

THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY  
(and its Subsidiaries)  
200 CORTLAND AVENUE, SYRACUSE, NEW YORK  
MINUTES OF THE DECEMBER 19, 2025, BOARD MEETING

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## MEMBERS PRESENT:

NICHOLAS LAINO, Chairman  
DARLENE LATTIMORE, Secretary  
ROBERT CUCULICH  
JULIUS LAWRENCE  
HEATHER SNOW  
LOUELLA WILLIAMS

## MEMBERS ABSENT:

ANTHONY DAVIS, Vice Chair  
TINA FITZGERALD, Treasurer  
NEIL BURKE  
FRANK SAYA, Non-Voting Member

## STAFF PRESENT:

CHRISTOPHER TUFF, Chief Executive Officer  
JACQUELYN MUSENGO, VP of Human Resources  
STEVE KOEGEL, VP of Communication and Business Planning  
GEOFF HOFF, VP of Fleet and Facilities  
RAHMIN AZRIA, VP of Operations  
BRUCE FONG, VP of Information Technology  
MELISSA BRIM, VP of Finance  
CAITLIN MACCOLLUM, Sr Director of Procurement  
BREN DAISS, Associate VP Communication & Business Planning  
PAULA CUTRONE, Sr Manager of Transit Data and Equity  
EJ MOSES, Director of Facilities  
DEREK SHERMAN, Director of Accounting  
CHRISTOPHER MORRALE, Director of Human Resources  
CHRISTOPHER KING, Procurement Manager  
TARA SPRAKER, Director of Capital Programs  
JASON SMITH, Sr Procurement Analyst  
BILLY GREENE, Desktop Support Specialist  
MATTHEW KAVANAGH, Desktop Support Specialist

## PUBLIC PRESENT:

BRAD HUNT, Legal Counsel  
MARIO COLONE  
JOE CALABRESE

CALL TO ORDER At 9:30 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 January 23, 2026:
  - Pension Meeting – 9:00 AM
  - Audit and Finance Meeting – 9:30 AM
  - Board Meeting – 10:00 AM

## APPROVAL OF THE NOVEMBER 21, 2025, BOARD MEETING MINUTES - MOTION NO. 2812

Motion – Julius Lawrence  
Seconded – Heather Snow  
Carried Unanimously

## CHIEF EXECUTIVE OFFICER'S REPORT – Mr. Tuff

The following was mentioned, in addition to Mr. Tuff's written report that is attached to these Minutes.

## GOVERNOR'S STATE OF ADDRESS

The Governor's State of the State address will be on January 13 at 1:00pm. Following the address, we should hear what she will propose for State Operating Assistance (STOA) in the Executive Budget.

## WREATHS ACROSS AMERICA

On December 13, Centro participated in the 2025 Onondaga County Wreaths Across America Program. 600 people signed up to volunteer and close to 1,000 showed up in a blinding snowstorm to help. The operations team adapted to the increased attendance and made the event successful.

## LOW/ NO EMISSIONS GRANT PROGRAM

On Monday, December 22, Congressman Mannion will hold a press conference here at Centro about the \$9.28 million award from the Low/No Emissions Grant program. We appreciate our federal partnerships that enabled us to receive this funding to continue supporting BRT.

## HEATHER SNOW

I want to recognize Heather for her award from Oswego County as the 2025 Rural Health Champion by the Rural Health Network of Oswego County. The recognition is given to local leaders who help advance access, equity and well-being across the County. "Heather has spearheaded several key initiatives to improve transportation services in Oswego County" said Oswego County Legislator Mary Ellen Chesbro, District 10, chairwoman of the Oswego County Legislature's Economic Development and Planning Committee. "Under Heather's leadership, the Mobility Management Department has grown to offer more transportation resources, including the new 'Ride Oswego County' app.

## SENIOR STAFF REPORTS

### FLEET AND FACILITIES REPORT – Mr. Hoff

#### INFOTAINMENT

Centro will be testing an infotainment system on a bus. The system will display next bus stop information, media, and notices on interior screens. Testing is anticipated to begin in January, with February as the latest start timeframe.

#### DRIVER BARRIERS

Replacement driver barrier glass and stanchion locking mechanisms are arriving in batches. This replacement campaign is expected to take several months to complete.

#### CNG STATION

The CNG station's first electric skid has been successfully commissioned and is operational. While minor control-related issues have occurred, buses have been fueled successfully. This skid is capable of fueling buses to 3,600 psi in less time than the previous system.

Installation of the second skid is scheduled for January, with overall project completion anticipated in March. There was a temporary system stoppage last night, and Trillium will be onsite to determine the cause. Some intermittent issues are expected as remaining system adjustments are completed.

#### UTICA GARAGE

Wendel has identified a site on Broad Street near the post office and has begun developing design drawings. Next steps include initiating the environmental review process under NEPA (National Environmental Policy Act) and SEQRA (State Environmental Quality Review Act), which are ready for submission to the FTA and the State.

David Carricchio and EJ Moses have done an excellent job keeping this project moving forward. The board will be kept updated on progress.

Per FTA requirements to protect FTA-funded assets, fencing with gated access will be installed around the property.

### INFORMATION TECHNOLOGIES REPORT – Mr. Fong

#### CYBERSECURITY UPDATE

Our latest phishing simulation results that ended in October are in, and we still have a lot of room for improvement. While 116 emails were sent and 30 were correctly reported, we had eight instances of employees engaging with malicious links or attachments.

In response, we've mandated immediate remedial training for those individuals to close our security gaps. We're constantly working to instill a culture where every employee acts as a human firewall.

We know this training works. Just recently, a real-world phishing email—which cleared our email security system—was stopped by Chris Tuff. He recognized the threat and reported it, preventing a likely breach of his credentials. The hackers attempted this by sending an attachment that had an embedded malicious QR code. So good on Chris for remaining vigilant.

Our security technology is excellent, but it isn't perfect. Continuous training ensures that when technology fails, our people don't."

#### OPERATION/TRANSPORTATION REPORT – Mr. Azria

On an annual basis, the FTA requires operators of public transportation systems to submit a Public Transportation Agency Safety Plan (PTASP).

Centro updated its PTASP plan for 2025, and Digital copies were sent out with the December board packet.

The PTASP includes the authority's safety management policy, risk management, annual safety performance targets, safety assurance measures, and safety promotion initiatives. It is a living document - in that it is continuously updated alongside any applicable changes to policies, procedures, training, etc.

NYS Public Transportation Safety Board (PTSB) also requires that we have a System Safety Plan and to ensure we are not duplicating our efforts for State and Federal requirements, Centro's PTASP was written as a composite Safety Plan to satisfy both federal and state requirements.

Some of the updates for the 2025 plan include:

- Revisions to safety performance measures, objectives, and targets, as well as risk mitigation strategies.
- The addition of a Maintenance Safety Committee (like the Driver Safety Committee which already existed)
- A new safety management system (SMS), which was fully rolled out last December across all properties
- Several minor administrative updates such as title and name changes for some positions.

Prior to submission to the FTA, the plan must be approved by the Centro 8-member Labor Safety Committee (done prior to board meeting) as well as Centro's Board.

#### 2025 CNYRTA PUBLIC TRANSPORTATION SAFETY PLAN (PTASP) – MOTION NO. 2813

Mr. Azria presented the 2025 CNYRTA Public Transportation Safety Plan to the Board for approval.

A Motion to adopt the 2025 CNYRTA Public Transportation Safety Plan was raised.

Motion – Julius Lawrence  
Seconded – Heather Snow  
Carried Unanimously

BUSINESS DEVELOPMENT AND CORPORATE COMMUNICATIONS REPORT – Mr. Koegel

Mr. Koegel reported that ridership for the Month of November compared to last year was essentially flat. He also presented the board with an equity analysis of proposed service changes in Oswego County. This included public comments regarding such changes. While most comments were favorable, there were some comments that raised concerns about changes to the bus stop serving Fulton Mills in Fulton.

BETTER BUS OSWEGO SERVICE CHANGE – RESOLUTION NO. 2669

Mr. Koegel presented a Resolution to move forward and approve the service changes on January 26<sup>th</sup>, 2026. A copy of the Better Bus Oswego Title VI – Major Service Change: Public Hearing Executive Summary Packet is attached to these Minutes.

A Motion to approve the service changes on January 26<sup>th</sup>, 2026, was raised.

Motion – Heather Snow  
Seconded – Darlene Lattimore  
Carried Unanimously

AUDIT AND FINANCE COMMITTEE REPORT

NOVEMBER 30, 2025, STATEMENT OF REVENUE & EXPENDITURES – MOTION NO. 2813

Ms. Brim presented a Motion to approve the November 30, 2025, Statement of Revenue and Expenditures. A copy of the Motion is attached to these Minutes.

A Motion to approve the November 30, 2025, Statement of Revenue and Expenditures, was raised.

Motion – Louella Williams  
Seconded – Julius Lawrence  
Carried Unanimously

2026-27 PROPOSED OPERATING BUDGET AND FINANCIAL PLAN – MOTION NO. 2814

Mr. Sherman, Director of Accounting, presented a Motion to approve the 2026-27 Proposed Operating Budget and Financial Plan. A copy of the Motion is attached to these Minutes.

A Motion to approve the 2026-27 Proposed Operating Budget and Financial Plan was raised.

Motion – Louella Williams  
Seconded – Darlene Lattimore  
Carried Unanimously

2026-27 PROPOSED CAPITAL BUDGET AND FINANCIAL PLAN – MOTION NO. 2815

Ms. Spraker, Director of Capital Programs, presented a Motion to approve the 2026-27 Proposed Capital Budget and Financial Plan. A copy of the Motion is attached to these Minutes.

A Motion to approve the 2026-27 Proposed Capital Budget and Financial Plan, was raised.

Motion – Heather Snow  
Seconded – Darlene Lattimore  
Carried Unanimously

TRAPEZE SOFTWARE MAINTENANCE AGREEMENT – RESOLUTION NO. 2670

Ms. MacCollum presented a Resolution to authorize payment to Trapeze for the Multiyear Software Maintenance Agreement. A copy of the Motion is attached to these Minutes.

A Motion to authorize payment to Trapeze for the Multiyear Software Maintenance Agreement was raised.

Motion – Louella Williams  
Seconded – Darlene Lattimore  
Carried Unanimously

OLD BUSINESS

Mr. Julius Lawrence wanted to thank everyone for attending the South West Community Center's 50<sup>th</sup> celebration.

NEW BUSINESS

None

EXECUTIVE SESSION – MOTION NO. 2816

A Motion to move the meeting into Executive Session to obtain advice from counsel was raised.

Motion – Robert Cuculich  
Seconded – Darlene Lattimore  
Carried Unanimously

No action was taken in Executive Session.

ADJOURNED

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

  
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Chairman

ATTEST:

  
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Secretary

**RESOLUTION TO AUTHORIZE SERVICE MODIFICATIONS IN CENTRO of  
OSWEGO**

**WHEREAS**, the Central New York Regional Transportation Authority (CNYRTA) wishes to provide mobility solutions, increase ridership, and operate as efficiently as possible in the community it serves, and

**WHEREAS**, the CNYRTA recognizes that transportation needs and desires have shifted within communities, and

**WHEREAS**, several route segments in Oswego County are no longer providing effective and efficient public transportation solutions as evidenced by low ridership, and

**WHEREAS**, a proposed redesign of the Oswego system would result in the consolidation of routes throughout the service area and increasing frequency to key origins and destinations, and

**WHEREAS**, an equity analysis of said proposed redesign determined that the changes would create neither a disparate impact nor a disproportionate burden on minority and low-income populations, and

**WHEREAS**, significant outreach and two public hearings were held in the cities of Oswego and Fulton concerning said proposed system redesign that would include an increase in frequency of the busiest bus routes, and additional public feedback was received by email, phone, social media, and stakeholder meetings regarding these service changes, and

**WHEREAS**, a summary of these public comments, which were minimal, have been presented to the CNYRTA Board of members for review, and

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MEMBERS OF THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY** that the proposed system redesign of fixed route bus service in Oswego County takes place effective January 26<sup>th</sup>, 2026, or soon thereafter including:

- Consistent and reliable service as the routing is the same for all trips
- Streamlined routing for more direct service to popular destinations
- Consolidated routes that serve key points of interest through the cities of Oswego and Fulton with regular frequency
- A new crosstown route in Oswego operating along Bridge St between Walmart and SUNY Oswego's campus
- Maintained connections to the Mex16 Mexico loop with service to Fulton, Oswego, and Mexico
- Maintained connection to the Osw246 Syracuse commuter route



TO: CNYRTA Board of Members  
FROM: Christopher Tuff, Chief Executive Officer  
RE: Monthly Summary Report – December 2025  
DATE: December 10, 2025

### **New York Public Transit Association (NYPTA)**

Over the past few months NYPTA leadership met virtually throughout the state to discuss our budget priorities. We have compiled this information for presentations to the Governor's office as well as to our NYS Assembly and Senate delegations. The current NYPTA ask is for a 15% increase in State Transit Operating Assistance (STOA) to support the enhancements already made and the ones we are looking to expand. We are scheduling appointments in the coming weeks with our elected officials who represent our service area.

