

**THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY**  
**(and its Subsidiaries)**  
**200 CORTLAND AVENUE, SYRACUSE, NEW YORK**  
**MINUTES OF THE OCTOBER 25, 2024, BOARD MEETING**

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**MEMBERS PRESENT:** NICHOLAS LAINO, Chair  
DARLENE LATTIMORE, Secretary  
NEIL BURKE  
MONTY FLYNN  
JOSEPH HARDICK  
JULIUS LAWRENCE  
LOUELLA WILLIAMS  
FRANK SAYA, Non-Voting Member

**MEMBERS ABSENT:** ANTHONY DAVIS, Vice Chair  
TINA FITZGERALD, Treasurer  
ROBERT CUCULICH

**STAFF PRESENT:** CHRISTOPHER TUFF, Deputy 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 Technologies  
MELISSA BRIM, Associate VP of Finance  
CAITLIN MACCOLLUM, Senior Director of Procurement  
CHRIS KING, Manager of Procurement  
BREN DAISS, Senior Director of Special Projects and Planning  
SUZANNA LEVESQUE, Director of Internal Control  
EJ MOSES, Director of Facilities  
DEREK SHERMAN, Director of Accounting  
PAULA CUTRONE, Senior Manager of Transit Data and Equity  
JASON SMITH, Senior Procurement Analyst  
DAVID CARACCIO, Project Manager Facilities  
JOSH GARDNER, Spec. Transport Manager & Systems Analyst  
PAULA CUTRONE, Senior Manager of Transit Data and Equity  
DAVID CARACCIO, Project Manager Facilities  
JENNIFER GASHI, Manager of Revenue Operations  
CASEY BROWN, Graphic Designer/Media Specialist  
JIMMY HESTER, Bus Operator Syracuse  
JEANNINE JOHNSON, Executive Assistant

**PUBLIC PRESENT:** BRAD HUNT, Legal Counsel  
JEANNE BARANCOVICH (RETIREE)  
CINDY LAINO

CALL TO ORDER At 10:05 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

RECOGNITION OF JEANNE BARANCOVICH – 25 YEARS OF SERVICE ON HER RETIREMENT

Jeanne Barankovich began her career with Centro on June 28, 1999, when she joined Centro's finance department in a full-time accounts payable/accounting system support role.

Since joining the Cento Team, Jeanne also held the position of staff accountant, until she took on her most recent role as Manager of Revenue Operations, a position she assumed in May 2016. In her latest position, Jeanne was responsible for: managing and training revenue collection staff, managing the sales process for Centro's on-line store, transit HUB, RTC Parking and credit card transactions; including transaction processing and reconciliations. Also, utilizing the GFI software application for research and analytics of revenues and equipment performance, managing the I-81 Parking lots and Centro Park-N-Ride monthly parking, and coordinating and monitoring NYS Fair ticket sales and revenue collection for NYS Fair.

Throughout her career with Centro, Jeanne continuously proved herself to be a valuable member of Centro's finance team. She was often referred to by management and her peers as hard-working, reliable, professional, and personable.

On October 1, 2024, following a 25-year career with Centro, Jeanne said farewell to her coworkers to embark on a new journey – retirement!

Jeanne, we want to express our gratitude for the dedication and hard work you've displayed during your tenure. Thank you! And to say we are proud to have had you as a member of our team for the past 25 years is an understatement. Congratulations on your retirement!

UPCOMING MEETINGS

- Chairman Laino announced the following meetings for November 22, 2024:
  - Audit and Finance Committee – 9:00 AM
  - Board Meeting – 9:30 AM

APPROVAL OF THE SEPTEMBER 27, 2024, BOARD MEETING MINUTES - MOTION NO. 2737

Motion – Julius Lawrence

Seconded – Neil Burke

Carried Unanimously

DEPUTY CHIEF EXECUTIVE OFFICER'S REPORT – Mr. Tuff

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

FALLEN HERO

At the end of September, Central New York suffered the loss of another officer, Deputy Cailee Campbell of Oswego County. During these difficult times Centro has stepped up support these heroes, their families, friends and coworkers. I am extremely proud of our staff for coming together to provide this support. I just want to thank everyone here in Syracuse for their hard work to make this happen both Union and non-union.

NYPTA

At the conference, I had the honor of inducting former Centro Executive Director Joe Calabrese into the NYPTA Hall of Fame. He was inducted along with former RTS CEO Bill Carpenter.

REACHING PRODUCTIVITY MILESTONES (RPM)

This past week the team and I traveled to the outside properties to celebrate the employees for years of service to the community and to announce our quarterly operator, maintenance, and administrative employee of the quarter.

Operator of the Quarter – Bogdan Pecheny– Syracuse – 16-year employee

Maintenance employee of the Quarter – Diana Poli – Syracuse – 16-year employee

Administrative employee of the Quarter – Jim Anderson – Syracuse – 17-year employee

The program continues to grow and looking forward to future years.

OPERATION/TRANSPORTATION REPORT – Mr. Azria

Operations has been very busy over the past month with many events ranging from the World Lacrosse Championships in Utica and Syracuse University Football to the new Oneida rural service. The entire operations team has done a great job managing these events along with the regular daily services.

Last month, the board approved a new uniform contract that will go into effect on 11/1/24. This is a major undertaking with implications for hundreds of employees in the organization and we're working hard to ensure a smooth transition to the new vendor over the coming weeks.

Contract negotiations have started with the United Public Service Employees Union (UPSEU) and are going well. Their current contract expires on 3/31/24.

The recent PTLI (Public Transit Leadership Institute) has just completed with several members of Centro operations graduating from the program.

The APTA Transform Conference occurred in the month of October and members from Centro took part in several committees and councils.

The Centro board and acting CEO Christopher Tuff were thanked by the Operations department for supporting professional development and educational opportunities and called on Mr. Gardner to present the Call-A-Bus Quarterly Report.

### CALL-A-BUS QUARTERLY REPORT

Mr. Gardner presented the Call-A-Bus quarterly report. September 30th marked the end of the 2nd quarter for FY '24-25 for specialized transportation statistics. Ridership is up about 9% over prior year. Mr. Gardner added that applications and ridership continue to grow month over month.

### HUMAN RESOURCES REPORT – Ms. Musengo

Ms. Musengo reported attending the NYPTA conference this month where she participated on a panel for recruiting and retention. Transit agencies are still struggling to recruit and retain operators. There were discussions on the various strategies that are being used to assist in retaining new operators. This session was very educational and enlightening.

The new operator training class started this month. We currently have 13 operators for Syracuse, 2 operators for Cayuga, 3 operators for Oswego and 2 operators for Oneida, 20 total operators. The training is moving along, and we are discussing recruiting options for the next class.

Lastly, we will be having Ethics training for the board of members in November after the board meeting.

### INFORMATION TECHNOLOGIES REPORT – Mr. Fong

#### UPDATES

We have several equipment upgrades in the works: Our main camera system in Syracuse that manages this location and all the outer properties; our backup appliance here in Syracuse and the one in Utica; and the two firewalls that support our Clever Devices environment.

We're working with the marketing department on a possible replacement for their color printer. What they currently have isn't built for the kind of products they need to generate so we're looking at a production level printer.

The marketing department has also requested assistance in setting up their own helpdesk solution, so we're working with them on that initiative as well.

It was mentioned a few months ago our website was being redesigned, well the design is complete and it's currently going through internal content review. We hope to have it online within a month.

#### CYBERSECURITY

Last month it was mentioned that we're looking for an enterprise level password manager. We've decided on a solution and we're currently working through the procurement process. Once implemented we'll have another update for you.

Lastly, we continue to look for solutions to help with our segmentation issues. We'll have updates as this progresses.

## FLEET AND FACILITIES REPORT – Mr. Hoff

### PROJECTS

Mr. Hoff provided status on Bathroom renovations – Second floor admin. estimated completion in December. Maintenance restrooms demolition commencing middle of December. First floor admin demolition commencing middle of January.

Maintenance offices are almost complete with an estimated completion by the middle of December.

### BUS BUILD UPDATE

Mr. Hoff discussed progress on the bus build. Eighteen of the nineteen Diesel Buses arrived. Eight of the CNG buses arrived. Mr. Hoff elaborated on issues causing the delay and the solutions to those issues.

Gillig Visit – Mr. Hoff reported the trip to Gillig Bus. Mr. Tuff, Ms. Brim, Ms. MacCollum and Mr. Hoff visited Gillig to witness how buses are built. The plant is located in Livermore CA, in a 600k sq. ft. building. Gillig builds buses for agencies around the country. The plant builds buses around production lines. Each line has a little over one hour to complete specific tasks. Task examples: engine & transmission, windows, flooring and seating, etc. Mr. Hoff also mentioned there are two Centro techs on site to ensure buses are built to specifications and Gillig sends out post-delivery techs to fix issues when buses arrive in Syracuse.

## BUSINESS DEVELOPMENT AND CORPORATE COMMUNICATIONS REPORT – Ms. Daiss

Ms. Daiss gave the ridership report for September which showed an overall increase at all properties by 5.9%. She discussed the Oneida County Rural Service with the Board which is doing well and becoming more popular in the few weeks that it's been running.

Ms. Daiss then reviewed the Mattydale/ Airport SY84 Equity Analysis with the Board. After changing the route last year to include the airport, Centro held a Public Hearing in the Mattydale neighborhood. The route was then reviewed and reamended to include both the Florida, Mauldin, Malloy loop and the airport. Ms. Daiss requested a motion to approve a Resolution to Authorize Service Modifications in CNY Centro by the Board.

### RESOLUTION TO AUTHORIZE SERVICE MODIFICATIONS IN CNY CENTRO – RESOLUTION NO. 2633

Ms. Daiss presented to the Board a Resolution to authorize Service Modifications in CNY Centro  
A copy of the Resolution is attached to these Minutes.

A Resolution to authorize Service Modifications in CNY Centro, as recommended by the Audit and Finance Committee was raised.

Motion – Monty Flynn  
Seconded – Louella Williams  
Carried Unanimously

Ms. Daiss then gave a planning update. In BRT planning, Centro Staff is working with the City of Syracuse on a Thriving Communities Revitalization grant which is focused on Transit Oriented Development (TOD) around the BRT lines. In addition, staff is in the process of holding Driver Days with drivers at all properties which helps the Service Development team understand what is working and what needs to be done from a driver perspective. Syracuse Driver Days were held this week and staff will visit Auburn, Oswego, Rome, and Utica in the next two weeks.

### AUDIT AND FINANCE COMMITTEE REPORT

#### 2024-25 SECOND QUARTER FINANCIAL STATEMENTS – MOTION NO. 2738

Ms. Brim presented a Motion to approve the 2024-25 Second Quarter Financial Statements. A copy of which is attached to these minutes.

A Motion to approve the 2024-25 Second Quarter Financial Statements as recommended by the Audit and Finance Committee was raised.

Motion – Darlene Lattimore  
 Seconded – Julius Lawrence  
 Carried Unanimously

#### BACKUP GENERATOR PURCHASE – RESOLUTION NO. 2629

Mr. King, Procurement Manager, presented a Resolution to approve a contract award for Backup Generator Purchase to MEID LLC in the amount of \$188,000 to furnish and install a backup generator. MEID LLC has provided like kind services in the past with positive results. A copy of the Resolution is attached to these Minutes.

A Motion to approve the contract award to MEID LLC as recommended by the Audit and Finance Committee was raised.

Motion – Louella Williams  
 Seconded – Darlene Lattimore  
 Carried Unanimously

#### EMAIL SECURITY SOLUTIONS – RESOLUTION NO. 2630

Mr. Smith, Senior Procurement Analyst, presented a Resolution to approve a contract award for Email Security Solutions to vPrime Tech Inc. for a 3-year term, commencing November 1, 2024. A copy of the Resolution is attached to these Minutes.

A Motion to approve the contract award to vPrime Inc. as recommended by the Audit and Finance Committee was raised.

Motion – Monty Flynn  
 Seconded – Julius Lawrence  
 Carried Unanimously

RTC DOORS INSTALLATION – RESOLUTION NO. 2631

Ms. MacCollum, Senior Director of Procurement, presented a Resolution to approve a contract award for RTC Doors Installation 2024 to ASSA ABLOY Entrance Systems, Inc. in the amount of \$149,000. A copy of the Resolution is attached to these Minutes.

A Motion to approve the contract award to ASSA ABLOY Entrance Systems, Inc as recommended by the Audit and Finance Committee was raised.

Motion – Darlene Lattimore

Seconded – Neil Burke

Carried Unanimously

HYDROGEN FUEL CELL BUS PURCHASE – RESOLUTION NO. 2632

Ms. MacCollum, Senior Director of Procurement, presented a Resolution to approve a contract award for Hydrogen Fuel Cell Bus Purchase Gillig Corporation to purchase (5) hydrogen fuel cell buses to evaluate the technology while developing plans for a zero-emission bus fleet. A copy of the Resolution is attached to these Minutes.

A Motion to approve the contract award to Gillig Corporation as recommended by the Audit and Finance Committee was raised.

