacement.			

CAPITAL DISTRICT TRANSPORTATION AUTHORITY
Apr-26

BUDGET VARIANCE REPORT

CONSOLIDATED									
	This Month				Year to Date				Annual
	Actual	Budget	Variance	% Variance	Actual	Budget	Variance	% Variance	Budget
Operating Revenue									
Mortgage Tax	\$1,117,191	\$1,137,500	(\$20,309)	-1.79%	\$1,117,191	\$1,137,500	(\$20,309)	-1.79%	\$13,650,000
Customer Fares	\$1,763,131	\$1,684,808	\$78,322	4.65%	\$1,763,131	\$1,684,808	\$78,322	4.65%	\$20,217,699
Advertising Revenue	\$152,083	\$156,250	(\$4,167)	-2.67%	\$152,083	\$156,250	(\$4,167)	-2.67%	\$1,875,000
Facilities Income	\$376,741	\$353,231	\$23,510	6.66%	\$376,741	\$353,231	\$23,510	6.66%	\$4,238,770
Interest Income	\$31,711	\$16,667	\$15,044	90.27%	\$31,711	\$16,667	\$15,044	90.27%	\$200,000
Misc. Income	\$22,817	\$264,125	(\$241,308)	-91.36%	\$22,817	\$264,125	(\$241,308)	-91.36%	\$3,169,500
Total Operating Revenue	\$3,463,673	\$3,612,581	(\$148,907)	-4.12%	\$3,463,673	\$3,612,581	(\$148,907)	-4.12%	\$43,350,969
Operating Assistance									
New York State Aid	\$6,227,568	\$6,227,568	\$0	0.00%	\$6,227,568	\$6,227,568	\$0	0.00%	\$74,730,816
County Aid	\$166,283	\$166,283	\$0	0.00%	\$166,283	\$166,283	\$0	0.00%	\$1,995,400
Federal Aid	\$1,866,619	\$1,866,619	\$0	0.00%	\$1,866,619	\$1,866,619	\$0	0.00%	\$22,399,423
Operating Grants	\$30,792	\$83,333	\$52,542	63.05%	\$30,792	\$83,333	\$52,542	63.05%	\$1,000,000
Total Operating Assistance	\$8,291,262	\$8,343,803	\$52,542	0.63%	\$8,291,262	\$8,343,803	\$52,542	0.63%	\$100,125,639
Total Revenue and Assistance	\$11,754,935	\$11,956,384	(\$96,366)	-0.81%	\$11,754,935	\$11,956,384	(\$96,366)	-0.81%	\$143,476,608
Expenses									
Salaries and Wages	\$5,358,540	\$5,491,290	(\$132,751)	-2.42%	\$5,358,540	\$5,491,290	(\$132,751)	-2.42%	\$65,895,484
Payroll Taxes	\$354,185	\$398,119	(\$43,933)	-11.04%	\$354,185	\$398,119	(\$43,933)	-11.04%	\$4,777,423
Health Benefits	\$1,232,420	\$1,350,936	(\$118,516)	-8.77%	\$1,232,420	\$1,350,936	(\$118,516)	-8.77%	\$16,211,232
Workers Compensation	\$200,633	\$205,254	(\$4,621)	-2.25%	\$200,633	\$205,254	(\$4,621)	-2.25%	\$2,463,046
Other Benefits	\$456,508	\$476,040	(\$19,532)	-4.10%	\$456,508	\$476,040	(\$19,532)	-4.10%	\$5,712,485
Professional Services	\$392,261	\$480,046	(\$87,785)	-18.29%	\$392,261	\$480,046	(\$87,785)	-18.29%	\$5,760,550
Materials & Supplies	\$321,856	\$183,421	\$138,435	75.47%	\$321,856	\$183,421	\$138,435	75.47%	\$2,201,050
Miscellaneous	\$121,822	\$98,027	\$23,795	24.27%	\$121,822	\$98,027	\$23,795	24.27%	\$1,176,319
Purchased Transportation	\$1,198,598	\$1,183,833	\$14,765	1.25%	\$1,198,598	\$1,183,833	\$14,765	1.25%	\$14,206,000
Maintenance Services	\$392,759	\$539,707	(\$146,948)	-27.23%	\$392,759	\$539,707	(\$146,948)	-27.23%	\$6,476,489
Liability - Claims	\$50,973	\$56,250	(\$5,277)	-9.38%	\$50,973	\$56,250	(\$5,277)	-9.38%	\$675,000
Utilities	\$199,172	\$129,708	\$69,464	53.55%	\$199,172	\$129,708	\$69,464	53.55%	\$1,556,500
Fuel	\$611,986	\$621,381	(\$9,395)	-1.51%	\$611,986	\$621,381	(\$9,395)	-1.51%	\$7,456,566
Parts, Tires, Oil	\$621,604	\$606,500	\$15,104	2.49%	\$621,604	\$606,500	\$15,104	2.49%	\$7,278,000
General Insurance	\$131,122	\$135,872	(\$4,750)	-3.50%	\$131,122	\$135,872	(\$4,750)	-3.50%	\$1,630,464
Total EXPENSES	\$11,644,437	\$11,956,384	(\$311,947)	-2.61%	\$11,644,437	\$11,956,384	(\$311,947)	-2.61%	\$143,476,608
Surplus/Deficit	\$110,498	(\$0)	\$215,580		\$110,498	(\$0)	\$215,581		(\$0)

CAPITAL DISTRICT TRANSPORTATION AUTHORITY
Apr-26

BUDGET VARIANCE REPORT

	NON-TRANSIT								Annual Budget
	This Month				Year to Date				
	Actual	Budget	Variance	% Variance	Actual	Budget	Variance	% Variance	
Operating Revenue									
Mortgage Tax	\$1,117,191	\$1,137,500	(\$20,309)	-1.79%	\$1,117,191	\$1,137,500	(\$20,309)	-1.79%	\$13,650,000
Interest Income	\$31,543	\$16,667	\$14,876	89.26%	\$31,543	\$16,667	\$14,876	89.26%	\$200,000
Interest Inc-Invest/Change in Invest	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	0.00%	\$0
Misc. Income - Authority	\$22,622	\$260,083	(\$237,462)	-91.30%	\$22,622	\$260,083	(\$237,461)	-91.30%	\$3,121,000
Total Operating Revenue	\$1,171,355	\$1,414,250	(\$242,895)	-17.17%	\$1,171,355	\$1,414,250	(\$242,895)	-17.17%	\$16,971,000
Expenses									
Labor - Authority	\$823,288	\$874,221	(\$50,933)	-5.83%	\$823,288	\$874,221	(\$50,933)	-5.83%	\$10,490,656
Fringe - Authority	\$524,596	\$355,563	\$169,033	47.54%	\$524,596	\$355,563	\$169,033	47.54%	\$4,266,760
Materials & Supplies - Authority	\$2,447	\$13,940	(\$11,492)	-82.44%	\$2,447	\$13,940	(\$11,492)	-82.44%	\$167,275
Professional Services - Authority	\$193,461	\$251,042	(\$57,580)	-22.94%	\$193,461	\$251,042	(\$57,580)	-22.94%	\$3,012,500
Other Expenses - Authority	\$421,290	\$388,701	\$32,590	8.38%	\$421,290	\$388,701	\$32,590	8.38%	\$4,664,409
Total Expenses	\$1,965,083	\$1,883,467	\$81,617	4.33%	\$1,965,083	\$1,883,467	\$81,617	4.33%	\$22,601,600
Surplus/(Deficit)	(\$793,728)	(\$469,217)	(\$324,512)		(\$793,728)	(\$469,217)	(\$324,511)		(\$5,630,600)

CAPITAL DISTRICT TRANSPORTATION AUTHORITY

Apr-26

BUDGET VARIANCE REPORT	TRANSIT								Annual Budget
	This Month				Year to Date				
	Actual	Budget	Variance	% Variance	Actual	Budget	Variance	% Variance	
Operating Revenue									
Passenger Fares-Transit	\$1,029,031	\$968,137	\$60,894	6.29%	\$1,029,031	\$968,137	\$60,894	6.29%	\$11,617,643
Contracts - Transit	\$664,171	\$664,171	\$0	0.00%	\$664,171	\$664,171	\$0	0.00%	\$7,970,056
Advertising-Transit	\$139,583	\$143,750	(\$4,166)	-2.90%	\$139,583	\$143,750	(\$4,166)	-2.90%	\$1,725,000
Misc. Income - Transit	\$195	\$20,862	(\$20,667)	-99.07%	\$195	\$20,862	(\$20,667)	-99.07%	\$250,346
Total Operating Revenue	\$1,832,980	\$1,796,920	\$36,061	2.01%	\$1,832,980	\$1,796,920	\$36,061	2.01%	\$21,563,045
Operating Assistance									
State Aid	\$6,227,568	\$6,227,568	\$0	0.00%	\$6,227,568	\$6,227,568	\$0	0.00%	\$74,730,816
County Aid	\$166,283	\$166,283	\$0	0.00%	\$166,283	\$166,283	\$0	0.00%	\$1,995,400
Federal Aid - Transit	\$1,866,619	\$1,866,619	\$0	0.00%	\$1,866,619	\$1,866,619	\$0	0.00%	\$22,399,423
Other Grants - Federal	\$30,792	\$83,333	(\$52,542)	-63.05%	\$30,792	\$83,333	(\$52,542)	-63.05%	\$1,000,000
Total Operating Assistance	\$8,291,262	\$8,343,803	(\$52,542)	-63.05%	\$8,291,262	\$8,343,803	(\$52,542)	-63.05%	\$100,125,639
Total Revenue and Assistance	\$10,124,242	\$10,140,724	(\$16,481)	-0.16%	\$10,124,242	\$10,140,724	(\$16,481)	-0.16%	\$121,688,684
Expenses									
Labor - Maintenance	\$1,091,242	\$1,165,616	(\$74,373)	-6.38%	\$1,091,242	\$1,165,616	(\$74,373)	-6.38%	\$13,987,388
Labor - Transportation	\$2,966,717	\$3,003,622	(\$36,905)	-1.23%	\$2,966,717	\$3,003,622	(\$36,905)	-1.23%	\$36,043,463
Labor - STAR	\$454,189	\$419,706	\$34,483	8.22%	\$454,189	\$419,706	\$34,483	8.22%	\$5,036,477
Fringe	\$1,706,999	\$2,064,595	(\$357,597)	-17.32%	\$1,706,999	\$2,064,595	(\$357,597)	-17.32%	\$24,775,145
Materials & Supplies	\$1,424,352	\$1,383,381	\$40,972	2.96%	\$1,424,352	\$1,383,381	\$40,972	2.96%	\$16,600,566
Professional Services	\$201,944	\$303,088	(\$101,144)	-33.37%	\$201,944	\$303,088	(\$101,144)	-33.37%	\$3,637,050
Other Expenses	\$16,853	\$15,923	\$930	5.84%	\$16,853	\$15,923	\$930	5.84%	\$191,080
Purchased Transportation - STAR	\$978,703	\$937,487	\$41,216	4.40%	\$978,703	\$937,487	\$41,216	4.40%	\$11,249,838
Liability - Claims	\$50,973	\$56,250	(\$5,277)	-9.38%	\$50,973	\$56,250	(\$5,277)	-9.38%	\$675,000
Liability - Insurance	\$92,782	\$131,686	(\$38,904)	-29.54%	\$92,782	\$131,686	(\$38,904)	-29.54%	\$1,580,227
Utilities - Transit	\$132,633	\$74,583	\$58,050	77.83%	\$132,633	\$74,583	\$58,050	77.83%	\$895,000
Mat & Supplies - NX	\$0	\$2,083	(\$2,083)	-100.00%	\$0	\$2,083	(\$2,083)	-100.00%	\$25,000
Purchased Transportation - NX	\$141,464	\$141,667	(\$203)	-0.14%	\$141,464	\$141,667	(\$203)	-0.14%	\$1,700,000
Purchased Transportation - TX	\$60,163	\$57,719	\$2,444	4.23%	\$60,163	\$57,719	\$2,444	4.23%	\$692,628
Total Expenses	\$9,319,014	\$9,757,405	(\$438,391)	-4.49%	\$9,319,014	\$9,757,405	(\$438,391)	-4.49%	\$117,088,862
Surplus/(Deficit)	\$805,228	\$383,318	\$421,910		\$805,228	\$383,318	\$421,910		\$4,599,822

