

THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY
(and its Subsidiaries)
200 CORTLAND AVENUE, SYRACUSE, NEW YORK
MINUTES OF THE MAY 29, 2026, BOARD MEETING

MEMBERS PRESENT: NICHOLAS LAINO, Chair
 ANTHONY DAVIS, Vice Chair
 DARLENE LATTIMORE, Secretary
 NEIL BURKE
 ROBERT CUCLICH
 JULIUS LAWRENCE
 HEATHER SNOW
 LOUELLA WILLIAMS

MEMBERS ABSENT: TINA FITZGERALD, Treasurer
 FRANK SAYA, Non-Voting Member

STAFF PRESENT: CHRISTOPHER TUFF, Chief Executive Officer
 JACKIE MUSENGO, Executive Vice President
 BREN DAISS, VP of Communication and Business Planning
 GEOFFREY HOFF, VP of Fleet and Facilities
 RAHMIN AZRIA, VP of Operations
 BRUCE FONG, VP of Information Technologies
 MELISSA BRIM, VP of Finance
 CAITLIN MACCOLLUM, Senior Director of Procurement
 TARA SPRAKER, Director of Capital Programs
 PAULA CUTRONE, Senior Manager of Transit Data and Equity
 CHRIS MORRALE, Director of Human Resources
 CHRISTOPHER KING, Procurement Manager
 JASON SMITH, Senior Procurement Analyst
 SUZANN HENSLEY, Internal Control Manager
 MATT KAVANAGH, Desktop Support Specialist
 JEANNINE JOHNSON, Executive Assistant

PUBLIC PRESENT: JOE CALABRESE
 ERIC JACOBSEN
 CHERYL JACOBSEN
 BRAD HUNT

CALL TO ORDER At 10:11 A.M. Chairman Laino called the meeting to order.

- Chairman Laino and the Board Members recited the Pledge of Allegiance
- Chairman Laino noted a quorum was present

UPCOMING MEETINGS

- Chairman Laino announced the following meetings for June 19, 2026:
 - Audit and Finance Meeting – 9:00 AM
 - Board Meeting – 9:30 AM

APPROVAL OF THE APRIL 24, 2026, BOARD MEETING MINUTES - MOTION NO. 2845

Motion – Anthony Davis

Seconded – Darlene Lattimore

Carried Unanimously

RETIREMENT ERIC JACOBSEN – 34 YEARS OF SERVICE

Eric Jacobsen has served the Syracuse and Utica's Communities for 34 years. His timeline of accomplishments with Centro is impressive.

- 3/30/92- Hired as a Servicer/Cleaner
- 6/14/93-Promoted to Mechanic
- 7/7/97- Moved to First Class Mechanic
- 5/9/05 - Promoted to Working Foreman (CAB Department)
- 7/15/13 - Promoted to Manager of Maintenance Centro of Oneida

Please congratulate Eric on his retirement effective May 1st, 2026, and on his 34 years of dedication to Centro, the Syracuse & Utica's Communities, and our customers.

CHIEF EXECUTIVE OFFICER'S REPORT – Mr. Tuff

In addition to Mr. Tuff's written report, attached to these Minutes, he discussed the following:

STATE BUDGET UPDATE (CONTINUED)

Earlier this week the last budget bill passed. The budget provides support to mass transit systems statewide, with a 7.18% percent increase in funding above 2025-2026 STOA numbers for upstate transit. This is an increase from the Executive Budget Request.

CITY OF SYRACUSE MAYOR SHARON OWENS

On May 28, Mayor Owens and her staff came to the Centro Facility for a conversation with Jackie, Bren and I about her priorities and ensure that we are aligned and working together effectively as we implement improvements in the City of Syracuse. We also concluded the discussion with a tour of the facility. We look forward to the future working with Mayor Owens on her visions for Syracuse.

CORTLAND COUNTY LEGISLATURE

On May 28, Chairman Laino, Bren and I attended the Cortland County Legislature meeting to give an update on the Centro of Cortland now that we have completed a full year of service. We still have some

work to do on the recruitment side for drivers and mechanics. We look forward to continued growth in Cortland County.

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDING UPDATE

In March, I mentioned that we were contacted by NYSDOT for an opportunity to apply for up to \$7 million dollars in additional capital funding for our Bus Rapid Transit (BRT) project. The finance team moved quickly to get the required information to NYSDOT. I am happy to share that we have been awarded the full \$7 million to support the capital cost of the BRT project.

HONOR FLIGHT SYRACUSE

On May 2nd, we provided transportation at the airport for Honor Flight Syracuse mission #24. The purpose of the flights is to honor American veterans by transporting them to Washington, DC, to visit the national memorials dedicated to their service and sacrifice. The buses serve as shuttles to transport veterans from the parking lot to the terminal and back to their vehicles when they return from the mission. We are proud to support this service for our American veterans.

MEMORIAL DAY PARADE

On Monday, May 25th, Centro was invited to participate in Eastwood Memorial Day. Staff and their families walked alongside our bus. At the parade was also the debut of our America 250 bus, which will now be in service through the end of the year. We plan to continue engaging in community events to keep Centro at the forefront of their minds. We are already preparing to take part in the Pride Parade on June 13th and the Juneteenth Event on June 20th. Thank you to the marketing team for organizing these community events.

CARM BASILE PASSING

On April 23, Carm Basile passed away. Carm was a staple in the transit community and past CEO of CDTA. Our thoughts are with his family during this time.

SENIOR STAFF REPORTS

HUMAN RESOURCES – Ms. Musengo

A few members of the HR department, along with the Chairman, attended an HR conference in Rome, NY, earlier this month. The conference focused on current issues affecting companies, including presentations on conflict resolution, workplace conduct, and updates to New York State and federal laws. The most prevalent topic was the use of AI in the workplace, which Centro plans to address by developing a comprehensive policy.

BUSINESS DEVELOPMENT AND CORPORATE COMMUNICATIONS REPORT – Ms. Daiss

Ms. Daiss shared the ridership report with the Board, showing an overall 3.7% increase for all of CNYRTA in April. Daiss discussed the progress of the Better Bus Onondaga system redesign. During and after April's Public Hearing on the proposed changes, many customer comments were

received. Centro staff is working through those comments now with planning consultant, Arcadis, to determine if changes should be made while maintaining planned efficiency. Once those comments are analyzed, staff will bring the finalized plan to the Board to request approval.

AUDIT AND FINANCE COMMITTEE REPORT

EXCESS LIABILITY POLICY RENEWAL – MOTION NO. 2846

Mr. Jon Maloff presented a Motion to approve the Excess Liability Policy Renewal. A copy of the Motion is attached to these Minutes.

A Motion to approve the Excess Liability Policy Renewal, as recommended by the Audit and Finance Committee, was raised.

Motion – Louella Williams
Seconded – Heather Snow
Carried Unanimously

PRELIMINARY FINANCIAL STATEMENTS AS OF MARCH 31, 2026 – MOTION NO. 2847

Ms. Brim presented a Motion to approve the Preliminary Financial Statements as of March 31, 2026. A copy of the Motion is attached to these Minutes.

A Motion to approve the Preliminary Financial Statements as of March 31, 2026, as recommended by the Audit and Finance Committee, was raised.

Motion – Julius Lawrence
Seconded – Heather Snow
Carried Unanimously

LOBBYING SERVICES 2026-2031 – RESOLUTION NO. 2695

Ms. MacCollum presented a Resolution to authorize a contract award for Lobbying Service 2026-2031. A copy of the Resolution is attached to these Minutes.

A Resolution to authorize a contract award for Lobbying Services 2026-2031 to Hill East Group for a five (5) year term, commencing June 1, 2026, as recommended by the Audit and Finance Committee, was raised.

Motion – Louella Williams
Seconded – Robert Cuculich
Carried Unanimously

RENEWABLE NATURAL GAS 2026-2031 – RESOLUTION NO. 2696

Ms. MacCollum presented a Resolution to authorize a contract award for Renewable Natural Gas 2026-2031. A copy of the Resolution is attached to these Minutes.

A Motion to authorize a contract award for Renewable Natural Gas 2026-2031 to WM Renewable Energy for a five (5) year term commencing July 1, 2026, as recommended by the Audit and Finance Committee, was raised.

Motion – Anthony Davis
 Seconded – Julius Lawrence
 Carried Unanimously

OIL WATER SEPERATOR INSTALLATION AND TRENCH DRAIN REPAIR 2026 – RESOLUTION NO. 2697

Mr. King presented a Resolution that the Chief Executive Officer or his designee is authorized to issue a purchase order for the replacement of the Oil and Water Separator Installation and Trench Drain Repair. A copy of the Resolution is attached to these Minutes.

A Motion that the Chief Executive Officer or his designee is authorized to issue a purchase order for the replacement of the Oil and Water Separator Installation and Trench Drain Repair by JK Tobin Construction Co. in the amount of \$472,736.00, as recommended by the Audit and Finance Committee, was raised.

Motion – Julius Lawrence
 Seconded – Louella Williams
 Carried Unanimously

ELEVEN (11) DUAL REAR WHEEL CUTAWAY BUS PURCHASE – RESOLUTION NO. 2698

Mr. King presented a Resolution to authorize the Chief Executive Officer to issue a purchase order for Eleven (11) Dual Rear Wheel Cutaway Buses. A copy of the Resolution is attached to these Minutes.

A Motion to authorize the Chief Executive Officer to issue a purchase order for Eleven (11) Dual Rear Wheel Cutaway Buses in accordance with current purchasing contracts issued by the New York State Office of General Services in the amount of \$1,673,521.40, as recommended by the Audit and Finance Committee, was raised.

Motion – Robert Cuculich
 Seconded – Heather Snow
 Carried Unanimously

GOVERNANCE COMMITTEE REPORT

Secretary Lattimore announced that at the Governance Committee met earlier this morning and Ms. Suzann Hensley, Internal Control Manager provided an update on the various Internal Control Program Activities.

Ms. Hensley presented the May 29, 2026 Governance Report, the CNYRTA 2026-27 Comprehensive Strategic and Financial Plan, the FYE 2026 Measurement and Management Report along with a Motion to continue the CNYRTA Mission Statement and Performance Measures for the 2026-27 Fiscal Year without Modification, all of which are attached to these minutes.

2026 CNYRTA MISSION STATEMENT AND PERFORMANCE MEASURES REVIEW

Public Authorities Law §2824-A and Authorities Budget Office Policy Guidance 10-02 require public authorities to review their mission statement and performance measures annually to ensure they continue to align with the Authority's legislated purpose. Performance results must also be reviewed annually to ensure the Authority's goals continue to support its mission and determine how well the Authority is carrying out its mission.

We will need a motion from the Board of Members to formally continue the CNYRTA Mission Statement and Performance Measures for the 2026-2027 fiscal year without modification.

CONTINUE THE CNYRTA MISSION STATEMENT AND PERFORMANCE MEASURES FOR THE 2026-2027 FISCAL YEAR WITHOUT MODIFICATION - MOTION NO. 2848

Ms. Hensley presented a Motion to continue the CNYRTA Mission Statement and Performance Measures for the 2026-2027 Fiscal Year without modification. A copy of the Motion is attached to these Minutes.

A Motion to continue the CNYRTA Mission Statement and Performance Measures for the 2026-2027 Fiscal Year without modification, as recommended by the Governance Committee, was raised.

Motion – Robert Cuculich
 Seconded – Darlene Lattimore
 Carried Unanimously

OLD BUSINESS

Mr. Julius Lawrence informed the Board about the Community Day event at Christian Church originally scheduled for May was rescheduled due to inclement weather. It will now take place on June 13th, and he would like a representative from Centro to attend if possible. Mr. Tuff informed him that Centro will look into providing representation at the event.

NEW BUSINESS

CEO Christopher Tuff reminded everyone and encouraged participation in the Pride and Juneteenth parades this month.

Chairman Laino thanked everyone who recorded the public hearing comments and provided a detailed report.

ADJOURNED

There being no further business to come before the Board, the CNYRTA and its Subsidiaries Board meeting was adjourned.