Motion – Julius Lawrence

Seconded – Louella Williams

Carried Unanimously

PENSION COMMITTEE REPORT

Mr. Joseph Hardick, Chairman of the Authority's Pension Committee, announced that the Pension Committee met earlier this morning, Tim Tindall and Jim Gould from Alesco Advisors LLC presented the quarterly report regarding the investment of assets in the pension plans of the Authority (salaried and non-salaried) and for Centro of Oneida, Inc. (Utica and Rome). After a detailed and lengthy discussion, it was agreed that no action is recommended regarding the respective pension plans at this time.

OLD BUSINESS

Mr. Laino requested communication from the Board to Joe Calabrese congratulating for his Award NYPTA Hall of Fame.

FUTURE BUSINESS

Mr. Joseph Hardick, current Board Member, recently retired from his partnership at work and is looking to retire to a warmer climate. Mr. Hardick announced he will retire from the board effective January 1, 2025. His first year joining the Board was 2014 and December 2024 will be his last meeting.

EXECUTIVE SESSION – MOTION NO. 2739

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

Motion – Neil Burke  
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.

  
Chairman

ATTEST:

  
Secretary





TO: CNYRTA Board of Members  
FROM: Christopher Tuff, Deputy Chief Executive Officer  
RE: Monthly Summary Report – October 2024  
DATE: October 17, 2024

#### **COVID-19 Emergency**

1. C.A.R.E.S. Act – has been fully expended.
    - Total draw to date - \$ 32,666,902
  2. CRRSSA Funds – has been fully expended.
    - Total draw to date \$16,234,568
  3. ARP Funds
    - Fiscal Year 2023 \$15,095,747
    - Fiscal Year 2024 \$10,620,998
    - Q1 FY 2025 \$ 2,051,679
    - July 2024 \$ 1,067,588
    - August 2024 \$ 559,141
    - September 2024 \$ 984,782
- \$30,379,935 (of \$38.5 Mil)

#### **American Public Transit Association (APTA) Conference**

On September 28<sup>th</sup> Geoff, Rahmin, Melissa, Caitlin and I attended the APTA conference in Anaheim, CA. The week was full of various learning sessions and keynote speakers. We also took time to walk the vendor floor to meet with current vendors and explore new products that are coming into the market.

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

Jackie, Steve and I attended the annual NYPTA Conference held in Buffalo, October 15<sup>th</sup> Through October 17<sup>th</sup>. Also in attendance were Rahmin Azria, Bruce Fong, Bren Daiss, Amanda Wilson, Mike Rice, Josh Kidder, and Mike Robinson who completed their participation in the Public Transit Leadership Institute (PTLI) course offered through NYPTA. This is a yearlong course culminating with a presentation at the conference. Kicking off at the conference was the 2024-2025 PTLI course which includes Tara Spraker, Bob Boni, James Effinger and Kayla Garcia. All participants did an outstanding job and represented Centro well.

#### **Various Meetings**

Continued meetings to discuss the following items and move these projects forward. The topics include but not limited to: Capital Planning, Recruiting, RPM Program, NYPTA Membership, SMTCC, Arcadis (Transportation Consultants), Oneida County Rural Transit, Micron, Genfare (farebox upgrades), and Cortland County.

# Audit and Finance Committee Agenda

Presented by Melissa Brim, Vice President of Finance  
October 25, 2025

## Board Actions Motions and Resolutions

### MOTIONS

2024-25 Second Quarter Financial Statements

### RESOLUTIONS:

Backup Generator Purchase – C. King  
Email Security Solution – J. Smith  
RTC Doors Installation – C. MacCollum  
Hydrogen Fuel Cell Bus Purchase – C. MacCollum

### SUPPLEMENTAL INFORMATION:

Investment Report  
Mortgage Recording Tax (MRT) Statement  
Statement of Cash Flow  
Procurement Summary  
Capital Program Summary

### ITEMS REQUIRING FUTURE BOARD ACTION:

October 31, 2024, Statement of Revenues & Expenditures  
2025-26 Proposed Budget and Financial Plan



## STATEMENT OF NET POSITION

Central New York Regional Transportation Authority  
Statement of Net Position  
As of 09/30/2024  
(In Whole Numbers)

	Current Year	Prior Year	Current Year Change	Current Year % Change
<b>Current Assets</b>				
Cash & Cash Equivalents	20,612,700	17,789,417	2,823,284	15.9%
Cash & Cash Equivalents - Designated	18,462,394	15,824,755	2,637,639	16.7%
Trade Accounts Receivable	955,446	932,309	23,137	2.5%
Mortgage Tax Receivable	653,663	643,528	10,135	1.6%
Operating Assistance Receivable	596,903	33,893	563,010	1661.1%
Grants Receivable	6,512,206	6,969,160	(456,953)	-6.6%
Lease Receivable	239,446	2,832,108	(2,592,662)	-91.5%
Materials & Supplies	4,036,931	4,066,978	(30,048)	-0.7%
Prepaid Expenses & Other Current Assets	6,492,056	5,815,062	676,994	11.6%
<b>Total Current Assets</b>	<b>58,561,745</b>	<b>54,907,210</b>	<b>3,654,534</b>	<b>6.7%</b>
<b>Non-Current Assets</b>				
Capital Assets - Net of Accumulated Depreciation	80,924,617	83,015,623	(2,091,006)	-2.5%
Net Pension Asset	3,505,148	817,360	2,687,788	328.8%
<b>Total Non-Current Assets</b>	<b>84,429,765</b>	<b>83,832,983</b>	<b>596,781</b>	<b>0.7%</b>
Deferred Outflows of Resources	8,099,570	40,817,107	(32,717,537)	-80.2%
<b>Total Deferred Outflows of Resources</b>	<b>8,099,570</b>	<b>40,817,107</b>	<b>(32,717,537)</b>	<b>-80.2%</b>
<b>Total Assets</b>	<b>151,091,079</b>	<b>179,557,301</b>	<b>(28,466,221)</b>	<b>-15.9%</b>
<b>Current Liabilities</b>				
Accounts Payable and Accrued Expenses	2,034,909	1,800,624	234,284	13.0%
Accrued Salaried, Liabilities and Benefits	3,104,281	2,282,645	821,636	36.0%
Estimated Claims Payable	847,863	1,723,835	(875,972)	-50.8%
<b>Total Current Liabilities</b>	<b>5,987,053</b>	<b>5,807,105</b>	<b>179,948</b>	<b>3.1%</b>
<b>Non-Current Liabilities</b>				
Other Postemployment Benefits	240,492,251	239,889,049	603,202	0.3%
Net Pension Liability	13,740,965	18,825,695	(5,084,730)	-27.0%
Estimated Claims Payable	2,801,915	3,242,743	(440,829)	-13.6%
<b>Total Non-Current Liabilities</b>	<b>257,035,130</b>	<b>261,957,487</b>	<b>(4,922,356)</b>	<b>-1.9%</b>
Deferred Inflows of Resources	101,868,990	134,689,893	(32,820,903)	-24.4%
<b>Total Deferred Inflows of Resources</b>	<b>101,868,990</b>	<b>134,689,893</b>	<b>(32,820,903)</b>	<b>-24.4%</b>
<b>Total Liabilities</b>	<b>364,891,174</b>	<b>402,454,485</b>	<b>(37,563,311)</b>	<b>-9.3%</b>
<b>Net assets - Unrestricted</b>				
Unrestricted - Beginning Balance	(297,193,470)	(309,687,181)	12,493,711	-4.0%
Change in Unrestricted	2,306,709	3,602,082	(1,295,372)	-36.0%
<b>Total Net Assets - Unrestricted</b>	<b>(294,886,761)</b>	<b>(306,085,099)</b>	<b>11,198,339</b>	<b>-3.7%</b>
<b>Net Assets - Invested in Capital Assets</b>				
Invested in Capital Assets - Beginning Balance	81,206,183	85,233,667	(4,027,484)	-5%
Change in Investment in Capital Assets	(119,516)	(2,045,751)	1,926,235	-94%
<b>Total Net Assets - Invested in Capital Assets</b>	<b>81,086,666</b>	<b>83,187,915</b>	<b>(2,101,249)</b>	<b>-3%</b>
<b>Total Liabilities, Deferred Inflows and Net Position</b>	<b>151,091,079</b>	<b>179,557,301</b>	<b>(28,466,221)</b>	<b>-16%</b>



## STATEMENT OF NET POSITION

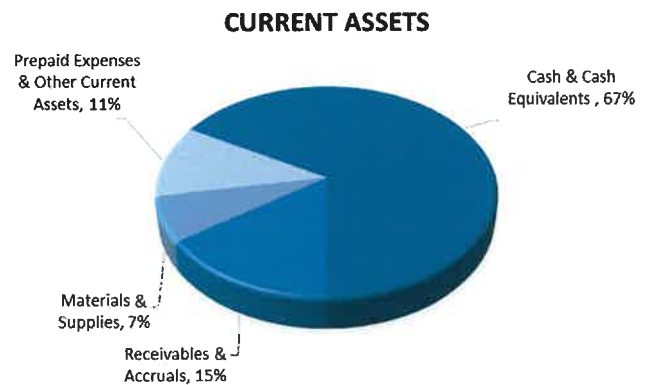
As of September 30, 2024, the quick ratio is 9.78, a slight improvement compared to the 9.46 reported in September 2023. This indicates that CNYRTA has approximately \$9.78 in current assets for every \$1 in current liabilities.

**Current Assets** total \$58.6 million, reflecting a \$3.7 million, or a 6.7% increase compared to September 2023.

	Current Year	Prior Year	Current Year Change	Current Year % Change
<b>Current Assets</b>				
Cash, Cash Equivalents & Investments	39,075,094	33,614,172	5,460,922	16.2%
Receivables & Accrued Receivables	8,957,664	11,410,998	(2,453,334)	-21.5%
Materials & Supplies	4,036,931	4,066,978	(30,047)	-0.7%
Prepaid Expenses & Other Current Assets	6,492,056	5,815,062	676,994	11.6%
<b>Total Current Assets</b>	<b>58,561,745</b>	<b>54,907,210</b>	<b>3,654,535</b>	<b>6.7%</b>

**Cash, Cash Equivalents & Investments** total \$39 million, an increase of \$5.4 million compared to September 2023. The positive cash flow during fiscal year 2024 allowed CNYRTA to allocate \$1.7 million in surplus funds toward paratransit services in March 2024. This favorable increase is also attributed to the receipt of payment of previously outstanding receivables, and earnings from investment interest. The Authority has prioritized maximizing returns on idle cash by investing in U.S. Treasury bills.

**Receivables & Accrued Receivables** total \$9 million, reflecting a decrease of \$2.5 million compared to September 2024.



**Trade and Mortgage Tax Receivables** balances are consistent with those reported in September 2024. Approximately 98% of the receivable balances are within 30 days of their due date.

**Operating Assistance Receivables** total \$596 thousand, reflecting an increase of \$563 thousand compared to September 2024. This increase is due to New York State's disbursement of COVID relief funds through the APR and CRRSA programs for Cayuga, Oswego, and Rural Onondaga Counties.

**Grant Receivables** total \$6.5 million, reflecting a \$456 thousand decrease compared to September 2024. CNYRTA received \$1.5 million in federal reimbursements subsequent to close. In addition, \$2.2 million has been submitted and is pending New York State Reimbursement.

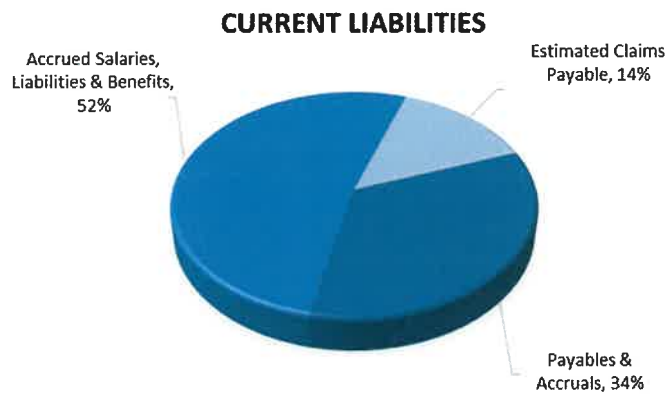
**Materials & Supplies** total \$4 million, reflecting a slight decrease of \$30 thousand compared to September 2024.

**Prepays Expenses and Other Current Assets** total \$6.5 million, reflecting an increase of \$677 thousand compared to September 2024. This balance includes Workers' Compensation Cash Collateral of \$4.1 million, reflecting a \$475 thousand increase since September 2023. The remaining increase is due to higher insurance policy costs and software maintenance/licensing expenses.



**Current Liabilities** total \$6 million, reflecting a \$180 thousand, or a 3.1% decrease compared to September 2023.

	Current Year	Prior Year	Current Year Change	Current Year % Change
Current Liabilities				
Accounts Payable & Accrued Expenses	2,034,909	1,800,624	234,284	13.0%
Accrued Salaried, Liabilities & Benefits	3,104,281	2,282,645	821,636	36.0%
Estimated Claims Payable	847,863	1,723,835	(875,972)	-50.8%
Total Current Liabilities	5,987,053	5,807,105	179,948	3.1%



**Accounts Payable & Accrued Expenses** total \$2 million, an increase of \$234 thousand compared to September 2023. The balance aligns with normal business cycles, with payables being remitted on or before the net 30-day terms, and accruals adhering to a strict five-business-day close cycle.