### **Holiday Season Events**

#### **Stuff-A-Bus**

During the holiday seasons, we have partnered with several organizations to collect gifts to Salvation Army Syracuse Area Christmas Bureau Distribution Day. This season, we have partnered with the YMCA of Central New York, Lamar Transit Advertising, Walmart, the Cicero Police Department, and the SUNY Oswego women's Volleyball team to collect holiday gifts for kids of all ages for the Salvation Army Syracuse Area Christmas Bureau Distribution Day.

### **Various Meetings**

Continued meetings to discuss the following items and move these projects forward. The topics include, but are not limited to, Capital Planning, Recruiting, RPM Program, NYPTA, SMTA, Arcadis (Transportation Consultants).

**THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY  
AUDIT AND FINANCE COMMITTEE  
200 CORTLAND AVENUE, SYRACUSE, NEW YORK**

**MINUTES OF THE DECEMBER 19, 2025, AUDIT AND FINANCE COMMITTEE MEETING**

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**MEMBERS PRESENT:** NICHOLAS LAINO, Chairman  
DARLENE LATTIMORE, Secretary  
ROBERT CUCULICH  
JULIUS LAWRENCE  
HEATHER SNOW  
LOUELLA WILLIAMS

**MEMBERS ABSENT:** ANTHONY DAVIS, Vice Chair  
TINA FITZGERALD, Treasurer  
NEIL BURKE  
FRANK SAYA, Non-Voting Member

**STAFF PRESENT:** CHRISTOPHER TUFF, Chief Executive Officer  
JACQUELYN MUSENGO, VP of Human Resources  
GEOFF HOFF, VP of Fleet and Facilities  
RAHMIN AZRIA, VP of Operations  
BRUCE FONG, VP of Information Technology  
MELISSA BRIM, VP of Finance  
CAITLIN MACCOLLUM, Sr Director of Procurement  
BREN DAISS, Associate VP Communication & Business Planning  
EJ MOSES, Director of Facilities  
DEREK SHERMAN, Director of Accounting  
CHRISTOPHER MORRALE, Director of Human Resources  
CHRISTOPHER KING, Procurement Manager  
TARA SPRAKER, Director of Capital Programs  
JASON SMITH, Sr Procurement Analyst  
BILLY GREENE, Desktop Support Specialist  
MATTHEW KAVANAGH, Desktop Support Specialist

**PUBLIC PRESENT:** BRAD HUNT, Legal Counsel  
MARIO COLONE  
JOE CALABRESE

**CALL TO ORDER** At 9:00 A.M. Chairman Laino called the meeting to order.

- Chairman Laino noted a quorum was present  
The next Committee meeting will be on January 23, 2026.

NOVEMBER 30, 2025, STATEMENT OF REVENUE & EXPENDITURES

Ms. Brim presented a Motion to approve the November 30, 2025, Statement of Revenue and Expenditures. A copy of the Motion is attached to these Minutes.

A Motion to approve the November 30, 2025, Statement of Revenue and Expenditures, was raised and forwarded to the Board for approval.

Motion – Julius Lawrence

Seconded – Darlene Lattimore

Carried Unanimously to the Board with a recommendation of approval.

2026-27 PROPOSED OPERATING BUDGET AND FINANCIAL PLAN

Mr. Sherman, Director of Accounting, presented a Motion to approve the 2026-27 Proposed Operating Budget and Financial Plan. A copy of the Motion is attached to these Minutes.

A Motion to approve the 2026-27 Proposed Operating Budget and Financial Plan was raised and forwarded to the Board for approval.

Motion – Heather Snow

Seconded – Robert Cuculich

Carried Unanimously to the Board with a recommendation of approval.

2026-27 PROPOSED CAPITAL BUDGET AND FINANCIAL PLAN

Ms. Spraker, Director of Capital Programs, presented a Motion to approve the 2026-27 Proposed Capital Budget and Financial Plan. A copy of the Motion is attached to these Minutes.

A Motion to approve the 2026-27 Proposed Capital Budget and Financial Plan, was raised and forwarded to the Board for approval.

Motion – Julius Lawrence

Seconded – Darlene Lattimore

Carried Unanimously to the Board with a recommendation of approval.

TRAPEZE SOFTWARE MAINTENANCE AGREEMENT

Ms. MacCollum presented a Resolution to authorize payment to Trapeze for the Multiyear Software Maintenance Agreement. A copy of the Motion is attached to these Minutes.

A Motion to authorize payment to Trapeze for the Multiyear Software Maintenance Agreement 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 Audit and Finance Committee Meeting was adjourned.

  
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Chairman

ATTEST:

  
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Secretary

Resolution No. 2670  
Date: December 19, 2025

**RESOLUTION TO AUTHORIZE PAYMENT TO TRAPEZE FOR  
MULTIYEAR SOFTWARE MAINTENANCE AGREEMENT**

**WHEREAS**, the Central New York Regional Transportation Authority (CNYRTA) entered into an agreement with Trapeze Software Group (Trapeze) in April 1998, for software licensing to support transit operations; and

**WHEREAS**, the payment for these fees will be made from operating funds; and

**WHEREAS**, the cost of the five-year software maintenance and support for all the modules combined is \$1,614,208; and

**WHEREAS**, Trapeze software supports the Authority's core functions of fixed route planning, run costing, paratransit scheduling, and establishes work time for drivers that is submitted for payroll weekly and therefore is used by several departments; and

**WHEREAS**, the covered time period for this billing cycle is from June 1, 2025, through May 31, 2030; 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 a designee is authorized to make payments in accordance with the contract with Trapeze Software Group, Inc. totaling \$1,614,208 for maintenance and support from June 1, 2025 through May 31, 2030.

**FACT SHEET**  
**MULTIYEAR SOFTWARE MAINTENANCE AGREEMENT**

**PROJECT DESCRIPTION:** The CNYRTA utilizes all covered software to support the core functions of fixed route planning, run costing, paratransit scheduling, and documenting work time for drivers that is utilized by payroll weekly and therefore is used by several departments.

**METHOD OF PROCUREMENT:** This is a sole source procurement. This system is proprietary to Trapeze; therefore, they are the only provider of support and maintenance.

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

**PRICING RECEIVED:** Attached is a summary of costs for the 2025-2030 term.

**COMMENTS:** The software maintenance agreement with Trapeze will allow CNYRTA employees to have access to Customer Care 24x7x365, ongoing training, web-based portal for service requests and software upgrades & bug fixes at no extra charge.

**M/WBE:** This is a sole source procurement; therefore, it is not applicable to MWBE requirements.

**RECOMMENDATION:** Staff recommends payment in accordance with the contract with Trapeze Software Group, Inc., totaling \$1,614,208, for maintenance and support from June 1, 2025, through May 31, 2030.

Trapeze Software Maintenance Agreement Pricing		
Product	Coverage Period	Amount
FX/BlockBuster	6.1.2025 - 5.31.2026	\$86,481.00
FX/BlockBuster	6.1.2026 - 5.31.2027	\$95,432.00
FX/BlockBuster	6.1.2027 - 5.31.2028	\$103,067.00
FX/BlockBuster	6.1.2028 - 5.31.2029	\$111,312.00
FX/BlockBuster	6.1.2029 - 5.31.2030	\$120,217.00
FX Mon	6.1.2025 - 5.31.2026	\$27,453.00
FX Mon	6.1.2026 - 5.31.2027	\$30,294.00
FX Mon	6.1.2027 - 5.31.2028	\$32,718.00
FX Mon	6.1.2028 - 5.31.2029	\$35,335.00
FX Mon	6.1.2029 - 5.31.2030	\$38,162.00
Info Base & Agent	6.1.2025 - 5.31.2026	\$45,824.00
Info Base & Agent	6.1.2026 - 5.31.2027	\$50,567.00
Info Base & Agent	6.1.2027 - 5.31.2028	\$54,612.00
Info Base & Agent	6.1.2028 - 5.31.2029	\$58,981.00
Info Base & Agent	6.1.2029 - 5.31.2030	\$63,700.00
Info Web	6.1.2025 - 10.10.2025	\$6,199.00
OPS	6.1.2025 - 5.31.2026	\$75,372.00
OPS	6.1.2026 - 5.31.2027	\$80,648.00
OPS	6.1.2027 - 5.31.2028	\$86,293.00
OPS	6.1.2028 - 5.31.2029	\$94,060.00
OPS	6.1.2029 - 5.31.2030	\$102,525.00
OP Sign-In Term	6.1.2025 - 5.31.2026	\$7,796.00
OP Sign-In Term	6.1.2026 - 5.31.2027	\$8,342.00
OP Sign-In Term	6.1.2027 - 5.31.2028	\$8,926.00
OP Sign-In Term	6.1.2028 - 5.31.2029	\$9,729.00
OP Sign-In Term	6.1.2029 - 5.31.2030	\$10,605.00
RISC	2.1.2029 - 1.31.2030	\$33,264.00
RISC	2.1.2030 - 5.31.2030	\$11,088.00
TransTrack RideCheck App	6.1.2025 - 5.31.2026	\$22,604.00
TransTrack RideCheck App	6.1.2026 - 5.31.2027	\$23,735.00
TransTrack RideCheck App	6.1.2027 - 5.31.2028	\$24,921.00
TransTrack RideCheck App	6.1.2028 - 5.31.2029	\$26,315.00
TransTrack RideCheck App	6.1.2029 - 5.31.2030	\$27,631.00

# Audit and Finance Committee Agenda

Presented by Melissa Brim, Vice President of Finance  
December 19, 2025

## Board Actions Motions and Resolutions

### MOTIONS:

November 30, 2025, Statement of Revenue & Expenditures – M. Brim  
2026-27 Proposed Operating Budget and Financial Plan  
2026-27 Proposed Capital Budget and Financial Plan

### RESOLUTIONS:

Trapeze Software Maintenance Agreement – C. MacCollum

### 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:

2025-26 Third Quarter Financial Statements  
January 31, 2026, Statement of Revenue and Expenditures



## STATEMENT OF REVENUES AND EXPENDITURES

**Central New York Regional Transportation Authority**  
**Consolidated Statement of Revenues and Expenditures**  
**From 04/01/2025 through 11/30/2025**  
 (In Whole Numbers)

	Actual	Budget	Budget Change	% Change to Budget	Prior Year Actual	CY to PY Change	% Change CY to PY
<b>Operating Revenue</b>							
Regular Line Passenger Revenue	2,816,263	2,665,560	150,703	5.7%	2,604,614	211,649	8.1%
Special Line Passenger Revenue	4,479,976	4,005,639	474,337	11.8%	3,867,913	612,062	15.8%
Advertising & Other Revenue	1,377,348	1,377,172	176	0.0%	1,370,634	6,714	0.5%
<b>Total Operating Revenue</b>	<b>8,673,587</b>	<b>8,048,371</b>	<b>625,216</b>	<b>7.8%</b>	<b>7,843,161</b>	<b>830,426</b>	<b>10.6%</b>
<b>Operating Expenses</b>							
Salaries & Wages	23,091,592	25,545,927	2,454,334	-9.6%	21,833,622	1,257,771	5.8%
Other Employee Benefits & Payroll Taxes	2,313,631	2,566,787	253,155	-9.9%	2,216,865	96,767	4.4%
Healthcare Benefits	7,941,586	9,146,735	1,205,149	-13.2%	7,901,900	39,687	0.5%
Workers Compensation	1,809,743	1,899,200	89,457	-4.7%	1,352,633	457,110	33.8%
Pension Benefits	2,404,930	2,977,917	572,987	-19.2%	2,920,828	(515,898)	-17.7%
Risk Management	4,901,642	2,597,697	(2,303,945)	88.7%	1,429,280	3,472,362	242.9%
Purchased Transportation	3,495,646	3,962,000	466,354	-11.8%	3,598,184	(102,538)	-2.8%
Materials & Supplies	2,757,630	2,891,587	133,957	-4.6%	2,808,872	(51,243)	-1.8%
Services	3,971,489	4,700,584	729,096	-15.5%	3,656,006	315,483	8.6%
Fuel	1,254,305	1,684,403	430,098	-25.5%	1,208,278	46,028	3.8%
Utilities	389,688	430,595	40,907	-9.5%	358,434	31,253	8.7%
Other Expenses	219,251	387,343	168,093	-43.4%	239,975	(20,725)	-8.6%
<b>Total Operating Expenses</b>	<b>54,551,133</b>	<b>58,790,775</b>	<b>4,239,642</b>	<b>-7.2%</b>	<b>49,525,077</b>	<b>5,026,057</b>	<b>10.1%</b>
<b>Non-Operating Revenue</b>							
Operating Assistance	41,810,883	44,727,900	(2,917,017)	-6.5%	40,595,985	1,214,898	3.0%
Mortgage Tax Revenue	6,244,308	4,780,000	1,464,308	30.6%	4,844,725	1,399,583	28.9%
Gain/Loss on Disposal of Capital	80,993	29,167	51,827	177.7%	22,276	58,718	263.6%
Investment Revenue	729,480	291,769	437,711	150.0%	926,778	(197,298)	-21.3%
<b>Total Non-Operating Revenue</b>	<b>48,865,664</b>	<b>49,828,836</b>	<b>(963,172)</b>	<b>-1.9%</b>	<b>46,389,764</b>	<b>2,475,900</b>	<b>5.3%</b>
<b>Operating Income (Loss)</b>	<b>2,988,118</b>	<b>(913,568)</b>	<b>3,901,686</b>	<b>-427.1%</b>	<b>4,707,849</b>	<b>(1,719,731)</b>	<b>-36.5%</b>
<b>Capital Contributions</b>							
Federal Grants	1,008,672	0	1,008,672	0.0%	9,287,962	(8,279,290)	-89.1%
State Grants	175,594	0	175,594	0.0%	6,358,484	(6,182,889)	-97.2%
<b>Total Capital Contributions</b>	<b>1,184,266</b>	<b>0</b>	<b>1,184,266</b>	<b>0.0%</b>	<b>15,646,445</b>	<b>(14,462,179)</b>	<b>-92.4%</b>
<b>Non-Operating Expenses</b>							
Depreciation Expense	8,304,124	0	(8,304,124)	0.0%	6,480,568	1,823,556	28.1%
<b>Total Non-Operating Expenses</b>	<b>8,304,124</b>	<b>0</b>	<b>(8,304,124)</b>	<b>0.0%</b>	<b>6,480,568</b>	<b>1,823,556</b>	<b>28.1%</b>
<b>Change in Net Position</b>	<b>(4,131,740)</b>	<b>(913,568)</b>	<b>(3,218,172)</b>	<b>352.3%</b>	<b>13,873,726</b>	<b>(18,005,466)</b>	<b>-129.8%</b>
<b>Net Position - Beginning of Year</b>	<b>(125,571,232)</b>	<b>0</b>	<b>(125,571,232)</b>	<b>0.0%</b>	<b>(215,991,016)</b>	<b>90,419,784</b>	<b>-41.9%</b>
<b>Total Net Position - Beginning of Year</b>	<b>(125,571,232)</b>	<b>0</b>	<b>(125,571,232)</b>	<b>0.0%</b>	<b>(215,991,016)</b>	<b>90,419,784</b>	<b>-41.9%</b>
<b>Net Position - End of Year</b>	<b>(129,702,964)</b>	<b>(913,568)</b>	<b>(128,789,404)</b>	<b>14097.4%</b>	<b>(202,117,290)</b>	<b>72,414,326</b>	<b>-35.8%</b>