Chairman

ATTEST:

Secretary

**THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY
AUDIT AND FINANCE COMMITTEE
200 CORTLAND AVENUE, SYRACUSE, NEW YORK
MINUTES OF THE MAY 29, 2026, AUDIT AND FINANCE COMMITTEE MEETING**

MEMBERS PRESENT: NICHOLAS LAINO, Chair
 ANTHONY DAVIS, Vice Chair
 DARLENE LATTIMORE, Secretary
 NEIL BURKE
 ROBERT CUCULICH
 JULIUS LAWRENCE
 HEATHER SNOW
 LOUELLA WILLIAMS

MEMBERS ABSENT: TINA FITZGERALD, Treasurer
 FRANK SAYA, Non-Voting Member

STAFF PRESENT: CHRISTOPHER TUFF, Chief Executive Officer
 JACQUELYN MUSENGO, Executive Vice President
 GEOFF HOFF, VP of Fleet and Facilities
 BRUCE FONG, VP of IT
 RAHMIN AZRIA, VP of Operations
 MELISSA BRIM, VP of Finance
 BREN DAISS, VP of Communication & Business Planning
 CAITLIN MACCOLLUM, Sr Director of Procurement
 TARA SPRAKER, Director of Capital Programs
 CHRISTOPHER KING, Procurement Manager
 CHRIS MORRALE, Director of Human Resources
 SUZANN HENSLEY, Internal Control Manager
 JEANNINE JOHNSON, Executive Assistant
 MATT KAVANAGH, Desktop Support Specialist

PUBLIC PRESENT: BRAD HUNT, Legal Counsel
 JON MALOFF

CALL TO ORDER At 9:31 A.M. Chairman Laino called the meeting to order.

- Chairman Laino noted a quorum was present
- The next Committee meeting will be on June 19, 2026

EXCESS LIABILITY POLICY RENEWAL

Mr. Jon Maloff presented a Motion to approve the Excess Liability Policy Renewal. A copy of the Motion is attached to these Minutes.

A Motion to approve the Excess Liability Policy Renewal, as recommended by the Audit and Finance Committee, was raised and forwarded to the Board for approval.

Motion – Neil Burke

Seconded – Robert Cuculich

Carried Unanimously to the Board with a recommendation of approval.

PRELIMINARY FINANCIAL STATEMENTS AS OF MARCH 31, 2026

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A Motion to approve the Preliminary Financial Statements as of March 31, 2026, as recommended by the Audit and Finance Committee, was raised and forwarded to the Board for approval.

Motion – Anthony Davis

Seconded – Julius Lawrence

Carried Unanimously to the Board with a recommendation of approval.

LOBBYING SERVICES 2026-2031

Ms. MacCollum presented a Resolution to authorize a contract award for Lobbying Service 2026-2031. A copy of the Resolution is attached to these Minutes.

A Motion to authorize a contract award for Lobbying Services 2026-2031 to Hill East Group for a five (5) year term, commencing June 1, 2026, as recommended by the Audit and Finance Committee, was raised and forwarded to the Board for approval.

Motion – Louella Williams

Seconded – Heather Snow

Carried Unanimously to the Board with a recommendation of approval.

RENEWABLE NATURAL GAS 2026-2031

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A Motion to authorize a contract award for Renewable Natural Gas 2026-2031 to WM Renewable Energy for a five (5) year term commencing July 1, 2026, as recommended by the Audit and Finance Committee, was raised and forwarded to the Board for approval.

Motion – Anthony Davis

Seconded – Julius Lawrence

Carried Unanimously to the Board with a recommendation of approval.

OIL WATER SEPERATOR INSTALLATION AND TRENCH DRAIN REPAIR 2026

Mr. King presented a Resolution that the Chief Executive Officer or his designee is authorized to issue a purchase order for the replacement of the Oil and Water Separator Installation and Trench Drain Repair. A copy of the Resolution is attached to these Minutes.

A Motion that the Chief Executive Officer or his designee is authorized to issue a purchase order for the replacement of the Oil and Water Separator Installation and Trench Drain Repair by JK Tobin Construction Co. in the amount of \$472,736.00, as recommended by the Audit and Finance Committee, was raised and forwarded to the Board for approval.

Motion – Heather Snow

Seconded – Neil Burke

Carried Unanimously to the Board with a recommendation of approval.

ELEVEN (11) DUAL REAR WHEEL CUTAWAY BUS PURCHASE

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A Motion to authorize the Chief Executive Officer to issue a purchase order for Eleven (11) Dual Rear Wheel Cutaway Buses in accordance with current purchasing contracts issued by the New York State Office of General Services in the amount of \$1,673,521.40, as recommended by the Audit and Finance Committee, was raised and forwarded to the Board for approval.

Motion – Julius Lawrence

Seconded – Neil Burke

Carried Unanimously to the Board with a recommendation of approval.

ADJOURNED

There being no further business to come before the Committee, the Audit and Finance Committee Meeting was adjourned.



Chairman

ATTEST:

Secretary

**THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY
GOVERNANCE COMMITTEE
200 CORTLAND AVENUE, SYRACUSE, NEW YORK
MINUTES OF THE MAY 29, 2026 GOVERNANCE COMMITTEE MEETING**

MEMBERS PRESENT: NICHOLAS LAINO, Chair
 ANTHONY DAVIS, Vice Chair
 DARLENE LATTIMORE, Secretary
 NEIL BURKE
 ROBERT CUCULICH
 JULIUS LAWRENCE
 HEATHER SNOW
 LOUELLA WILLIAMS

MEMBERS ABSENT: TINA FITZGERALD, Treasurer
 FRANK SAYA, Non-Voting Member

STAFF PRESENT: CHRISTOPHER TUFF, Chief Executive Officer
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 BREN DAISS, VP of Communication and Business Planning
 TARA SPRAKER, Director of Capital Programs
 CHRISTOPHER KING, Procurement Manager
 SUZANN HENSLEY, Internal Control Manager
 CHRIS MORRALE, Director of Human Resources
 MATT KAVANAGH, Desktop Support Specialist
 JEANNINE JOHNSON, Executive Assistant

PUBLIC PRESENT: BRAD HUNT

CALL TO ORDER At 9:03 A.M. Chairman Laino called the meeting to order, noting that a quorum was present.

INTERNAL CONTROL REPORT

Secretary Lattimore called upon Ms. Hensley to provide an update on the various Internal Control Program Activities.

Ms. Hensley presented the following information:

MANAGEMENT REPORT ON INTERNAL CONTROL

Public Authorities Law §2931(1)-(2) requires the CNYRTA to annually certify that it followed a method of review over its system of internal control in line with accepted internal control standards. CNYRTA Internal Control Program activities support this certification. For FYE 2026, no material deficiencies were noted. Several opportunities for increased operational efficiencies and reduction of risk were discovered during the year, and action plans are in progress.

ANNUAL PERFORMANCE MEASURES REPORT

The attached Performance Measures report includes the FYE 2026 measurements of ridership, service efficiency and operating performance. This report is required under PAL §2824-a. This report is posted to the CNYRTA public facing website and submitted to the Public Authorities Reporting & Information System (PARIS) annually.

Variations:

- A decrease in Oswego County ridership was noted due to the SUNY Oswego contract changes. However, city service increased overall due to the system redesign.
- The Cortland County performance metrics for the current year more accurately reflect the service provided, as the system has now completed a full year of operations. Metrics reported last year reflected a single day of service completed on March 31, 2025.

All other FYE 2026 performance measurements and variations from prior year appear reasonable and in line with expectations.

STRATEGIC PLANNING UPDATE

As required by Public Authorities Law §2800, the Executive Team prepared the CNYRTA Annual Report that includes the FY2026-27 Comprehensive Strategic and Financial Plans. The attached report supports accountability, transparency and strategic oversight, as required by the governance framework. The strategic and financial plans work together to guide the Authority through the coming year, ensuring the goals are both clear and financially feasible. Both plans ensure the Authority's vision and strategy are matched with realistic financial capabilities.

2026 CNYRTA MISSION STATEMENT AND PERFORMANCE MEASURES REVIEW

Public Authorities Law §2824-A and Authorities Budget Office Policy Guidance 10-02 require public authorities to review their mission statement and performance measures annually to ensure they continue to align with the Authority's legislated purpose. Performance results must also be reviewed annually to ensure the Authority's goals continue to support its mission and determine how well the Authority is carrying out its mission.

In addition to analysis by individual operating company, results are also presented:

- On a consolidated fixed-route basis; and
- On a fully consolidated basis, which includes paratransit service provided by Centro Call-A-Bus, Inc.

All performance measurements are derived from operational data provided by relevant CNYRTA departments. Financial performance metrics are based on current cost data drawn from unaudited financial statements.

We will need a motion from the Board of Members to formally continue the CNYRTA Mission Statement and Performance Measures for the 2026-2027 fiscal year without modification.

CONTINUE THE CNYRTA MISSION STATEMENT AND PERFORMANCE MEASURES FOR THE 2026-2027 FISCAL YEAR WITHOUT MODIFICATION

Ms. Hensley presented a Motion to continue the CNYRTA Mission Statement and Performance Measures for the 2026-2027 Fiscal Year without modification. A copy of the Motion is attached to these Minutes.

A Motion to continue the CNYRTA Mission Statement and Performance Measures for the 2026-2027 Fiscal Year without modification, as recommended by the Governance Committee, was raised and forwarded to the Board for approval.

Motion – Robert Cuculich

Seconded – Darlene Lattimore

Carried Unanimously to the Board with a recommendation of approval

ADJOURNED

There being no further business to come before the Committee, the Governance Committee Meeting was adjourned.


Chairman

ATTEST:

Secretary

Audit and Finance Committee Agenda

Presented by Melissa Brim, Vice President of Finance
May 29, 2026

Board Actions Motions and Resolutions

MOTIONS:

Preliminary Financial Statement as of March 31, 2026 – M. Brim

RESOLUTIONS:

Lobbying Services 2026-2031 – C. MacCollum

Renewable Natural Gas 2026-2031 – C. MacCollum

Oil Water Separator Installation and Trench Drain Repair 2026 – C. King

Eleven (11) Paratransit Vehicle Purchase 2026 – C. King

SUPPLEMENTAL INFORMATION:

Investment Report

Mortgage Recording Tax (MRT) Statement

Statement of Cash Flow

Procurement Summary

Capital Program and Planning Summary

ITEMS REQUIRING FUTURE BOARD ACTION:

Draft Audited Financial Statements as of March 31, 2026 (June)

Summary Financial Information Section of PAL 2800 Annual Report (June)

Annual PAL 2925 Investment Report & Investment Guidelines (June)

Annual PAL 2879/2824(e) Procurement Report (June)

CNYRTA Procurement Manual Updates (June)

Guidelines Regarding the Disposition of Property (June)

2026-27 First Quarter Financial Statement (July)



STATEMENT OF NEW POSTION

Central New York Regional Transportation Authority
Preliminary Statement of Net Postion

As of 3/31/2026

(In Whole Numbers)

	Current Year	Prior Year	Current Year Change	Current Year % Change
Current Assets				
Cash & Cash Equivalents	29,784,161	18,940,815	10,843,346	57.25
Cash & Cash Equivalents - Designated	19,138,711	18,950,551	188,160	0.99
Trade Accounts Receivable	252,065	388,315	(136,250)	(35.09)
Mortgage Tax Receivable	699,588	636,968	62,620	9.83
Operating Assistance Receivable	2,729,048	3,459,087	(730,038)	(21.10)
Grants Receivable	5,432,313	16,290,316	(10,858,003)	(66.65)
Materials & Supplies	3,570,990	3,864,494	(293,503)	(7.59)
Prepaid Expenses & Other Current Assets	4,338,700	3,339,302	999,398	29.93
Total Current Assets	65,945,577	65,869,847	75,730	0.11
Non-Current Assets				
Capital Assets - Net of Accumulated Depreciation	121,527,901	127,923,154	(6,395,253)	(5.00)
Net Pension Asset	7,125,035	7,125,035	0	0.00
Total Non-Current Assets	128,652,936	135,048,189	(6,395,253)	(4.74)
Deferred Outflows of Resources	3,924,287	3,924,287	0	0.00
Total Deferred Outflows of Resources	3,924,287	3,924,287	0	0.00
Total Assets	128,652,936	135,048,189	(6,395,253)	(4.74)
Current Liabilities				
Accounts Payable and Accrued Expenses	3,393,156	7,592,134	(4,198,978)	(55.31)
Accrued Salaries, Liabilities and Benefits	3,773,183	3,650,302	122,881	3.37
Estimated Claims Payable	1,237,510	1,122,193	115,317	10.28
Total Current Liabilities	8,403,850	12,364,629	(3,960,780)	(32.03)
Non-Current Liabilities				
Other Postemployment Benefits	5,381,723	5,381,723	0	0.00
Net Pension Liability	197,442,353	197,442,353	0	0.00
Estimated Claims Payable	1,962,748	1,781,501	181,248	10.17
Total Non-Current Liabilities	204,786,824	204,605,576	181,248	0.09
Deferred Inflows of Resources	113,494,776	113,443,341	51,435	0.05
Total Deferred Inflows of Resources	113,494,776	113,443,341	51,435	0.05
Total Liabilities	326,689,008	330,413,546	(3,724,538)	(1.13)
Net assets - Unrestricted				
Unrestricted - Beginning Balance	(253,668,182)	(297,197,199)	43,529,017	(14.65)
Change in Unrestricted	3,800,190	43,529,025	(39,728,835)	(91.27)
Total Net Assets - Unrestricted	(249,867,992)	(253,668,174)	3,800,182	(1.50)
Net Assets - Invested in Capital Assets				
Invested in Capital Assets - Beginning Balance	128,096,950	81,206,183	46,890,768	57.74
Change in Investment in Capital Assets	(6,395,167)	46,890,768	(53,285,934)	(113.64)
Total Net Assets - Invested in Capital Assets	121,701,783	128,096,950	(6,395,167)	(4.99)
Total Liabilities, Deferred Inflows and Net Position	198,522,800	204,842,322	(6,319,523)	(3.09)