CAPITAL DISTRICT TRANSPORTATION AUTHORITY
Apr-26

BUDGET VARIANCE REPORT

ACCESS TRANSIT SERVICES									
	This Month				Year to Date				Annual Budget
	Actual	Budget	Variance	% Variance	Actual	Budget	Variance	% Variance	
	Operating Revenue								
Contracts - Access	\$69,928	\$52,500	\$17,428	33.20%	\$69,928	\$52,500	\$17,428	33.20%	\$630,000
Interest Income	\$168	\$0	\$168	0.00%	\$168	\$0	\$168	0.00%	\$0
Misc. Income	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	0.00%	\$0
Other Grants - State & Federal	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	0.00%	\$0
Total Operating Revenue	\$70,097	\$52,500	\$17,597	33.52%	\$70,097	\$52,500	\$17,597	33.52%	\$630,000
Total Revenue and Assistance	\$70,097	\$52,500	\$17,597	33.52%	\$70,097	\$52,500	\$17,597	33.52%	\$630,000
Expenses									
Labor - Access	\$11,112	\$10,417	\$695	6.68%	\$11,112	\$10,417	\$695	6.68%	\$125,000
Fringe Benefits - Access	\$6,710	\$6,137	\$573	9.34%	\$6,710	\$6,137	\$573	9.34%	\$73,641
Purchased Transportation	\$18,268	\$46,961	(\$28,693)	-61.10%	\$18,268	\$46,961	(\$28,693)	-61.10%	\$563,534
Rent and Utilities - Access	\$1,643	\$1,643	\$1	0.03%	\$1,643	\$1,643	\$1	0.03%	\$19,721
Other Expenses - Access	\$2,000	\$250	\$1,750	700.00%	\$2,000	\$250	\$1,750	700.00%	\$3,000
Total Expenses	\$39,734	\$65,408	(\$25,674)	-39.25%	\$39,734	\$65,408	(\$25,674)	-39.25%	\$784,896
Surplus/(Deficit)	\$30,363	(\$12,908)	\$43,270		\$30,363	(\$12,908)	\$43,270		(\$154,896)

CAPITAL DISTRICT TRANSPORTATION AUTHORITY
Apr-26

BUDGET VARIANCE REPORT	CDTA FACILITIES								Annual Budget
	This Month				Year to Date				
	Actual	Budget	Variance	% Variance	Actual	Budget	Variance	% Variance	
Operating Revenue									
JLB Station & Garage	\$73,739	\$112,418	(\$38,679)	-34.41%	\$73,739	\$112,418	(\$38,679)	-34.41%	\$1,349,016
JLB Parking Revenue	\$257,909	\$213,951	\$43,959	20.55%	\$257,909	\$213,951	\$43,959	20.55%	\$2,567,408
JLB Advertising	\$12,500	\$12,500	\$0	0.00%	\$12,500	\$12,500	\$0	0.00%	\$150,000
SSTS	\$3,459	\$3,458	\$0	0.01%	\$3,459	\$3,458	\$0	0.01%	\$41,500
Greyhound	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	0.00%	\$0
85 Watervliet Avenue	\$5,801	\$6,250	(\$449)	-7.19%	\$5,801	\$6,250	(\$449)	-7.19%	\$75,000
Interest Income	\$4,851	\$333	\$4,517	1355.20%	\$4,851	\$333	\$4,517	1355.20%	\$4,000
West Facility	\$30,983	\$0	\$30,983	100.00%	\$30,983	\$0	\$30,983	100.00%	\$0
Total Operating Revenue	\$389,241	\$348,910	\$40,331	11.56%	\$389,241	\$348,910	\$40,331	11.56%	\$4,186,924
Expenses									
Labor	\$11,797	\$17,625	(\$5,828)	-33.07%	\$11,797	\$17,625	(\$5,828)	-33.07%	\$211,500
Fringe-Benefits	\$5,442	\$4,053	\$1,389	34.26%	\$5,442	\$4,053	\$1,389	34.26%	\$48,641
Professional Services	\$9,907	\$9,583	\$324	3.38%	\$9,907	\$9,583	\$324	3.38%	\$115,000
Insurance	\$3,719	\$3,812	(\$93)	-2.44%	\$3,719	\$3,812	(\$93)	-2.44%	\$45,744
Security	\$14,092	\$21,833	(\$7,741)	-35.46%	\$14,092	\$21,833	(\$7,741)	-35.46%	\$262,000
Facilities Upkeep	\$44,545	\$22,917	\$21,628	94.38%	\$44,545	\$22,917	\$21,628	94.38%	\$275,000
Facilities Repairs	\$16,382	\$10,417	\$5,965	57.26%	\$16,382	\$10,417	\$5,965	57.26%	\$125,000
Utilities	\$43,340	\$23,667	\$19,673	83.13%	\$43,340	\$23,667	\$19,673	83.13%	\$284,000
Materials & Supplies	\$3,957	\$2,083	\$1,874	89.96%	\$3,957	\$2,083	\$1,874	89.96%	\$25,000
Parking Garage	\$34,125	\$41,667	(\$7,542)	-18.10%	\$34,125	\$41,667	(\$7,542)	-18.10%	\$500,000
85 Watervliet Avenue	\$7,870	\$9,832	(\$1,962)	-19.96%	\$7,870	\$9,832	(\$1,962)	-19.96%	\$117,981
SSTS	\$19,369	\$12,668	\$6,701	52.90%	\$19,369	\$12,668	\$6,701	52.90%	\$152,011
West Facility	\$105,867	\$69,864	\$36,002	51.53%	\$105,867	\$69,864	\$36,002	100.00%	\$838,373
Total Expenses	\$320,411	\$250,063	\$70,349	28.13%	\$320,411	\$250,063	\$70,349	28.13%	\$3,000,751
Surplus/(Deficit)	\$68,830	\$98,848	(\$30,018)		\$68,830	\$98,848	(\$30,018)		\$1,186,173

CAPITAL DISTRICT TRANSPORTATION AUTHORITY MONTHLY MANAGEMENT REPORT

AGING OF ACCOUNTS RECEIVABLE

Apr-26		
	Amount	% of Total
Current	\$6,133,995	86.97%
31 - 60	\$319,256	4.53%
61 - 90	\$109,271	1.55%
91 - 120	\$14,054	0.20%
Over 120	\$476,084	6.75%
Total Accounts Receivable	\$7,052,660	100.00%

Mar-26		
	Amount	% of Total
Current	\$1,130,182	54.93%
31 - 60	\$210,567	10.23%
61 - 90	\$90,417	4.39%
91 - 120	\$63,660	3.09%
Over 120	\$562,831	27.35%
Total Accounts Receivable	\$2,057,657	100.00%

AGING OF ACCOUNTS PAYABLE

Apr-26		
	Amount	% of Total
Current	\$4,880,790	39.07%
31 - 60	\$6,841,811	54.77%
61 - 90	\$181,724	1.45%
90 & Over	\$588,041	4.71%
Total Accounts Payable	\$12,492,366	100.00%

Apr-26 Receivables over 120 days:	\$476,084
Breakdown of outstanding receivables over 120 days.	
\$229,315 ALBANY SCHOOL DISTRICT	
\$158,982 NYS DEPT. OF TRANSPORTATION	
\$60,987 OTHER\	
\$26,777 ELLIS MEDICINE	
Total	\$476,061

ADDITIONAL INFORMATION

MORTGAGE RECORDING TAX					Fiscal Year to Date			
	Apr-26	Apr-25	Difference	%	2027	2026	Difference	%
Albany	\$312,257	\$362,014	(\$49,757)	-13.74%	\$312,257	\$362,014	(\$49,757)	-13.74%
Rensselaer	\$178,812	\$129,815	\$48,997	37.74%	\$178,812	\$129,815	\$48,997	37.74%
Saratoga	\$333,696	\$706,221	(\$372,524)	-52.75%	\$333,696	\$706,221	(\$372,525)	-52.75%
Schenectady	\$213,477	\$117,095	\$96,382	82.31%	\$213,477	\$117,095	\$96,382	82.31%
Warren	\$78,949	\$70,244	\$8,704	12.39%	\$78,949	\$70,244	\$8,705	12.39%
Total	\$1,117,191	\$1,385,389	(\$268,198)	-19.36%	\$1,117,191	\$1,385,389	(\$268,198)	-19.36%

	<u>Current Month</u>	<u>Year To Date</u>
FY 2027	\$1,117,191	\$1,117,191
FY 2026	\$1,385,389	\$1,385,389

Mortgage tax is unpredictable. Average annual receipts over the past 20 years were \$12.5 million with an annual low of \$8.5 million and an annual high of \$17.5 million.