## STATEMENT OF REVENUE AND EXPENDITURES

After eight months ending November 30, 2025, the Authority reports a consolidated operating income of \$3 million, excluding capital contributions and non-operating expenses. This positive result reflects strong operating performance in the early part of the fiscal year.

### Operating Revenues

Total operating revenues amount to \$10 million, representing a \$866 thousand (9.5%) increase compared to the same period in prior year. Revenues also exceeded budget projections by \$619 thousand (6.6%), driven by higher-than-anticipated service demand and revenue recovery efforts.

	Actual	Budget	Budget Change	% Change to Budget	Prior Year Actual	CY to PY Change	% Change CY to PY
<b>Operating Revenue</b>							
Passenger Revenues	8,430,888	7,808,297	622,591	8.0%	7,571,669	859,219	11.3%
Advertising & Other Revenue	1,571,594	1,574,840	(3,246)	-0.2%	1,565,030	6,564	0.4%
<b>Total Operating Revenue</b>	<b>10,002,482</b>	<b>9,383,137</b>	<b>619,345</b>	<b>6.6%</b>	<b>9,136,699</b>	<b>865,783</b>	<b>9.5%</b>

Passenger revenues are 8% over budget expectations, and 11.3% over prior year.

**Regular line passenger revenues** are performing 6.3% above budget expectations and 9% higher than the same period last year. This continued growth is supported by stronger farebox activity, increased pass sales, and higher utilization of Mobility On Demand (MOVE) services. Pass purchases through Jobs Plus and OCDAY also remain strong. Total ridership for both fixed-route and demand-response services has grown 6.5% year-over-year, underscoring the community's increasing reliance on transit as a dependable and cost-effective mobility option.

**Special line passenger revenues** are performing 9% above budget expectations and 15.8% higher than prior year. Performance in this category reflects both scheduled and unscheduled contract rate adjustments, expanded coverage for SU Dome Event Service, and higher demand for contracted transportation. Additionally, ridership during the Great New York State Fair surpassed expectations and exceeded prior-year levels. These results illustrate how community partnerships and seasonal services help diversify revenue streams and contribute to strong overall performance.

**Advertising and other revenues** are performing in line with both budget expectations and prior year results. While growth in these categories is more modest than in passenger revenues, they continue to offer a reliable and steady source of income. This consistency helps stabilize the Authority's broader revenue portfolio and supports long-term financial planning.

### Operating Expenses

As of November 30, 2025, operating expenses total \$62.1million, representing a \$5.9 million (10.5%) increase compared to prior year. Current year expense are performing \$5.8 million (8.5%) under the budgeted expectations.

	Actual	Budget	Budget Change	% Change to Budget	Prior Year Actual	CY to PY Change	% Change CY to PY
<b>Operating Expenses</b>							
Personnel Expenses	43,317,474	48,863,606	5,546,132	-11.4%	40,949,551	2,367,923	5.8%
Non-Personnel Expenses	18,815,059	19,034,257	219,198	-1.2%	15,292,414	3,522,646	23.0%
<b>Total Operating Expenses</b>	<b>62,132,533</b>	<b>67,897,863</b>	<b>5,765,330</b>	<b>-8.5%</b>	<b>56,241,965</b>	<b>5,890,569</b>	<b>10.5%</b>



Personnel expenses are performing \$5.5 million (11.4%) below budget expectations and are \$2.4 million (5.8%) higher than the same period last year. All major personnel expense categories are under budget, reflecting favorable variances across wages, benefits, and related costs.

The personnel budget is developed based on full staffing for the entire fiscal year. Current vacancies, particularly among bus operators and administrative positions, remain the primary factor contributing to the favorable budget variance. While unfilled positions reduce current personnel costs, they also create operational pressures, including increased dependence on overtime and added workload for existing employees to sustain service delivery and meet operational deadlines.

Year-over-year, most personnel-related expenses have risen due to negotiated wage increases and the natural escalation of benefit costs. Pension expenses, however, continue to trend below prior year's levels. Healthcare expenses are currently aligned with prior-year spending. Over recent months, healthcare costs have fluctuated, moving below, above, and now back in line with last year, largely due to normal variations in claims activity and timing inherent to a self-insured health plan.

The favorable pension performance is largely the result of the most recent actuarial valuation and lower 401(a) plan costs, with a significant portion of May contributions funded through available forfeited funds. These factors have helped offset rising costs in other personnel-related areas and continue to support overall expense control and financial stability.

**Non-personnel expenses** are performing \$219 thousand (1%) below budget expectations but are \$3.5 million (23%) higher than the same period last year. All non-personnel expense categories are below budget, with the sole exception of Risk Management.

Compared to the prior year, most non-personnel expense categories are showing a mix of anticipated and unanticipated variances. As expected, many categories have increased year-over-year, with the exception of Purchased Transportation, Materials and Supplies and Other expenses are not trending under prior year. The most significant increase in expenses continues to be within Risk Management.

**Risk Management expenses** are currently 74.8% over budget and more than double the amount recorded during the same period last year. This unfavorable variance is largely attributable to two key factors: higher insurance policy premiums and increased self-insurance claim costs under CNYRTA's Auto General Liability (GL) program. A significant share of these claim costs stems from prior-year incidents that are being resolved or paid during the current fiscal year.

The combination of rising insurance premiums and legacy claim activity continues to place pressure on this category, making it the largest non-personnel cost variance year-to-date. Management is actively monitoring claim trends, assessing reserve adequacy, and working with insurance partners to help moderate future premium increases. In addition, targeted efforts remain underway to strengthen safety initiatives, improve risk assessment practices, and reduce the likelihood and severity of future claims.

**Purchased Transportation expenses** are currently 11.8% under budget expectations and consistent with the prior year. While contracted vendor rates and demand for Call-A-Bus (CAB) services have risen, the rollout of the Via platform has significantly enhanced scheduling efficiency. Vendors have also required fewer supplemental "as-needed" runs, contributing to further cost savings.

**Materials/Supplies and Services expenses** are under budget but continue to exceed prior-year levels. Current variances largely reflect planned spending on bus parts. The Authority is realizing higher-than-anticipated savings in this area due to the newer bus fleet delivered last year, which has lowered maintenance needs and reduced associated costs.



## Non-Operating Revenues

Non-operating revenues total \$55 million, which is \$1.9 million (3.3%) below budget expectations, and are reflecting a \$1.9 million (3.7%) increase over prior year.

	Actual	Budget	Budget Change	% Change to Budget	Prior Year Actual	CY to PY Change	% Change CY to PY
<b>Non-Operating Revenue</b>							
Operating Assistance	46,968,220	51,117,600	(4,149,380)	-8.1%	46,455,948	512,272	1.1%
Mortgage Tax Revenue	7,232,669	5,540,000	1,692,669	30.6%	5,663,253	1,569,416	27.7%
Gain/Loss on Disposal of Investment Revenue	80,993	33,333	47,660	143.0%	32,332	48,661	150.5%
	841,269	333,436	507,833	152.3%	1,027,039	(185,770)	-18.1%
<b>Total Non-Operating Revenue</b>	<b>55,123,151</b>	<b>57,024,369</b>	<b>(1,901,219)</b>	<b>-3.3%</b>	<b>53,178,572</b>	<b>1,944,578</b>	<b>3.7%</b>

**Operating assistance** revenues are currently 8.1% below budget expectations, and inline with prior year. This variance continues to be driven by 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 necessary. PM utilization is assessed 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 exceptionally well, and are currently 30.6% above budget expectations and 27.7% higher than last year. This performance reflects ongoing strength in the regional real estate markets. However, given the inherent volatility of this revenue source, the Authority will maintain a cautious outlook, monitoring market trends and maintaining conservative planning assumptions to buffer against potential swings.

**Investment revenues** are exceeding budget expectations by more than 100%, though they remain 18.1% below prior year levels. Current investment yields are under 4%, yet remain favorable relative to budget assumptions. The Authority will continue to strategically invest idle cash to maximize earnings while maintaining sufficient liquidity to support both operating activities and capital program commitments.



## INVESTMENT REPORT

Central New York Regional Transportation Authority  
Inventory of Existing Investments  
As of 11/30/2025  
(In Whole Numbers)

Cash Investments	Institution	Interest Rate	Amount	Total
<b>Unrestricted – Operating Funds</b>				
Commercial Savings – General Fund	M&T Bank	2.15%	\$15,776,938	
Commercial Savings – Farebox Collection	JP Morgan	1.40%	\$383,030	
				<u>\$16,159,968</u>
<b>Board Designated - Funded Reserves</b>				
Commercial Savings - Health Reserve	M&T Bank	2.15%	\$3,247,612*	
Commercial Savings - Insurance Reserve	M&T Bank	2.15%	\$2,880	
Commercial Checking - Capital Reserve	JP Morgan	1.40%	\$846,602	
Commercial Checking - Paratransit Reserve	JP Morgan	1.40%	\$91,510	
				<u>\$4,188,604</u>
<b>Total Cash Investment Value</b>				<u>\$20,348,572</u>

\* Subsequent to month-end, a portion of the Health Insurance Reserve (\$2,999,966) was invested in a three-month Treasury bill with a yield of 3.56%. At maturity on March 5, 2026, the Treasury Bill will return a face value of \$3,026,000.