STATEMENT OF NEW POSITION

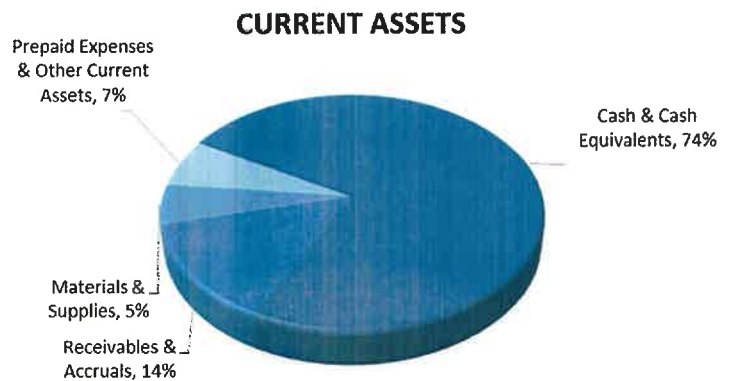
As of March 31, 2026, the Authority’s quick ratio is 6.90, an improvement from 4.75 in the fourth quarter of 2024–25. This indicates that CNYRTA has approximately \$6.90 in current assets available for every \$1 of current liabilities, reflecting a strong liquidity position.

Current Assets total \$65.9 million, which is inline with CNYRTA’s net position in March 2025.

	Current Year	Prior Year	Current Year Change	Current Year % Change
Current Assets				
Cash, Cash Equivalents & Investments	48,922,872	37,891,366	11,031,506	58.24
Receivables & Accrued Receivables	9,113,014	20,774,686	(11,661,671)	(113.01)
Materials & Supplies	3,570,990	3,864,494	(293,503)	(7.59)
Prepaid Expenses & Other Current Assets	4,338,700	3,339,302	999,398	29.93
Total Current Assets	65,945,577	65,869,847	75,730	0.11

Cash, Cash Equivalents and Investments total \$48.9 million, representing an increase of \$11 million over the same period last year. This increase is primarily attributable to lower grant receivable balances, investment income earned during the year, and increased annual State Transit Operating Assistance (STOA) payments.

The Authority continues to maximize returns on idle cash through a conservative, low-risk investment strategy focused on U.S. Treasury bills. Staff will continue to closely monitor cash flow and upcoming obligations to ensure adequate liquidity and the timely fulfillment of operational needs.



Receivables & Accrued Receivables total \$9.1 million, a decrease of \$11.7 million compared to March 2025.

Trade Receivables and Accruals total \$252 thousand, representing a decrease of \$136 thousand compared to March 2025. Receivables are being paid in a timely manner

Mortgage Tax Receivables total \$699 thousand, which is in line with the balance in March 2025. These receipts are typically used to support the local share of capital purchases. In addition to meeting current funding needs, the Authority reserves a portion of these funds to help establish and maintain financial reserves.

Operating Assistance Receivables total \$2.7 million, a decrease of \$730 thousand compared to March 2025. This balance primarily consists of New York State Section 5311 operating assistance.

Grant Receivables total \$5.4 million, representing a decrease of \$11 million compared to March 2025. The balance includes \$1.9 million in Federal Transit Administration (FTA) grant reimbursements and \$1.1 million in New York State grant reimbursements.

Subsequent to month-end, \$2 million in FTA grant reimbursements and \$478 thousand in New York State grant reimbursements were received.

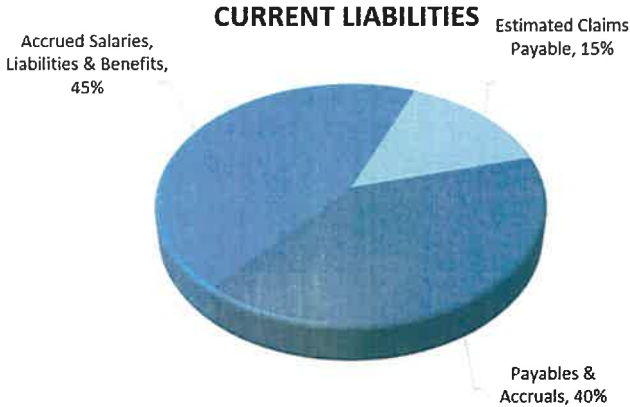


Materials & Supplies total \$3.6 million, a decrease of \$293 thousand compared to March 2025. This reduction reflects ongoing inventory reviews, the timely disposal of obsolete parts, and continued efforts to optimize inventory levels, supporting stronger controls and improved inventory management efficiency.

Prepaid Expenses and Other Current Assets total \$4.3 million, an increase of \$1 million compared to March 2025. This increase is primarily due to the timing of liability insurance policy renewals.

Current Liabilities total \$8.4 million, reflecting a \$4 million, or 32% decrease compared to March 2025.

	Current Year	Prior Year	Current Year Change	Current Year % Change
Current Liabilities				
Accounts Payable & Accrued Expenses	3,393,156	7,592,134	(4,198,978)	(55.31)
Accrued Salaries, Liabilities & Benefits	3,773,183	3,650,302	122,881	3.37
Estimated Claims Payable	1,237,510	1,122,193	115,317	10.28
Total Current Liabilities	8,403,850	12,364,629	(3,960,780)	(32.03)



Accounts Payable & Accrued Expenses total \$3.4 million, a decrease of \$4.2 million compared to March 2025. This decrease is primarily attributable to the timely processing of vendor invoices, as well as higher grant-related payables at the prior fiscal year-end due to bus deliveries.

Accrued Salaries, Liabilities & Benefits total \$3.7 million, which is generally consistent with the balance as of March 2025.

Estimated Claims Payables total \$1.2 million, a slight increase of \$115 thousand compared to March 2025. This increase reflects an adjustment made on March 31, 2026,

to the UMR Incurred But Not Reported (IBNR) reserve to more accurately reflect the Authority’s estimated outstanding claims liability.



STATEMENT OF REVENUES AND EXPENDITURES

Central New York Regional Transportation Authority
Preliminary Consolidated Statement of Revenues and Expenditures
From 04/01/2025 through 03/31/2026
(In Whole Numbers)

	Actual	Budget	Budget Change	% Change to Budget	Prior Year Actual	CY to PY Change	% Change CY to PY
Operating Revenue							
Regular Line Passenger Revenue	4,686,223	4,405,000	281,223	6.4%	4,297,227	388,996	9.1%
Special Line Passenger Revenue	8,440,949	7,693,000	747,949	9.7%	7,412,804	1,028,145	13.9%
Advertising & Other Revenue	2,383,832	2,363,000	20,832	0.9%	2,375,420	8,412	0.4%
Total Operating Revenue	15,511,005	14,461,000	1,050,005	7.3%	14,085,452	1,425,553	10.1%
Operating Expenses							
Salaries & Wages	40,242,755	44,079,000	3,836,245	-8.7%	38,620,298	1,622,457	4.2%
Other Employee Benefits & Payroll Taxes	4,253,586	4,475,000	221,414	-4.9%	4,104,194	149,392	3.6%
Healthcare Benefits	13,448,610	15,540,000	2,091,390	-13.5%	13,716,581	(267,971)	-2.0%
Workers Compensation	3,038,231	3,459,000	420,769	-12.2%	2,629,177	409,054	15.6%
Pension Benefits	4,216,817	5,080,000	863,183	-17.0%	4,569,893	(353,077)	-7.7%
Risk Management	5,011,018	4,447,000	(564,018)	12.7%	3,122,162	1,888,855	60.5%
Purchased Transportation	5,946,360	6,792,000	845,640	-12.5%	6,018,844	(72,484)	-1.2%
Materials & Supplies	4,376,660	4,972,000	595,340	-12.0%	4,647,740	(271,080)	-5.8%
Services	7,077,249	8,192,000	1,114,751	-13.6%	6,909,644	167,605	2.4%
Fuel	2,040,730	2,866,000	825,270	-28.8%	2,011,410	29,320	1.5%
Utilities	896,176	839,000	(57,176)	6.8%	799,254	96,922	12.1%
Other Expenses	415,561	687,000	271,439	-39.5%	477,841	(62,280)	-13.0%
Total Operating Expenses	90,963,752	101,428,000	10,464,247	-10.3%	87,627,038	3,336,714	3.8%
Non-Operating Revenue							
Operating Assistance	67,839,107	76,676,000	(8,836,893)	-11.5%	71,866,644	(4,027,537)	-5.6%
Mortgage Tax Revenue	10,540,761	8,090,000	2,450,761	30.3%	8,260,794	2,279,967	27.6%
Gain/Loss on Disposal of Capital	93,189	50,000	43,189	86.4%	118,117	(24,928)	-21.1%
Investment Revenue	1,309,225	500,000	809,225	161.8%	1,402,137	(92,912)	-6.6%
Total Non-Operating Revenue	79,782,282	85,316,000	(5,533,718)	-6.5%	81,647,692	(1,865,411)	-2.3%
Operating Income (Loss)	4,329,535	(1,651,000)	5,980,534	-362.2%	8,106,106	(3,776,572)	-46.6%
Capital Contributions							
Federal Grants	4,103,064	0	4,103,064	0.0%	36,000,934	(31,897,870)	-88.6%
State Grants	3,134,398	0	3,134,398	0.0%	18,384,683	(15,250,286)	-83.0%
Total Capital Contributions	7,237,462	0	7,237,462	0.0%	54,385,617	(47,148,155)	-86.7%
Non-Operating Expenses							
Depreciation Expense	14,161,973	0	(14,161,973)	0.0%	11,800,269	2,361,704	20.0%
Total Non-Operating Expenses	14,161,973	0	(14,161,973)	0.0%	(27,928,069)	42,090,042	-150.7%
Change in Net Position	(2,594,977)	(1,651,000)	(943,977)	57.2%	90,419,792	(93,014,769)	-102.9%
Net Position - Beginning of Year	(125,571,232)	0	(125,571,232)	0.0%	(215,991,016)	90,419,784	-41.9%
Total Net Position - Beginning of Year	(125,571,232)	0	(125,571,232)	0.0%	(215,991,016)	90,419,784	-41.9%
Net Position - End of Year	(128,166,201)	(1,651,000)	(126,515,209)	7662.9%	(125,571,224)	(2,594,977)	2.1%



STATEMENT OF REVENUE AND EXPENDITURES

After the twelve months ending March 31, 2026, the Authority reports consolidated operating income of \$4.3 million, excluding capital contributions and non-operating expenses. This positive result reflects strong operating performance during the early part of the fiscal year.

Operating Revenues

Total operating revenues are \$15.5 million, representing a \$1.1 million (7.3%) increase compared to the same period in the prior year. Revenues also exceeded budget projections by \$1.4 million (10.1%).

	Actual	Budget	Budget Change	% Change to Budget	Prior Year Actual	CY to PY Change	% Change CY to PY
Operating Revenue							
Passenger Revenues	13,127,173	12,098,000	1,029,173	8.5%	11,710,032	1,417,142	12.1%
Advertising & Other Revenue	2,383,832	2,363,000	20,832	0.9%	2,375,420	8,411	0.4%
Total Operating Revenue	15,511,005	14,461,000	1,050,005	7.3%	14,085,452	1,425,553	10.1%

Passenger revenues are 12.1% over budget expectations, and 8.5% higher than the prior year.