**Highlight Summary
April 30, 2026**

<u>RESTRICTED INVESTMENTS</u>	<u>Fund Balances</u>	<u>Current Obligations</u>
Risk Management Account (Self-Insured)	\$3,720,824	\$3,149,200
Workers' Comp. Account (Self-Insured)	\$12,168,007	\$8,425,638
 Operating Account	 \$8,994,157	
 <u>Current Operating Reserve Obligations</u>		
Federal Operating Assistance in FY26		\$2,187,500
 <u>Current Capital Reserve Obligations</u>	 \$13,683,274	
Washington/Western BRT Project Match		\$3,344,205
LowNo Electrification Project Match		\$3,981,039
Redline Upgrade Project Match		\$1,856,078
Redline Upgrade Safe Streets for All Match		\$1,323,600
FY26 5339 & 5307 Capital Match		\$341,775
 <u>Current Vehicle Replacement Reserve Obligations</u>	 \$1,089,027	
Vehicle Replacement Funds FY25		\$665,011
Vehicle Replacement Funds FY26		\$338,746

All Investment Accounts are reviewed quarterly.	
Average annual returns:	
Risk Management	3.80%
Workers' Compensation	3.89%
Operating Fund	3.65%
Vehicle Replacement Fund	3.69%
Capital Project	3.69%

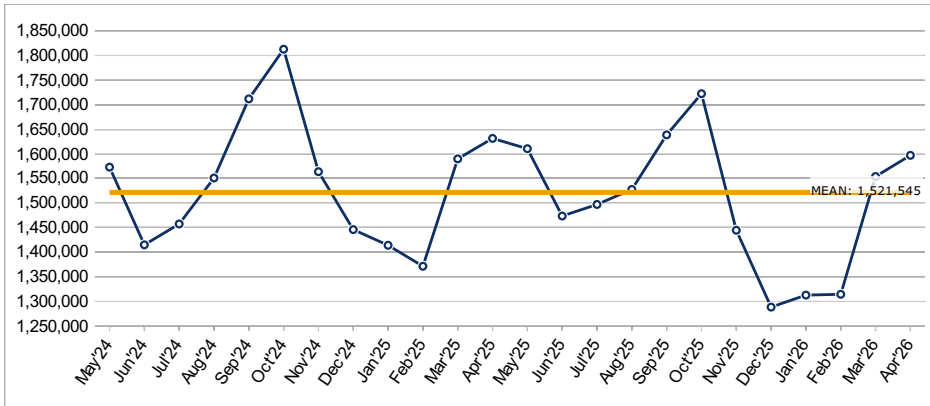
* CDTA self insures the first two million of loss per occurrence of any lawsuit in addition to the current obligations and we reserve enough to cover one full loss.

Monthly Performance Report Summary Period: Apr'26 Meeting: May'26

S.No	Metrics	Apr-26	Apr-25	YOY % Change	FY27 YTD	FY26 YTD	YTD % Change
1	Total Riders	1,596,868	1,631,306	-2.1%	1,596,868	1,631,306	-2.1%
2	System Wide OTP	75.8%	71.9%	5.4%	75.8%	71.9%	5.4%
3	MDBSI	29,623	17,362	70.6%	29,623	17,362	70.6%
4	STAR Missed Trips	3,130	2,148	45.7%	3,130	2,148	45.7%
5	STAR Riders	33,464	33,493	-0.1%	33,464	33,493	-0.1%
6	On Time Performance (0-10 Minutes)	67.6%	77.2%	-12.5%	67.6%	77.2%	-12.5%
7	Customer Comments	95	72	31.9%	95	72	31.9%
8	Preventable Accidents Per 100K Miles	1.76	2.35	-25.1%	1.76	2.35	-25.1%

S.No	Key Points
1	<p>Total Ridership: >Total ridership experienced a slight decline of 2.1% year-over-year. >The reduction equates to approximately 34,000 fewer passenger trips during the reporting period. >Ridership trends remain comparatively stable and do not currently suggest significant market erosion. >Continued emphasis on operational reliability and customer service will be essential to reversing downward trends. Reliability: Continue focusing on reducing missed trips, late departures, and service gaps. Strengthen real-time operational oversight and field supervision presence.</p> <p align="right">Enhance Service</p>
2	<p>System-Wide OTP: >Systemwide OTP improved from 71.9% to 75.8%, representing a 5.4% increase. >The organization continues to make measurable progress toward improving service reliability. >Improved OTP supports stronger customer confidence and enhances overall rider experience. >Operational stability continue to positively influence system performance. Continued focus will be necessary to sustain gains and achieve higher reliability benchmarks. Operational Oversight Initiatives: Maintain strong field supervision, dispatch coordination, and real-time service monitoring practices.</p> <p align="right">Continue</p>
3	<p>MDBSI: >MDBSI increased from 17,362 miles to 29,623 miles, representing a 70.6% improvement. >Fleet reliability and maintenance performance continue to trend positively. >Reduced service interruptions contribute directly to improved customer experience and operational stability. >The improvement reflects strong collaboration between maintenance and transportation departments. >Sustaining MDBSI growth will remain critical to supporting service reliability and long-term fleet performance objectives. Preventive Maintenance Strategies: Maintain disciplined preventive maintenance schedules and inspection protocols to sustain reliability gains</p> <p align="right">Continue</p>
4	<p>STAR Missed Trips: Missed trips increased 45.7 YOY and 45.7% YTD. We seen an increase of 12% from last month. Takeaway: Since making changes to our scheduling we are aware that YOY will be higher. . Action: See Below</p>
5	<p>STAR Riders: STAR ridership is steady from the previous year Takeaway: No major changes. Action: Continue to make adjustments to our software and efficiencies to get maximum use out of each vehicle.</p>
6	<p>STAR OTP: On-time performance declined 12.5% YOY as expected. OTP decreased 2.8% from last month. Takeaway: Since making changes to our scheduling we are aware that YOY will be higher. . Action: See Below</p>
7a	<p>STAR Customer Comments: Customer comments increased 31.9 YOY and 31.9% YTD. We seen a 35% increase from last month Takeaway: The YOY and YTD increases reflect the broader pattern of growing service interactions, not a sudden spike. Action: Reinforce door-to-door service standards and address "No Show" concerns to reduce preventable complaints.</p>
7b	<p>Notes for STAR: On April 15, a software change caused a significant number of trips to become unscheduled. This disruption led to poor overall performance for the day, with on-time performance dropping to 45% and an increase in missed trips. While corrective actions restored some service, the results did not meet expectations, and the changes were ultimately reversed. Additionally, STAR is currently operating with four fewer operators compared to the previous month. These changes ultimately resulted in an increase to customer complaints.</p>
8	<p>Preventable Accidents Per 100K Miles: >Decreased from 2.35 to 1.76, representing a 25.1% improvement. >System safety performance continues to trend positively. >Safety-focused training, supervision, and accountability efforts appear to be producing measurable results. Safety Monitoring: Continue monthly safety performance reporting to ensure accountability, trend analysis, and proactive operational decision-making.</p> <p align="right">Maintain</p>