**Accrued Salaries, Liabilities & Benefits** total \$3.1 million, an increase of \$821 thousand compared to September 2023. This rise is due to the timing of the last payroll processed in September, as well as higher vacation and sick leave accruals in the current year.

**Estimated Claims Payables** total \$848 thousand, reflecting a decrease of \$876 thousand compared to September 2023. This reduction is due to the adjustment made on March 31, 2024, to the UMR IBNR (Incurred But Not Reported) reserve.





## STATEMENT OF REVENUES AND EXPENDITURES

Central New York Regional Transportation Authority  
Statement of Revenues and Expenditures  
From 04/01/2024 through 09/30/2024  
(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	2,216,366	2,060,843	155,523	7.54%	2,033,462	182,904	8.99%
Special Line Passenger Revenue	2,907,412	2,945,400	(37,988)	(1.28)%	2,796,338	111,074	3.97%
Advertising & Other Revenue	1,172,169	1,148,008	24,161	2.10%	1,028,502	143,667	13.96%
Total Operating Revenue	6,295,947	6,154,251	141,696	2.30%	5,858,303	437,644	7.47%
<b>Operating Expenses</b>							
Salaries & Wages	18,835,384	20,795,328	1,959,944	(9.42)%	16,505,085	2,330,299	14.11%
Other Employee Benefits & Payroll Taxes	1,903,917	2,204,140	300,223	(13.62)%	1,784,988	118,929	6.66%
Healthcare Benefits	6,543,231	7,929,110	1,385,879	(17.47)%	6,076,113	467,118	7.68%
Workers Compensation	1,147,507	1,700,400	552,893	(32.51)%	1,523,982	(376,475)	(24.70)%
Pension Benefits	2,485,299	1,974,640	(510,659)	25.86%	2,341,400	143,898	6.14%
Risk Management	1,227,471	1,770,040	542,569	(30.65)%	1,578,479	(351,008)	(22.23)%
Purchased Transportation	3,062,881	3,074,200	11,320	(0.36)%	2,886,591	176,290	6.10%
Materials & Supplies	2,448,148	2,452,445	4,297	(0.17)%	2,122,981	325,167	15.31%
Services	3,133,390	3,475,448	342,058	(9.84)%	2,660,608	472,781	17.76%
Fuel	978,386	1,103,290	124,904	(11.32)%	1,033,775	(55,389)	(5.35)%
Utilities	308,541	327,150	18,609	(5.68)%	291,927	16,614	5.69%
Other Expenses	183,873	225,045	41,172	(18.29)%	139,879	43,994	31.45%
Total Operating Expenses	42,258,027	47,031,236	4,773,209	(10.15)%	38,945,809	3,312,218	8.50%
<b>Non-Operating Revenue</b>							
Operating Assistance	33,997,431	35,436,000	(1,438,569)	(4.05)%	32,172,005	1,825,426	5.67%
Mortgage Tax Revenue	3,944,158	3,822,000	122,158	3.19%	3,971,764	(27,605)	(0.69)%
Gain/Loss on Disposal of Capital	16,063	25,000	(8,938)	(35.75)%	30,620	(14,557)	(47.54)%
Investment Revenue	817,019	295,002	522,017	176.95%	581,177	235,842	40.58%
Total Assistance and Other Revenue	38,774,671	39,578,002	(803,331)	(2.03)%	36,755,566	2,019,106	5.49%
Operating Income (Loss)	2,812,591	(1,298,983)	4,111,574	(316.52)%	3,668,059	(855,468)	(23.32)%
<b>Capital Contributions</b>							
Federal Grants	4,129,851	12,162,300	(8,032,449)	(66.04)%	512,381	3,617,470	706.01%
State Grants	800,135	11,277,100	(10,476,965)	(92.90)%	3,336,444	(2,536,309)	(76.01)%
Total Capital Contributions	4,929,986	23,439,400	(18,509,414)	(78.97)%	3,848,825	1,081,161	28.09%
<b>Non-Operating Expenses</b>							
Depreciation Expense	5,555,384	5,827,500	272,116	(4.66)%	5,960,553	(405,169)	(6.79)%
Total Non-Operating Expenses	5,555,384	5,827,500	272,116	(4.67)%	5,960,553	(405,169)	(6.80)%
Change in Net Position	2,187,193	15,651,017	(13,463,824)	(86.02)%	1,556,330	630,863	40.53%
Net Position - Beginning of Year	(215,987,287)	0	(215,987,287)	0.00%	(224,453,514)	8,466,227	(3.77)%
Total Net Position - Beginning of Year	(215,987,287)	0	(215,987,287)	0.00%	(224,453,514)	8,466,227	(3.77)%
Net Position - End of Year	(213,800,094)	15,651,017	(229,451,111)	(1,466.04)%	(222,897,184)	9,097,090	(4.08)%



## STATEMENT OF REVENUE AND EXPENDITURES

After six months ending September 30, 2024, the Authority's consolidated Operating Income (Loss) before capital contributions and non-operating expenses is \$2.8 million.

### Operating Revenues

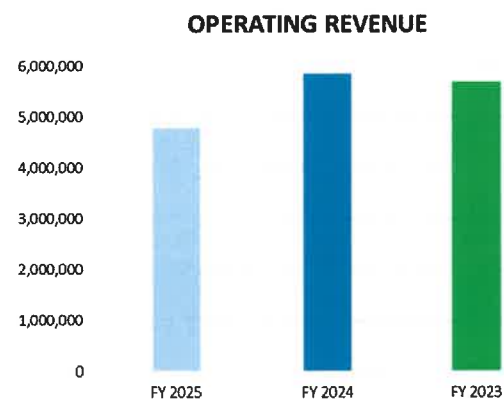
Total operating revenues amount to \$6.3 million, reflecting a \$437 thousand, or a 7% increase from the prior year. Overall, operating revenues are performing 2% above budget expectations.

	Actual	Budget	Budget Change	% Change to Budget	Prior Year Actual	CY to PY Change	% Change CY to PY
Operating Revenue							
Passenger Revenues	5,123,778	5,006,243	117,535	2%	4,829,800	293,978	6%
Advertising & Other Revenue	1,172,169	1,148,008	24,161	2%	1,028,502	143,667	14%
Total Operating Revenue	6,295,948	6,154,252	141,696	2%	5,858,302	437,645	7%

Passenger revenues are 2% better than budget expectations, and 6% better than prior year.

Regular line passenger revenues continue to perform 8% better than budget expectations, and 9% better than prior year. The favorable budget and prior year variances continue to be driven by an increase in pass sales in Syracuse as well as Call-A-Bus Purchased Transportation farebox revenue. Fixed route ridership systemwide has increased by 9.5% compared to the same period in prior year.

Special line passenger revenues continue to perform inline with budget expectations, but 4% better than prior year. The favorable prior year variance is due to the budgeted contract rate increases, new community partnerships, as well as increased service levels pertaining to the Syracuse University contract.



Advertising and other revenues are performing 2% better than budget expectations, and 14% better than prior year.

Lease revenues are performing inline with budget expectations, and 3% better than prior year. The favorable prior year variance is attributed to contractual rent increases, and new lease agreements.

Advertising, parking & other revenues are performing 3% better than budget expectations, and 23% better than prior year. The favorable budget variance is attributed to increases in RTC parking revenues. The favorable prior year variance continues to be driven by RTC parking revenue and the guaranteed minimum in the transit advertising contract.



## Operating Expenses

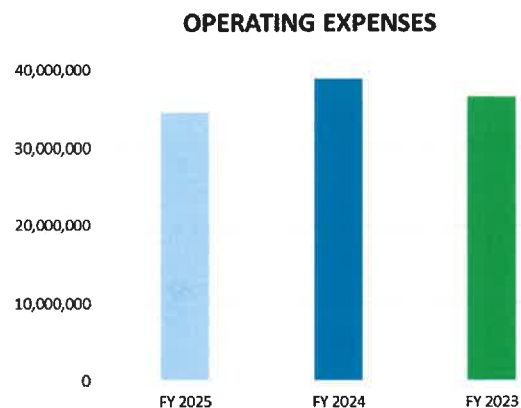
Total operating expenses amount to \$42.3 million, reflecting a \$3.3 million, or an 9% increase from prior year. Overall, operating expenses are performing 10% under budget.

	Actual	Budget	Budget Change	% Change to Budget	Prior Year Actual	CY to PY Change	% Change CY to PY
Operating Expenses							
Personnel Expenses	30,915,338	34,603,618	(3,688,280)	-11%	28,231,568	2,683,770	10%
Non-Personnel Expenses	11,342,690	12,427,618	(1,084,928)	-9%	10,714,240	628,450	6%
Total Operating Expenses	42,258,029	47,031,237	(4,773,207)	-10%	38,945,809	3,312,221	9%

Personnel expenses are performing \$3.7 million, or 11% below budget expectations, but are \$2.7 million or 10% higher than prior year.

Personnel expenses are following the same pattern as previous months, with all categories remaining under budget except for pension benefits. The increase to the 401a employer match has impacted pension benefits, as well as pension contributions, which will be adjusted based on actuarial recommendations to fund each plan according to the 10-year amortization schedule. The personnel budget assumes all open positions are filled and operational for the full fiscal year. However, there are currently several vacancies, including bus operators and maintenance staff.

The variance in personnel expenses compared to the previous year continues with the same trend as in prior months, with all categories exceeding last year's expenses except for workers' compensation. The largest variances are driven by union wage increases for operators and maintenance staff, a higher 401a employer match, and increased healthcare costs. The rise in healthcare expenses is due to 408 additional claims and 15,891 more services requested in the current fiscal year.



Non-personnel expenses are performing \$1.1 million, or 9% below budget expectations, but are \$628 thousand, or 6% higher than the expenses from the previous year.

All non-personnel expense categories continue to perform at or below budget. These expenses are based on trends, economic factors, and operational needs. Risk management expenses are below both budget and last year's levels, with claims administration, legal fees, and prior year claims coming in under budget. While service expenses are under budget, they exceed last year's figures. Advertising, marketing, training, and software licensing and maintenance support services remain under budget due to anticipated expenses not yet incurred. Fuel expenses are below both budget and last year's levels, thanks to the Authority securing a lower CNG fuel rate. We expect these expense categories to align more closely with the budget as the year progresses.

The non-personnel categories currently exceeding both budget and last year's levels are purchased transportation and materials and supplies, which were budgeted for increases this fiscal year. Contracted purchased transportation continues to provide 84% of our paratransit service, with demand for these services steadily rising.



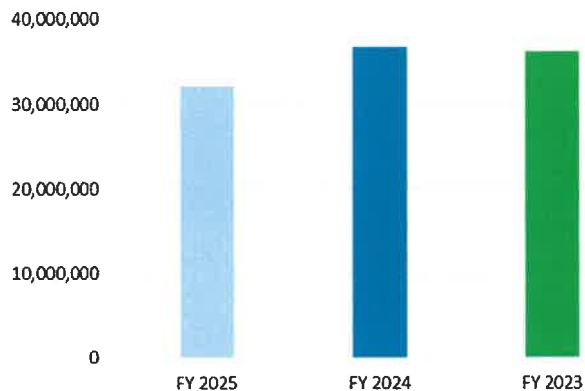


## Non-Operating Revenues

Total non-operating revenues are performing \$803 thousand, or 2% below budget expectations, but are \$2 million, or 5% higher than the previous year.

	Actual	Budget	Budget Change	% Change to Budget	Prior Year Actual	CY to PY Change	% Change CY to PY
Non-Operating Revenue							
Operating Assistance	33,997,431	35,436,000	(1,438,569)	-4%	32,172,005	1,825,426	6%
Mortgage Tax Revenue	3,944,158	3,822,000	122,158	3%	3,971,764	(27,605)	-1%
Gain/Loss on Disposal of Capital	16,063	25,000	(8,938)	-36%	30,620	(14,557)	-48%
Investment Revenue	817,019	295,002	522,017	177%	581,177	235,842	41%
Total Non-Operating Revenue	38,774,670	39,578,002	(803,332)	-2%	36,755,566	2,019,106	5%

### NON-OPERATING REVENUE



**Operating assistance** is performing 4% under budget expectations, but are 6% higher than prior year. The year-over-year variance is mainly attributed to the increase in State Transit Operating Assistance (STOA). The budget variance is influenced by Federal Assistance, which is allocated based on expenses. While we have utilized less COVID relief funding than expected, we are still on track to fully utilize these funds by the end of the fiscal year.

**Mortgage tax revenue** is performing 3% above budget expectations and slightly below last year. Overall, mortgage tax revenue continues to align with projections.

**Investment revenue** is performing more than 100% better than budget expectations, and 41% higher than prior year. Investment rates are beginning to dip below 5%. The Authority will continue to monitor investment opportunities and invest idle cash as long as it meets cash flow requirements.