Regular line passenger revenues are 9.1% over budget expectations and 6.4% higher than the same period last year. These favorable variances continue to be driven by stronger farebox activity, increased pass sales, including sales to partner agencies, and higher utilization of Mobility On Demand (MOVE) services. Total ridership across both fixed-route and demand-response services continues to trend at approximately 5% over year over year.

Special line passenger revenues are 13.9% over budget expectations and 9.7% higher than the prior year. This favorable variance is driven by both scheduled and unscheduled contract rate adjustments, expanded service for SU Dome events, and increased demand for contracted transportation. Additionally, ridership during the Great New York State Fair exceeded both expectations and prior-year levels.

Advertising and other revenues are performing in line with both budget expectations and prior-year results.

Operating Expenses

As of March 31, 2026, operating expenses total \$91 million, representing a \$3.3 million (3.8%) increase compared to the prior year. Expenses are currently \$10.5 million (10.3%) below budget.

	Actual	Budget	Budget Change	% Change to Budget	Prior Year Actual	CY to PY Change	% Change CY to PY
Operating Expenses							
Personnel Expenses	65,199,998	72,633,000	7,433,001	-10.2%	63,640,144	1,559,853	2.5%
Non-Personnel Expenses	25,763,754	28,795,000	3,031,246	-10.5%	23,986,894	1,776,861	7.4%
Total Operating Expenses	90,963,752	101,428,000	10,464,247	-10.3%	87,627,038	3,336,714	3.8%

Personnel expenses are performing \$7.4 million (10.2%) under budget expectations and \$1.6 million (2.5%) higher than the same period last year. All major personnel cost categories are under budget, reflecting favorable variances across wages, benefits, and related costs.

The personnel budget assumes full staffing levels throughout the fiscal year. Ongoing vacancies, particularly among bus operators and administrative positions, remain the primary driver of the favorable variance. While these vacancies reduce current personnel costs, they also create operational pressures, including increased reliance on overtime and additional workload for existing staff to maintain service levels and meet operational deadlines.



On a year-over-year basis, most personnel-related expenses have increased due to negotiated wage adjustments and the natural escalation of benefit costs. Pension expenses continue to trend below prior-year levels, while healthcare expenses are generally in line with last year. Although healthcare costs have fluctuated in recent months, they have stabilized, reflecting normal variations in claims activity and timing within a self-insured health plan.

The favorable pension variance is primarily attributable to the most recent actuarial valuation and lower 401(a) plan costs. A significant portion of May contributions was funded through available forfeited funds, along with favorable market performance and asset smoothing. These factors have helped offset increases in other personnel-related costs and support overall expense control and financial stability.

Non-personnel expenses are \$3 million (10.5%) under budget expectations but \$1.7 million (7.4%) higher than the same period last year. All categories are under budget with the exception of Risk Management.

Compared to the prior year, non-personnel expenses reflect a mix of anticipated and unanticipated variances. While many categories have increased year over year, Purchased Transportation, Materials and Supplies, and Other expenses are trending below prior-year levels. Risk Management and Utilities are the only categories trending above budget, with Risk Management representing the most significant variance.

Risk Management expenses are currently 12.7% over budget and 60.5% higher than expenses recorded during the same period last year. This unfavorable variance is primarily driven by higher insurance premiums and increased self-insured claim costs under the Authority's Auto General Liability (GL) program. A significant portion of these costs relates to prior-year incidents that are being resolved or paid in the current fiscal year.

The combined impact of rising insurance premiums and legacy claim activity continues to place pressure on this category, making Risk Management the largest non-personnel cost variance year to date. Management is actively monitoring claim trends, evaluating reserve adequacy, and working with insurance partners to help mitigate future premium increases. In parallel, targeted efforts are underway to strengthen safety initiatives, enhance risk assessment practices, and reduce both the likelihood and severity of future claims.

Purchased Transportation expenses are currently 12.5% under budget expectations and consistent with prior-year levels. While contracted vendor rates and demand for Call-A-Bus (CAB) services have increased, implementation of the Via platform has significantly improved scheduling efficiency. Vendors have also required fewer supplemental "as-needed" runs, contributing to additional cost savings.

Utilities expenses are currently 6.8% over budget expectations and 13% higher than the prior year, driven primarily by increased gas and electric costs.

Non-Operating Revenues

Non-operating revenues total \$79.8 million, which is \$5.5 million (6.5%) under budget expectations and reflects a \$1.9 million (2.1%) decrease compared to prior year.

	Actual	Budget	Budget Change	% Change to Budget	Prior Year Actual	CY to PY Change	% Change CY to PY
Non-Operating Revenue							
Operating Assistance	67,839,107	76,676,000	(8,836,893)	-11.5%	71,866,644	(4,027,537)	-5.6%
Mortgage Tax Revenue	10,540,761	8,090,000	2,450,761	30.3%	8,260,794	2,279,967	27.6%
Gain/Loss on Disposal of Capital	93,189	50,000	43,189	86.4%	118,117	(24,928)	-21.1%
Investment Revenue	1,309,225	500,000	809,225	161.8%	1,402,137	(92,912)	-6.6%
Total Non-Operating Revenue	79,782,282	85,316,000	(5,533,718)	-6.5%	81,647,692	(1,865,411)	-2.3%



Operating assistance revenues are currently 11.5% under budget expectations and 5.6% decrease compared to prior-year. This variance reflects the Authority's strategic approach to revenue recognition. While State Transit Operating Assistance (STOA) has increased, the Authority has intentionally conserved federal and state Preventive Maintenance (PM) funds, drawing on them only as needed. PM utilization is evaluated monthly and applied strategically during periods of elevated operating costs to help stabilize financial results. This disciplined approach supports long-term financial flexibility and preserves resources for future needs.

Mortgage tax revenues continue to perform strongly and is currently 30.3% over budget expectations and 27.6% higher than the prior year. This performance reflects continued strength in the regional real estate market. However, due to the inherent volatility of this revenue source, the Authority will maintain a cautious outlook by closely monitoring market trends and using conservative planning assumptions to mitigate potential fluctuations.

Investment revenues are exceeding budget expectations by more than 100%, although they remain 6.6% below prior-year levels. Current investment yields are approximately 3.5% and remain favorable relative to budget assumptions. The Authority will continue to strategically invest idle cash to maximize earnings while maintaining sufficient liquidity to support operating activities and capital program commitments.



INVESTMENT REPORT

Central New York Regional Transportation Authority
Inventory of Existing Investments
As of 03/31/2026
(In Whole Numbers)

Cash Investments	Institution	Interest Rate	Amount	Total
Unrestricted – Operating Funds				
Commercial Savings – General Fund	M&T Bank	1.95%	\$12,543,583	
Commercial Savings – Farebox Collection	JP Morgan	1.25%	\$674,429	
				<u>\$13,218,012</u>
Board Designated - Funded Reserves				
Commercial Savings - Health Reserve	M&T Bank	1.95%	\$249,587	
Commercial Savings - Insurance Reserve	M&T Bank	1.95%	\$2,898	
Commercial Checking - Capital Reserve	JP Morgan	1.25%	\$9,244,480	
Commercial Checking - Paratransit Reserve	JP Morgan	1.31%	\$91,894	
				<u>\$9,588,859</u>
Total Cash Investment Value				<u>\$22,806,871</u>

Investments	Institution	Yield	Term	Market Value	Purchase Date	Maturity Date	Maturity Value
Operating Funds							
Treasury Bill - Operating Funds	JP Morgan	3.57%	2 mo.	\$5,146,186	03/11/2026	07/07/2026	\$5,165,000
Treasury Bill - Operating Funds	JP Morgan	3.58%	2 mo.	\$5,091,504	03/25/2026	06/25/2026	\$5,135,000
Treasury Bill - Operating Funds	JP Morgan	3.57%	2 mo.	\$5,060,358	02/17/2026	04/14/2026	\$5,067,000
Board Designated - Funded Reserves							
Treasury Bill - Capital Reserve	JP Morgan	3.55%	4 mo.	\$3,100,637	01/27/2026	05/26/2026	\$3,118,000
Treasury Bill - Capital Reserve	JP Morgan	3.57%	4 mo.	\$2,051,766	02/10/2025	06/09/2026	\$2,066,000
Treasury Bill - Insurance Reserve	JP Morgan	3.58%	4 mo.	\$4,397,448	02/24/2025	06/23/2026	\$4,434,000
Total Investment Values				<u>\$24,847,899</u>			<u>\$24,985,000</u>



Central New York Regional Transportation Authority
 Inventory of Existing Investments
 As of 04/30/2026
 (In Whole Numbers)

Cash Investments	Institution	Interest Rate	Amount	Total
Unrestricted – Operating Funds				
Commercial Savings – General Fund	M&T Bank	1.95%	\$6,224,898	
Commercial Savings – Farebox Collection	JP Morgan	1.25%	\$742,767	
				<u>\$6,967,665</u>
Board Designated - Funded Reserves				
Commercial Savings - Health Reserve	M&T Bank	1.95%	\$249,988	
Commercial Savings - Insurance Reserve	M&T Bank	1.95%	\$2,903	
Commercial Checking - Capital Reserve	JP Morgan	1.25%	\$872,777	
Commercial Checking - Paratransit Reserve	JP Morgan	1.31%	\$91,968	
				<u>\$1,217,636</u>
Total Cash Investment Value				<u>\$8,185,301</u>

Investments	Institution	Yield	Term	Market Value	Purchase Date	Maturity Date	Maturity Value
Operating Funds							
Treasury Bill - Operating Funds	JP Morgan	3.49%	2 mo.	\$5,161,903	03/11/2026	07/07/2026	\$5,165,000
Treasury Bill - Operating Funds	JP Morgan	3.47%	3 mo.	\$5,106,534	03/25/2026	06/25/2026	\$5,135,000
Treasury Bill - Operating Funds	JP Morgan	3.57%	2 mo.	\$5,074,287	04/15/2026	07/16/2026	\$5,113,000
Board Designated - Funded Reserves							
Treasury Bill - Capital Reserve	JP Morgan	3.55%	4 mo.	\$3,110,238	01/27/2026	05/26/2026	\$3,118,000
Treasury Bill - Capital Reserve	JP Morgan	3.57%	4 mo.	\$2,057,954	02/10/2025	06/09/2026	\$2,066,000
Treasury Bill - Insurance Reserve	JP Morgan	3.58%	2 mo.	\$4,410,279	02/24/2025	06/23/2026	\$4,434,000
Treasury Bill – Health Reserve	JP Morgan	3.56%	3 mo.	\$3,032,068	04/06/2026	10/01/2026	\$3,079,000
Treasury Bill - Paratransit Reserve	JP Morgan	3.50%	2 mo.	\$5,361,845	04/06/2026	07/02/2026	\$5,409,000
Total Investment Values				<u>\$33,315,108</u>			<u>\$33,519,000</u>



MORTGAGE RECORDING TAX STATEMENT

Central New York Regional Transportation Authority
 Statement of Mortgage Recordign Tax
 As of 03/31/2026

<u>Actual Receipts YTD</u>					<u>Budget Variance YTD</u>		
<u>FY-24</u>	<u>FY-25</u>	<u>FY-26</u>	<u>\$ vs PY</u>	<u>% vs PY</u>	<u>FY-26 Bud</u>	<u>\$</u>	<u>%</u>
7,680,275	8,260,794	10,540,761	2,279,967	27.6%	8,090,000	2,450,761	30.3%

	<u>Actual</u> <u>FY-24</u>	<u>Actual</u> <u>FY-25</u>	<u>Actual</u> <u>FY-26</u>	<u>Actual</u> <u>vs PY</u>	<u>YTD</u> <u>vs PY</u>	<u>Budget</u> <u>FY 26</u>	<u>Actual Vs</u> <u>Budget</u>	<u>YTD</u> <u>Variance</u>
April	761,875	537,226	690,885	28.6%	373.6%	545,000	26.8%	26.8%
May	557,104	622,405	884,530	42.1%	266.0%	600,000	47.4%	37.6%
June	621,109	512,679	971,182	89.4%	227.9%	625,000	55.4%	43.9%
July	651,504	878,691	1,032,746	17.5%	241.1%	760,000	35.9%	41.5%
August	736,644	739,495	771,460	4.3%	306.3%	750,000	2.9%	32.6%
September	643,528	668,431	917,892	37.3%	316.9%	725,000	26.6%	31.6%
October	737,317	880,437	1,248,226	41.8%	275.2%	775,000	61.1%	36.3%
November	613,698	824,214	954,897	15.9%	286.8%	760,000	25.6%	34.9%
December	640,840	704,965	843,307	19.6%	293.1%	660,000	27.8%	34.1%
January	743,819	730,141	768,120	5.2%	303.1%	630,000	21.9%	33.0%
February	547,438	525,142	757,929	44.3%	312.4%	625,000	21.3%	32.0%
March	425,398	636,968	699,588	9.8%	330.1%	635,000	10.2%	30.3%
Totals	<u>7,680,275</u>	<u>8,260,794</u>	<u>10,540,761</u>			<u>8,090,000</u>		