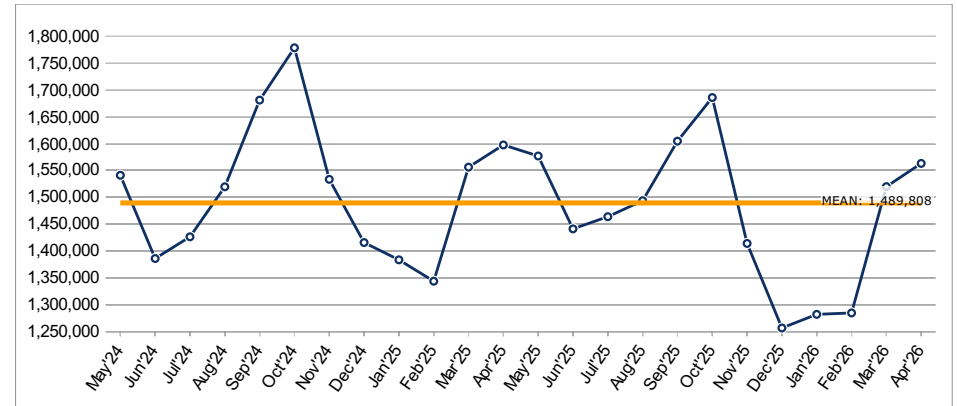
Total Riders



Previous: 1,631,306

Current: 1,596,868

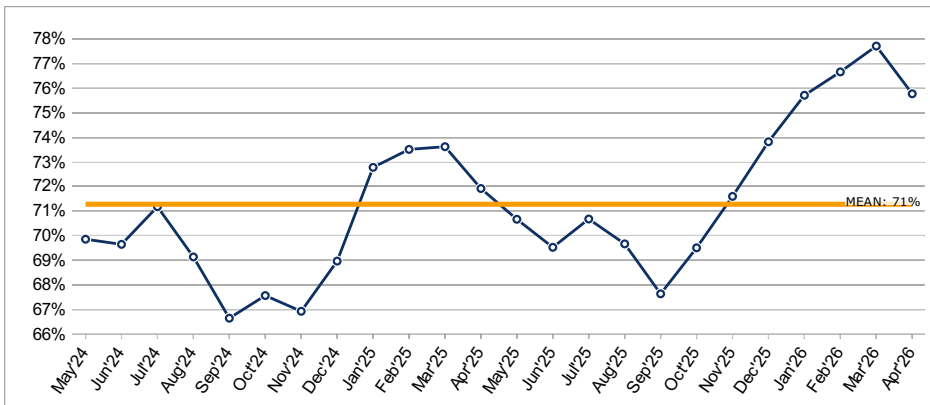
Fixed Riders



Previous: 1,597,813

Current: 1,563,404

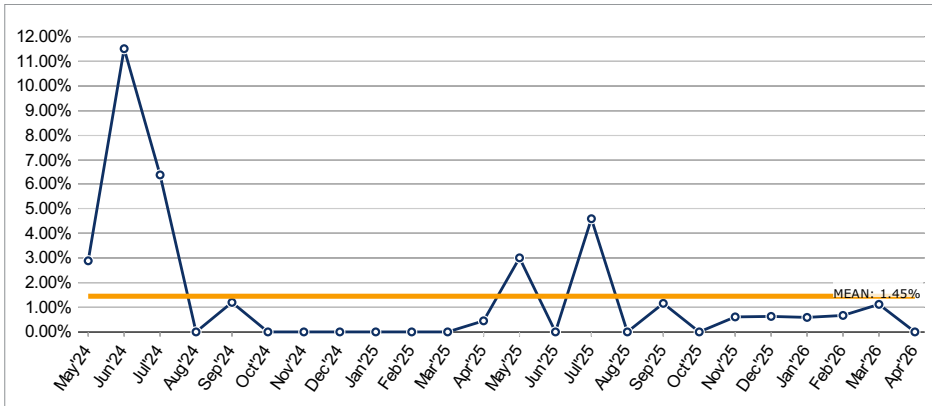
System Wide OTP



Previous: 71.92%

Current: 75.77%

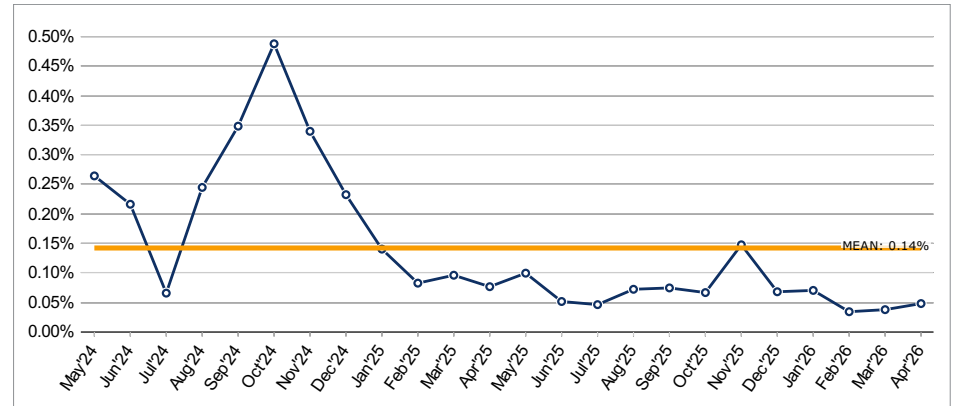
PMI Not On Time



Previous: 0.5%

Current: 0.0%

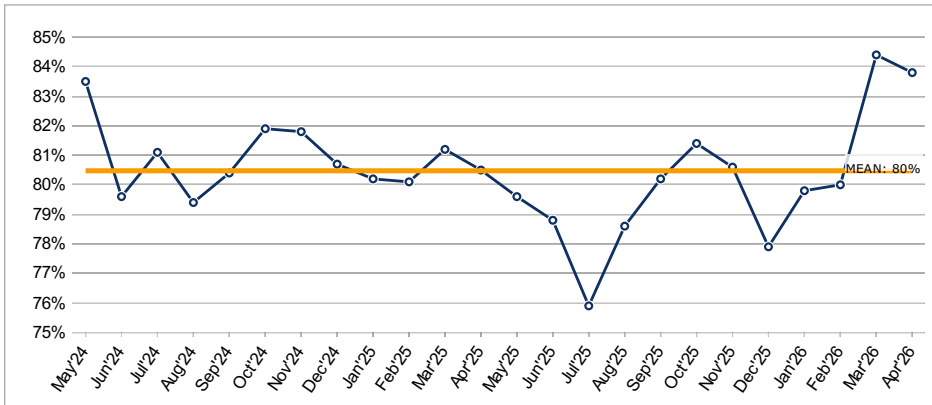
Percent of Trips Missed



Previous: 0.08%

Current: 0.05%

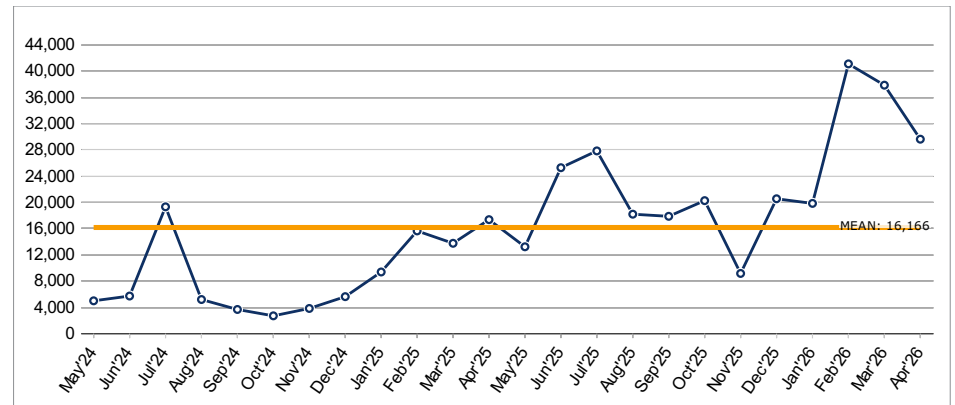
Scheduled Work



Previous: 80.5%

Current: 83.8%

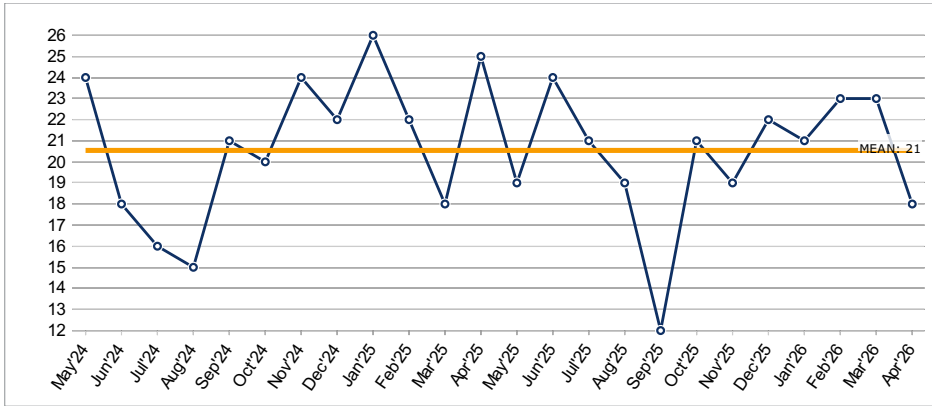
MDBSI



Previous: 17,362

Current: 29,623

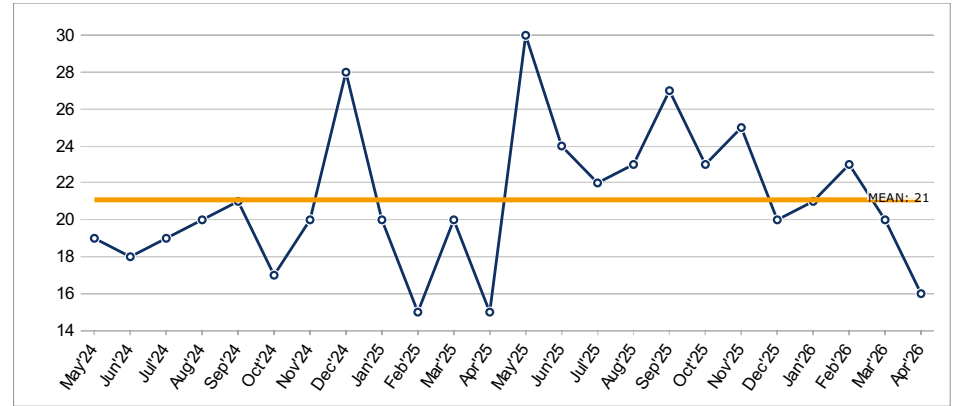
Preventable Accidents



Previous: 25

Current: 18