Investments	Institution	Yield	Term	Market Value	Purchase Date	Maturity Date	Maturity Value
<b>Operating Funds</b>							
Treasury Bill - Operating Funds	JP Morgan	3.76%	2 mo.	\$5,085,935	11/19/2025	01/13/2025	\$5,109,000
Treasury Bill - Operating Funds	JP Morgan	3.80%	2 mo.	\$5,034,975	10/28/2025	12/23/2025	\$5,047,000
Treasury Bill - Operating Funds	JP Morgan	3.74%	2 mo.	\$5,005,014	11/20/2025	01/02/2026	\$5,022,000
<b>Board Designated - Funded Reserves</b>							
Treasury Bill - Capital Reserve	JP Morgan	3.90%	2 mo.	\$3,064,666	10/08/2025	12/02/2025	\$3,065,000
Treasury Bill - Capital Reserve	JP Morgan	3.80%	1 mo.	\$2,028,250	11/13/2025	12/18/2025	\$2,032,000
Treasury Bill - Insurance Reserve	JP Morgan	3.84%	2 mo.	\$4,346,387	11/04/2025	12/30/2025	\$4,360,000
Treasury Bill - Paratransit Reserve	JP Morgan	3.75%	2 mo.	\$5,300,801	11/13/2025	01/06/2025	\$5,321,000
<b>Total Investment Values</b>				<u>\$29,866,028</u>			<u>\$29,956,000</u>



## MORTGAGE RECORDING TAX STATEMENT

Actual Receipts YTD					Budget Variance YTD			
	FY-24	FY-25	FY-26	\$ vs PY	% vs PY	FY-26 Bud	\$	%
	5,322,778	5,663,578	7,232,669	1,569,091	27.7%	5,540,000	1,692,669	30.6%

	Actual	Actual	Actual	Actual	YTD	Budget	Actual Vs	YTD
	FY-24	FY-25	FY-26	vs PY	vs PY	FY 26	Budget	Variance
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	715,749	-13.2%	327.3%	760,000	-5.8%	30.6%
December	640,840	704,965	0			660,000		
January	743,819	730,141	0			630,000		
February	547,438	525,142	0			625,000		
March	425,398	636,968	0			635,000		
Totals	<u>7,680,275</u>	<u>8,260,794</u>	<u>7,232,669</u>			<u>8,090,000</u>		

County Receipts - November	FY-26	FY-25	\$	%
Onondaga	425,000	587,037	(162,037)	-28%
Oswego	83,731	47,404	36,327	77%
Cayuga	63,946	42,954	20,992	49%
Cortland	18,072	-	18,072	
Oneida	<u>125,000</u>	<u>146,819</u>	(21,819)	-15%
Total	<u>715,749</u>	<u>824,214</u>	(108,465)	(0.13)



## STATEMENT OF CASH FLOW

Central New York Regional Transportation Authority  
 Statement of Cash Flow  
 As of 11/30/2025  
 (In Whole Numbers)

### Cash Flows From Operating Activities:

Operating Receipts from Fares, Contract Bill & Misc Items	\$ 2,746,192
Mortgage Tax Receipts	1,248,226
State Operating Assistance	14,328,037
Local Operating Assistance	602,443
Investment Transfer	(5,000,000)
Payments to Vendors & Bank Fees	(2,909,284)
Payments for Employee Benefits	(674,832)
Payments of Payroll Related Wages & Liabilities	<u>(3,231,273)</u>
<b>Net Cash Provided by (Utilized in) Operating Activities</b>	<b>\$ 7,109,509</b>

### Cash Flows From Capital Activities:

Federal & State Grants Proceeds for Capital Additions	0
Proceeds from Federal Operating Assistance	0
Purchases of Capital Assets	0
<b>Net Cash Provided by (Utilized in) Capital Activities</b>	<b>\$ -</b>

### Net Change in Cash from Operating & Capital Activities

<b>Net Change in Cash from Operating &amp; Capital Activities</b>	<b>\$ 7,109,509</b>
<b>General Fund Cash Balances - Beginning of Period</b>	<b>\$ 12,394,280</b>
<b>General Fund Cash Balances - End of Period*</b>	<b>\$ 19,503,789</b>

### Reserve Funds:

Insurance Reserve	2,880
Health Insurance Reserve	3,247,612
Capital Reserve Fund	846,602
Paratransit Reserve	91,510
Invested Reserve Funds	29,866,028
<b>Reserve Funds Total</b>	<b>\$ 34,054,632</b>
<b>Total Cash All Sources - End of Period:</b>	<b>\$ 53,558,421</b>



## PROCUREMENT

### Active Procurements

The following open contracts actively moving through the process:

- Trapeze Software Maintenance Agreement
- Real Time Signage
- Bus Shelter and Parking Lot Janitorial Services
- Public Relations
- Term Design and Engineering
- HVAC Inspection & Repair Services
- Oil Water Separator Installation and Trench Drain Repair
- Endpoint Security
- Retiree Drug Subsidiary Reopening Services
- Overhead Door Maintenance
- Cooling Tower Replacement
- Syracuse Siding Repair & Replacement

### Future Procurements

Items requiring future board action:

Within 2 months:

- Real Time Signage
- Bus Shelter and Parking Lot Janitorial Services
- Public Relations
- Term Design and Engineering
- Cooling Tower Replacement

Within 6 months:

- HVAC Inspection & Repair Services
- Oil Water Separator Installation and Trench Drain Repair
- Endpoint Security
- Retiree Drug Subsidiary Reopening Services
- Overhead Door Maintenance
- Syracuse Siding Repair & Replacement

### Revenue Service Contracts

#### Lease Revenue Contracts

RTC Unoccupied Space Agreement (Previously Dunkin Donuts)

#### Lease Agreements



## CAPITAL PROGRAMS AND PLANNING

### Capital Program

#### Federal Grant Funding

##### Pending Applications

NA.

##### Awarded Applications

**Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program:** FTA's FY2025 solicitation for projects to be funded through Section 5339(c) was awarded on November 20, 2025. CNYRTA received \$11,600,000 in total funding (\$9,280,000 federal share / \$2,320,000 local share).

#### State Grant Funding

##### Pending Applications

**Supplemental Funds for the Innovative Mobility Initiative:** \$9.1 million of state-dedicated funds from the federal Carbon Reduction Program (CRP) for *capital expenditures* to support innovative On-Demand transit services. Plans are under review.

##### Awarded Applications

**Section 5311 Grant Program Applications:** New York State's 2024-2025 solicitation for projects funded through FTA Section 5311 Formula Grants for Rural Areas was awarded on October 10, 2025, totaling \$7,996,318 (\$4,895,159 federal/\$299,000 NYS / \$2,802,159 local share). The grant agreement is currently in development.

**Zero-Emission Transit Transition Program (ZETT)** administered by New York State DOT, \$19,444,444 (\$17.5 million NYSDOT 90%/\$1,944,444 million local share 10%) was awarded on October 14, 2025. The grant agreement is currently in development.

### Capital Planning

The Central New York Regional Transportation Authority's (CNYRTA) Capital Planning Committee continues to meet regularly to assess the Authority's capital needs and to guide both short- and long-term investments in alignment with the Capital Improvement Plan (CIP). The Committee's work ensures that capital resources are prioritized effectively, addressing immediate operational requirements while also supporting the Authority's long-range strategic goals.

Key projects currently in the execution phase include:

- Bus Rapid Transit (BRT) Planning
- Compressed Natural Gas (CNG) Electrical Service
- CNG Facility Upgrades
- Oneida Facility Consolidation Planning
- Various Building Improvements and Technology

The Authority remains focused on leveraging available funding to advance these initiatives while positioning CNYRTA to meet the mobility and infrastructure needs of the community well into the future.



# Central New York Regional Transportation Authority

Proposed Operating & Capital Budget  
Fiscal Year 2026-27



## TABLE OF CONTENTS

INTRODUCTION.....	2
BOARD OF MEMBERS.....	3
GOVERNANCE STRUCTURE .....	4
RELATIONSHIP TO NEW YORK STATE.....	5
FINANCIAL POLICIES.....	7
FUNDING PROFILE - OPERATING.....	8
DEDICATED FUNDING .....	9
FINANCIAL PLANNING .....	10
FINANCIAL OPPORTUNITIES AND CHALLENGES.....	11
BUDGET OVERVIEW .....	12
2026-27 OPERATING BUDGET.....	13
REVENUE ASSUMPTIONS .....	15
EXPENSE ASSUMPTIONS .....	17
PERSONNEL PROJECTIONS.....	20
OPERATING BUDGET PROJECTIONS.....	21
MULTIP-YEAR OPERATING BUDGET PROJECTIONS.....	22
FUNDING PROFILE – CAPITAL.....	23
CAPITAL IMPROVEMENT PLAN .....	24
2026-27 FUNDED CAPITAL BUDGET.....	25
2026-27 UNFUNDED CAPITAL BUDGET .....	25
MULTI-YEAR CAPITAL FUNDING PROJECTIONS .....	26

## INTRODUCTION

### OUR MISSION

To be a driving force moving communities forward.

### OUR VISION

Mobility solutions that help people achieve more.

### OUR VALUES

Respect – Dignity and kindness always

Integrity – Do good, be good

Safety – Everyone's responsibility

Excellence – Holding ourselves to the highest standard

Service – Passion for the community



Centro is committed **to being a driving force moving communities forward by providing mobility solutions that help people achieve more**. Our dedication to **respect, integrity, safety, excellence, and service** guides our operations, ensuring that public transportation remains reliable, accessible, and impactful for the communities we serve. Together, we are shaping the future of mobility and empowering individuals to move forward.

### ABOUT CENTRO

The Central New York Regional Transportation Authority (CNYRTA), also known as Centro or the Authority, serves as the public mass transit provider for the Central New York region. Centro offers fixed-route, commuter, on-demand, and paratransit services across Onondaga, Cayuga, Oswego, Oneida, and Cortland counties. Collectively, these counties are home to nearly 926,000 residents.

Centro services encompass 5,000 bus stops, 210 passenger shelters, three transfer hubs, three surface parking areas, and a Regional Transportation Center. Operating a fleet of 233 revenue vehicles, supported by six maintenance facilities, including our largest full-service maintenance facility and administrative headquarters in Onondaga County (Syracuse). Centro operates 103 routes, covering more than 5.9 million miles annually, with over 2,500 bus trips each weekday for regular service and approximately 3,800 weekly trips for paratransit services.

Since our establishment in 1970 and the launch of publicly operated bus service in Syracuse on January 17, 1972, Centro has remained committed to enhancing the quality of life and economic vitality of Central New York. As a responsible community partner and an essential component of the region's public infrastructure, Centro continues to contribute through various initiatives, including:

- Providing ADA-compliant paratransit services to ensure accessibility for all riders.
- Offering transportation to the New York State Fair and local college campuses, including Syracuse University, SUNY Oswego, Onondaga Community College (OCC), Cayuga Community College (Cayuga CC), and Mohawk Valley Community College (MVCC).
- Supporting community events, services, and educational programs throughout the year.
- Promoting environmental sustainability with a fleet of compressed natural gas (CNG) and clean diesel buses.
- Partnering with police, fire departments, emergency responders, and the Red Cross to support community safety during emergencies.



## BOARD OF MEMBERS

**Nicholas F. Laino**

Chairman

Oneida County

**Anthony Q. Davis Sr.**

Vice Chairman

City of Syracuse

**Darlene DeRosa Lattimore**

Secretary

Cayuga County

**Tina Fitzgerald**

Treasurer

Governor's Office

**Neil Milcarek-Burke**

City of Syracuse

**Open Seat**

City of Rome

**Robert F. Cuculich**

Onondaga County

**Open Seat**

Onondaga County

**Heather Snow**

Oswego County

**Open Seat**

Onondaga County

**Julius L. Lawrence**

City of Syracuse

**Open Seat**

Onondaga County

**Louella Williams**

Onondaga County

**Open Seat**

Cortland County

**Frank Saya \***

ATU Business Agent

\* Non-Voting Member



## GOVERNANCE STRUCTURE

The Authority is governed by a Board of Members, consisting of fourteen positions, including one non-voting member representing the collective bargaining units. The current composition of the Board is as follows:

Onondaga County – 5 seats  
 City of Syracuse – 3 seats  
 Oswego County – 1 seat  
 Cayuga County – 1 seat  
 Oneida County – 1 seat  
 City of Rome – 1 seat  
 Cortland County – 1 seat  
 Collective Bargaining Unit – 1 non-voting seat

Board members are appointed by the Governor and confirmed by the New York State Senate. Terms are fixed but staggered over seven-year periods, beginning on July 1. Members continue to serve until their successors are appointed and may be reappointed through the same process. Officers of the Board, including the Chairperson, Vice-Chairperson, Secretary, and Treasurer, are elected by the Board of Members.

Board members serve without compensation but are eligible for reimbursement of necessary and actual expenses incurred while performing official duties.

The Board of Members holds at least one meeting per month, typically on the fourth Friday. These meetings are open to the public, recorded, and streamed live on the Authority's website: [www.Centro.org](http://www.Centro.org).

## COMMITTEES

COMMITTEE	FREQUENCY	DESCRIPTION
Audit & Finance	Monthly	Established by the Bylaws to ensure compliance with Public Authorities Law. Responsibilities include reviewing independent audits, financial statements, and related financial information.
Governance	Twice Annually	Established by the Bylaws in accordance with the Authorities Budget Office. Focuses on best governance practices, internal controls, and governance-related matters.
Pension	Quarterly	Established by Board Resolution to oversee and review the management of the Authority's pension funds.
Personnel	As Needed	Established by Board Resolution to address personnel-related matters, including work history and salary information. Meetings are typically held in executive session.
Legal	As Needed	Established by Board Resolution to discuss legal matters. Meetings are typically held in executive session.
Nominating	Annually	Established by Board Resolution to nominate Officers for the Board of Members. Meetings are typically held in executive session.

## RELATIONSHIP TO NEW YORK STATE

### HISTORY

The Central New York Regional Transportation Authority (CNYRTA) was established by the New York State Legislature in 1970 in response to economic, demographic, and land-use shifts that led to the decline of privately operated public transit companies. Across the United States, many private bus operators were unable to sustain their operations and replace aging equipment with fare revenue alone. As a result, public transportation authorities were created in major cities across New York State and other urbanized areas in the late 1960s and early 1970s.