County Receipts - March	<u>FY-26</u>	<u>FY-25</u>	<u>\$</u>	<u>%</u>
Onondaga	379,638	379,625	12	0%
Oswego	57,520	51,992	5,527	11%
Cayuga	37,375	38,257	(882)	-2%
Cortland	20,076	47,304	(27,228)	-58%
Oneida	204,979	119,789	85,190	71%
Total	<u>699,588</u>	<u>636,968</u>	62,620	10%



Central New York Regional Transportation Authority
 Statement of Mortgage Recordign Tax
 As of 04/30 /2026

<u>Actual Receipts YTD</u>					<u>Budget Variance YTD</u>		
<u>FY-25</u>	<u>FY-26</u>	<u>FY-27</u>	<u>\$ vs PY</u>	<u>% vs PY</u>	<u>FY-27 Bud</u>	<u>\$</u>	<u>%</u>
537,226	690,885	834,882	143,998	20.8%	660,000	174,882	26.5%

	<u>Actual</u> <u>FY-25</u>	<u>Actual</u> <u>FY-26</u>	<u>Actual</u> <u>FY-27</u>	<u>Actual</u> <u>vs PY</u>	<u>YTD</u> <u>vs PY</u>	<u>Budget</u> <u>FY 27</u>	<u>Actual Vs</u> <u>Budget</u>	<u>YTD</u> <u>Variance</u>
April	537,226	690,885	834,882	20.8%	20.8%	660,000	26.5%	26.5%
May	622,405	884,530	0	-100.0%	-100.0%	670,000	-100.0%	-37.2%
June	512,679	971,182	0	-100.0%	-100.0%	716,000	-100.0%	-59.2%
July	878,691	1,032,746	0	-100.0%	-100.0%	849,000	-100.0%	-71.2%
August	739,495	771,460	0	-100.0%	-100.0%	811,000	-100.0%	-77.5%
September	668,431	917,892	0	-100.0%	-100.0%	792,000	-100.0%	-81.4%
October	880,437	1,248,226	0	-100.0%	-100.0%	909,000	-100.0%	-84.6%
November	824,214	954,897	0	-100.0%	-100.0%	860,000	-100.0%	-86.7%
December	704,965	843,307	0	-100.0%	-100.0%	736,000	-100.0%	-88.1%
January	730,141	768,120	0	-100.0%	-100.0%	734,000	-100.0%	-89.2%
February	525,142	757,929	0	-100.0%	-100.0%	616,000	-100.0%	-90.0%
March	636,968	699,588	0	-100.0%	-100.0%	605,000	-100.0%	-90.7%
Totals	<u>8,260,794</u>	<u>10,540,761</u>	<u>834,882</u>			<u>8,958,000</u>		

County Receipts - April	<u>FY-27</u>	<u>FY-26</u>	<u>\$</u>	<u>%</u>
Onondaga	493,733	466,440	27,292	6%
Oswego	76,375	60,296	16,079	27%
Cayuga	51,426	36,616	14,810	40%
Cortland	21,626	15,606	6,020	39%
Oneida	191,722	111,926	79,796	71%
Total	<u>834,882</u>	<u>690,885</u>	143,998	21%



STATEMENT OF CASH FLOW

Central New York Regional Transportation Authority
Statement of Cash Flow
As of 03/31/2026
(In Whole Numbers)

Cash Flows From Operating Activities:

Operating Receipts from Fares, Contract Bill & Misc Items	\$ 1,691,445
Mortgage Tax Receipts	1,161,796
Local Operating Assistance	731,258
Payments to Vendors & Bank Fees	(3,249,687)
Payments for Employee Benefits	(921,926)
Payments of Payroll Related Wages & Liabilities	(3,412,632)
Net Cash Provided by (Utilized in) Operating Activities	\$ (3,999,747)

Cash Flows From Capital Activities:

Federal & State Grants Proceeds for Capital Additions	121,382
Purchases of Capital Assets	(2,470,643)
Net Cash Provided by (Utilized in) Capital Activities	\$ (2,349,261)

Net Change in Cash from Operating & Capital Activities **\$ (6,349,007)**

General Fund Cash Balances - Beginning of Period **\$ 19,426,653**

General Fund Cash Balances - End of Period* **\$ 13,077,645**

Reserve Funds:

Insurance Reserve	2,898
Health Insurance Reserve	249,587
Capital Reserve Fund	9,244,480
Paratransit Reserve	91,894
Invested Funds	24,847,900

Invested Funds (Restricted & Unrestricted) **\$ 34,436,760**

Total Cash All Sources - End of Period: **\$ 47,514,404**

***General Fund Cash Includes General Disbursing and Money Market Accounts Only**



PROCUREMENT

ACTIVE PROCUREMENTS REQUIRING BOARD ACTION

On Today's Agenda

Lobbying Services 2026-2031
Renewable Natural Gas 2026-2031
Oil Water Separator Installation and Trench Drain Repair 2026
Eleven (11) Paratransit Vehicle Purchase 2026

Within 2 Months

RTC Boiler Purchase 2026
Genfare Software Maintenance 2026-2031

Within 6 Months

Bulk Diesel Fuel 2027-2037
Phone and Internet Services 2027-2037
TPA for Medical Services 2027-2032
TPA for Dental Services 2027-2032
Ridership Analysis Software Replacement 2026
Radiant Heating 2026
Lift Equip Vehicle Services A 2027-2032
Lift Equip Vehicle Services B 2026-2031
Actuarial Services 2027-2032



CAPITAL PROGRAMS AND PLANNING

Capital programs encompass the planning, funding, and delivery of the Authority's long-term infrastructure and fleet investments. This includes the development, submission, award, and management of federal, state, and local grant funding opportunities, as well as the advancement of projects identified in the Capital Improvement Plan (CIP). These efforts are critical to maintaining a state of good repair while supporting system expansion and service innovation.

Grant Activity Snapshot

Total Funding in Play: \$139.5 million
In Development/Submission: \$54.9 million
Under Review/Award Pending: \$16.4 million
Awarded – Future Agreement Development: \$43 million
Awarded – Agreement in Development: \$2 million
Active/In Execution: \$23.2 million
Active Grant Efforts: 16

Grant Pipeline

The Authority's grant program operates across multiple phases, each requiring distinct levels of technical development, coordination, and administrative execution:

Development → Submission → Review → Award → Agreement Development → Implementation

- Development & Submission: Project scoping, cost estimating, and application preparation
- Review & Award: Competitive evaluation by funding agencies
- Agreement Development: Execution of grant agreements (FTA TrAMS and NYSDOT contracting processes)
- Implementation: Ongoing project delivery, compliance, and reporting

Grant Development & Program Management

The Authority's concurrently managing multiple high-value funding programs across all phases of the grant lifecycle, from initial application development through agreement execution and project delivery. These efforts require significant coordination and technical expertise, including:

- Alignment of funding opportunities with project readiness and capital priorities
- Development of complex, multi-year capital funding applications across multiple funding programs
- Coordination with federal, state, and local funding partners and stakeholders
- Navigation of multiple grant management systems, including FTA TrAMS and NYSDOT contracting processes
- Advancement of awarded funding into fully executed grant agreements
- Ongoing compliance, reporting, and financial management of active awards

This level of activity reflects a sustained and strategic approach to maximizing external funding while advancing critical capital investments.

FEDERAL GRANT FUNDING

In Development/Submission

- FTA Section 5307 and 5339(c) Grant Programs Applications: Four (4) FFY2026 draft grant agreements totaling approximately \$36.4 million (\$27,880,435 federal, \$542,500 state match \$7,927,609 local match) to support capital and operating projects. Resolution to be presented for Board Approval.
- Transit Infrastructure (Congressionally Directed Spending): \$2.5 million (\$2,000,000 federal with \$250,000 state match and \$250,000 local match) request submitted to Senator Gillibrand for the Bus Rapid Transit (BRT) Final Design (31%-100%). Currently under review.



Awarded – Future Agreement Development

- FTA Section 5339(c) Low or No Emission and Buses and Bus Facilities Program: \$36 million (\$28,800,000 federal with \$7,200,000 local match) awarded for the Oneida Facility Construction project. Grant agreement development will be underway in TrAMS, with execution anticipated in FFY 2027.

STATE GRANT FUNDING**In Development/Submission**

- Transit Ready NY: 100% state dedicated funding program administered by the NYSDOT to upgrade, modernize, and enhance public transportation services for capital expenditures. \$16 million application in development to support BRT capital investments. Submission due May 21, 2026.

Under Review/Award Pending

- Accelerated Transit Capital Program (ATC): FY2025 \$3.3 million (100% state dedicated funding).
- Innovative Mobility Initiative (CRP): \$9.1 million under review, with potential transition to a federal passthrough program.
- Modernization and Enhancement Program (MEP): FFY2025 \$4.0 million (100% state dedicated funding).

Awarded – Future Agreement in Development

- Zero-Emission Transit Transition (ZETT) Program: \$17.5 million awarded to support the Oneida Facility construction.

Active/In Execution

- FTA Section 5311 Formula Grants for Rural Areas (2024-2025, Cortland Transfer): \$5.7 million capital funding agreements executed; operating agreements pending. Supports rural service and infrastructure needs in Oswego, Auburn, and Cortland Counties.
- Congesting Mitigation and Air Quality (CMAQ): Up to \$7.0 million, to support BRT capital investments. Funds to transfer from FHWA to FTA Section 5307. Coordination underway with NYSDOT and FTA.

OTHER/LOCAL FUNDING INITIATIVES**In Development/Submission**

- Temporary Assistance for Needy Families (TANF): \$25,000 application in development for Centro of Oneida 2025-2026 program funding.

Awarded – Agreement in Development

- Green CHIPS: \$2 million awarded. Application and agreement development are in progress.

CAPITAL PLANNING & PROJECT DELIVERY

The Central New York Regional Transportation Authority's (CNYRTA) Capital Planning Committee continues to meet regularly to evaluate the Authority's capital needs and to guide short- and long-term investments in alignment with the Capital Improvement Plan (CIP). The Committee's work ensures that limited capital resources are strategically prioritized to address immediate operational requirements while advancing the Authority's long-range strategic objectives. Key projects currently in the execution phase include:

- Bus Rapid Transit (BRT) Planning
- CNG Facility Upgrades
- Oneida Facility Consolidation Planning
- Various Building Improvements and Technology

The Authority remains focused on maximizing available funding and advancing these initiatives in a fiscally responsible manner, positioning CNYRTA to meet the evolving mobility and infrastructure needs of the communities it serves.





TO: CNYRTA Board of Members
FROM: Christopher Tuff, Chief Executive Officer
RE: Monthly Summary Report – May 2026
DATE: May 20, 2026

State Budget Update

As of this report, there is no approved budget, and the legislators are operating under several budget extenders. NYPTA continues to advocate for our 15% increase in State Operating Assistance (STOA).

Reaching Productivity Milestones (RPM)

From May 5th through May 14th, several members of the executive team and I traveled to our outside properties to hold our Quarterly RPM presentations.

Quarterly Winners:

Maintenance Employee of the Quarter	Bill Joss (Syracuse)
Operator of the Quarter	Dave Camaione (Syracuse)
Admin Employee of the Quarter	Carlos Galindo (Syracuse)

Compressed Natural Gas (CNG) Fueling Station Rehabilitation Ribbon-Cutting Event

On May 13th, Centro hosted a ribbon-cutting event for our on-site CNG Fueling Station. We were joined by Federal Transit Administration Regional Administrator Michael Culotta; New York State Department of Transportation Assistant Commissioner Janet Ho; Onondaga County Executive Ryan McMahan; and several staff representatives from the offices of Senator Gillibrand, Assemblymember Magnarelli, Assemblymember Hunter, City of Syracuse Mayor Owens, and several Board Members. The event was successful and provided a tour of the CNG fueling facility for our guests.