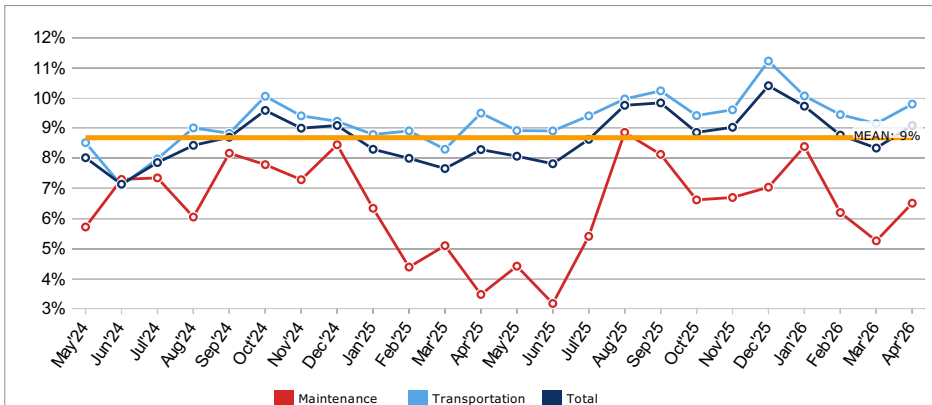
Non-Preventable Accidents



Previous: 15

Current: 16

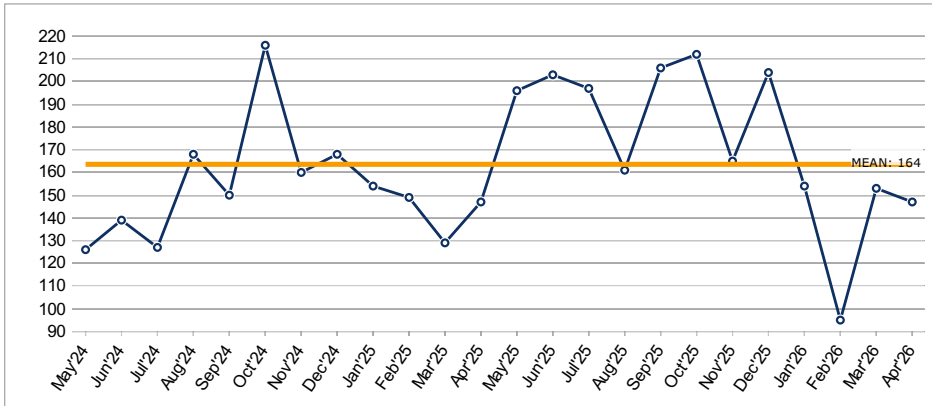
Percent Days Not Worked



Previous: 8.3%

Current: 9.1%

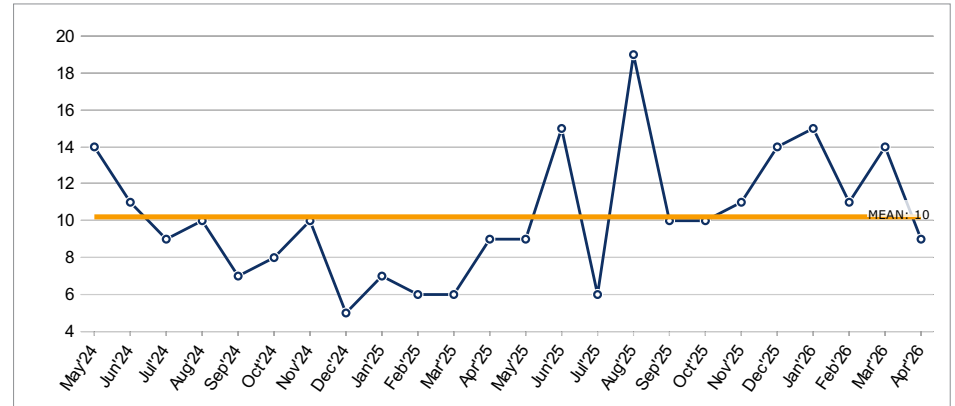
Fixed/Shuttle Complaints



Previous: 147

Current: 147

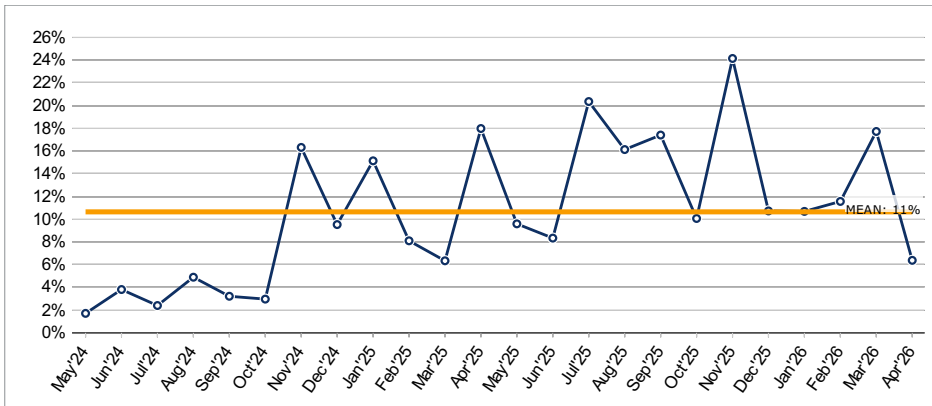
Other Complaints



Previous: 9

Current: 9

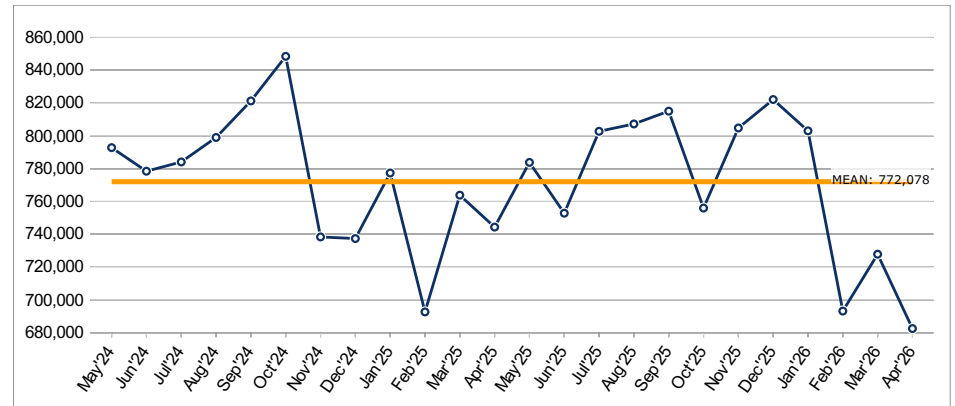
Complaints Not Addressed in Ten Days



Previous: 18.0%

Current: 6.4%

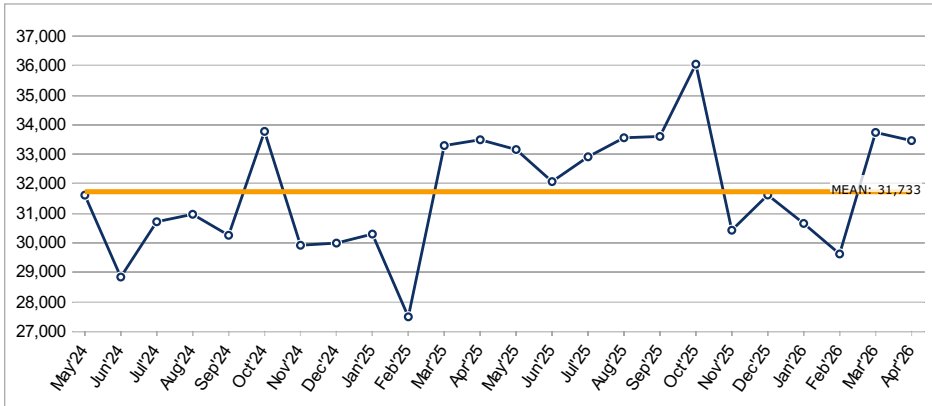
Website Page Views



Previous: 744,406

Current: 682,528

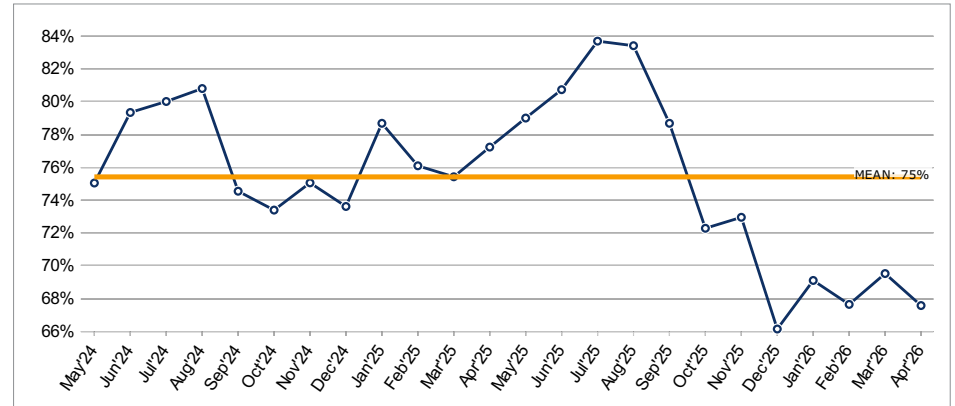
STAR Riders



Previous: 33,493

Current: 33,464

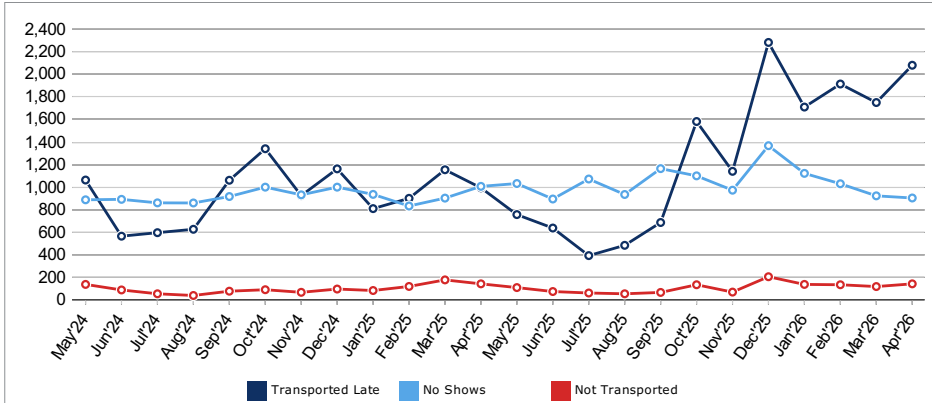
On-Time Performance (0-10 Minutes)