## INVESTMENT REPORTS

Central New York Regional Transportation Authority  
Inventory of Existing Investments  
As of 09/30/2024  
(In Whole Numbers)

Cash Investments	Institution	Interest Rate	Amount	Total
Unrestricted- Operating Funds				
Commercial Savings - General Fund	M&T Bank	3.50% ↓ 3.00%	\$13,847,254	<u>\$13,847,254</u>
Board Designated - Funded Reserves				
Commercial Savings - Health Reserve	M&T Bank	3.50% ↓ 3.00%	\$3,153,573	
Commercial Savings - Insurance Reserve	M&T Bank	3.50% ↓ 3.00%	\$2,796	
Commercial Checking - Capital Reserve	JP Morgan	2.10% ↓ 1.85%	\$937,277	
Commercial Checking - Paratransit Reserve	JP Morgan	2.10% ↓ 1.85%	\$89,771	<u>\$4,183,417</u>
				<u>\$18,030,671</u>

Investments	Institution	Yield	Term	Market Value	Purchase Date	Maturity Date	Maturity Value
Unrestricted - Operating Funds							
Treasury Bill - Operating Fund	JP Morgan	4.62%	1 mo.	\$5,106,604	9/23/2024	10/22/2024	\$5,125,000
Board Designated - Funded Reserves							
Treasury Bill - Capital Reserve	JP Morgan	4.92%	2 mo.	\$5,063,164	9/11/2024	10/31/2024	\$5,096,000
Treasury Bill - Insurance Reserve	JP Morgan	5.05%	2 mo.	\$4,132,282	8/29/2024	10/24/2024	\$4,165,000
Treasury Bill - Paratransit Reserve	JP Morgan	4.84%	2 mo.	\$5,037,763	9/16/2024	11/12/2024	\$5,076,000
Total Investment Values				<u>\$19,389,894</u>			<u>\$19,462,000</u>



## MORTGAGE RECORDING TAX STATEMENT

**Actual Receipts YTD**

<u>FY-23</u>	<u>FY-24</u>	<u>FY-25</u>	<u>\$ vs PY</u>	<u>% vs PY</u>
5,306,513	3,971,764	3,944,158	(27,605)	-0.7%

**Budget Variance YTD**

<u>FY-25 Bud</u>	<u>\$</u>	<u>%</u>
3,822,000	122,158	3.2%

	<u>Actual</u> <u>FY-23</u>	<u>Actual</u> <u>FY-24</u>	<u>Actual</u> <u>FY-25</u>	<u>Actual</u> <u>vs PY</u>	<u>YTD</u> <u>vs PY</u>	<u>Budget</u> <u>FY 25</u>	<u>Actual Vs</u> <u>Budget</u>	<u>YTD</u> <u>variance</u>
April	899,181	761,875	537,226	-29.5%	1099.9%	582,000	30.9%	-7.7%
May	778,198	557,104	622,405	11.7%	-1846.8%	542,000	2.8%	-44.6%
June	807,832	621,109	512,679	-17.5%	692.5%	613,000	1.3%	-70.5%
July	852,081	651,504	878,691	34.9%	-755.7%	680,000	-4.2%	-63.6%
August	1,213,405	736,644	739,495	0.4%	-538.9%	705,000	4.5%	-76.3%
September	755,816	643,528	653,663	1.6%	-635.1%	700,000	-8.1%	-82.9%
October	658,916	737,317	0	-100.0%	-100.0%	700,000	5.3%	-100.0%
November	819,898	613,698	0	-100.0%	-100.0%	580,000	5.8%	-100.0%
December	567,517	640,840	0	-100.0%	-100.0%	580,000	10.5%	-100.0%
January	682,916	743,819	0	-100.0%	-100.0%	577,000	28.9%	-100.0%
February	624,144	547,438	0	-100.0%	-100.0%	568,000	-3.6%	-100.0%
March	734,415	425,398	0	-100.0%	-100.0%	588,000	-27.7%	-100.0%
	<u>9,394,319</u>	<u>7,680,275</u>	<u>3,944,158</u>			<u>7,415,000</u>		

**County Receipts - Sept**

	<u>FY-25</u>	<u>FY-24</u>	<u>\$</u>	<u>%</u>
Onondaga	412,761	398,505	14,257	4%
Oswego	69,901	56,473	13,429	24%
Cayuga	41,000	52,016	(11,016)	-21%
Oneida	130,000	136,535	(6,535)	-5%
<b>Total</b>	<u>653,663</u>	<u>643,528</u>	<u>10,135</u>	<u>2%</u>



## STATEMENT OF CASH FLOW

Central New York Regional Transportation Authority  
Statement of Cash Flow  
As of 9/30/2024  
(In Whole Numbers)

**Cash Flows From Operating Activities:**

Operating Receipts from Fares & Operations	\$ 260,901
Receipts from A/R Billings for Contracts & Other Miscellaneous	1,114,284
Mortgage Tax Receipts from Counties	607,237
Operating Assistance - Local Match from Counties	40,599
Payments to Vendors & Suppliers	(2,903,609)
Payments of Bank Fees	(1,481)
Payments for Pension Contributions	(361,841)
Payments for Healthcare & Flex Claims-UMR	(394,555)
Payments of Payroll Related Liabilities	(993,132)
Payments of Wages	(2,127,948)

<b>Net Cash Provided by (Utilized in) Operating Activities</b>	<b>\$ (4,759,544)</b>
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**Cash Flows From Capital Activities:**

Proceeds from Federal & State Grants Received for Capital Addition:	3,802,985
Purchases of Capital Assets	(4,045,585)

<b>Net Cash Provided by (Utilized in) Capital Activities</b>	<b>\$ (242,599)</b>
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<b>Net Change in Cash from Operating &amp; Capital Activities</b>	<b>\$ (5,002,144)</b>
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<b>General Fund Cash Balances - Beginning of Period</b>	<b>\$ 17,936,228</b>
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<b>General Fund Cash Balances - End of Period*</b>	<b>\$ 12,934,085</b>
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<b>Insurance Reserve Fund</b>	<b>\$ 2,796</b>
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<b>Health Insurance Reserve</b>	<b>\$ 3,153,573</b>
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<b>Capital Reserve Fund</b>	<b>\$ 937,277</b>
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<b>ParaTransit Reserve</b>	<b>\$ 89,771</b>
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<b>Invested Funds (Restricted &amp; Unrestricted)</b>	<b>\$ 19,389,894</b>
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<b>Total Cash All Sources - End of Period:</b>	<b>\$ 36,507,395</b>
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\*General Fund Cash Includes General Disbursing and Money Market Accounts Only



## PROCUREMENT

### ACTIVE PROCUREMENTS

The following open contracts actively moving through the process:

- RTC Doors Installation
- Backup Generator Purchase
- Email Security Solution
- Pension Services – Defined Benefit
- Pension Services – Defined Contribution
- TPA for Auto & GL Services
- TPA for Prescription Services
- Syracuse Supervisor Highlander Purchase
- Trench Drain Repairs

### FUTURE PROCUREMENTS

Items requiring future board action:

Within 2 months:

- Pension Services – Defined Benefit
- Pension Services – Defined Contribution
- Syracuse Supervisor Highlander Purchase

Within 6 months:

- TPA for Auto & GL Services
- TPA for Prescription Services
- Trench Drain Repairs

### REVENUE SERVICE CONTRACTS

Jury Duty Service

### LEASE REVENUE CONTRACTS

Reviewing proposal for unoccupied space (Previously Dunkin Donuts)



## CAPITAL PROGRAMS

### COVID RELIEF FUNDS

The ARP Act grant application was submitted to FTA on November 2, 2021. The ARP grant was executed on January 25, 2022, in the amount of \$38.5 million. To date, a total of \$30.4 million of operating assistance has been expended.

### FEDERAL GRANT FUNDING

#### PENDING APPLICATIONS

#### NON-AWARDED APPLICATIONS

#### AWARDED APPLICATIONS

### 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 still under review.

#### AWARDED APPLICATIONS

Innovative Mobility Transit Pilot Program, the legislative initiative allocated \$1 million to the CNYRTA. CNYRTA's project plan was submitted to NYSDOT on November 17, 2023. Approval was received on May 20, 2024, awaiting grant agreement.

## CAPITAL PLANNING

CNYRTA's Capital Planning Committee continues to meet bi-weekly to discuss the capital needs of the Authority and to plan for the short and long-term capital improvements consistent with the Authority's Capital Improvement Plan (CIP). In addition, the committee reviews, recommends and approves capital improvement items.

Updates will be provided to the Board as they become available.



**RESOLUTION TO AUTHORIZE CONTRACT AWARD FOR  
BACKUP GENERATOR PURCHASE AND INSTALLATION 2024**

**WHEREAS**, the Central New York Regional Transportation Authority (CNYRTA) has a need to install a backup generator at the Oneida Facility; and

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

**WHEREAS**, the Invitation for Bid was publicly let on August 2, 2024; and

**WHEREAS**, sixty-seven (67) vendors were invited, of which thirty-three (33) were sent to NYS Certified M/WBE firms and twenty-three (23) bid packages were downloaded; and

**WHEREAS**, four (4) bids were received on August 30, 2024, with the lowest responsive and responsible bid received from MEID LLC; and

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

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MEMBERS OF THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY**, that the Chief Executive Officer or his designee is authorized to issue a purchase order for a backup generator to MEID LLC in the amount of \$188,000.

**FACT SHEET**  
**BACKUP GENERATOR PURCHASE AND INSTALLATION 2024**

**PROJECT DESCRIPTION:** The CNYRTA has a need for a qualified vendor to furnish and install a backup generator at the Oneida Facility.

**ADVERTISEMENT:** An Invitation for Bid was advertised on August 2, 2024, in the NYS Contract Reporter, Post Standard (Onondaga, Cayuga and Oswego County editions), Rome Sentinel, Utica Observer-Dispatch, and the Minority Commerce Weekly.

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

**PRICING RECEIVED:**

Description	MEID LLC	Patricia Electric	Huen Electric	Diversified Wireless
Backup Generator Purchase and Installation	\$188,000	\$229,000	\$229,900	\$267,010

**COMMENTS:** MEID LLC has provided like kind services in the past with positive results.

**RECOMMENDATION:** Staff recommends the Board authorize the issuance of a purchase order to MEID LLC in the amount of \$188,000 to furnish and install a backup generator.



**RESOLUTION TO AUTHORIZE CONTRACT AWARD FOR**  
**EMAIL SECURITY SOLUTION 2024-2027**

**WHEREAS**, the Central New York Regional Transportation Authority (CNYRTA) has a need for a qualified vendor to provide an email security solution; and

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

**WHEREAS**, the Invitation for Bid was publicly let on September 18, 2024; and

**WHEREAS**, sixty-eight (68) vendors were invited, of which thirty-nine (39) were sent to NYS Certified M/WBE firms and fifty-seven (57) bid packages were downloaded; and

**WHEREAS**, three (3) bids were received on October 9, 2024, with the lowest responsive and responsible bid received from vPrime Tech Inc.; and

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

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MEMBERS OF THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY**, that the Chief Executive Officer or his designee is authorized to enter into a three (3) year contract with vPrime Tech Inc. for an email security solution. The contract would commence November 1, 2024.

**FACT SHEET**  
**EMAIL SECURITY SOLUTION 2024-2027**

**PROJECT DESCRIPTION:** The CNYRTA has a need for a qualified vendor to provide an email security solution.

**ADVERTISEMENT:** An Invitation for Bid was advertised on September 18, 2024, in the NYS Contract Reporter, Post Standard (Onondaga, Cayuga and Oswego County editions), Rome Sentinel, Utica Observer-Dispatch, the Minority Commerce Weekly.

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

**PRICING RECEIVED:**

Description	vPrime Tech Inc.	CDW Government LLC	ePlus
Email Security Solution -Year 1	\$52,040.00	\$56,521.02	\$57,619.10
Email Security Solution -Year 2	\$52,149.95	\$56,521.02	\$57,619.10
Email Security Solution -Year 3	\$52,259.95	\$56,521.02	\$57,619.10

**COMMENTS:** vPrime Tech Inc., has provided software licensing in the past with positive results.

**MWBE:** A full waiver for MWBE participation was approved by NYS Empire Development on this contract.

**RECOMMENDATION:** Based upon evaluation of the bid documents staff recommends contract award to vPrime Tech Inc. for a three (3) year term, commencing November 1, 2024.

**RESOLUTION TO AUTHORIZE CONTRACT AWARD FOR**  
**RTC DOORS INSTALLATION 2024**

**WHEREAS**, the Central New York Regional Transportation Authority (CNYRTA) has a need to replace seven (7) automatic door systems at the Regional Transportation Center; and

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

**WHEREAS**, the Request for Quote was sent out on September 9, 2024, and

**WHEREAS**, one (1) quote was received on September 23, 2024, with the lowest responsive and responsible quote received from ASSA ABLOY Entrance Systems, Inc.; and

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

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MEMBERS OF THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY**, that the Chief Executive Officer or his designee authorize contract with ASSA ABLOY Entrance Systems, Inc., to provide RTC Doors Installation in the amount of \$149,000.

**FACT SHEET**  
**RTC DOORS INSTALLATION 2024**

**PROJECT DESCRIPTION:** The CNYRTA is seeking a qualified vendor to provide installation of seven (7) automatic door systems at the Regional Transportation Center.

**ADVERTISEMENT:** N/A- Public advertisement is not required for Request for Quotes.

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

**PRICING RECEIVED:**

	<b>ASSA ABLOY Entrance Systems, Inc.</b>
<b>RTC Doors Installation</b>	\$149,000

**COMMENTS:** ASSA ABLOY Entrance Systems, Inc. has completed similar work for the CNYRTA in the past with positive results.