Federal Transit Administration (FTA) round table with the New York Public Transit Associations (NYPTA)

On May 13th, Centro hosted a round table discussion with Federal Transit Administration Regional Administrator Michael Culotta and NYPTA leadership from Albany, Buffalo, Rochester, Broome County, and Tompkins County. The discussion was productive, allowing us to ask questions and share feedback on our systems.

American Public Transportation Association (APTA) Mobility and Workforce Development Conferences

May 16th to the 21st, Jackie, Geoff, Rahmin, and I attended the APTA Mobility and Workforce Development Conferences in Salt Lake City. The conference was informative and provided updates on products and current industry trends.

**RESOLUTION TO AUTHORIZE CONTRACT AWARD FOR
LOBBYING SERVICES 2026-2031**

WHEREAS, the Central New York Regional Transportation Authority (CNYRTA) has the need for a firm to provide lobbying services at both the federal and state levels; and

WHEREAS, this contract will be paid for using operating funds, and

WHEREAS, the Request for Proposal was publicly let on February 4, 2026, and

WHEREAS, twenty-seven (27) vendors were invited, of which thirteen (13) were NYS Certified M/WBE firms and thirty-three (33) proposal packages were downloaded, and

WHEREAS, seven (7) proposals were received on February 26, 2026; and

WHEREAS, it was determined by the evaluation committee that Hill East Group offered the most advantageous proposal for both federal and state lobbying services; and

WHEREAS, the staff of CNYRTA is aware of no interest held by any Member of the CNYRTA or any staff member thereof or any family member of such individual in the firm to which this contract is made, and

WHEREAS, to the best of our knowledge and belief, no member of the governing body of CNYRTA, or its subsidiaries, and no other officer, employee or agent of CNYRTA, or its subsidiaries, whether or not exercising any functions or responsibilities in connection with the carrying out of the project to which this contract pertains, during his/her tenure or two years thereafter, has any personal interest, direct or indirect in this contract, and

WHEREAS, to the best of our knowledge and belief, no member of the governing body of the CNYRTA, or its subsidiaries, and no other officer, agent, servant or employee employed by or appointed by CNYRTA, or its subsidiaries, is in any way or manner interested, directly or indirectly, as principal, surety, or otherwise, in this contract, and

WHEREAS, to the best of our knowledge and belief, this award is consistent with the Code of Ethical Conduct for Members of the Central New York Regional Transportation Authority originally adopted by it on July 20, 1990, as Motion No. 775, and as revised and updated on April 25, 2008, as Motion No. 1709.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MEMBERS OF THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY, that the Chief Executive Officer or his designee is authorized to enter into a five (5) year contract with Hill East Group for lobbying services. The contract would commence June 1, 2026.

FACT SHEET
LOBBYING SERVICES 2026-2031

PROJECT DESCRIPTION: The CNYRTA has the need for a firm to provide lobbying services at both the federal and state levels.

ADVERTISEMENT: A Request for Proposal was advertised on February 4, 2026, in the NYS Contract Reporter, Post Standard (Onondaga, Cayuga and Oswego County editions), Rome Sentinel, Utica Observer-Dispatch, Cortland Standard and Minority Commerce Weekly.

FUNDING: The contract is to be paid for using operating funds.

PROCUREMENT PROCESS: The CNYRTA publicly let a Request for Proposal (RFP) for these services. This contract is to be awarded based upon evaluation criteria set forth in the RFP. A selection committee consisting of Chris Tuff, Bren Daiss, Melissa Brim, Tara Spraker and Caitlin MacCollum evaluated the proposals. When evaluating proposals, the committee took into consideration: method of approach, organizational capacity and experience, and cost.

PRICING RECEIVED:

	Hill East Group	Cardinal Infrastructure	Park Strategies	Ostroff Associates	McBride Consulting	Tonio Burgos	The Hayes Initiative
Category A- Federal Lobbying Services							
Monthly Retainer	\$10,000	\$7,800	\$5,000	\$7,500	\$12,500	\$7,500	\$18,165
Category B- State Lobbying Services							
Monthly Retainer	\$7,500	-	\$7,500	\$7,500	\$15,000	\$7,500	\$18,165

COMMENTS: Hill East Group has provided similar services in the past with positive results.

MWBE: A full waiver for MWBE participation has been approved by Empire State Development.

RECOMMENDATION: Based upon evaluation of the proposals, staff recommends contract award to Hill East Group for a five (5) year term, commencing June 1, 2026.

**RESOLUTION TO AUTHORIZE CONTRACT AWARD
FOR RENEWABLE NATURAL GAS 2026-2031**

WHEREAS, the Central New York Regional Transportation Authority (CNYRTA) has the need for a firm to provide renewable natural gas services; and

WHEREAS, this is a revenue contract; and

WHEREAS, the Request for Proposal was publicly let on February 18, 2026; and

WHEREAS, eight (8) vendors were invited, and thirty (30) proposal packages were downloaded; and

WHEREAS, five (5) proposals were received on March 11, 2026; and

WHEREAS, through a review of the proposals submitted, the evaluation committee determined that WM Renewable Energy offered the most advantageous proposal; and

WHEREAS, the staff of CNYRTA is aware of no interest held by any Member of the CNYRTA or any staff member thereof or any family member of such individual in the firm to which this contract is made; and

WHEREAS, to the best of our knowledge and belief, no member of the governing body of CNYRTA, or its subsidiaries, and no other officer, employee or agent of CNYRTA, or its subsidiaries, whether or not exercising any functions or responsibilities in connection with the carrying out of the project to which this contract pertains, during his/her tenure or two years thereafter, has any personal interest, direct or indirect in this contract; and

WHEREAS, to the best of our knowledge and belief, no member of the governing body of the CNYRTA, or its subsidiaries, and no other officer, agent, servant or employee employed by or appointed by CNYRTA, or its subsidiaries, is in any way or manner interested, directly or indirectly, as principal, surety, or otherwise, in this contract; and

WHEREAS, to the best of our knowledge and belief, this award is consistent with the Code of Ethical Conduct for Members of the Central New York Regional Transportation Authority originally adopted by it on July 20, 1990, as Motion No. 775, and as revised and updated on April 25, 2008, as Motion No. 1709.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MEMBERS OF THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY, that the Chief Executive Officer or his designee authorize a five (5) year contract with WM Renewable Energy to provide renewable natural gas services commencing July 1, 2026.

FACT SHEET
FOR RENEWABLE NATURAL GAS 2026-2031

PROJECT DESCRIPTION: The CNYRTA is seeking a qualified vendor to provide renewable natural gas services.

ADVERTISEMENT: A Request for Proposal was advertised on February 18, 2026, in the NYS Contract Reporter, Post Standard (Onondaga, Cayuga and Oswego County editions), Rome Sentinel, Utica Observer-Dispatch, the Minority Commerce Weekly and the Cortland Standard.

FUNDING: This is a revenue contract.

PROCUREMENT PROCESS: The CNYRTA publicly let a Request for Proposal (RFP) for these services. This contract is to be awarded based upon evaluation criteria set forth in the RFP. The evaluation committee, consisting of Geoff Hoff, EJ Moses, David Carracio and Caitlin MacCollum, reviewed and evaluated the proposals. When evaluating proposals, the committee took into consideration: method of approach, organizational capacity and experience, and cost.

PRICING:

	WM Renewable Energy	Waga	Clean Energy	Kinder Morgan	Trillium
Proposed Revenue Share	28.5%	30%	25.5%	25%	21%

COMMENTS: Through the scope of this contract, WM Renewable Energy will handle all regulatory compliance associated with the EPA's Renewable Fuel Standard (RFS) program, including the management and monetization of Renewable Identification Numbers (RINs) and remittance of net RIN proceeds to CNYRTA at the above proposed revenue share.

RECOMMENDATION: Based upon evaluation of the proposals, staff recommends contract award to WM Renewable Energy for a five (5) year term commencing July 1, 2026.

**RESOLUTION TO AUTHORIZE CONTRACT AWARD FOR
OIL WATER SEPARATOR INSTALLATION AND TRENCH DRAIN REPAIR**

WHEREAS, the Central New York Regional Transportation Authority (CNYRTA) has a need for a qualified vendor to replace an oil water separator and repair multiple rows of trench drains at the Syracuse facility; and

WHEREAS, this contract will be paid for using grant funds with an 80% Federal share, 10% State share and 10% local share; and

WHEREAS, the Invitation for Bid was publicly let on January 12, 2026; and

WHEREAS, one hundred and thirty-six (136) vendors were invited, of which fifty-seven (57) were sent to NYS Certified M/WBE firms and twenty-five (25) bid packages were downloaded; and

WHEREAS, three (3) bids were received on February 11, 2026, with the lowest responsive and responsible bid received from JK Tobin Construction Co.; and

WHEREAS, the price was determined to be fair and reasonable based upon comparison with the other bids and independent cost estimate; and

WHEREAS, The staff of CNYRTA is aware of no interest held by any Member of the CNYRTA or any staff member thereof or any family member of such individual in the firm to which this contract is made; and

WHEREAS, To the best of our knowledge and belief, no member of the governing body of CNYRTA, or its subsidiaries, and no other officer, employee or agent of CNYRTA, or its subsidiaries, whether or not exercising any functions or responsibilities in connection with the carrying out of the project to which this contract pertains, during his/her tenure or two years thereafter, has any personal interest, direct or indirect in this contract; and

WHEREAS, To the best of our knowledge and belief, no member of the governing body of the CNYRTA, or its subsidiaries, and no other officer, agent, servant or employee employed by or appointed by CNYRTA, or its subsidiaries, is in any way or manner interested, directly or indirectly, as principal, surety, or otherwise, in this contract.

WHEREAS, to the best of our knowledge and belief, this award is consistent with the Code of Ethical Conduct for Members of the Central New York Regional Transportation Authority originally adopted by it on July 20, 1990, as Motion No. 775, and as revised and updated on April 25, 2008, as Motion No. 1709.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MEMBERS OF THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY, that the Chief Executive Officer or his designee is authorized to issue a purchase order for the replacement of an oil water separator and the repair of multiple rows of trench drains to JK Tobin Construction Co. in the amount of \$472,736.00.

FACT SHEET
OIL WATER SEPARATOR INSTALLATION AND TRENCH DRAIN REPAIR

PROJECT DESCRIPTION: The CNYRTA has a need for a qualified vendor to replace an oil water separator and repair multiple rows of trench drains at the Syracuse facility.

ADVERTISEMENT: An Invitation for Bid was advertised on January 12, 2026, in the NYS Contract Reporter, Post Standard (Onondaga, Cayuga and Oswego County editions), Rome Sentinel, Utica Observer-Dispatch, Cortland Standard and the Minority Commerce Weekly.

FUNDING: This contract is to be paid for using grant funds with an 80% Federal share, 10% State share and 10% local share.

PRICING RECEIVED:

Description	JK Tobin Construction Co.	JMR Excavation LLC	Shawn Malone Excavating
Oil Water Separator Installation and Trench Drain Repair	\$472,736.00	\$515,000.00	\$743,335.00

COMMENTS: JK Tobin Construction Co. has performed like kind services in the past with positive results.

RECOMMENDATION: Staff recommends the Board authorize the issuance of a purchase order to JK Tobin Construction Co., in the amount of \$472,736.00 to replace an oil water separator and repair multiple rows of trench drains at the Syracuse facility.

**RESOLUTION TO AUTHORIZE THE PURCHASE OF
ELEVEN (11) DUAL REAR WHEEL CUTAWAY BUS PURCHASE**

WHEREAS, the Central New York Regional Transportation Authority (CNYRTA) has a need to purchase eleven (11) dual rear wheel cutaway buses; and

WHEREAS, this contract will be paid for using grant funds with an 80% Federal share, 10% State share and 10% local share, and

WHEREAS, the current New York State contract is with Coach & Equipment Bus Sales for dual rear wheel cutaway eleven (11) passenger buses; and

WHEREAS, eight (8) vehicles will be utilized for the Syracuse MOVE transportation service, and three (3) vehicles will be replacing existing vehicles for use in the paratransit service.