Previous: 77.2%

Current: 67.6%

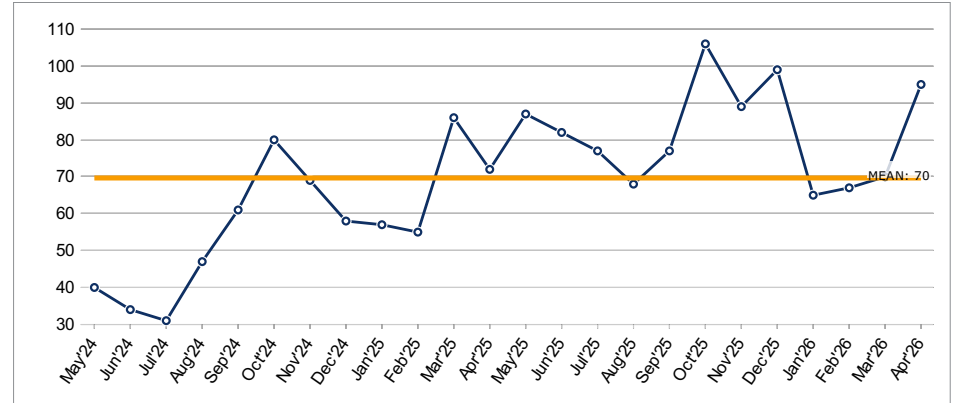
Missed Trips



Previous: 2,148

Current: 3,130

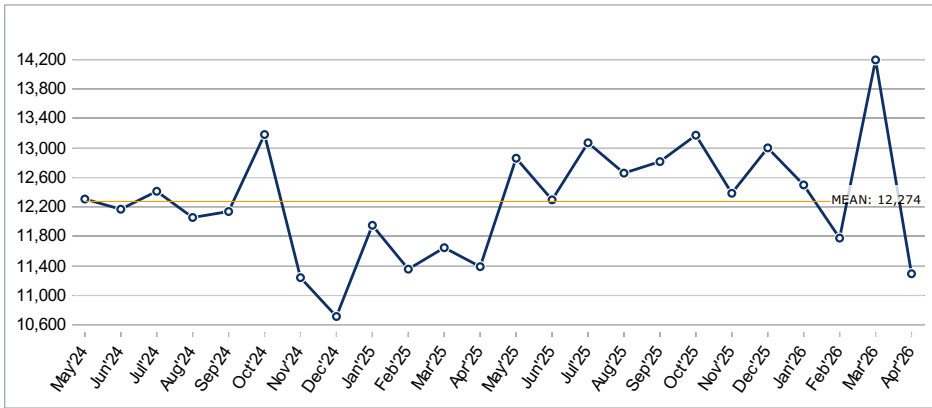
Customer Complaints



Previous: 72

Current: 95

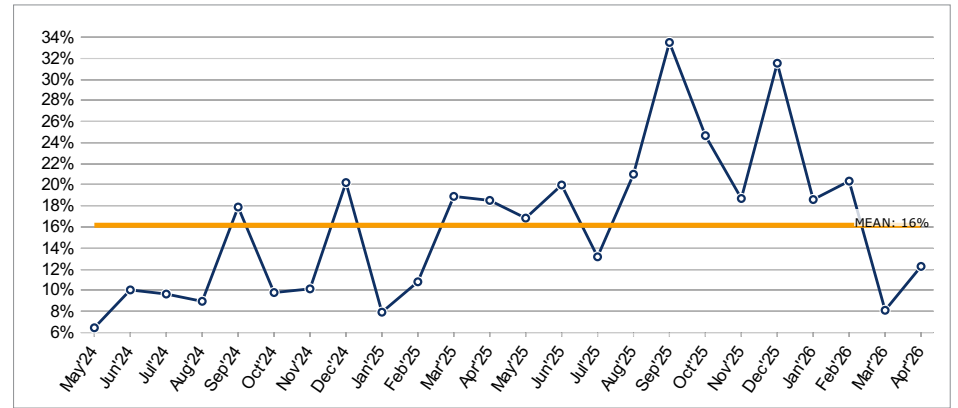
Reservation Calls



Previous: 11,391

Current: 11,295

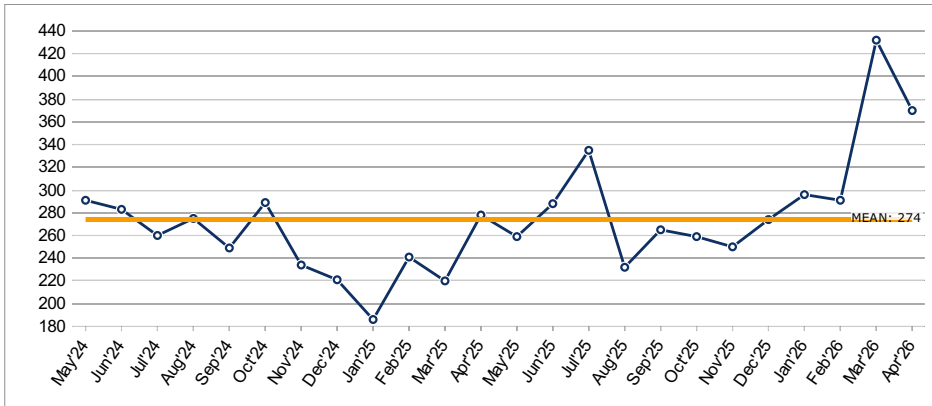
Reservation Calls in Queue Over Five Minutes



Previous: 18.5%

Current: 12.3%

Applications Received



Previous: 278

Current: 370

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

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

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

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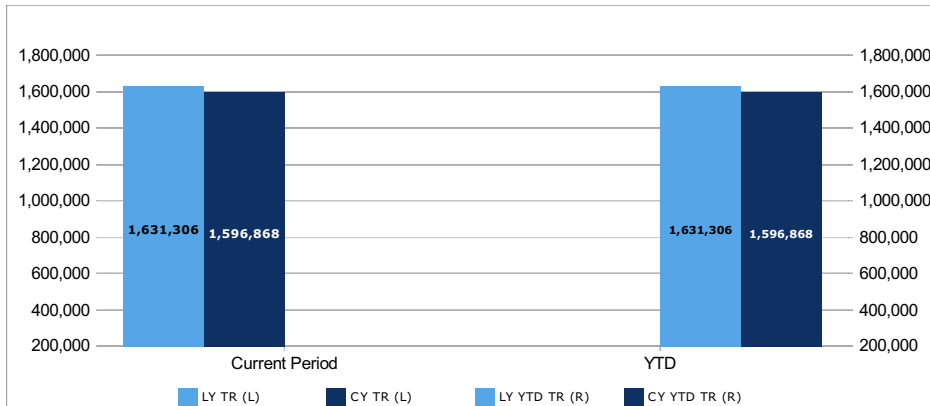
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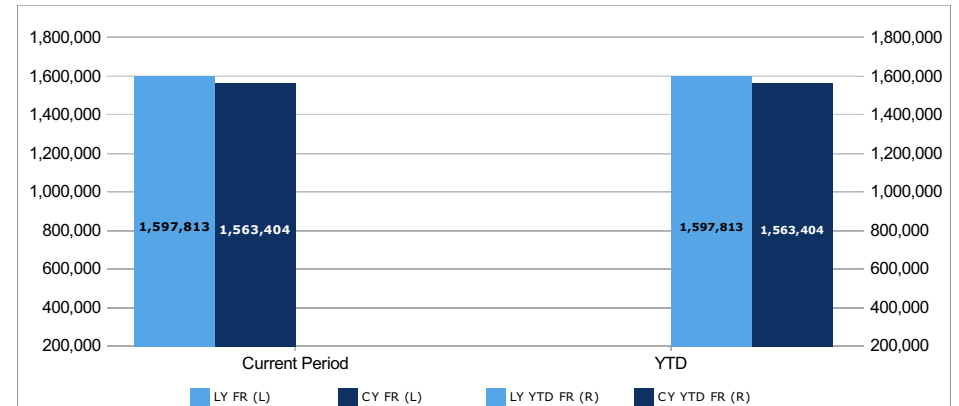
Total Riders