**RECOMMENDATION:** Based upon evaluation of the quote documents, staff recommends contract award to ASSA ABLOY Entrance Systems, Inc., to provide RTC Doors Installation in the amount of \$149,000.

**RESOLUTION TO AUTHORIZE CONTRACT AWARD FOR**  
**HYDROGEN FUEL CELL BUS PURCHASE**

**WHEREAS**, the Central New York Regional Transportation Authority (CNYRTA) has a need to purchase five (5) hydrogen fuel cell buses; and

**WHEREAS**, CNYRTA was awarded a competitive Lo-No Grant through the Federal Transit Administration (FTA); and

**WHEREAS**, a partnership with Gillig Corporation for the purchase of five (5) hydrogen fuel cell buses was entered into at the time of the grant application; and

**WHEREAS**, the competitive grant process, submittal and acceptance of CNYRTA's grant application, satisfies the FTA's competitive procurement process; and

**WHEREAS**, pricing submitted by Gillig Corporation was \$1,550,000 per bus; and

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MEMBERS OF THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY**, that the Chief Executive Officer or his designee is authorized to issue a purchase order to the Gillig Corporation for the procurement of five (5) hydrogen fuel cell transit buses in the total amount of \$7,750,000.

**FACT SHEET**  
**HYDROGEN FUEL CELL BUS PURCHASE**

**PROJECT DESCRIPTION:** The CNYRTA, in line with Federal and State emission regulations, is looking to purchase five (5) hydrogen fuel cell buses in order to evaluate the technology while developing plans for a zero-emission bus fleet.

**FUNDING:** This purchase will be funded with Federal Transit Administration competitive Lo-No Grant funds.

**PRICING RECEIVED:**

<b>Forty Foot Hydrogen Fuel Cell Bus</b>	<b>\$1,550,000</b>
<b>Total 5 Bus Purchase</b>	<b>\$7,750,000</b>

**PROCUREMENT PROCESS:** The competitive grant process, submittal and acceptance of CNYRTA's grant application, satisfies the competitive procurement process

**COMMENTS:** Placing the order with Gillig Corporation at this time will secure a production slot for the five (5) buses to be delivered in 2027.

**RECOMMENDATION:** Staff recommends that the Board authorize the order of five (5) hydrogen fuel cell buses through Gillig Corporation.

**RESOLUTION TO AUTHORIZE SERVICE MODIFICATIONS IN CNY CENTRO**

**WHEREAS**, the Central New York Regional Transportation Authority (CNYRTA) made certain service changes during a trial period on the SY84 Mattydale Airport bus route to add bus service to Hancock International Airport, and

**WHEREAS**, such changes resulted in an increase in ridership, however also the discontinuance of service to a neighborhood bordered by Molloy, Malden and Florida Roads, and

**WHEREAS**, a resulting public hearing determined that there were a significant number of bus riders negatively impacted by such changes, and

**WHEREAS**, the Authority determined that service could be restored to this community and still provide service to Hancock International Airport, serving the public good and is in the best interest of the Authority and the communities it serves, and

**WHEREAS**, an equity analysis of these changes determined that the revised changes resulted in no disproportionate burden nor disparate impact is being placed on minority or low-income residents,

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MEMBERS OF THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY** that the SY84 Mattydale Airport bus route be modified to continue service to Hancock International Airport and restore service to the neighborhood bound by Molloy, Malden and Florida Roads serving the best interests of the communities we serve and the Authority.



# **Title VI Service Equity Analysis and Public Hearing Staff Report**

## **Sy 84 Mattydale – Airport Service Change**

### **Summer 2024**

Central New York Regional Transportation Authority  
Recipient ID: 1778

Steven Koegel – email: [skoegel@centro.org](mailto:skoegel@centro.org)  
VP Business Development & Corporate Communications

In Compliance with: Title VI of the Civil Rights Act of 1964 (section 601), FTA Circular 4702.1B, and Centro Title VI Policies



## Title VI – Major Service Change

### Updated Service Equity Analysis Executive Summary

### Sy 84 Mattydale – Airport

On September 5, 2023, CNY Centro instituted a temporary route change on the Sy 84 Mattydale bus line to allow service to the Hancock International Airport. A Service Equity Analysis was presented to the Board on July 26, 2024, followed by a Public Hearing on August 13, 2024, with the intent of making the service changes permanent.

An on-time performance analysis was conducted to address comments received at the Public Hearing. It was determined that Centro could resume service to the Malden Rd./Florida Rd./ E. Molloy Rd. area while continuing service to the Airport. In addition, one additional mid-day trip was added to the schedule. On September 16, 2024, a detour went into effect modifying the route.

The Service Development Department re-analyzed the route changes at the trip level to determine the impact to the neighborhoods affected by the change. The length of one inbound pattern (previously serving the Chestnut St./ Allen Rd./W. Taft Rd. area) decreased by 25%+ thus constituting a major service change.

Line	Pattern	Route Length		
		Mar 2022	Sep 2024	% Change
84	A, inbound	8.46	7.59	-10.3%
84	A, outbound	6.72	6.72	0.0%
84	B, inbound	8.45	7.58	-10.3%
84	C, inbound	12.62	5.94	-52.9%
84	C, outbound	8.02	8.02	0.0%

A Service Equity Analysis was completed for the revised Sy 84 routing. An analysis of the minority and low-income impacts revealed both are below Centro's 20% threshold.

Percent Minority	Minority Threshold	Total Impact Minority
8.9%	24.8%	-16.0%
Percent Low-Income	Low-Income Threshold	Total Impact Low-Income
23.2%	25.3%	-2.1%

There are neither disparate impacts nor disproportionate burdens associated to the Sy 84 revised service change. Minority and low-income populations will not be more adversely impacted than the rest of the population.

Based on the results of the Service Equity Analysis, along with customer feedback, Centro staff recommends that the Board of Members approve the finalized 'Service Equity Analysis and Public Hearing Staff Report' and the September 16, 2024 service revision.



## Table of Contents

<b>INTRODUCTION</b>	<b>3</b>
Background	3
Initial Service Plan	3
<i>Map 1: Original Sy 84 Routing</i>	4
<i>Map 2: Discontinued &amp; Trial Routing</i>	4
<b>CNYRTA'S TITLE VI POLICIES</b>	<b>5</b>
Major Service Change Policy	5
<i>Table 1: Route Length Changes</i>	5
Adverse Effects	5
Disparate Impact Policy	5
Disproportionate Burden Policy	6
Public Engagement in Policy Development	6
Board of Members Approval	6
<b>ANALYSIS FRAMEWORK</b>	<b>7</b>
Demographic Datasets	7
<b>ASSESSING IMPACTS</b>	<b>8</b>
Step-by-Step Analytical Methodology	8
<i>Map 3: Minority Block Groups &amp; Original Service Corridor</i>	9
<i>Map 4: Low-Income Block Groups &amp; Original Service Corridor</i>	9
<i>Map 5: Minority Block Groups &amp; Trial Service Corridor</i>	10
<i>Map 6: Low-Income Block Groups &amp; Trial Service Corridor</i>	10
<i>Map 7: Discontinued Stops Walkshed</i>	11
<i>Map 8: Active Stops Walkshed</i>	11
<i>Map 9: Walkshed Comparison</i>	12
<i>Map 10: Difference in Walksheds</i>	12
<i>Map 11: Minority Block Groups &amp; Affected Walkshed</i>	13
<i>Map 12: Low-Income Block Groups &amp; Affected Walkshed</i>	13
<i>Map 13: Sy 88 Stops Walkshed</i>	14
<b>PUBLIC OUTREACH</b>	<b>15</b>
Public Hearing	15
<b>POST-PUBLIC HEARING ANALYSIS</b>	<b>16</b>
<i>Map 14: Revised Service &amp; Discontinued Service</i>	16
<i>Table 2: Revised Route Length Changes</i>	16
<b>ASSESSING IMPACTS OF REVISED SERVICE</b>	<b>16</b>
<i>Map 15: Minority Block Groups &amp; Revised Service Corridor</i>	17
<i>Map 16: Discontinued Stops Walkshed</i>	17
<i>Map 17: Low-Income Block Groups &amp; Revised Service Corridor</i>	17
<i>Map 18: Active Stops Walkshed</i>	17

<i>Map 19: Walkshed Comparison .....</i>	<i>18</i>
<i>Map 20: Difference in Walksheds.....</i>	<i>18</i>
<i>Map 21: Minority Block Groups &amp; Affected Walkshed.....</i>	<i>19</i>
<i>Map 22: Low-Income Block Groups &amp; Affected Walkshed .....</i>	<i>19</i>
FINAL SERVICE RECOMMENDATION .....	20
Board of Members Approval .....	21
CONCLUSION.....	21

Attachment 1 – Motion for Initial Service Equity Analysis

Attachment 2 – Notice of Public Hearing

Attachment 3 – Public Hearing Fact Sheet

Attachment 4 – Public Comments

Attachment 5 – Resolution Approving Final Service Equity Analysis & Service Change

## INTRODUCTION

Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

The Federal Transit Administration (FTA) published Circular 4702.1B in 2012. All transit agencies receiving Federal funds are required to develop and implement an agency-wide Title VI program. The Circular provides guidance to comply with the law and fulfill the requirements. Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” is a directive from the Federal government to prevent minority communities and low-income populations from being subject to disproportionately high and adverse environmental effects.

The initial purpose of this report was to provide an equity evaluation of the proposed service change on the Sy 84 Mattydale – Airport bus line. The report has been updated to include a summary of the Public Hearing and a secondary equity evaluation of the revised service change.

## Background

For the past five years, the employment center surrounding the Hancock International Airport has been growing. In addition to repeated requests for service from the airport personnel over the years, research conducted as part of the Exploring Tomorrow’s Transit outreach initiative revealed a significant desire for service to the Airport from the general public. In an effort to meet the demand for service, Centro identified underperforming areas of the Sy 84 Mattydale route for proposed elimination. A temporary service change went into effect on September 5, 2023.

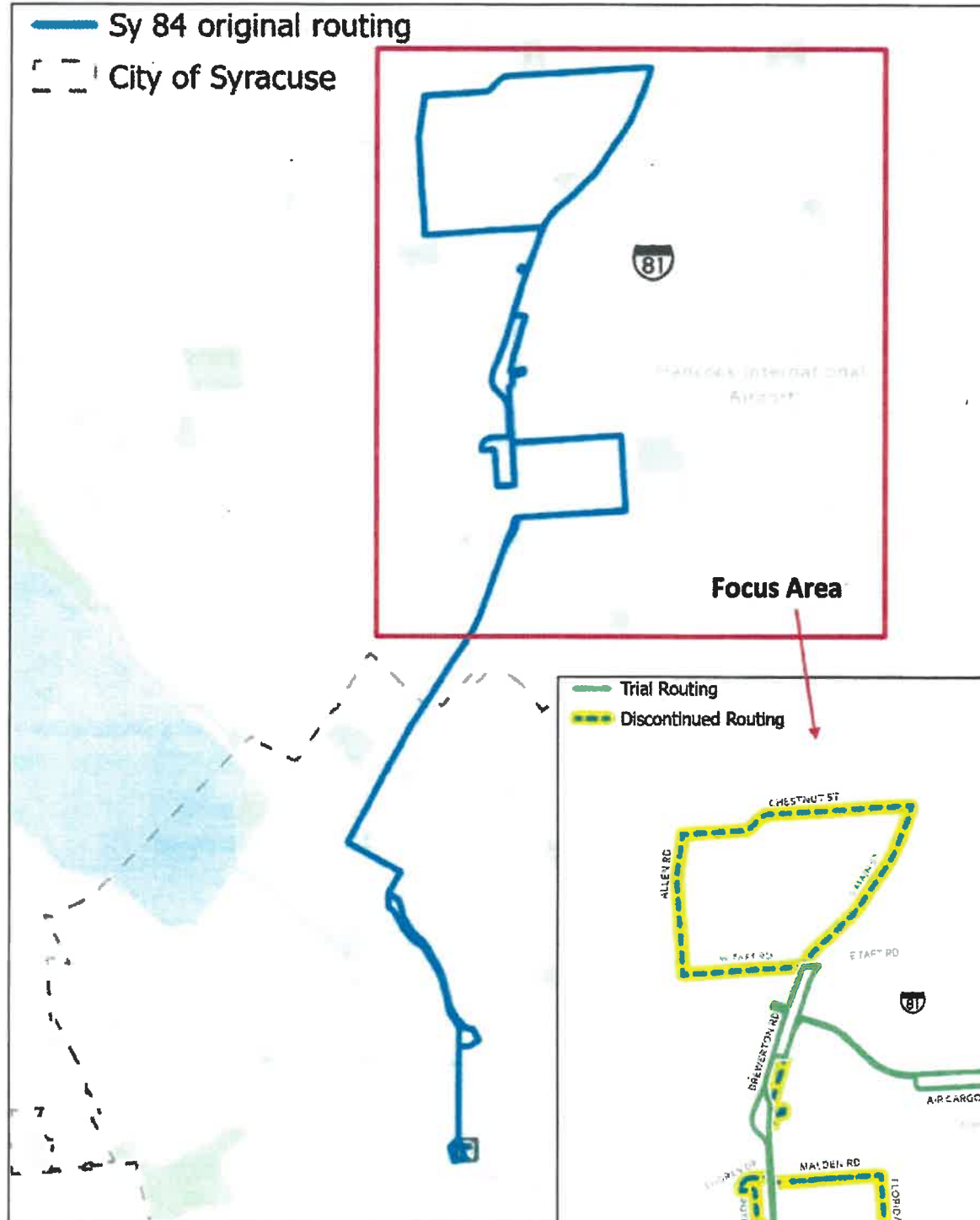
## Initial Service Plan

The initial service plan proposed discontinuing deviations into the neighborhoods along Rt 11 and adding service along Air Cargo Road to the Hancock International Airport. The affected neighborhoods include:

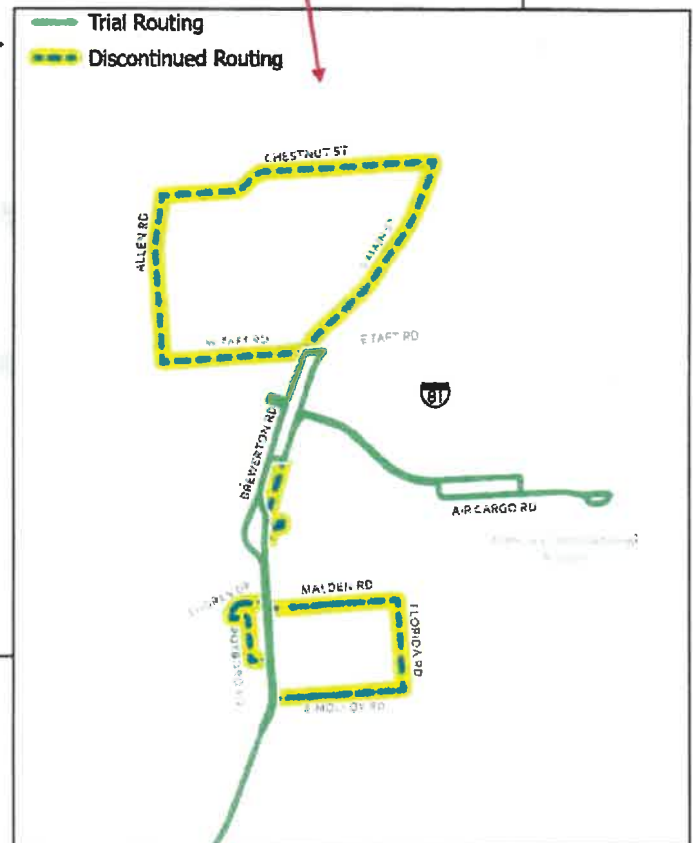
- Chestnut St / Allen Rd. / W. Taft Rd. / S. Main St (Route 11) in Village of North Syracuse (partial)
- Endres Dr. / Roxboro Rd. / Bernard St. in Mattydale (serving Orchard Estates Apartment Complex)
- Malden Rd / Florida Rd. / E. Molloy Rd. in Mattydale

In addition, due to low ridership at the nearly vacant Northern Lights Shopping Center, it was deemed unnecessary to pull into that plaza. None of the service south of E. Molloy Rd. was affected with service continuing through the City of Syracuse and to the Downtown Transit Hub.

Map 1: Original Sy 84 Routing



Map 2: Discontinued & Trial Routing



## CNYRTA'S TITLE VI POLICIES

In accordance with guidance from the FTA Circular 4702.1B, the CNYRTA developed policies for evaluating impacts of fare and/or Major Service Changes on Title VI populations. The following excerpts from the CNYRTA Title VI Policies for Major Service Change and Fare Equity Analyses (2019) and the CNY Centro Inc. Public Participation Plan (2019) provide policy thresholds and definitions for CNY Centro.

### Major Service Change Policy

A Major Service Change is a change in any route, other than a school tripper, specialized service, or experimental route, that 1) changes the number of service hours operated on any route by 25% or more, or 2) changes the length of a route by 25% or more. All Major Service Changes will be subject to an equity analysis including an analysis of adverse effects on minority and low-income populations.

As specified in FTA Title VI Circular 4702.1B Chapter IV Section 7a Subsection 1a (Chapter IV-13), *"If a temporary service addition or change lasts longer than twelve months, then FTA considers the service addition or change permanent, and the transit provider must conduct a service equity analysis if the service otherwise qualifies as a major service change."*

### Results of Major Service Change Test

For the purposes of this analysis, the new segments for the service to the Airport were not included in the route length change calculation. The new mileage to the Airport would have partially offset the eliminated segments, resulting in some of the routes falling below the 25% mileage change threshold. By excluding the Airport segments, the calculation is more appropriate for determining if a Major Service Change is occurring on the route.

The initial service was comprised of five distinct patterns: three inbound and two outbound. The inbound trip lengths were all decreased by more than 25%.

**Table 1: Route Length Changes**

Line	Pattern	Route Length		
		Mar 2022	Mar 2024	% Change
84	A, inbound	8.46	6.33	-25.2%
84	A, outbound	6.72	5.44	-19.0%
84	B, inbound	8.45	6.32	-25.2%
84	C, inbound	12.62	4.68	-62.9%
84	C, outbound	8.02	6.74	-16.0%

The service hours for the Sy 84 remain unchanged at a total of 16 hours and 10 minutes of revenue service each weekday.

### Adverse Effects

Centro defines an adverse effect as a major geographical or time-based reduction in service which may include, but is not limited to, span of service changes, frequency changes, route segment elimination, re-routing, or route elimination. Adverse effects are measured by the change between the existing and proposed service levels that would be deemed significant. Centro shall consider the degree of adverse effects and analyze those effects in the form of an equity analysis when planning major service changes. The detailed analysis of adverse effects pertaining to this service change is found under the Assessing Impacts portion of the report.

### Disparate Impact Policy

Centro defines a disparate impact as occurring when there is a difference in adverse effects of plus or minus 20% between minority and non-minority populations. When a disparate impact is identified, Centro will consider



modification of the proposal in order to avoid, minimize, or mitigate the impacts. This Disparate Impact Policy will be applied to all major service, and fare changes.

### Disproportionate Burden Policy

Centro defines a disproportionate burden as occurring when there is a difference in adverse effects of plus or minus 20% between low-income and non-low-income households. When a disproportionate burden is identified, Centro will consider modification of the proposal in order to avoid, minimize, or mitigate the impacts. This Disproportionate Burden Policy will be applied to all major service and fare changes.

### Public Engagement in Policy Development

The CNYRTA Title VI Objectives, Major Service Change Policy, Disparate Impact Policy, and Disproportionate Burden Policy are available on the Centro website where public feedback is continuously solicited. The policies were most recently amended in the summer of 2019 after a period of public comment in which no objections to the policy definitions, thresholds, or otherwise were received. No subsequent amendments were requested for the 2022 Triennial Reporting period.

### Board of Members Approval

The Title VI Policies (Major Service Change Policy, Disparate Impact Policy, Disproportionate Burden Policy) were presented to the Board of Members on September 17, 2019. After discussion, a Motion was made, seconded, and approved as Motion No 2407. As per the Service Equity Analysis requirements, a copy of the meeting minutes (abridged) demonstrating the Board's consideration, awareness, and approval of the policies is found below.

3125	
<b>MINUTES OF THE REGULAR MEETING OF THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY HELD ON FRIDAY, SEPTEMBER 27, 2019 AT 10:00 A.M. AT THE RTA OFFICES, 200 CORTLAND AVENUE IN SYRACUSE, NEW YORK</b>	
<b>MEMBERS PRESENT:</b>	<b>BRIAN SCHULTZ (Chairman); ROBERT CUCULICH; JOSEPH HARDICK; NICHOLAS LAINO; DONNA REESE; LOUELLA WILLIAMS</b>
<b>MEMBER ABSENT:</b>	<b>TINA FITZGERALD; DARLENE LATTIMORE</b>
<b>STAFF ALSO PRESENT:</b>	<b>RICHARD LEE (Chief Executive Officer); LINDA BIATA; CHRISTOPHER TUFF; BARRY M. SHULMAN and IAN S. LUDD of counsel</b>

**TITLE VI POLICIES AND TITLE VI PROGRAM REPORT:** Ms. Paula Cutrone was then invited into the meeting to give a report on Title VI. The Program Report, submitted to the Federal Transit Administration every three years, was prepared by the Centro Planning Department. Ms. Cutrone described Title VI Policies and the Title VI Program Report, in depth. Copies of these Policies and Reports had also been distributed earlier as part of the Board packet, prior to this meeting. Thereafter, and after much discussion, and upon Motion duly made, seconded and unanimously carried, approval of the Title VI Policies was adopted as Motion No. 2407. After discussion of its contents, the Title VI Program Report, as presented by Ms. Cutrone was likewise reviewed and unanimously carried as Motion No. 2408.

Ms. Cutrone was then excused from the meeting.

## ANALYSIS FRAMEWORK

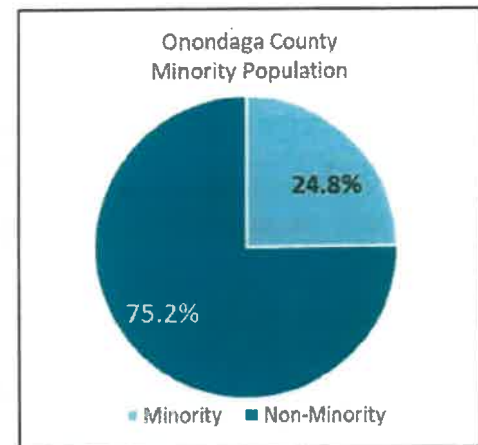
### Demographic Datasets

Population data generated by the U.S. Census American Community Survey (ACS) 5-year estimates was selected as the source of data for both Minority and Low-Income Analysis as it is the best dataset available without current passenger surveys. The geographic level selected is Census block group, which combines census blocks that begin with the same digit within the same census tract and is the smallest geography available for all 5-year estimates.

**Minority Persons and Populations:** According to FTA Circular 4702.1B, a minority person is defined as an individual identifying as: American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian or Other Pacific Islander. Minority populations are defined by FTA as any readily identifiable group of minority persons who live in geographic proximity, or who may be geographically dispersed, but who may be similarly affected by a proposed action.

For this analysis, minorities are defined as any population's self-identified as any category other than 'white only' per Census race classifications as well as those who consider themselves Hispanic (including those self-identified as 'white only' with Hispanic ethnicity). The data was downloaded from the data.census.gov website provided by the U.S. Census Bureau.

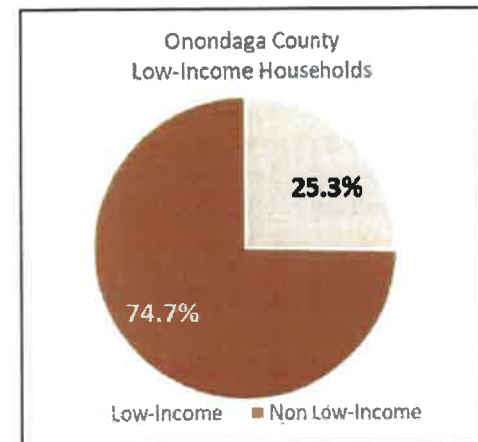
Data source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates  
Dataset: 'Hispanic or Latino Origin by Race (table B03002)  
Universe: Total population  
Geographic Level: Census block group



Onondaga County Service Area			
Total Population	Minority Population	Minority	Non-Minority
472,637	117,443	24.8%	75.2%

**Low-Income Persons and Populations:** The FTA Circular on Title VI compliance states that while low-income populations are not a protected class under Title VI, there is an "...inherent overlap of environmental justice principles in this area, and because it is important to evaluate the impacts of service and fare changes on passengers who are transit-dependent, FTA requires transit providers to evaluate proposed service and fare changes to determine whether low-income populations will bear a disproportionate burden of the changes."

For this analysis, low-income populations are represented by households whose income is below 50% of the median household income of Onondaga County. The median household income for Onondaga County is \$71,479; the low-income threshold is calculated to be \$35,740 (\$34,999). The median household income data was obtained from the U.S. Census Bureau, American Community Survey 5-Year Estimates (2018-2022), table B19013. The individual household data was downloaded from the data.census.gov website provided by the U.S. Census Bureau.



Onondaga County Service Area			
Total Households	Low-Income Households	Low-Income	Non-Low-Income
192,785	48,777	25.3%	74.7%

Data source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates  
Dataset: Household Income in the past 12 Months (table B19001)  
Universe: Households  
Geographic Level: Census block group



## ASSESSING IMPACTS

Both a bus line service corridor analysis and a walkshed analysis were conducted on the Sy 84 service changes. Route changes were analyzed at the trip level. The portion of mileage removed from individual trip patterns was considered independent of the service additions to the airport. This is to assess the impact of the service change on the neighborhoods. In each analysis, the statistics were compared to the countywide thresholds (averages) to determine whether a disparate impact or a disproportionate burden exists. Above average minority block groups are over the 24.8% county threshold while above average low-income block groups are over the 25.3% county threshold as shown on Page 7.