WHEREAS, the pricing received in the amount of \$154,422.40 per MOVE transportation service vehicle and \$146,047.40 per paratransit service vehicle was deemed fair and reasonable based upon NYS contract pricing and past purchasing history; and

WHEREAS, the staff of CNYRTA is aware of no interest held by any Member of the CNYRTA or any staff member thereof or any family member of such individual in the firm to which this contract is made; and

WHEREAS, to the best of our knowledge and belief, no member of the governing body of CNYRTA, or its subsidiaries, and no other officer, employee or agent of CNYRTA, or its subsidiaries, whether or not exercising any functions or responsibilities in connection with the carrying out of the project to which this contract pertains, during his/her tenure or two years thereafter, has any personal interest, direct or indirect in this contract; and

WHEREAS, to the best of our knowledge and belief, no member of the governing body of the CNYRTA, or its subsidiaries, and no other officer, agent, servant or employee employed by or appointed by CNYRTA, or its subsidiaries, is in any way or manner interested, directly or indirectly, as principal, surety, or otherwise, in this contract.

WHEREAS, to the best of our knowledge and belief, this award is consistent with the Code of Ethical Conduct for Members of the Central New York Regional Transportation Authority originally adopted by it on July 20, 1990, as Motion No. 775, and as revised and updated on April 25, 2008, as Motion No. 1709.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MEMBERS OF THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY, that the Chief Executive Officer or his designee is authorized to issue a purchase order to Coach & Equipment Bus Sales for eleven (11) dual rear wheel cutaway eleven (11) passenger buses in accordance with current purchasing contracts issued by the New York State Office of General Services in an amount of \$1,673,521.40.

FACT SHEET
ELEVEN (11) DUAL REAR WHEEL CUTAWAY BUS PURCHASE

PROJECT DESCRIPTION: The Central New York Regional Transportation Authority (CNYRTA) has a need to purchase eleven (11) dual rear wheel cutaway buses.

FUNDING: This contract will be paid for using grant funds with an 80% Federal share, 10% State share and 10% local share

PRICING RECEIVED: The pricing received from current New York State contract holder Coach & Equipment Bus Sales was determined to be fair and reasonable based upon comparison with pricing received on previous purchases and adjusted for inflation.

COMMENTS: These buses are constructed in the Coach and Equipment, Inc. facility in Penn Yan, NY.

RECOMMENDATION: Staff recommends contract award to Coach & Equipment Bus Sales in the amount of \$1,673,521.40 total for eleven (11) buses.

Lyndon Agency, Inc.
7000 E. Genesee St., Bldg. E
Fayetteville, N.Y. 13066-0929
Phone: 315-446-5444
Fax: 315-446-5719

Central New York Regional Transportation Authority
Summary of Automobile and General Liability Coverage
May 29, 2026

The Authority currently assumes the first \$1,500,000 per occurrence for Automobile Bodily Injury and Property Damage Liability accidents and the first \$1,000,000 per occurrence for General Liability Bodily Injury and Property Damage accidents.

Excess Automobile Liability and General Liability Insurance protection over the self-insured retentions is purchased in an amount of \$15,000,000. For the May 1, 2024 to May 1, 2025 the coverage was provided by three insurance carriers. They remain the same for this year.

- 1) Princeton Excess & Surplus Lines Insurance Co.
\$5,000,000 per accident in excess of:
\$1,500,000 Self-Insured Retention-Auto liability
\$1,000,000 Self-Insured Retention-General Liab.
\$953,395.88 - 5-1-2026– 5-1-2027
\$\$1,128,536.25 - 5-1-2025 – 5-1-2026
- 2) Hudson Excess Insurance Co.
\$5,000,000 excess of Princeton
\$566,233.11 – 5-1-2026 – 5-1-2027
\$666,027.13 – 5-1-2025 – 5-1-2026
- 3) Lexington Insurance Co.

\$5,000,000 excess of Princeton and Hudson
\$511,200 – 5-1-2026 – 5-1-2027
\$600,943.75 - 5-1-2025 -5-1-2026

The Authority does purchase first dollar liability insurance coverage for some of its operations. Those operations are the Syracuse and Utica hubs; the Regional Transportation Center; and Centro Parking operations. The three excess liability insurance contracts above apply to these operations in excess of the \$1,000,000 Bodily Injury and Property Damage liability limit provided by their policies.

Risk Placement Services which specializes in our type of business is our broker.

This year we were able to obtain additional offers. For informational purposes, the three layers of coverage were:

Obsidian:	\$1,037,500
Genesis:	\$643,250
Axis:	\$419,150

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MOTION 2848

Central New York Regional Transportation Authority's
2026 Mission Statement and Performance Measures Review
May 29, 2026

2026 Mission Statement and Performance Measures Review

Public Authorities Law §2824-A and Authorities Budget Office Policy Guidance 10-02 require public authorities to review their mission statement and performance measures annually to ensure they continue to align with the Authority's legislated purpose. Performance results must also be reviewed annually to ensure the Authority's goals continue to support its mission and determine how well the Authority is carrying out its mission.

The Legislated Purpose of the CNYRTA is: *"The continuance, further development and improvement of transportation and other services related thereto within the transportation district."*

The mission statement is the prism through which the Authority's actions are evaluated, and its policy decisions are judged. It should:

- Capture in a few clear and concise sentences the purpose of the public authority, its goals and its reason for existence.
- Address the intent and purpose for which the public authority was created.
- Express the philosophy and guiding principles of the public authority and provide staff and the public with an understanding of the values and culture of the organization.
- Describe generally the services the public authority provides, the community it serves, and the reasonable expectations of its stakeholders.
- Be specific enough to be able to assess the organization's performance and to measure its success in achieving its intended public purpose.

In alignment with its legislated purpose, the CNYRTA adopted its current Mission Statement in 2024, affirmed by unanimous Board Motion on August 23, 2024: ***"To be a driving force moving communities forward."***

Performance measures are a means for the board and management to evaluate and monitor whether the Authority's policies and operating practices are in accordance with its mission. Performance measures need not be complex or detailed and will vary depending on the purpose, size, and resources of the Authority.



To assess performance in support of its mission, the CNYRTA uses a structured framework of performance measurements organized into three primary categories:

- **Ridership**
- **Service Efficiency**
- **Operating Performance.**

Where applicable, performance metrics are calculated **separately for each operating company:**

- CNY Centro, Inc.
- Centro of Oswego, Inc.
- Centro of Cayuga, Inc.
- Centro of Oneida, Inc.
- Centro of Cortland, Inc.

In addition to analysis by individual operating company, results are also presented:

- On a **consolidated fixed-route basis**; and
- On a **fully consolidated basis**, which includes paratransit service provided by Centro Call-A-Bus, Inc.

All performance measurements are derived from operational data provided by relevant CNYRTA departments. Financial performance metrics are based on current cost data drawn from unaudited financial statements.

We will need a motion from the Board of Members to formally continue the CNYRTA Mission Statement and Performance Measures for the 2026-2027 fiscal year without modification.

Governance Committee Agenda

Presented by Suzann Hensley, Internal Control Manager

May 29, 2026

Board Actions Motions and Resolutions

MOTION:

2026 CNYRTA Mission Statement and Performance Measures Review

REVIEW:

CNYRTA Management Report on Internal Control, Fiscal Year Ending March 31, 2026

CNYRTA Measurement Report, Fiscal Year Ending March 31, 2026

CNYRTA Annual Report: FY2026-27 Comprehensive Strategic Plan and FY2026-27 Financial Plan

UPCOMING INITIATIVES:

Risk Assessment

Intranet Accountability and Transparency Audit

Strategic Plan Content and Format Review

Authoritative Document Audit: Policies, Procedures and Forms

Record Retention

Governance Report

TO: Christopher Tuff, Chief Executive Officer, and CNYRTA Board of Members
FROM: Suzann Hensley, Internal Control Manager
RE: May Governance Committee Report
DATE: May 29, 2026

MANAGEMENT REPORT ON INTERNAL CONTROL

In accordance with Public Authorities Law §2931(1)–(2), CNYRTA has established and maintained a system of internal control and a related program of internal control review consistent with accepted standards. The attached report provides an assessment of the effectiveness of the Authority's internal controls as required by Public Authorities Law §2800(9). For the fiscal year ending March 31, 2025, internal control activities, including ongoing risk assessment, control evaluation, and monitoring, have identified no known material exceptions. However, opportunities to enhance operational efficiency and strengthen risk mitigation were identified, and management is actively implementing action plans. Notable initiatives include:

- An ongoing review of the Trapeze system's capabilities and utilization to help optimize resource use and streamline daily operations, and
- Efforts to improve the annual strategic planning process and refine performance measurements used to improve the Authority's ability to accurately assess mission effectiveness.

CNYRTA remains committed to continuous improvement of its internal control environment.

ANNUAL PERFORMANCE MEASURES REPORT

The attached Performance Measures Report, required Public Authorities Law §2824-A and Authorities Budget Office (ABO) Policy Guidance 10-02, provides a comprehensive overview of the Authority's progress toward its strategic objectives over the past year. It highlights performance indicators, evaluates outcomes against established targets and identifies areas of success as well as opportunities for improvement.

Several positive trends were noted:

- Ridership increased across most systems.
- Cost management efforts were effective.
- Operating efficiency improved.
- Farebox recovery increased.

Variances identified:

- A decrease in Oswego County ridership was noted due to the SUNY Oswego contract changes. However, city service increased overall due to the system redesign.
- The Cortland County performance metrics for the current year more accurately reflect the service provided, as the system has now completed a full year of operations. Metrics reported last year reflected a single day of service completed on March 31, 2025.



In general, the FYE 2026 performance measurements and variations from prior year appear reasonable and in line with expectations. This assessment supports informed decision-making and reinforces accountability to stakeholders, ensuring that resources are properly aligned with long-term goals and community needs.

STRATEGIC PLANNING

As required by Public Authorities Law §2800, the Executive Team prepared the CNYRTA Annual Report that includes the FY2026-27 Comprehensive Strategic and Financial Plans. The attached report supports accountability, transparency and strategic oversight, as required by the governance framework. The strategic and financial plans work together to guide the Authority through the coming year, ensuring the goals are both clear and financially feasible. Both plans ensure the Authority's vision and strategy are matched with realistic financial capabilities.

UPCOMING INITIATIVES

Several upcoming initiatives are planned to proactively identify and mitigate risk, strengthen governance practices and enhance the effectiveness of our internal control environment.

Risk Assessment

- Review potential threats and vulnerabilities and document potential risks not yet identified.
- Prioritize risks and mitigate them when possible.
- Ensure regulatory compliance.

Intranet Accountability and Transparency Audit

- Assess completeness, accuracy and accessibility of internal resources.
- Evaluate content ownership.
- Ensure regulatory compliance.

Strategic Plan Content and Format Review

- Review effectiveness of performance measures in tracking outcomes and impact.
- Identify gaps in links between strategic objectives, operational activities and metrics.
- Recommend enhancements to strengthen accountability, decision-making and performance monitoring.
- Ensure regulatory compliance.

Authoritative Document Audit: Policies, Procedures and Forms

- Complete an inventory of policies, procedures and forms across departments.
- Evaluate the approval process and version control.
- Identify outdated, redundant or conflicting documents that pose operational or compliance risks.
- Identify gaps in documentation that pose operational or compliance risks.
- Ensure regulatory compliance.

Record Retention

- Assess risk and disposal practices.
- Ensure regulatory compliance.

2026 CNYRTA MISSION STATEMENT AND PERFORMANCE MEASURES REVIEW

Public Authorities Law §2824-A and Authorities Budget Office Policy Guidance 10-02 require public authorities to review their mission statement and performance measures annually to ensure they continue to align with the Authority's legislated purpose. Performance results must also be reviewed annually to ensure the Authority's goals continue to support its mission and determine how well the Authority is carrying out its mission.

The Legislated Purpose of the CNYRTA is: *"The continuance, further development and improvement of transportation and other services related thereto within the transportation district."*

The mission statement is the prism through which the Authority's actions are evaluated, and its policy decisions are judged. It should:

- Capture in a few clear and concise sentences the purpose of the public authority, its goals and its reason for existence.
- Address the intent and purpose for which the public authority was created.
- Express the philosophy and guiding principles of the public authority and provide staff and the public with an understanding of the values and culture of the organization.
- Describe generally the services the public authority provides, the community it serves, and the reasonable expectations of its stakeholders.
- Be specific enough to be able to assess the organization's performance and to measure its success in achieving its intended public purpose.

In alignment with its legislated purpose, the CNYRTA adopted its current Mission Statement in 2024, affirmed by unanimous Board Motion on August 23, 2024: ***"To be a driving force moving communities forward."***

Performance measures are a means for the board and management to evaluate and monitor whether the Authority's policies and operating practices are in accordance with its mission. Performance measures need not be complex or detailed and will vary depending on the purpose, size, and resources of the Authority.