Public transportation plays a vital role in maintaining local economic vitality. It provides mobility options for individuals who cannot or choose not to drive, reduces traffic congestion and fuel consumption, lowers air pollution, and creates pathways to employment. Additionally, it offers an essential alternative for commuting to work, school, medical appointments, shopping centers, and social or entertainment venues. Like roads and bridges, public transit is a fundamental component of the nation's transportation infrastructure.

### LEGAL STATUS

CNYRTA is a public authority and a public benefit corporation of New York State, created under Title 11-D of the Public Authorities Law in 1970. While it operates as an "agent" of the state, it is not part of the state itself. Its legislated purpose is to develop, improve, and maintain public transportation services within the Central New York Regional Transportation District. Under state law, CNYRTA is recognized as providing "*an essential governmental function*" for the benefit of New York State residents.

The original Central New York Regional Transportation District included Onondaga County. The law permitted additional counties Cayuga, Cortland, Jefferson, Madison, Oneida, and Oswego to join through a vote of their legislative bodies. To date, Oswego (1972), Cayuga (1973), Oneida (2005), and Cortland (2025) Counties have elected to join Onondaga County (1970) as part of the Authority's service area.

As a governmental entity created for the public benefit, CNYRTA and its subsidiaries are tax-exempt from sales, excise, property, and income taxes.

For financial reporting purposes, CNYRTA is a Component Unit of the State of New York. Its independently audited financial statements, including those of its subsidiaries, are incorporated into New York State's Comprehensive Annual Financial Report (CAFR). Additionally, CNYRTA is recognized as a "specified" transit system in the annual appropriations of the New York State Budget.

To fulfill its mission, CNYRTA has created several public benefit subsidiary corporations over the past 50+ years. The Authority provides comprehensive public transit services through its six "Centro" bus subsidiaries, serving Onondaga, Oswego, Cayuga, Oneida, and Cortland Counties. Additionally, two smaller subsidiaries manage specialized functions.

#### **CNY Centro, Inc.**

Provides fixed-route public transit services in Onondaga County, operating a fleet of 140 heavy-duty buses—131 powered by compressed natural gas (CNG) and 9 by diesel. CNY Centro also supports all other subsidiaries by managing fleet maintenance, route planning, scheduling, training, accounting, procurement, grant administration, payroll, human resources, IT, marketing, and other administrative functions.



### **Centro Call-A-Bus, Inc.**

Provides demand-response paratransit services in Onondaga County, complementing fixed-route service as required by the Americans with Disabilities Act (ADA). Originally launched in the mid-1970s, Call-A-Bus was already in place for nearly two decades before the ADA mandated paratransit service nationwide. It operates a fleet of 18 specialized vehicles, supplemented by fixed-route buses, private van operators, and taxi services.

### **Centro of Oneida, Inc.**

Operates fixed-route and ADA-mandated paratransit services in Oneida County, using 28 large and 9 small buses. It includes the Utica Division, serving Utica, Kirkland, New Hartford, and Whitestown, and the Rome Division, which provides service within the City of Rome. Before joining CNYRTA in 2005 these municipal transit operations faced significant financial and operational challenges. With support from New York State, CNYRTA successfully regionalized Oneida County's transit system under Centro of Oneida, Inc.

### **Centro of Oswego, Inc.**

Provides fixed-route and ADA-mandated paratransit services in Oswego County, operating 14 large and 4 small buses. It serves SUNY Oswego, the cities of Oswego and Fulton, and commuter routes connecting Mexico, Fulton, Oswego, and Syracuse. Centro of Oswego operates from an Authority-owned light maintenance/office facility in Oswego.

### **Centro of Cayuga, Inc.**

Provides fixed-route and ADA-mandated paratransit services in Cayuga County, operating 14 large and 2 small bus. It serves Auburn, Weedsport, and Port Byron, with commuter service to Syracuse and the Regional Transportation Center. Centro of Cayuga also operates extensive New York State Fair shuttle services and is based in an Authority-owned light maintenance/office facility in Auburn.

### **Centro of Cortland, Inc.**

Launched in 2025, Centro of Cortland provides both fixed-route and ADA-mandated paratransit services throughout Cortland County. The system operates a fleet of 9 large buses and 4 small buses, offering essential mobility for residents and connecting key destinations. Service areas include the City of Cortland, Homer, Marathon, and Cincinnatus, along with key destinations such as Walmart, Tompkins Cortland Community College, and Greek Peak. Centro of Cortland operates from a light maintenance and administrative facility located in Cortland, with additional operational, administrative, and technical support provided by CNY Centro, Inc. in Syracuse. This structure ensures reliable service delivery, coordinated oversight, and efficient use of regional resources.

### **Centro Parking Inc.**

Established in the 1970s to generate revenue supporting transit operations. It leases surface parking lots to SUNY Upstate Hospital and manages a permitted parking lot under Interstate 81 in Syracuse, leased from the State of New York.

### **Intermodal Transportation Center, Inc. (ITC, Inc.)**

Created in 1995 to develop and manage the William F. Walsh Regional Transportation Center (RTC) in Syracuse, which opened in 1998. The RTC serves as a hub for Centro's local and regional transit, as well as Amtrak, Greyhound, Adirondack Transit Lines, and FlixBus. Before its construction, intercity travelers had no convenient way to transfer between these modes of transportation, as terminals were scattered across the region. The RTC operates 24/7 and has undergone multiple significant capital improvements by CNYRTA over the years.



## FINANCIAL POLICIES

### CASH MANAGEMENT

The Authority's cash management process and investment program are designed to maximize earnings, address shortfalls, and ensure sufficient liquidity to support ongoing operations. Available cash balances are invested in accordance with the Authority's Investment Guidelines. The Authority and its subsidiaries adhere to investment policies governed by New York State, which outline permitted investments subject to various conditions. These include bank certificates, certificates of deposit, obligations of the State of New York or the United States government, certain repurchase agreements, and approved bonds and notes.

### RESERVES

The Authority maintains a general fund balance to safeguard its budget against inherent financial risks, thereby protecting both service levels and fare stability from sudden fluctuations in revenue or expenses. With Board approval, funds may be allocated to reserves as necessary to mitigate financial risks. The Authority has established Board-Designated Reserves for significant cost items, such as healthcare, auto and general liability insurance, capital replacements, and paratransit services, all of which can have substantial financial impacts from year-to-year.

### INVESTMENT MANAGEMENT

The Authority invests in government securities, which are recorded at fair value based on quoted market prices and valuations provided by external sources. Unrealized gains or losses result from fluctuations between the cost and fair value of these investments on a specified valuation date. Changes in fair value are reflected in the statements of revenue, expenses, and changes in net position. Investment income is recognized on an accrual basis, with dividends recorded on the ex-dividend date.

### INDEPENDENT AUDIT

Each fiscal year, the Authority engages an independent certified public accounting firm to conduct an external audit of its financial statements. The Audit & Finance Committee is responsible for overseeing the independent auditor and recommends their selection to the full Board of Members.

### DEBT MANAGEMENT

Although there is no legal restriction on the Authority's ability to issue debt, it has never issued bonds in its 50-year history.



## FUNDING PROFILE - OPERATING

### UNSUBSIDIZED GENERATED REVENUE

**Regular Line Passenger Revenues** include farebox revenue, sales of fare media, revenue received through a Purchased Transportation agreement, and Park-and-Ride revenue associated with the New York State Fair.

**Special Line Revenues** include funds received through service contracts established in partnership with local city schools, colleges, shopping centers, and the NYS Fair. These agreements strengthen community connections while supporting transportation needs across the region.

**Advertising and Other Revenues** include revenue from transit advertising on buses and shelters, parking fees, tenant lease revenue at the Regional Transportation Center, and other miscellaneous parking revenue.

### GOVERNMENTAL SUBSIDIZED REVENUE

#### Federal Sources of Operating Funds

**Section 5307 & 5311** – The Authority continues to rely heavily on federal operating assistance provided through the Section 5307 Urbanized Area Program. These funds support eligible preventive maintenance activities for buses and facilities operated by CNY Centro, Inc.

In addition to preventive maintenance funding, the Authority receives federal operating assistance designated for non-urban and small-urban service areas. This includes Section 5307 funding for Centro of Oneida, as well as Section 5311 funding for operations in Oswego, Cayuga, and Oneida Counties, and for service to Tully in Onondaga County. The Authority also anticipates receiving Section 5311 funding to support its operations in Cortland County.

#### State Sources of Operating Funds

**Statewide Mass Transit Operating Assistance (STOA)** – New York State, through the Department of Transportation (NYSDOT), remains the Authority's primary source of operating assistance. Annual STOA allocations are determined by the NYSDOT Commissioner, the New York State Division of Budget (NYSDOB), and/or the State Legislature, with any adjustments incorporated into the New York State Executive Budget. The Executive Budget is due by April 1 of each year.

Given the inherent uncertainty surrounding future STOA appropriations, the Authority maintains a conservative budgeting approach and assumes level funding until the final Executive Budget is released.

#### Local Sources of Operating Funds

**Local 18b Match to STOA** – Participating counties provide the required local match to the State's STOA contribution. Onondaga, Cayuga, Oswego, Oneida, and Cortland Counties currently provide this state-mandated 18-b match.

**Local Voluntary Funds** – The Authority also receives voluntary municipal support totaling approximately \$15,000 annually.



## DEDICATED FUNDING

### MORTGAGE RECORDING TAX (MRT)

The Central New York Regional Transportation Authority (CNYRTA) receives revenue from the additional mortgage recording tax of 0.25% (¼ of 1%) imposed on mortgages recorded within its participating counties (Onondaga, Cayuga, Oswego, Oneida, and Cortland). The tax is paid by the mortgagee when the mortgage is recorded with the county clerk or recording officer. Under New York Tax Law, this 0.25% levy is designated as the “special additional mortgage recording tax.”

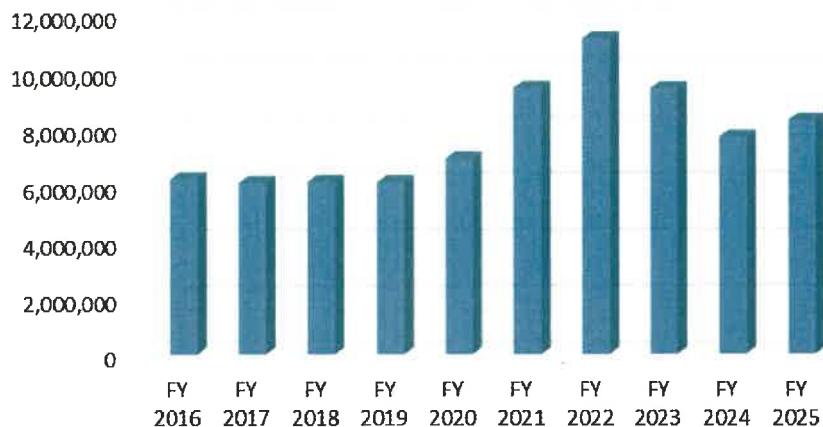
Certain residential owner-occupied properties may receive partial exemptions, such as the statutory deduction on the first \$10,000 of mortgage debt for one- and two-family owner-occupied residences, which reduces the taxable base for the additional tax. (Full exemptions for one-to six-family properties do not exist under the additional MRT component.) Each participating county remits the tax revenue to the Authority on a monthly basis.

The Mortgage Recording Tax is inherently volatile and subject to significant year-to-year fluctuations. Revenue is influenced by national and regional economic conditions, housing activity, commercial borrowing, property values, and mortgage interest rates, which are closely tied to federal monetary policy. Historically, Industrial Development Agencies (IDAs) reduced MRT collections by granting mortgage tax exemptions as part of their financial assistance packages. Recent reforms to IDA law now restrict these exemptions, providing greater stability in MRT revenues. Since the IDA exemption was eliminated in July 2017, CNYRTA’s MRT revenue has increased by an average of 38% compared to the period prior to the reform.

CNYRTA uses MRT revenue to fund the local share of capital projects, typically 10% of project costs, and up to 50% for competitive and specially awarded programs, as well as support reserves for insurance, capital, and general operations. MRT revenue is also used to retire debt, though the Authority currently carries no outstanding debt. While not legally required by statute, MRT revenue may also be used in the future to help subsidize operating deficits within the Authority’s bus operating subsidiaries.

As the only dedicated local transit funding source available to upstate regional transportation authorities in New York State, MRT remains a critical component of CNYRTA’s long-term financial structure. Although sensitive to economic cycles, it plays a vital role in supporting the Authority’s stability and capital investment capacity.

Mortgage Recording tax



## FINANCIAL PLANNING

### ANNUAL OPERATING BUDGET PROCESS

The Central New York Regional Transportation Authority (CNYRTA) utilizes a zero-based budgeting methodology, building the budget from the ground up based on identified needs and costs rather than solely relying on prior-year spending levels. This approach strengthens cost control by preventing automatic budget carryovers and requires each expenditure to be evaluated in the context of the Authority's mission, service goals, and financial capacity.