Monthly % Change -2.1%

YTD % Change -2.1%

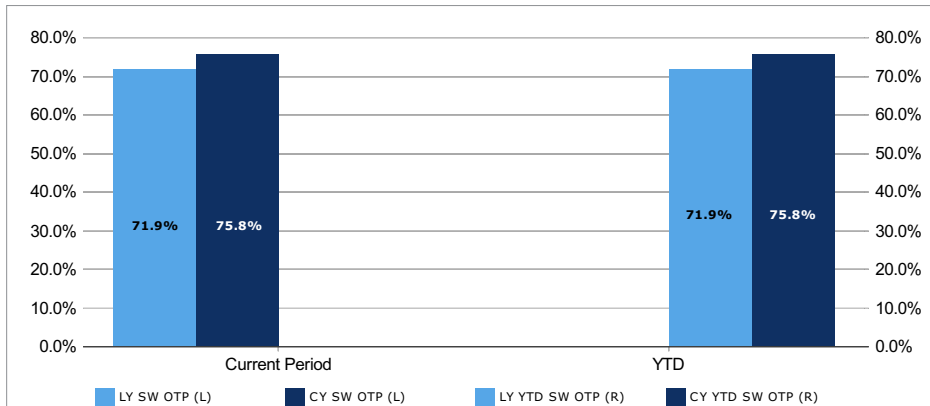
Fixed Riders



Monthly % Change -2.2%

YTD % Change -2.2%

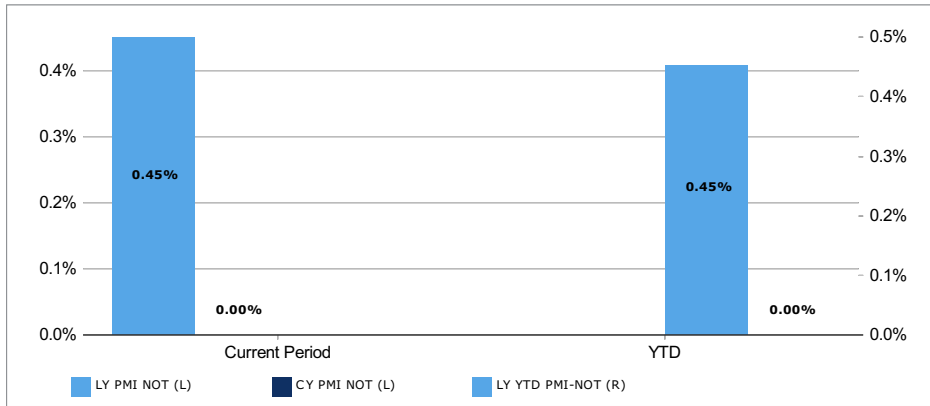
System Wide OTP



Monthly % Change 5.4%

YTD % Change 5.4%

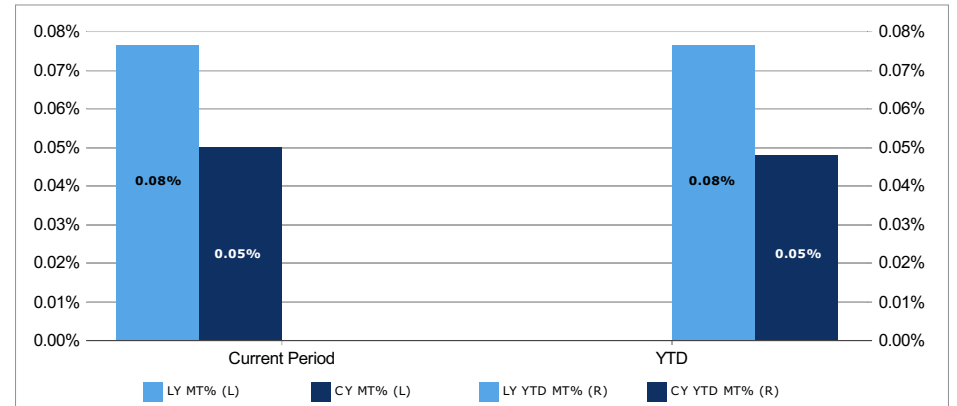
PMI Not On Time



Monthly % Change **-100.0%**

YTD % Change **-100.0%**

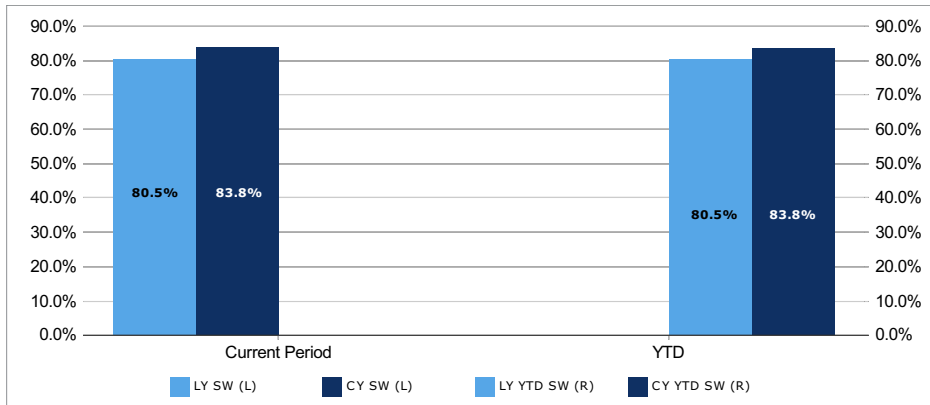
Percent of Trips Missed



Monthly % Change **-37.3%**

YTD % Change **-37.3%**

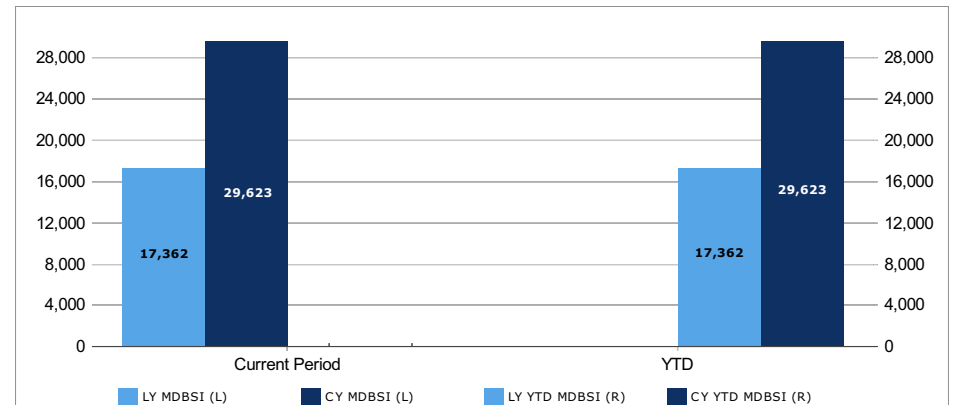
Scheduled Work



Monthly % Change **4.1%**

YTD % Change **4.1%**

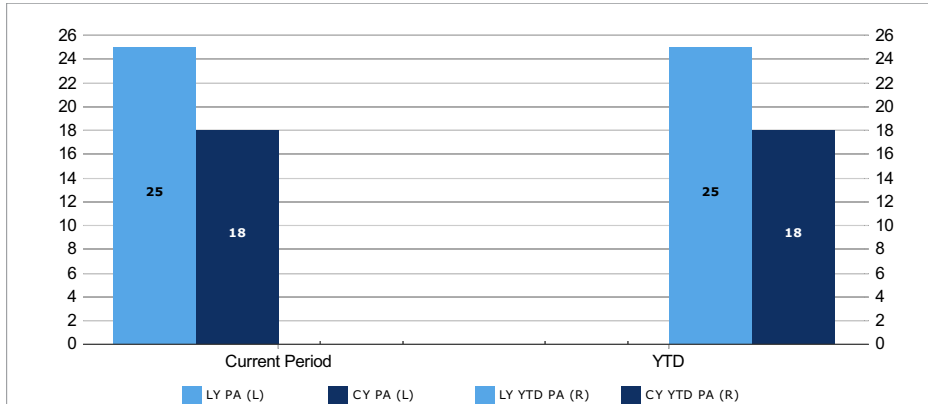
MDBSI



Monthly % Change **70.6%**

YTD % Change **70.6%**

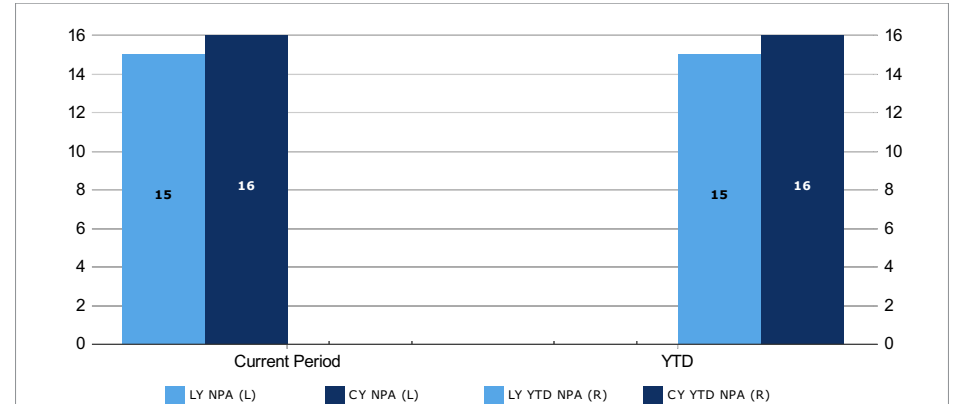
Preventable Accidents



Monthly % Change **-28.0%**

YTD % Change **-28.0%**

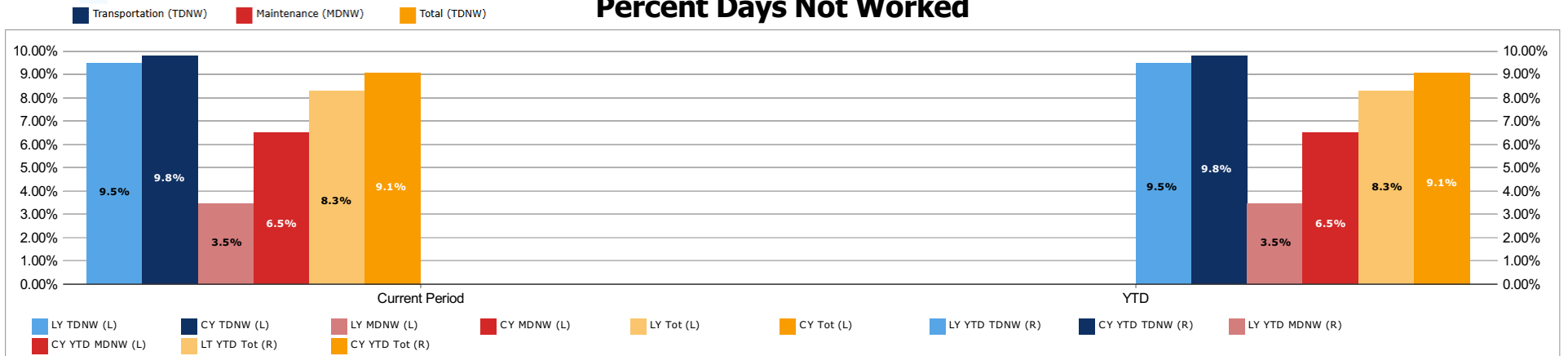
Non-Preventable Accidents



Monthly % Change **6.7%**

YTD % Change **6.7%**

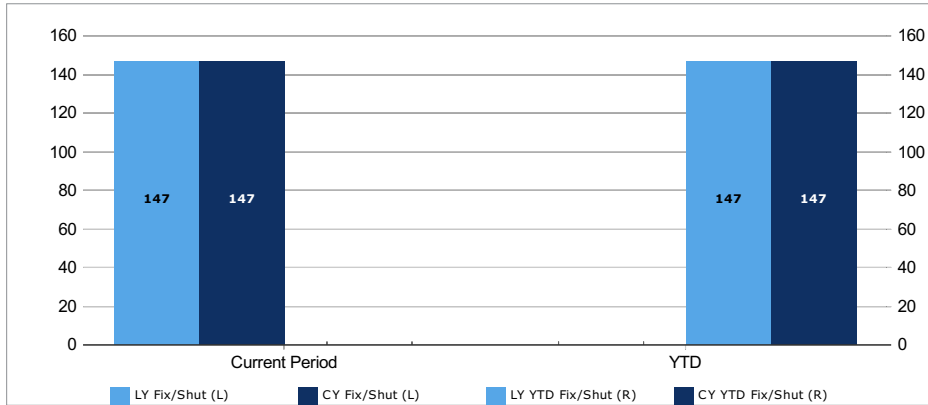
Percent Days Not Worked



Monthly % Change **3.2%** **87.1%** **9.7%**

YTD % Change **3.2%** **87.1%** **9.7%**

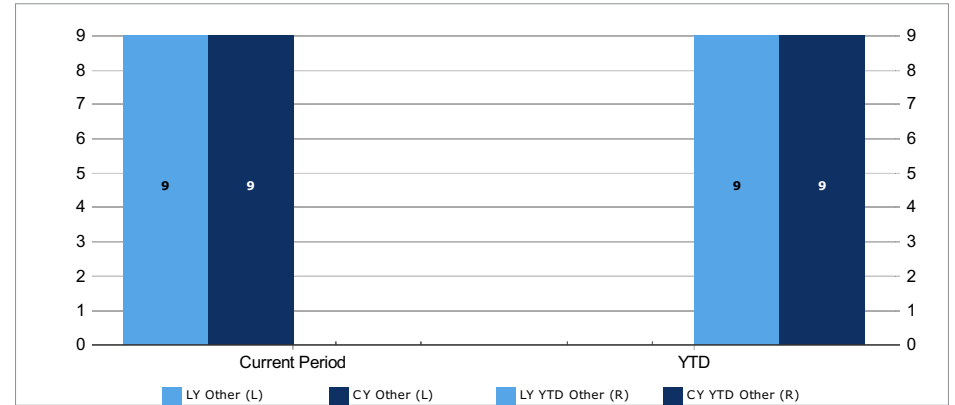
Fixed/Shuttle Complaints



Monthly % Change 0.0%

YTD % Change 0.0%

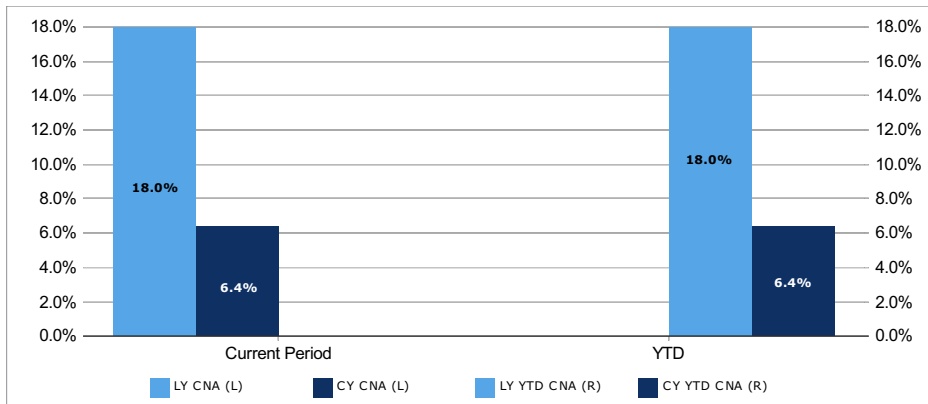