*Note: Both spatial analyses were completed with the understanding that population is not evenly distributed among block groups and is therefore an estimate. The percentages provide a better estimate of the population served rather than including the population for the entire block group. This is especially true in instances where only a small portion of the block group is included in the buffer zone. The analysis is based on block group-level Census demographic data and therefore does not represent ridership directly.*

### Step-by-Step Analytical Methodology

A GIS (geographic information systems) based approach was used to conduct the analysis using ArcGIS Pro. Census Bureau shapefiles and ACS demographic data were joined with the use of corresponding unique identifier fields. Centro's service data was imported into Pro and subsequently analyzed against Census Bureau data by conducting spatial and network analysis.

Data source: U.S. Census Bureau, 2020 TIGER/Line Shapefiles  
Dataset: Block group shapefiles (downloaded from census.gov)

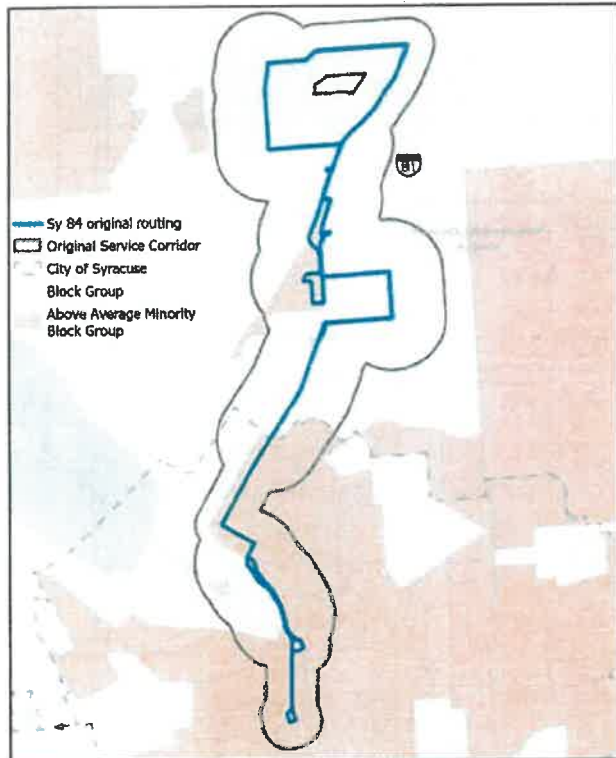
The block group shapefile was joined to each of the two ACS tables in Pro and the results exported as unique features, one for census block groups with minority data and one for census block groups with low-income data. These two files were then used in the analysis detailed below.

Following the guidelines established by the CNYRTA Major Service Change & Fare Equity Analyses Policy, the bus line was broken into segments representing the population density categories of "urban" (at least 3,600 people per square mile) or "suburban/rural" (less than 3,600 people per square mile) as per Decennial Census 2020 data. The urban segments were given a one-quarter mile buffer while the suburban/rural segments were given a one-half mile buffer. The segment buffers were merged, and boundaries dissolved to create a singular feature representing the maximum distance customers would be expected to walk.

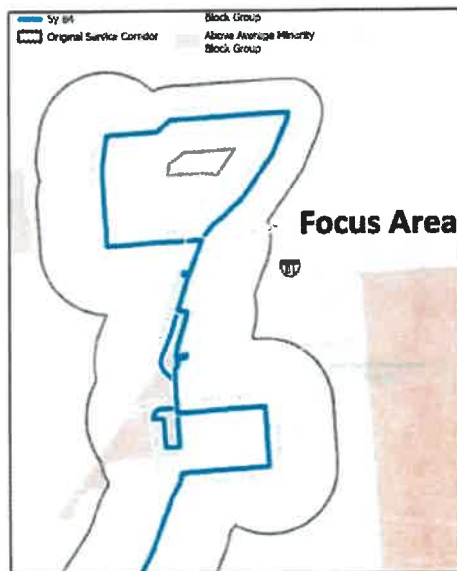
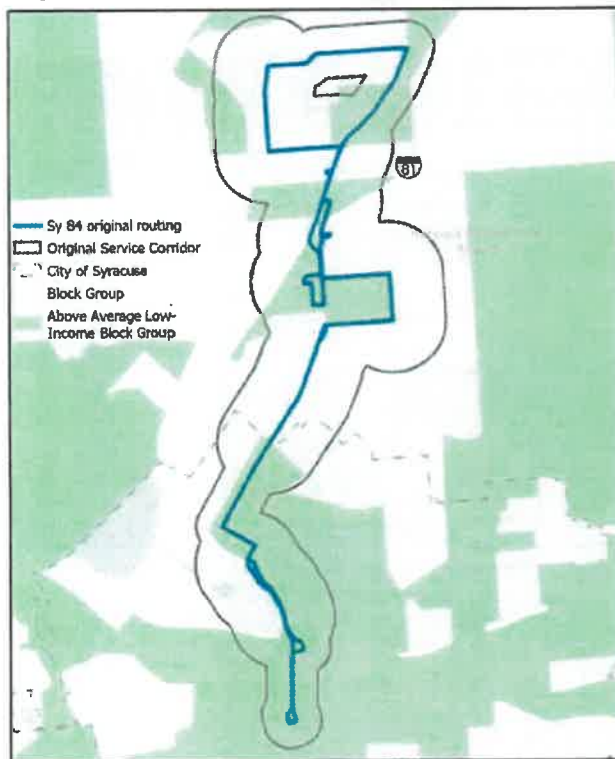
The combined line buffer (also referred to as a 'service corridor') was spatially intersected with the block group data for minority and low-income respectively. The original service corridor is represented in Map 3 and Map 4. The trial routing service corridor is represented in Map 5 and Map 6. The percentage of each block group within the service corridor was calculated. From those percentages, the approximate minority population and low-income households was calculated. The percent minority and low-income compared to the county threshold is depicted as the impact.

To further evaluate the effect of the service change, a walkshed analysis was conducted. Walk-sheds are a commonly used analytical tool which do not calculate 'as the crow flies' but instead utilize a street network yielding a more representative walking area. Utilizing ArcGIS Pro's Network Analyst extension, service area layers were generated for both the discontinued stops (Map 7) and the active stops (Map 8). The tool calculated a one-quarter and one-half mile walking distance buffer from each bus stop based on the street network.

The buffers were dissolved to create solid coverage areas (Map 9). The two coverage areas were intersected, and all overlapping areas removed (Map 10). The remaining area is considered the unserved area and the affected population. The impacts were calculated for the difference in coverage areas between the discontinued stops and active stops for both minority (Map 11) and low-income (Map 12).

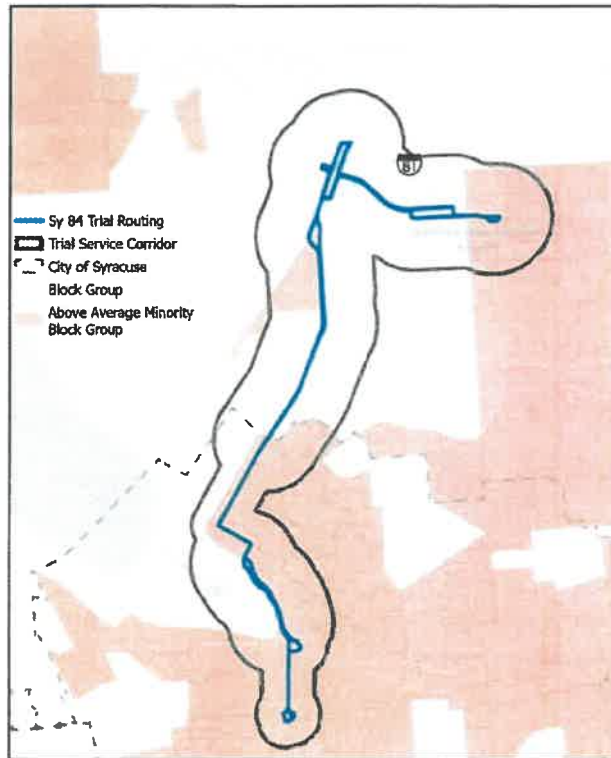
**Map 3: Minority Block Groups & Original Service Corridor**

Sy 84 Service Corridor			
Total Population	Minority Population	Minority	Minority Impact
32,905	11,719	35.6%	10.8%

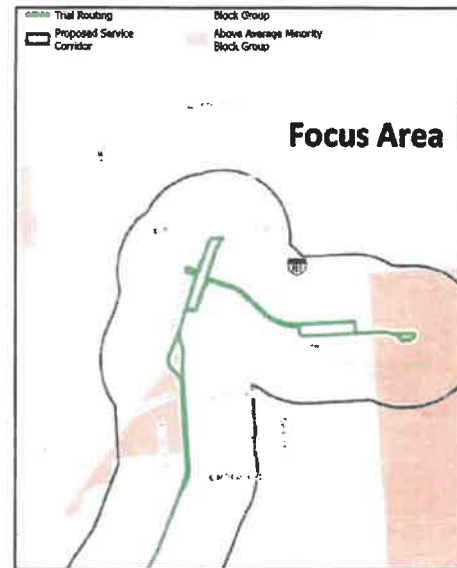
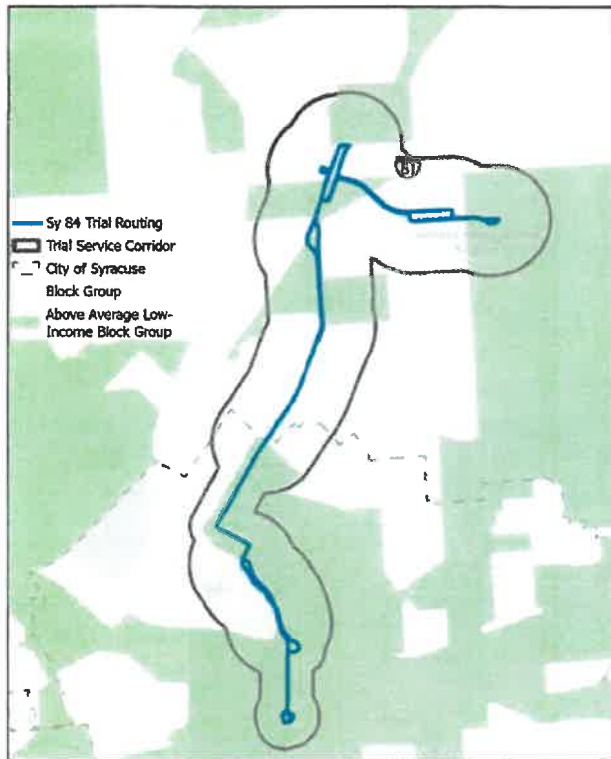
**Map 4: Low-Income Block Groups & Original Service Corridor**

Sy 84 Service Corridor			
Total Households	Low-Income Households	Low-Income	Non-Low-Income Impact
14,346	5,228	36.4%	11.1%

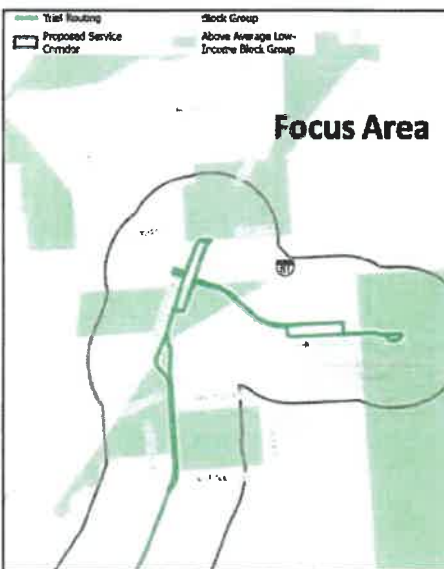


**Map 5: Minority Block Groups & Trial Service Corridor**

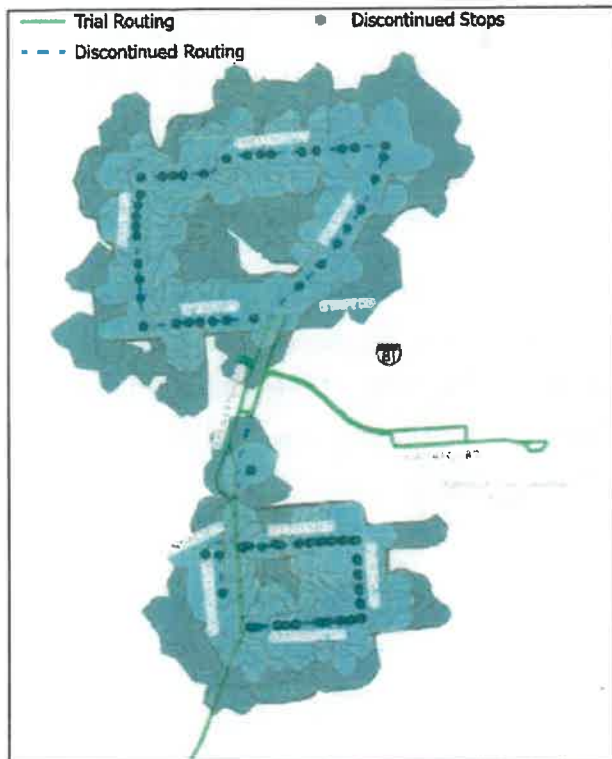
Sy 84 Trial Service Corridor			
Total Population	Minority Population	Minority	Minority Impact
25,163	11,108	44.1%	19.3%

**Map 6: Low-Income Block Groups & Trial Service Corridor**

Sy 84 Trial Service Corridor			
Total Households	Low-Income Households	Low-Income	Low-Income Impact
11,084	4,577	41.3%	16.0%



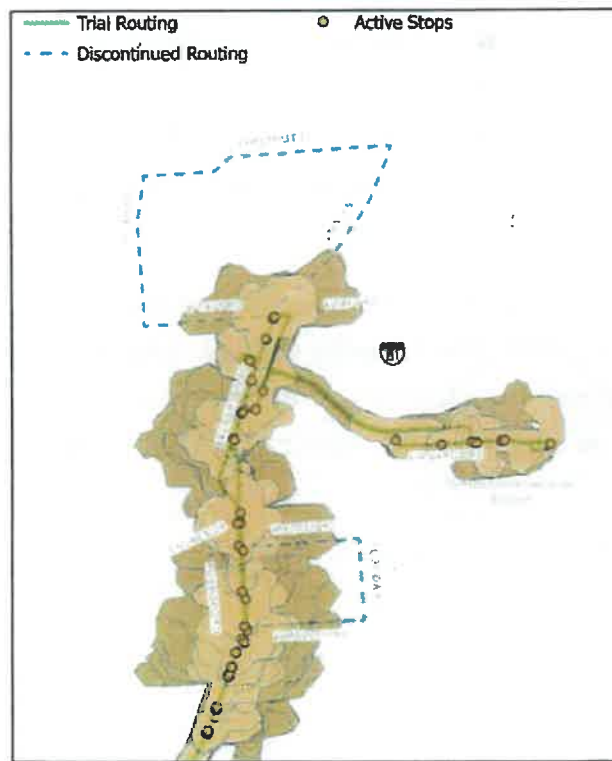


**Map 7: Discontinued Stops Walkshed**

Unlike the service corridor analysis, the walkshed analysis uses the stop location as the point of reference.