The development process begins with a collaborative assessment by staff, who review departmental needs along with known financial obligations, including collective bargaining agreements, fuel lock-in contracts, and other operating commitments. Operational priorities, such as planned service adjustments, fleet or facility maintenance, and other strategic initiatives, are also incorporated into this evaluation.

The Authority's budgeting process must account for several major revenue sources that lie outside of CNYRTA's direct control. These include New York State transit operating assistance, federal formula and discretionary capital funding, and the locally levied Mortgage Recording Tax (MRT). Significant expenditure categories such as healthcare, risk management, workers' compensation insurance, and service agreements similarly represent areas of financial exposure that can affect the final spending plan.

To develop the proposed budget, staff analyze the current year's approved budget, year-end projections, prior-year actuals, and current economic conditions.

Once the proposed budget is prepared, it is reviewed by the Chief Executive Officer and the Executive Team, who evaluate key revenue and expense assumptions and the feasibility of operational initiatives. The proposed budget is then submitted to the Board of Members for consideration and adoption. Following adoption, the budget is entered into the Public Authorities Reporting and Information System (PARIS) by December 31, in accordance with Section 2801 of Public Authorities Law.

Budget monitoring continues throughout the process. Staff update assumptions based on the release of the Governor's Proposed Executive Budget, typically published in mid-January, and any other significant developments. The Board of Members adopts the final budget in March, incorporating all necessary revisions. The final adopted budget is included in the Authority's Annual Budget and Financial Plan, prepared in accordance with Comptroller Regulation Part 203, and published on the CNYRTA website by March 31.



## FINANCIAL OPPORTUNITIES AND CHALLENGES

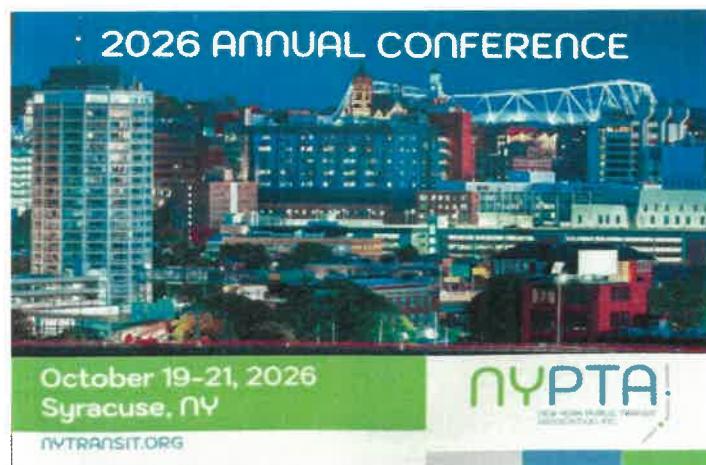
CNYRTA is managing a complex financial environment shaped by rising operating costs, workforce shortages, and increases in operating assistance that are unpredictable. Like many transit authorities across New York State, Centro faces mounting expenses for labor, vehicle parts, fuel, and insurance. These challenges require careful planning, thoughtful prioritization, and a commitment to using resources strategically.

Despite these constraints, Centro is actively reshaping its system in positive and forward-looking way. The network redesign efforts in Syracuse and Oswego, branded as the Better Bus systems, represent major steps toward creating a more efficient, and understandable network. By reallocating service to corridors with the highest ridership potential and simplifying routes, these redesigns will help make better use of each operator hour while improving connectivity for riders. The system redesign also introduces on-demand service in Syracuse, allowing the Authority to provide flexible coverage in areas where fixed-route ridership is low.

Looking ahead, Centro is exploring opportunities to strategically increase bus frequencies on priority corridors. Layered onto this work is the continued planning for Bus Rapid Transit (BRT) in Syracuse, an initiative that positions the region for significant mobility improvements. Even before full BRT implementation, incremental investments such as stop upgrades and improved travel-time reliability can begin delivering benefits that boost ridership and operational efficiency.

Collectively, these positive planning efforts show that while the Authority faces significant financial and operational challenges, it is actively building a stronger system for the future. By redesigning networks, investing in improved service models, and creating a path toward faster, more reliable corridor service, Centro is positioning itself to move the communities it serves and help people achieve more. In doing so, the Authority is not only responding to today's constraints but also emerging with a more responsive, resilient, and community focused transit network for Central New York.

In October, the New York Public Transit Association (NYPTA) will host its annual conference in Syracuse, October 19–21. This event brings together transit leaders, policymakers, and industry partners from across the state to focus on the shared challenges and opportunities facing public transportation systems. Hosting the conference in Central New York underscores the essential role transit plays in supporting regional mobility, economic vitality, and community connectivity. It also provides an important platform for continued advocacy around sustainable and predictable funding, infrastructure investment, and policies that strengthen public transit statewide. The Authority's participation in NYPTA's conference reinforces its commitment to advancing public transportation and ensuring that the needs of Central New York riders and communities are represented in statewide discussions.



## BUDGET OVERVIEW

Centro is taking a proactive and forward-looking approach to financial planning. The Authority's budget framework is designed not only to support current operations, but also to advance system improvements, modernization initiatives, and investments that strengthen the long-term sustainability of public transportation in Central New York. The financial plan is organized around four key components that guide responsible decision-making and help position the system to meet evolving community needs:

- **2026-27 Operating Budget** – Establishes the financial foundation for daily service, outlining projected revenues, expenses, and funding sources essential to maintaining a stable and reliable transit network.
- **Multi-Year Operating Budget Projections** (2026-27 through 2029-30) – Provides a forward-looking analysis of financial trends, identifying potential challenges and opportunities that will influence Centro's long-term fiscal outlook and inform strategic choices.
- **2026-27 Capital Budget** – Focuses on near-term investments in vehicles, infrastructure, technology, and facilities that maintain a state of good repair, improve system performance, and enhance the customers' experience.
- **Multi-Year Capital Funding Plan** (2026-27 through 2030-31) – Outlines long-range capital needs and investments required to support system modernization, expand capacity, and ensure long-term resilience.

Together, these components form a financial strategy that is both practical and forward-looking. By aligning immediate budget needs with long-term system goals, Centro is working to balance fiscal responsibility with opportunities for service redesign, technological upgrades, and infrastructure improvements. This approach supports a more adaptable, resilient, and community-focused transit system, one equipped to serve Central New York today while preparing for the mobility demands of tomorrow.



Visit our website to learn how **YOU** can get involved!



Visit our website to learn how **YOU** can get involved!



## 2026-27 OPERATING BUDGET

As a core transportation provider in Central New York, Centro plays a vital role in connecting communities and supporting broader regional goals for economic growth, sustainability, and equity. Residents and visitors depend on Centro to access workplaces, schools, healthcare, shopping, entertainment, and other essential destinations that sustain daily life across the region.

Centro's operating budget supports all aspects of its service delivery, including fixed-route bus services, paratransit programs, and other mobility initiatives, funded through a combination of fare revenue, contract revenue, and state and federal operating assistance. The Authority is now operating in a "new normal," marked by the end of historic COVID-19 relief funding, gradually recovering ridership, and persistent operator shortages. Even so, Centro's ongoing recruitment efforts continue to show progress, providing optimism that service levels can gradually increase in certain systems as staffing strengthens.

Looking ahead, several financial and operational pressures will continue to shape Centro's outlook. These include uncertainty around operating assistance levels, shifting ridership patterns, rising operating costs, and the integration of Cortland County transit services. Centro of Cortland is projected to close the current fiscal year with a \$1.5 million deficit, and an additional \$1.5 million deficit is anticipated in FY 2026-27.

### SUMMARY 2026-27 OPERATING BUDGET

(\$ Thousands)

	2025-26 BUDGET	2026-27 PROPOSED BUDGET	\$ CHANGE 2025-26 BUDGET	% CHANGE 2025-26 BUDGET	2025-26 PROJECTION	\$ CHANGE 2025-26 PROJECTIONS	% CHANGE 2025-26 PROJECTIONS
<b>Revenues</b>							
Unsubsidized Generated Revenue	\$ 14,461	\$ 15,938	\$ 1,477	10%	\$ 15,122	\$ 816	5%
Governmental Subsidized Revenue	76,676	68,218	(8,458)	-11%	69,484	(1,266)	-2%
Mortgage Tax and Other Revenue	8,140	8,774	634	8%	9,766	(992)	-10%
Investment Revenue	500	450	(50)	-10%	938	(488)	-52%
<b>Total Revenues</b>	<b>99,777</b>	<b>93,380</b>	<b>(6,397)</b>	<b>-6%</b>	<b>95,310</b>	<b>(1,930)</b>	<b>-2%</b>
<b>Expenses</b>							
Personnel	72,633	74,735	2,102	3%	66,307	8,428	13%
Non-Personnel	28,795	30,265	1,470	5%	29,003	1,262	4%
<b>Total Expenses</b>	<b>101,428</b>	<b>105,000</b>	<b>3,572</b>	<b>4%</b>	<b>95,310</b>	<b>9,690</b>	<b>10%</b>
<b>Operating Income (Loss)</b>	<b>\$ (1,651)</b>	<b>\$ (11,620)</b>	<b>\$ (9,969)</b>	<b>604%</b>	<b>\$ -</b>	<b>\$ (11,620)</b>	<b>0%</b>

The proposed budgeted revenues for fiscal year 2026-27 total \$93.4 million, representing a \$1.9 million decrease compared to the projected year-end revenues for fiscal year 2025-26. This decrease reflects anticipated changes in operating assistance and Investment Revenues.

The proposed budgeted expenses for fiscal year 2026-27 total \$105 million, an increase of \$9.7 million over the projected year-end expenses for fiscal year 2025-26. This increase is driven by rising costs for labor, insurance, healthcare, maintenance, and services.

As a result, the proposed operating budget for fiscal year 2026-27 reflects a projected deficit of \$11.6 million. Centro remains focused on strategically allocating resources to maintain essential service levels, while prioritizing expenditures to balance immediate operational needs with long-term system improvements and strategic initiatives.



## 2026-27 OPERATING BUDGET

(\$ Thousands)

	2025-26 BUDGET	2026-27 PROPOSED BUDGET	\$ CHANGE 2025-26 BUDGET	% CHANGE 2025-26 BUDGET	2025-26 PROJECTION	\$ CHANGE 2025-26 PROJECTIONS	% CHANGE 2025-26 PROJECTIONS
<b>Operating Revenue</b>							
Regular Line Passenger Revenue	\$ 4,405	\$ 4,788	\$ 383	9%	\$ 4,556	\$ 232	5%
Special Line Passenger Revenue	7,693	8,808	1,115	14%	8,202	606	7%
Advertising & Other Revenue	2,363	2,342	(21)	-1%	2,364	(22)	-1%
<b>Total Operating Revenue</b>	<b>14,461</b>	<b>15,938</b>	<b>1,477</b>	<b>10%</b>	<b>15,122</b>	<b>816</b>	<b>5%</b>
<b>Operating Expenses</b>							
Salaries & Wages	44,079	45,486	1,407	3%	40,263	5,223	13%
Other Employee Benefits & Payroll Taxes	4,475	4,689	214	5%	4,224	465	11%
Healthcare Benefits	15,540	16,348	808	5%	14,048	2,300	16%
Workers Compensation	3,459	3,717	258	7%	3,369	348	10%
Pension Benefits	5,080	4,495	(585)	-12%	4,403	92	2%
Risk Management	4,447	5,056	609	14%	6,853	(1,797)	-26%
Purchased Transportation	6,792	6,370	(422)	-6%	6,110	260	4%
Materials & Supplies	4,972	5,200	228	5%	4,711	489	10%
Services	8,192	9,031	839	10%	7,481	1,550	21%
Fuel	2,866	2,750	(116)	-4%	2,445	305	12%
Utilities	839	1,102	263	31%	877	225	26%
Other Expenses	687	756	69	10%	526	230	44%
<b>Total Operating Expenses</b>	<b>101,428</b>	<b>105,000</b>	<b>3,572</b>	<b>4%</b>	<b>95,310</b>	<b>9,690</b>	<b>10%</b>
<b>Non-Operating Revenue</b>							
Operating Assistance	76,676	68,218	(8,458)	-11%	69,484	(1,266)	-2%
Mortgage Tax Revenue	8,090	8,724	634	8%	9,680	(956)	-10%
Gain/Loss on Disposal of Capital	50	50	0	0%	86	(36)	-42%
Investment Revenue	500	450	(50)	-10%	938	(488)	-52%
<b>Total Non-Operating Revenue</b>	<b>85,316</b>	<b>77,442</b>	<b>(7,874)</b>	<b>-9%</b>	<b>80,188</b>	<b>(2,746)</b>	<b>-3%</b>
<b>Operating Income (Loss)</b>	<b>\$ (1,651)</b>	<b>\$ (11,620)</b>	<b>\$ (9,969)</b>	<b>604%</b>	<b>\$ -</b>	<b>\$ (11,620)</b>	<b>0%</b>



## REVENUE ASSUMPTIONS

### OPERATING REVENUE

(\$ Thousands)

	2025-26 BUDGET	2026-27 PROPOSED BUDGET	\$ CHANGE 2025-26 BUDGET	% CHANGE 2025-26 BUDGET	2025-26 PROJECTION	\$ CHANGE 2025-26 PROJECTIONS	% CHANGE 2025-26 PROJECTIONS
<b>Operating Revenue</b>							
Regular Line Passenger Revenue	4,405	4,788	383	9%	4,556	232	5%
Special Line Passenger Revenue	7,693	8,808	1,115	14%	8,202	606	7%
Advertising & Other Revenue	2,363	2,342	(21)	-1%	2,364	(22)	-1%
<b>Total Operating Revenue</b>	<b>14,461</b>	<b>15,938</b>	<b>1,477</b>	<b>10%</b>	<b>15,122</b>	<b>816</b>	<b>5%</b>

#### Regular Line Passenger Revenue

Regular line passenger revenue is budgeted at \$4.7 million, reflecting a 5% increase over the projected 2025-26 year-end revenue. The budget assumptions include:

- Anticipated ridership growth across all counties, supported by the restoration of services in Onondaga County and increased service frequency expected in the latter part of the fiscal year.
- Revenue generated from the Great New York State Fair, based on projected attendance levels and fare collections.