To assess performance in support of its mission, the CNYRTA uses a structured framework of performance measurements organized into three primary categories:

- **Ridership**
- **Service Efficiency**
- **Operating Performance.**

Where applicable, performance metrics are calculated **separately for each operating company**:

- CNY Centro, Inc.
- Centro of Oswego, Inc.
- Centro of Cayuga, Inc.
- Centro of Oneida, Inc.
- Centro of Cortland, Inc.



In addition to analysis by individual operating company, results are also presented:

- On a **consolidated fixed-route basis**; and
- On a **fully consolidated basis**, which includes paratransit service provided by Centro Call-A-Bus, Inc.

All performance measurements are derived from operational data provided by relevant CNYRTA departments. Financial performance metrics are based on current cost data drawn from unaudited financial statements.

We will need a motion from the Board of Members to formally continue the CNYRTA Mission Statement and Performance Measures for the 2026-2027 fiscal year without modification.



The Central New York Regional Transportation Authority

Management Report on Internal Control Fiscal Year Ending March 31, 2026



May 29, 2026

Consistent with New York State Public Authorities Law §2931, the Central New York Regional Transportation Authority (CNYRTA) has established and maintains a system of internal control and ongoing management oversight designed to provide reasonable assurance that the Authority's objectives are achieved. The system of internal control is maintained in accordance with the *Standards for Internal Control in New York State Government (2016)* issued by the New York State Office of the Comptroller, and the *COSO Internal Control – Integrated Framework (2013)* issued by the Committee of Sponsoring Organizations of the Treadway Commission.

The CNYRTA Internal Control Program of review consists of structured and ongoing activities designed to evaluate the design, effectiveness and efficiency of internal controls in alignment with applicable standards. The design and implementation of the program are continuously monitored by the Internal Control Officer to ensure activities remain appropriate, risk-focused and effective. Internal Control Program activities include, but are not limited to:

- *Strategic planning*
- *Risk assessments*
- *Control testing*
- *Control design and development*
- *Policy development and document control*
- *Management advisory services and special projects*

The Internal Control Manager continuously evaluates inherent and residual risks across organizational objectives to determine the scope, nature and frequency of assessments, control testing and related activities. The Internal Control Review Plan remains flexible and may be modified throughout the year in response to changes in risk, operational conditions or available resources identified through routine business activities or program reviews.

FY 2025-26 Internal Control Certification

This report serves as management's assessment of the effectiveness of the CNYRTA system of internal control, as required by New York State Public Authorities Law §2800(1)(a)(9) for the fiscal year ending March 31, 2026.

Control Environment

Based on observations, questionnaires and management interviews conducted during FY 2025-26, management concludes that the CNYRTA control environment is consistent with internal control standards related to integrity, ethical values, accountability, transparency, performance and effective Board oversight. Management continues to evaluate opportunities to enhance training and professional development, strengthen workforce competencies and support succession planning and organizational growth. The Authority also continues to assess accountability mechanisms and refine incentive and performance management programs.

Risk Assessment

In addition to risk assessments performed by management during the normal course of business, risk evaluations are conducted by the Internal Control Department as part of the ongoing Internal Control Program. These assessments consider a broad range of risks, including financial, operational, compliance, technology and fraud risks, across all organizational objectives. The Internal Control Department and management collaborate to identify risk levels which are used to determine the scope of review activities, prioritize control testing and guide effective business process design.

Control Activities

Control activities are evaluated by management through routine supervisory practices and by the Internal Control Department through control testing. Testing methodologies include, but are not limited to, inspection of records and documentation, review of transactions and reconciliations, tests of details, management interviews and planned and unannounced observations. The nature and extent of testing vary based on function and assessed risk level. No material exceptions were noted in testing performed during FY 2025-26. Policy and procedure documentation continues to mature through ongoing Internal Control Program activities, and management continues to address non-material exceptions and opportunities for increased efficiency through corrective action plans.

Information & Communication

Management continues to focus on improving the quality, accessibility and usefulness of information. Enhancements to internal communication channels remain ongoing, and management continues to evaluate technology solutions to improve data collection, analytics capabilities and employee access to information. Timely and appropriate Information is communicated to external stakeholders, including the public, regulators, vendors and community partners.

Monitoring

In addition to conducting ongoing and separate evaluations across organizational functions, the Internal Control Department serves as a resource to assist management in monitoring internal controls as part of daily operations. Management routinely identifies and discusses opportunities for internal control improvements outside of formal review cycles, demonstrating shared ownership of internal control responsibilities.

Supporting Activities – Strategic Planning

Recognizing the integral relationship between strategic planning and internal control, active management of the Strategic Plan is incorporated into the Internal Control Program. The Strategic Planning Team develops organizational strategies, establishes reliable performance measures and identifies specific, measurable initiatives. Following the launch of the updated Mission, Vision and Values in the prior fiscal year, management focused on integrating these principles into organizational culture. Throughout FY 2025-26, they were reinforced through leadership conduct, decision-making processes, performance expectations and day-to-day operations, fostering a shared understanding of organizational priorities and values. Ongoing evaluation of strategic objectives, goals and performance metrics further supports and strengthens the system of internal control.

Supporting Activities - Internal Audit

The CNYRTA is not required to maintain, and does not currently have, a separate Internal Audit function. However, select Internal Control Program review and testing activities are performed using recognized internal audit techniques. Should future legislation changes or identified organizational needs require the establishment of an Internal Audit function, the Internal Control Program will be reevaluated to avoid duplication of effort and to ensure alignment with applicable Institute of Internal Auditors (IIA) Standards.

Certification

This report certifies that the CNYRTA followed a structured process to assess and document the adequacy of its internal control structure and policies for the fiscal year ending March 31, 2026.

To the extent that exceptions were identified, management developed and implemented corrective action plans to mitigate corresponding risks. No material exceptions were identified during the fiscal year. The internal control framework components, principles and focus points reviewed were determined to be present, functioning and operating together indicating an adequate and effective system of internal control.

The Central New York Regional Transportation Authority

Measurement Report Fiscal Year Ending March 31, 2026



May 29, 2026

New York Statutory and Authorities Budget Office Requirements

Public Authorities Law §2824-A and Authorities Budget Office (ABO) Policy Guidance 10-02 require Public Authorities to:

- Adopt a mission statement consistent with their legislated purpose;
- Establish performance measurements to evaluate progress toward achieving that mission; and
- Conduct an annual Board of Members review of the mission statement, performance measures and results.

This report summarizes the CNYRTA's mission, performance measurement framework and performance outcomes for the fiscal year ending 2026.

CNYRTA Mission Statement

The Legislated Purpose of the CNYRTA is: *"The continuance, further development and improvement of transportation and other services related thereto within the transportation district."*

In alignment with its legislated purpose, the CNYRTA adopted its current Mission Statement in 2024, affirmed by unanimous Board Motion on August 23, 2024: *"To be a driving force moving communities forward."*

CNYRTA Performance Measurement Framework

To assess performance in support of its mission, the CNYRTA uses a structured framework of performance measurements organized into three primary categories:

- **Ridership**
- **Service Efficiency**
- **Operating Performance.**

Where applicable, performance metrics are calculated **separately for each operating company**:

- CNY Centro, Inc.
- Centro of Oswego, Inc.
- Centro of Cayuga, Inc.
- Centro of Oneida, Inc.
- Centro of Cortland, Inc.

In addition to analysis by individual operating company, results are also presented:

- On a **consolidated fixed-route basis**; and
- On a **fully consolidated basis**, which includes paratransit service provided by Centro Call-A-Bus, Inc.

All performance measurements are derived from operational data provided by relevant CNYRTA departments. Financial performance metrics are based on current cost data drawn from unaudited financial statements.

Annual Board of Members Review

Consistent with statutory and ABO requirements, this report documents the annual Board of Members review of the CNYRTA mission statement, performance measurement framework and performance results.

CNYRTA Performance Results – Fiscal Year Ending 2026

	Fully Consolidated	Onondaga	Oneida	Oswego	Cayuga	Cortland	Fixed-Route Consolidated	Call-A-Bus
Total Ridership	7,858,198	6,211,365	864,888	285,120	193,748	52,692	7,607,813	250,385
1. Passengers Per Revenue Hour	16.19	28.44	11.63	10.45	7.90	3.11	21.05	2.02
2. Operating Costs Per Revenue Vehicle Hour	\$181.89	\$235.01	\$175.14	\$152.84	\$141.58	\$137.87	\$205.61	\$112.62
3. Operating Costs Per Passenger	\$11.23	\$8.26	\$15.06	\$14.62	\$17.92	\$44.29	\$9.77	\$55.67
4. Average Fare Per Passenger	\$1.73	\$1.76	\$1.04	\$1.85	\$0.96	\$1.36	\$1.66	\$2.11
5. Subsidy Per Passenger	\$9.50	\$6.51	\$14.02	\$12.77	\$16.95	\$42.93	\$8.11	\$53.56
6. Farebox Recovery Ratio	15.4%	21.3%	6.9%	12.6%	5.4%	3.1%	16.9%	3.8%
7. Complaints Per 1,000 Rides	0.07							
8. Percentage of Pull-Outs Made	99.9%							
9. Scheduled to Unscheduled Maintenance Costs	92.9%							
10. Mean Distance Between Service Interruptions	29,167.96							
11. Preventable Accidents Per 100K miles	3.46							
12. Non-Preventable Accidents Per 100K miles	3.73							
13. Paratransit Ride Denials	0.00							
14. % Paratransit Call Waiting Times < 2 minutes	77.58%							

Measurement Definitions

Service Efficiency	
1. Passengers Per Revenue Hour	Average number of passengers for every hour the vehicle is in active service.
2. Operating Costs per Revenue Vehicle Hour	Operating expenses divided by the total number of vehicle revenue hours.
3. Operating Costs per Passenger	Operating expenses divided by the total number of passengers. <i>Both include all costs less depreciation and GASB 68 pension entries.</i>
4. Average Fare Per Passenger	Average fare revenue collected per passenger. <i>Includes contracts, fares, and directly generated revenues.</i>
5. Subsidy per Passenger	Average funding, not covered by the fare, required per passenger.
6. Farebox Recovery Ratio	Percentage of total operating expenses recovered through directly generated revenues (contracts, fares and advertising).
Operating Performance	
7. Complaints per 1,000 Rides	Number of valid customer complaints received for every 1,000 rides.
8. Percentage of Pull-Outs Made	Percentage of successful vehicle pull-outs compared to the total scheduled.
9. Percentage of Scheduled to Unscheduled Maintenance Costs	Percentage of scheduled preventative maintenance costs compared to unscheduled emergency or breakdown repair maintenance costs.
10. Mean Distance between Service Interruptions	Average distance in miles traveled between major service interruptions due to a mechanical or component failure.
11. Preventable Accidents per 100K miles	Average rate of preventable accident per 100K miles in revenue service.
12. Non-Preventable Accidents per 100K miles	Average rate of non-preventable accidents per 100K miles in revenue service. <i>Both per PTSB & NTD definitions.</i>
13. Paratransit Ride Denials	Number of requested paratransit rides not provided or scheduled.
14. % Paratransit Call Waiting Times < 2 minutes	Percentage of incoming paratransit calls answered within 2 minutes.

Variances and Explanations

Onondaga County:

Strong improvements were noted across almost all metrics.

Oneida County:

Ridership increased by 10% over the prior year. Productivity improved, costs per passenger decreased and a slight improvement was noted in farebox recovery.

Oswego County:

While a decrease in ridership was noted due to SUNY Oswego contract changes, city service increased overall due to the system redesign.

Cayuga County:

Ridership increased and productivity improved.

Cortland County:

Performance metrics for the current year more accurately reflect the service provided, as the system has completed a full year of operations.

Call-A-Bus:

Ridership increased and productivity improved. Service quality improved with zero ride denials this year and an 8.7% improvement in call wait time compliance over the prior year.

Fixed Route Consolidated:

Ridership increased, and both the cost per passenger and farebox recovery improved.

Fully Consolidated:

Ridership increased by 4.8% over the prior year. Improvements were also noted in the operating cost per passenger and financial performance.

Systemwide performance reflects several positive trends. Ridership increased across most systems. This growth, combined with stronger cost management, resulted in enhanced operating efficiency and improved farebox recovery. The fixed-route network is getting stronger, with Onondaga County demonstrating significant performance gains. In general, the FYE 2026 performance measurements and variations from prior year appear reasonable and in line with expectations.