Other Complaints



Monthly % Change 0.0%

YTD % Change 0.0%

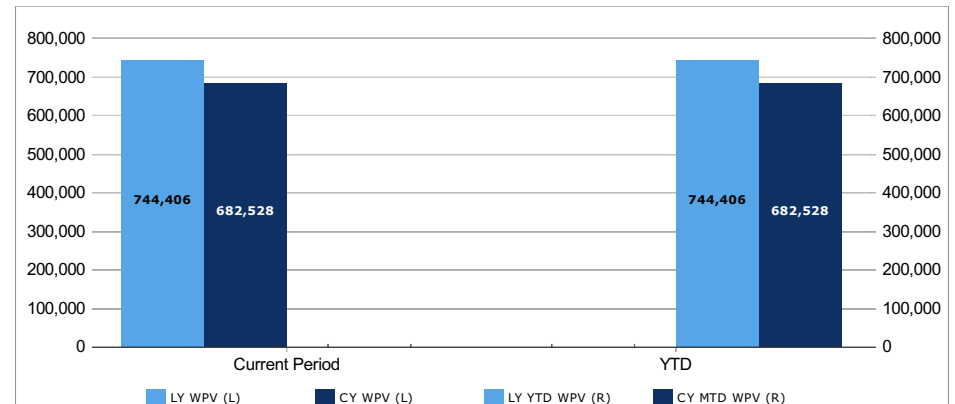
Complaints Not Addressed in Ten Days



Monthly % Change -64.6%

YTD % Change -64.6%

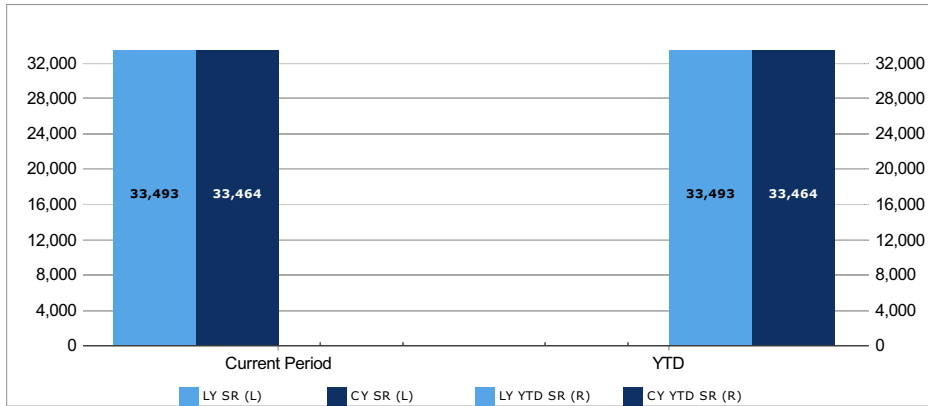
Website Page Views



Monthly % Change -8.3%

YTD % Change -8.3%

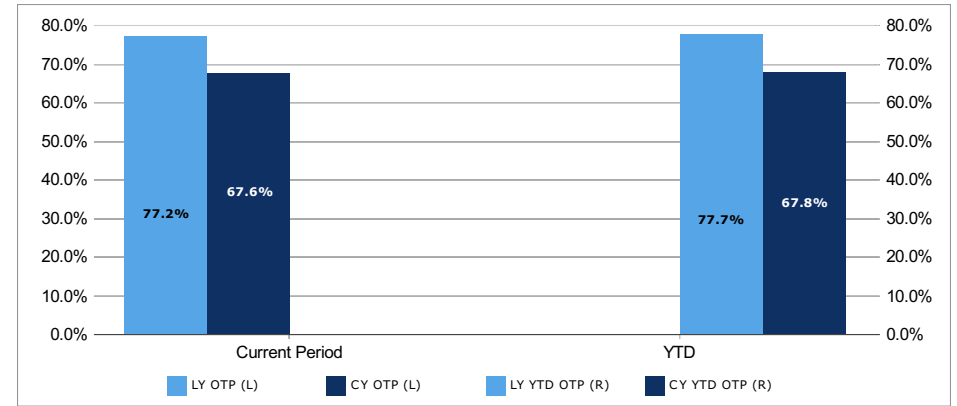
STAR Riders



Monthly % Change **-0.1%**

YTD % Change **-0.1%**

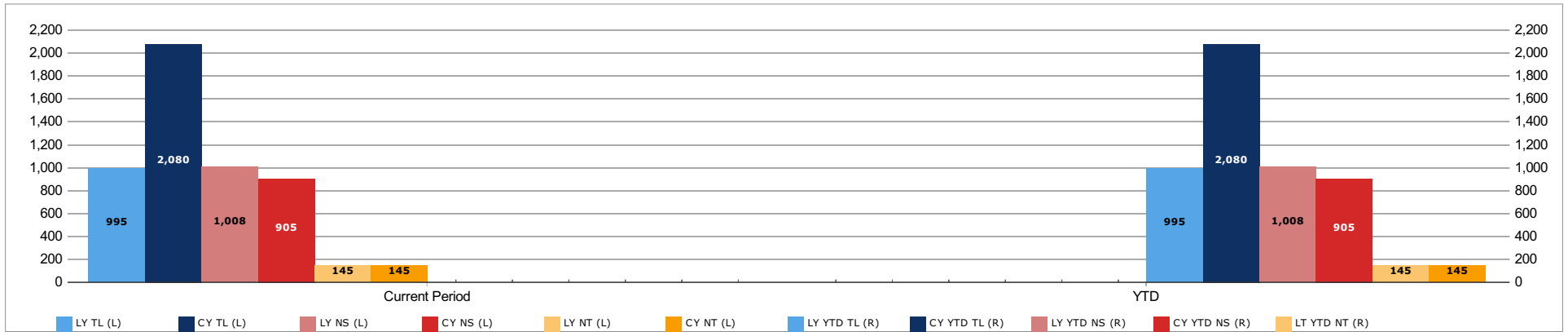
On-Time Performance (0-10 Minutes)



Monthly % Change **-12.5%**

YTD % Change **-12.5%**

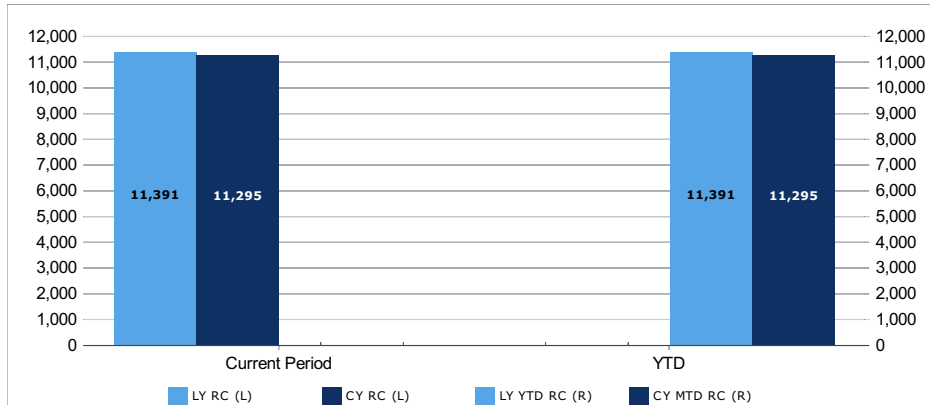
Missed Trips



Monthly % Change **109.0%** **-10.2%** **0.0%**

YTD % Change **109.0%** **-10.2%** **0.0%**

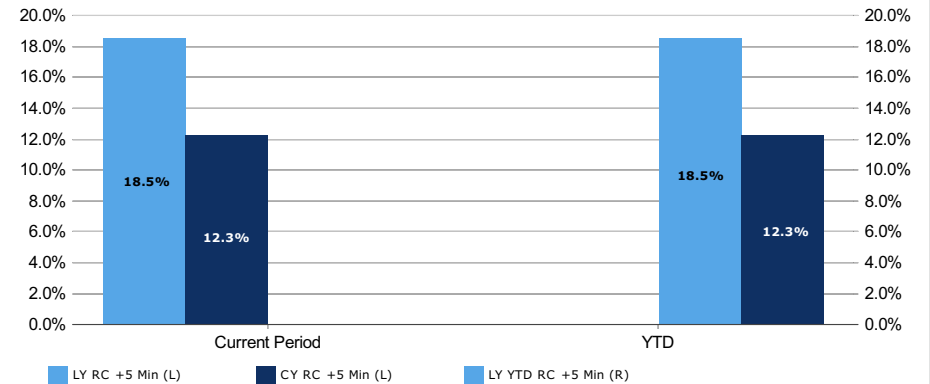
Reservation Calls



Monthly % Change **-0.8%**

YTD % Change **-0.8%**

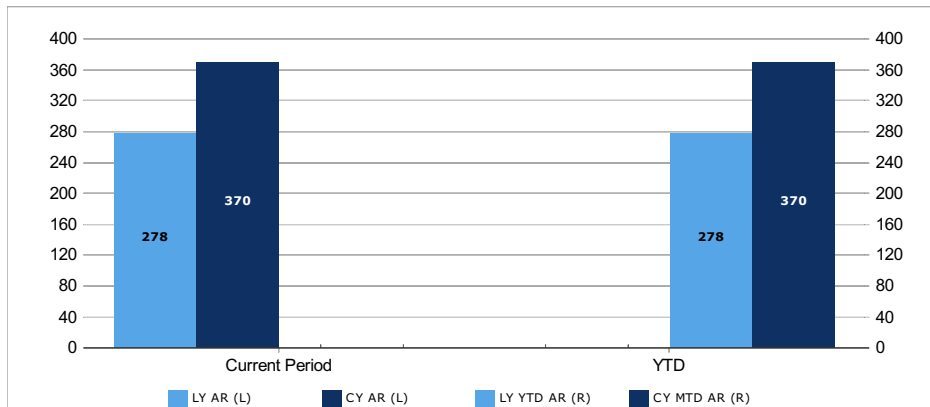
Reservation Calls in Queue Over Five Minutes



Monthly % Change **-33.8%**

YTD % Change **-33.8%**

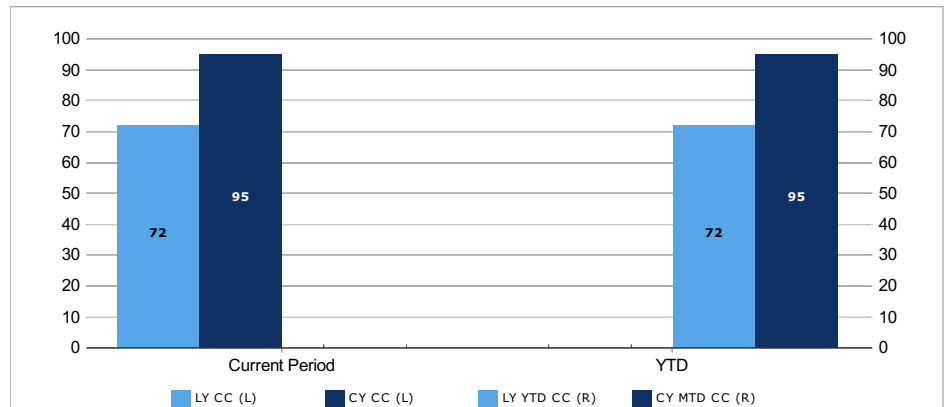
Applications Received



Monthly % Change **33.1%**

YTD % Change **33.1%**

Customer Complaints



Monthly % Change **31.9%**

YTD % Change **31.9%**

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

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