#### Special Line Passenger Revenue

Revenue from subsidy agreements with community partners is budgeted at \$8.8 million, representing a 7% increase over the projected 2025-26 year-end revenue. The budget assumptions include:

- Contractual rate increases for existing agreements.
- Evolving service requirements from community partners.
- Revenue from the Great New York State Fair shuttle services, based on projected demand and historical trends.

#### Advertising & Other Revenue

Advertising and other revenues are budgeted at \$2.3 million, representing a 1% decrease compared to the projected 2025-26 year-end revenue. The budget assumptions include:

- Guaranteed minimum revenues from transit advertising agreements.
- Projected increases in parking revenues at the Regional Transportation Center, partially offset by the closure of the Route 81 parking lots.
- Modest rent increases, reflecting higher building expenses for leased commercial spaces.



## NON-OPERATING REVENUE

(\$ Thousands)

	2025-26 BUDGET	2026-27 PROPOSED BUDGET	\$ CHANGE 2025-26 BUDGET	% CHANGE 2025-26 BUDGET	2025-26 PROJECTION	\$ CHANGE 2025-26 PROJECTIONS	% CHANGE 2025-26 PROJECTIONS
<b>Non-Operating Revenue</b>							
Operating Assistance	76,676	68,218	(8,458)	-11%	69,484	(1,266)	-2%
Mortgage Tax Revenue	8,090	8,724	634	8%	9,680	(956)	-10%
Gain/Loss on Disposal of Capital	50	50	0	0%	86	(36)	-42%
Investment Revenue	500	450	(50)	-10%	938	(488)	-52%
<b>Total Non-Operating Revenue</b>	<b>85,316</b>	<b>77,442</b>	<b>(7,874)</b>	<b>-9%</b>	<b>80,188</b>	<b>(2,746)</b>	<b>-3%</b>

### Operating Assistance

The 2026-27 Operating Assistance budget is \$68.2 million, representing a 2% decrease compared to the projected 2024-25 year-end revenue. Centro relies heavily on a combination of federal, state, and local aid to support operational expenses. The budget assumptions include:

Federal assistance totaling \$7 million, including:

- \$4 million in preventive maintenance funds
- \$2 million in Oneida operating assistance funds
- \$1 million in 5311 operating assistance funds
- \$25 thousand in Temporary Assistance for Needy Families funds

State assistance totaling \$57.9 million, including:

- \$57.2 million from New York State Transit Operating Assistance (STOA)
- \$500 thousand in state matching funds for preventive maintenance
- \$250 thousand in operating assistance for on-demand services

Local assistance totaling \$3.2 million, including:

- \$3.2 million for local 18b match to STOA
- \$15 local subsidy – Oswego County

### Mortgage Recording Tax (MRT) Revenue

Mortgage Recording Tax revenue is budgeted at \$8.7 million, representing a 10% decrease compared to the projected 2025-26 year-end revenue, but an 8% increase over the fiscal year 2025-26 budget. Budget assumptions include:

- Ongoing monitoring of the residential real estate sector, as interest rates will influence MRT revenue
- Ongoing monitoring of the commercial real estate sector, as trends could further impact MRT revenue
- Consideration of real estate sector trends over the past five years

### Investment Revenue

Investment revenue is budgeted at \$540 thousand. Budget assumptions include:

- Ongoing monitoring of U.S. Treasury interest rates
- Optimizing returns by investing idle cash in U.S. Treasury securities
- Evaluate the long-term potential of investment income as a sustainable revenue stream



## EXPENSE ASSUMPTIONS

### PERSONNEL EXPENSES

(\$ Thousands)

	2025-26 BUDGET	2026-27 PROPOSED BUDGET	\$ CHANGE 2025-26 BUDGET	% CHANGE 2025-26 BUDGET	2025-26 PROJECTION	\$ CHANGE 2025-26 PROJECTIONS	% CHANGE 2025-26 PROJECTIONS
<b>Personnel Expenses</b>							
Salaries & Wages	44,079	45,486	1,407	3%	40,263	5,223	13%
Other Employee Benefits & Payroll Taxes	4,475	4,689	214	5%	4,224	465	11%
Healthcare Benefits	15,540	16,348	808	5%	14,048	2,300	16%
Workers Compensation	3,459	3,717	258	7%	3,369	348	10%
Pension Benefits	5,080	4,495	(585)	-12%	4,403	92	2%
<b>Total Personnel Expenses</b>	<b>72,633</b>	<b>74,735</b>	<b>2,102</b>	<b>3%</b>	<b>66,307</b>	<b>8,428</b>	<b>13%</b>

#### Salaries and Wages

The 2026-27 budget for salaries and wages totals \$45 million, representing a 13% increase over projected 2025-26 year-end expenses. This increase reflects a combination of factors, including organizational changes, the employee incentive program, union wage agreements, NYS State Fair services, annual Cost of Living Allowance (COLA) adjustments, and the full staffing and operation of all departments. The budget also includes salary expenses for the 79 current open positions organization wide.

#### Other Employee Benefits & Payroll Taxes

Expenses for other employee benefits and payroll taxes are largely determined by total staffing levels. The 2026-27 budget assumes full staffing across all departments. The budgeted amount of \$4.7 million represents an 11% increase over projected 2025-26 year-end expenses and is consistent with the overall salaries and wages budget.

#### Healthcare Benefits

The 2026-27 healthcare benefits budget is \$16.3 million, reflecting a 16% increase over projected 2025-26 year-end expenses. This allocation accounts for anticipated changes in healthcare plan premiums, prescription drug costs, dental coverage, stop-loss insurance, per claim costs, and assumes full staffing levels throughout the organization.

#### Workers' Compensation

Workers' compensation expenses for 2026-27 are budgeted at \$3.7 million, a 10% increase over projected 2025-26 year-end expenses. While the Authority continues to implement programs to manage claims effectively and enhance workplace safety, historical trends support this anticipated budget increase.

#### Pension Benefits

The 2026-27 budget for pension benefits is \$4.5 million, representing a 2% increase over projected 2025-26 year-end expenses. The Authority administers five retirement plans across its subsidiaries. This budget accounts for the regulatory requirements of each plan, full staffing levels, and actuarial guidance to ensure adequate funding aligned with market performance. Contributions to the defined benefit plans are made in accordance with actuarial recommendations, incorporating asset smoothing to maintain long-term stability.



## NON-PERSONNEL EXPENSES

(\$ Thousands)

	2025-26 BUDGET	2026-27 PROPOSED BUDGET	\$ CHANGE 2025-26 BUDGET	% CHANGE 2025-26 BUDGET	2025-26 PROJECTION	\$ CHANGE 2025-26 PROJECTIONS	% CHANGE 2025-26 PROJECTIONS
<b>Non-Personnel Expenses</b>							
Risk Management	4,447	5,056	609	14%	6,853	(1,797)	-26%
Purchased Transportation	6,792	6,370	(422)	-6%	6,110	260	4%
Materials & Supplies	4,972	5,200	228	5%	4,711	489	10%
Services	8,192	9,031	839	10%	7,481	1,550	21%
Fuel	2,866	2,750	(116)	-4%	2,445	305	12%
Utilities	839	1,102	263	31%	877	225	26%
Other Expenses	687	756	69	10%	526	230	44%
<b>Total Non-Personnel Expenses</b>	<b>28,795</b>	<b>30,265</b>	<b>1,470</b>	<b>5%</b>	<b>29,003</b>	<b>1,262</b>	<b>4%</b>

### Risk Management

The 2026–27 risk management budget is \$5 million, reflecting a 26% decrease compared to the projected 2025–26 year-end expenses. The prior fiscal year included substantial claim costs related to incidents from previous years that were settled during 2025–26. The 2026–27 budget anticipates a return to more typical expense trends, along with anticipated increases in liability insurance premiums consistent with industry patterns. These policies ensure comprehensive coverage for liability, property, and vehicle-related risks.

### Purchased Transportation

The 2026–27 budget for purchased transportation services is \$6.3 million, representing a 4% increase over projected 2025–26 year-end expenses. This increase is driven by the continued growth in paratransit demand, with ridership rising year-over-year. The budget also incorporates cost efficiencies realized in 2025–26 through the implementation of the VIA scheduling software. This system has streamlined trip planning and optimized vehicle deployment, reducing the need for supplemental “as-needed” runs.

### Materials & Supplies

The materials and supplies budget for 2026–27 is \$5.2 million, a 10% increase over the projected 2025–26 year-end expenses. This funding supports bus repairs, facility maintenance, operational supplies, schedule printing, and additional materials required for the New York State Fair, including tent sides, a new shed, and the purchase of a golf cart. The budget also reflects current market conditions, including supply chain variability and the potential for cost increases driven by broader economic factors.

### Services

The 2026–27 services budget is \$9 million, a 21% increase over projected 2025–26 expenses. This category includes one-time and contracted services such as legal, audit, pension, and maintenance support, as well as custodial services, security staffing, marketing for service expansion, and recruitment activities. The most significant cost increases are related to maintenance software agreements, engineering and professional services, the CNG service agreement, security enhancements, employee training, and expanded advertising and marketing efforts. These increases reflect both rising industry costs and the Authority's continued investment in operational support and system modernization.



### Fuel

Fuel expenses for 2026–27 is budgeted at \$2.75 million, representing a 12% increase over the projected 2025–26 year-end expenses. This increase reflects historical and projected fuel usage patterns, anticipated fuel price increases, and higher fuel consumption associated with the redesigned service network(s). The ongoing expiration of the federal Alternative Fuel Credit continues to impact this budget line, as the credit had previously helped offset the cost of Compressed Natural Gas (CNG) fuel.

### Utilities & Other Expenses

Utilities and other expenses are budgeted at \$1.9 million for 2026–27, a 32% increase over projected 2025–26 year-end expenses. This increase reflects anticipated utility rate adjustments for electricity, natural gas, water, and waste services, along with higher facility usage associated with expanded operations and maintenance activities. Additionally, this category includes employee training and development costs, and other operational support expenses that ensure the Authority maintains compliance with regulatory standards and continues to invest in workforce development.



## PERSONNEL PROJECTIONS

LABOR CLASSIFICATION	2025-26 PROJECTED		2026-27 BUDGET	
	FULL-TIME	PART-TIME	FULL-TIME	PART-TIME
Vehicle Operators	240	97	272	122
Vehicle Operations	65	9	66	10
Vehicle Maintenance	102	1	113	1
Facility Maintenance	20	1	24	1
General Administration	43	5	48	5
<b>Total Employees:</b>	<b>470</b>	<b>113</b>	<b>523</b>	<b>139</b>

\*The 2026-27 budget assumes that all positions will be fully staffed throughout the entire year.

All of the employees listed are funded through the operating budgets of the Authority and its subsidiary operating companies. This means that wages are supported by a mix of fees collected for mass transit services, miscellaneous income, federal, state, and local transit operating assistance, along with Authority funds. The totals above encompass all employees of the Authority and each of its subsidiary public benefit corporations.

## OPERATING BUDGET PROJECTIONS

Sound fiscal management and compliance with public authority regulations require the development of a multi-year budget forecast. These projections are essential for keeping the Board of Members, customers, and federal and state stakeholders informed about potential challenges and opportunities that may affect the Authority's ability to achieve its mission and long-term goals. The forecast is updated regularly to reflect changes in economic conditions, the addition of new service areas such as Cortland County, and fluctuations in funding levels from key government subsidies.

The integration of Cortland County into the Authority's transit network presents both opportunities and financial considerations. The expanded service is expected to generate increased ridership, influencing both revenue and operating costs. The budget forecast incorporates these factors, including the additional service requirements, potential revenue growth, and the operational adjustments necessary to support the new service area.

It is important to recognize the uncertainties inherent in any multi-year projection. The forecast reflects expected expense growth, anticipated ridership trends, historical revenue patterns, and informed assumptions about broader economic conditions. Based on these factors, the Authority anticipates that any future budget gaps will be addressed through a combination of strategies, including pursuing new community partnerships and ridership contracts, controlling costs, ongoing federal and state transit advocacy, and when absolutely necessary, converting eligible capital funds into preventive maintenance operating assistance and using reserves.

These efforts are paired with the expectation that state operating assistance will continue to grow. Increased funding will help offset revenue shortfalls previously supported by emergency relief funds, reinforcing the Authority's financial sustainability as Centro continues to look to the future and remain a driving force in the communities it serves.

## SUMMARY MULTI-YEAR OPERATING BUDGET PROJECTIONS

(\$ Thousands)

	2026-27 PROPOSED BUDGET	2027-28 BUDGET PROJECTIONS	2028-29 BUDGET PROJECTIONS	2029-30 BUDGET PROJECTIONS
<b>Revenues</b>				
Unsubsidized Generated Revenue	\$ 15,938	\$ 16,519	\$ 17,135	\$ 17,776
Governmental Subsidized Revenue	68,218	68,329	68,443	68,558
Mortgage Tax and Other Revenue	8,774	8,774	8,774	8,774
Investment Revenue	450	390	390	390
<b>Total Revenues</b>	<b>93,380</b>	<b>94,012</b>	<b>94,742</b>	<b>95,498</b>
<b>Expenses</b>				
Personnel	74,735	77,815	81,030	84,387
Non-Personnel	30,265	31,840	33,512	35,289
<b>Total Expenses</b>	<b>105,000</b>	<b>109,655</b>	<b>114,543</b>	<b>119,676</b>
<b>Operating Income (Loss)</b>	<b>\$ (11,620)</b>	<b>\$ (15,643)</b>	<b>\$ (19,801)</b>	<b>\$ (24,178)</b>



## MULTI-YEAR OPERATING BUDGET PROJECTIONS

(\$ Thousands)	2026-27 PROPOSED BUDGET	2027-28 BUDGET PROJECTIONS	2028-29 BUDGET PROJECTIONS	2029-30 BUDGET PROJECTIONS
<b>Operating Revenue</b>				
Regular Line Passenger Revenue	\$ 4,788.0	\$ 4,867.0	\$ 4,974.0	\$ 5,084.0
Special Line Passenger Revenue	8,808	9,324	9,776	10,250
Advertising & Other Revenue	2,342	2,328	2,385	2,442
<b>Total Operating Revenue</b>	<b>15,938</b>	<b>16,519</b>	<b>17,135</b>	<b>17,776</b>
<b>Operating Expenses</b>				
Salaries & Wages	45,486	47,078	48,726	50,431
Other Employee Benefits & Payroll Taxes	4,689	4,853	5,023	5,199
Healthcare Benefits	16,348	17,329	18,369	19,471
Workers Compensation	3,717	3,903	4,098	4,303
Pension Benefits	4,495	4,652	4,815	4,984
Risk Management	5,056	5,562	6,118	6,730
Purchased Transportation	6,370	6,689	7,023	7,374
Materials & Supplies	5,200	5,382	5,570	5,765
Services	9,031	9,392	9,768	10,159
Fuel	2,750	2,888	3,032	3,183
Utilities	1,102	1,157	1,215	1,276
Other Expenses	756	771	787	802
<b>Total Operating Expenses</b>	<b>105,000</b>	<b>109,655</b>	<b>114,543</b>	<b>119,676</b>
<b>Non-Operating Revenue</b>				
Operating Assistance	68,218	68,329	68,443	68,558
Mortgage Tax Revenue	8,724	8,724	8,724	8,724
Gain/Loss on Disposal of Capital	50	50	50	50
Investment Revenue	450	390	390	390
<b>Total Non-Operating Revenue</b>	<b>77,442</b>	<b>77,493</b>	<b>77,607</b>	<b>77,722</b>
<b>Operating Income (Loss)</b>	<b>\$ (11,620)</b>	<b>\$ (15,643)</b>	<b>\$ (19,801)</b>	<b>\$ (24,178)</b>



## FUNDING PROFILE – CAPITAL

The Authority maximizes capital grant opportunities from both federal and state sources, primarily through the Federal Transit Administration (FTA) and the New York State Department of Transportation (NYSDOT). The current capital programs available to the Authority are as follows:

### FEDERAL PROGRAMS

#### **Section 5307 – Urbanized Area Formula Funding Program**

Provides federal funding for transit capital, operating assistance, and transportation-related planning in urbanized areas. The Governor or the Governor's designee serves as the designated recipient for areas with a population between 50,000 and 200,000.

#### **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

A flexible funding program that supports transit-related projects aimed at reducing traffic congestion and improving air quality. Eligible activities include transit system expansion, ridership-enhancing improvements, travel demand management strategies, shared ride services, pedestrian and bicycle facilities, and promotional activities encouraging bicycle commuting.

#### **Section 5339 – Grant for Buses and Bus Facilities Program**

Provides federal funding to states and designated recipients for the replacement, rehabilitation, and purchase of buses and related equipment, as well as the construction of bus-related facilities. Funds may also be used for technological innovations, including modifications for low- or no-emission vehicles and facilities.

#### **Section 5311 – Formula Funding from Rural Area Program**

Provides capital funds to states to support public transportation in rural areas with populations of less than 50,000. The Authority receives these funds, administered by NYSDOT, for Centro of Oswego, Centro of Cayuga, Centro of Cortland (anticipated), and CNY Centro's Tully service.

### STATE PROGRAMS

#### **Accelerated Transit Capital (ATC) Program**

Provides state funding to upstate public transportation sponsors for capital projects with a minimum service life of at least ten years. Eligible projects include vehicle rehabilitation and replacement, fleet enhancements, modern technology deployment, passenger amenities, and maintenance facilities.

#### **Modernization and Enhancement Program (MEP)**

Supports capital projects with a minimum service life of at least ten years. Eligible activities include vehicle rehabilitation and replacement, fleet enhancements, deployment of new technologies, passenger amenities, and maintenance facilities, consistent with FTA guidelines.

\*State Grant Programs fund 100% of the project costs.



## CAPITAL IMPROVEMENT PLAN

The Authority's Capital Improvement Plan outlines the investments required to maintain, modernize, and enhance its infrastructure and operations. Key priorities include facility, equipment, and system upgrades, land acquisition, shelter purchases, and vehicle replacements. This strategic approach supports the Authority and its subsidiaries in strengthening financial stability, enhancing service quality, improving the customers' experience, and increasing ridership. At the same time, it ensures that infrastructure and technology are modernized in alignment with current standards and evolving community needs.

The 2026–27 Capital Improvement Plan includes \$17.2 million in funded capital improvements and an additional \$3.5 million in unfunded projects. As with prior years, the Capital Improvement Plan is developed within the financial constraints of available funding sources. Management evaluates federal and state capital funding closely when prioritizing projects, and in limited instances, capital improvements may be supported entirely through local resources. Planned asset replacements allow management to forecast capital funding needs while supporting stability in operating costs. This proactive planning approach enhances service reliability, improves energy efficiency, and prioritizes the safety of both customers and employees. By following a structured replacement schedule, the Authority can maintain and strengthen day-to-day operations while meeting long-term efficiency and safety goals.

The following are the key highlights of the funded capital projects scheduled for completion during the 2026–27 fiscal year. These improvements will be financed through a combination of federal, state, and local funds:

- Facility Upgrades – Completion of the CNG facility rehabilitation, trench drain improvements, NFPA compliance upgrades, and door replacements
- Land Acquisition – Centro of Oneida facility consolidation
- Equipment and Systems Upgrades – Lifts, bus equipment, fareboxes & vault, and LED traffic lights
- Vehicles – 11 paratransit style vehicles, plow truck, service vehicles for Corland and Utica
- Transit Enhancement Projects – Bus Rapid Transit (BRT) development and installation of real-time solar-powered signage

Several capital projects requested for the 2026–27 fiscal year remain unfunded. These projects are important to ensure long-term reliability, safety, and efficiency of the Authority's operations. Management will continue to evaluate opportunities to support these initiatives through project-based capital surpluses, adjustments to project prioritization, and the identification of new capital funding sources. As part of this process, the Authority will also assess potential partnerships and grant opportunities to strengthen funding capacity and align capital needs with available resources. These unfunded projects include:

- Building – Fire alarm device upgrades, flooring replacement, and exterior sign replacements
- Land Improvements – Concrete repairs and pavement sealing
- Office Equipment – Software acquisitions, tablets, and other office equipment



## 2026-27 FUNDED CAPITAL BUDGET

(\$ Thousands)

	2026-27 PROPOSED CAPITAL BUDGET	FEDERAL	STATE	LOCAL
<b>Onondaga Capital Improvements</b>				
Building - Facility Upgrades	\$ 6,715	\$ 3,749	\$ 2,221	\$ 745
Equipment	48	1	46	1
Transit System Enhancement	1,025	820	103	103
Paratransit Vehicles	1,540	-	1,540	-
Office Equipment	506	405	51	51
Service Vehicles	286	148	119	19
Systems	200	160	20	20
<b>Total Onondaga Capital Improvements</b>	<b>10,320</b>	<b>5,283</b>	<b>4,100</b>	<b>939</b>
<b>Oneida Capital Improvements</b>				
Land Acquisition	5,000	4,000	500	500
Building	400	320	40	40
Equipment	30	24	3	3
Support Vehicles	195	156	20	20
<b>Total Oneida Capital Improvements</b>	<b>5,625</b>	<b>4,500</b>	<b>563</b>	<b>563</b>
<b>Cortland Capital Improvements</b>				
Equipment	389	311	39	39
Service & Support Vehicles	275	220	28	28
Shelters	100	80	10	10
Systems	500	163	316	20
<b>Total Oneida Capital Improvements</b>	<b>1,264</b>	<b>774</b>	<b>393</b>	<b>97</b>
<b>Total Capital Improvements</b>	<b>\$ 17,209</b>	<b>\$ 10,557</b>	<b>\$ 5,056</b>	<b>\$ 1,599</b>

## 2026-27 UNFUNDED CAPITAL BUDGET

(\$ Thousands)

	2026-27 UNFUNDED CAPITAL BUDGET
<b>Onondaga Unfunded Capital Improvements</b>	
Building	\$ 230
Land Improvements	271
Office Equipment	2,718
<b>Total Onondaga Unfunded Capital Improvements</b>	<b>3,219</b>
<b>Cortland Unfunded Capital Improvements</b>	
Equipment	250
<b>Total Oneida Unfunded Capital Improvements</b>	<b>250</b>
<b>Total Unfunded Capital Improvements</b>	<b>\$ 3,469</b>



## MULTI-YEAR CAPITAL FUNDING PROJECTIONS

(\$ Thousands)

	2026-27 PROJECTIONS	2027-28 PROJECTIONS	2028-29 PROJECTIONS	2029-30 PROJECTIONS	2030-31 PROJECTIONS
<b>Onondaga County Projects</b>					
Building - Facility Upgrades	\$ 6,715	\$ 225	\$ -	\$ 200	\$ -
Equipment	48	-	30	-	-
Bus Transit Way Lines/Busway	1,025	10,055	15,055	-	-
Rolling Stock - Bus Transit Way Lines/Busway	-	9,075	-	-	-
Paratransit Vehicles	1,540	-	1,875	1,298	1,586
Office Equipment	506	325	325	325	325
Service Vehicles	286	575	-	-	-
Systems	200	-	-	-	-
Rolling-Stock - Fixed Route Buses	-	-	12,493	23,402	6,818
<b>Total Onondaga County Projects</b>	<b>10,320</b>	<b>20,255</b>	<b>29,778</b>	<b>25,225</b>	<b>8,729</b>
<b>Oneida County Projects</b>					
Land Acquisition *	5,000	-	-	-	-
Construction	-	-	21,444	33,556	-
Support Vehicles	660	-	-	475	-
Building	-	-	-	-	-
Rolling-Stock - Fixed Route Buses	-	-	-	-	-
<b>Total Oneida County Projects</b>	<b>5,660</b>	<b>-</b>	<b>21,444</b>	<b>34,031</b>	<b>-</b>
<b>Total County Projects</b>	<b>\$ 15,980</b>	<b>\$ 20,255</b>	<b>\$ 51,222</b>	<b>\$ 59,256</b>	<b>\$ 8,729</b>

\* FY 2028-29 - \$19.4 million is currently funded through a competitive Zero-Emission Transit Transition Program (ZETT) grant

\* FY 2029-30 - \$33.5 million is currently unfunded

The Authority has planned several significant future capital projects supported by projected capital grant funding available through the federal Infrastructure Investment and Jobs Act (IIJA) and anticipated future reauthorization bills. Key initiatives include:

- Construction of a consolidated Centro of Oneida facility
- Bus Rapid Transit (BRT) Service Expansion:
  - James St. to South Ave. to Onondaga Community College corridor
  - Syracuse University to the Regional Transportation Center corridor
  - Bus Procurement to support the new service
- Facility Upgrades
- Fixed-Route buses, paratransit buses, support and service vehicle procurements