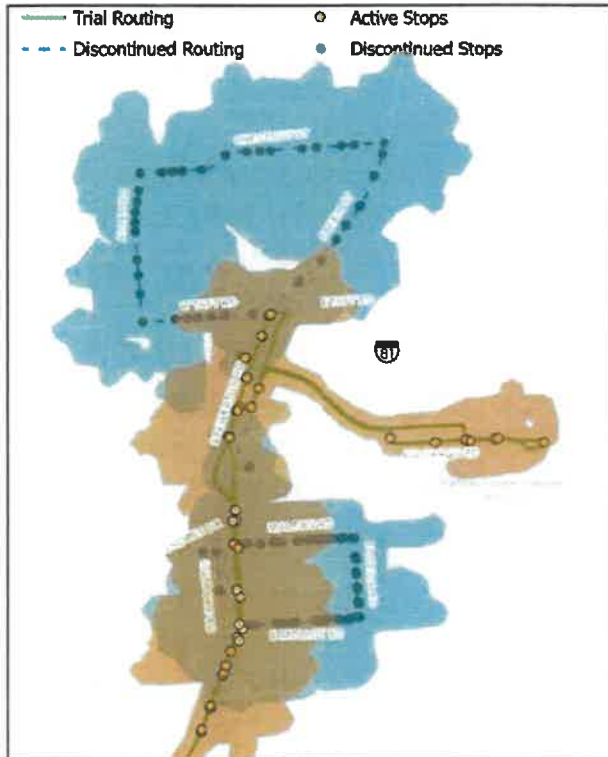
The tool calculated a one-quarter (represented by the lighter shades) and one-half (represented by the darker shades) mile walking distance buffer from each bus stop based on the street network.

The result is an irregular shaped buffer as opposed to the bulbous buffer created as a result of an 'as the crow flies' analysis.

**Map 8: Active Stops Walkshed**

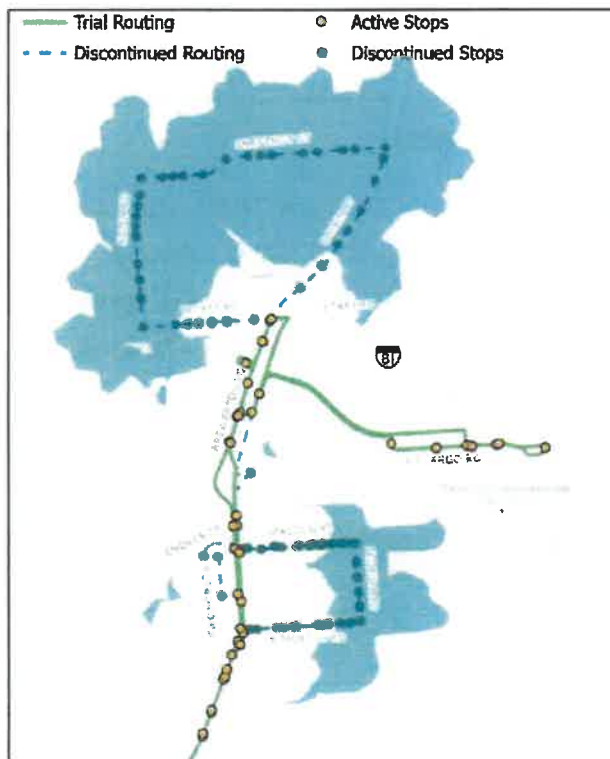
The discontinued stops and active stops were processed separately. This was by design, to analyze the coverage area for the different affected communities.

Of note is the walking distance from the stops along Route 11 serving both the Orchard Estates and Malden Rd./Florida Rd./Molloy Rd. areas. While direct service was eliminated, Orchard Estates is well within an acceptable walking distance to bus stops on Route 11. More than half of the Malden Rd./Florida Rd./Molloy Rd. area is within an acceptable walking distance as well.

**Map 9: Walkshed Comparison**

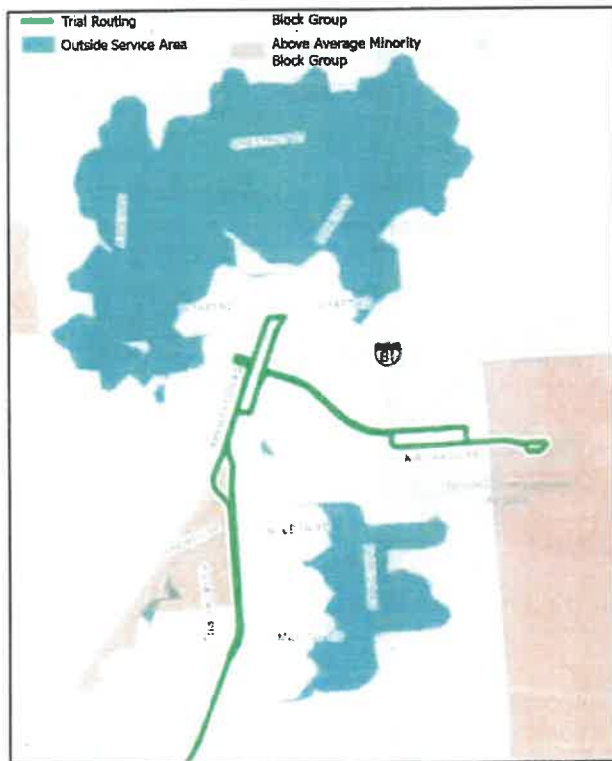
The walksheds were dissolved to create solid coverage areas, as depicted in Map 9. The blue area represents the walkshed for the discontinued stops. The orange area represents the walkshed for the active stops.

There are areas where the two walksheds overlap. Those areas are considered as continuing to be served by the active stops and therefore not as adversely affected as other areas.

**Map 10: Difference in Walksheds**

The two coverage areas were spatially intersected using ArcGIS Pro. All overlapping areas (those that continue to be served by the active stops) were removed as depicted in Map 10.

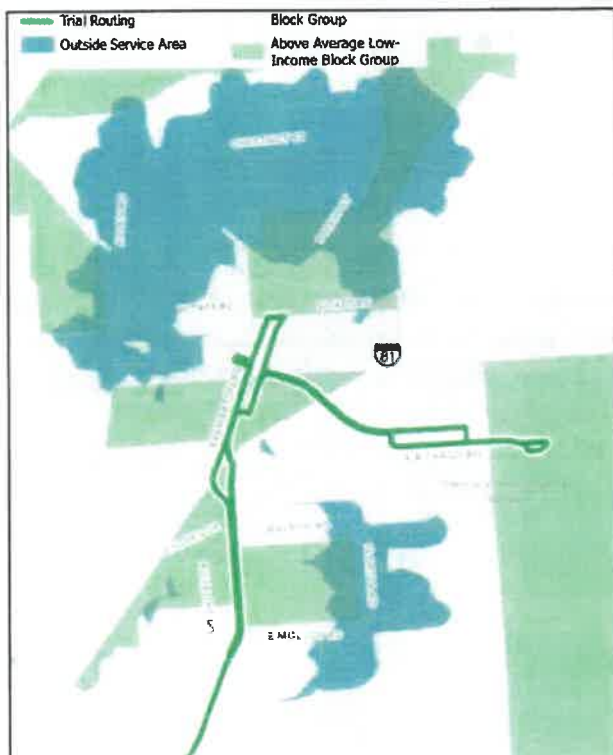
The remaining blue area is considered the unserved area. The minority and low-income impacts were calculated for the area following the same method as the service corridor analysis.

**Map 11: Minority Block Groups & Affected Walkshed**

There is a lower concentration of minorities in the affected service area compared to the county average. There are very minimal above average minority areas in the affected area.

The total impact to the minority population in the affected area is **-15.4%**. This service change **does not yield a disparate impact**.

Type of Service Change	Affected Area Population Data			
	Total Population	Minority Population	Minority	Minority Impact
Re-route	9,352	883	9.4%	-15.4%

**Map 12: Low-Income Block Groups & Affected Walkshed**

There is a similar concentration of low-income households in the affected area compared to the county average. There are a few above average low-income areas in the affected area.

The total impact to the low-income households in the affected area is **-2.1%**. This service change **does not yield a disproportionate burden**.

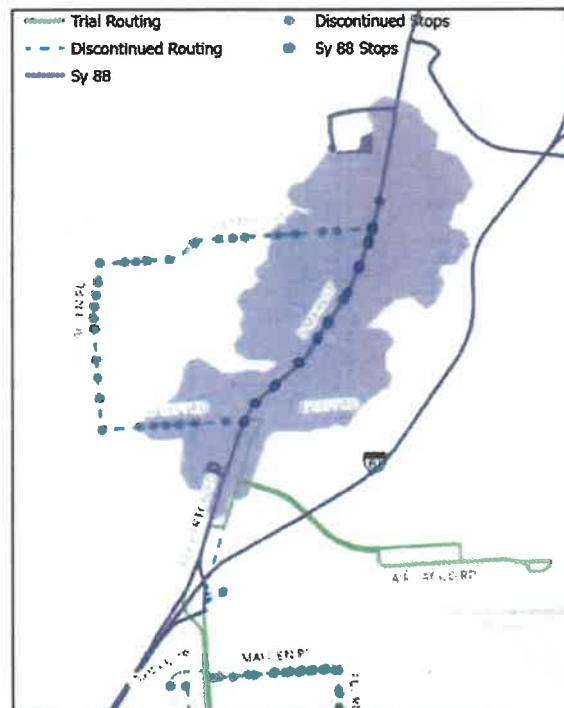
Type of Service Change	Affected Area Household Data			
	Total Household	Low-Income Household	Low-Income	Low-Income Impact
Re-route	4,020	931	23.2%	-2.1%

## Alternative Service

Centro determined that the adverse effects of this service change include route segment elimination and re-routing. Direct service was eliminated to three neighborhoods. Service is still available, particularly to the neighborhoods south of Taft Rd. Customers in those neighborhoods will have an increased walking distance.

For the customers at Taft Rd. and north, there is alternative service available via the Sy 88. The adverse effect associated with this alternative is a decrease in frequency. A walkshed service area was generated for the stops on the Sy 88 that serve stops discontinued on the Sy 84 as shown in Map 13.

**Map 13: Sy 88 Stops Walkshed**



## Initial Board of Members Approval

The results of the initial Service Equity Analysis were presented to the Board of Members on July 26, 2024. As per Centro policy, the results were reported prior to any public discussion of said results. The Board acknowledged their acceptance of the presented information regarding the Sy 84 Mattydale-Airport Service Changes. A motion (No. 2726) to approve the draft service change equity analysis was carried unanimously (**Attachment 1**).



## PUBLIC OUTREACH

The Social Media outreach strategy included posting details of the service change on Facebook, Instagram, Twitter, and LinkedIn. Public feedback was encouraged and received throughout the year leading up to the public hearing.

### Public Hearing

The public hearing was held on Tuesday August 13, 2024, at 5:30 pm at Burnham Park, 760 Malden Rd., Mattydale, NY 13211. Legal Notice was published 21 days prior to the meeting, on July 23, 2024, in the newspaper of general circulation, the Syracuse Post Standard (**Attachment 2**). The hearing was held on board Centro's Community Bus.

The meeting information was posted on Facebook, Instagram, Twitter, and LinkedIn. The homepage on the Centro website was updated to include the meeting information. The Public Hearing and Meetings page was updated with details



regarding the Public Hearing, including presentation materials and the legal notice (**Attachment 5**). In addition, persons who provided feedback were contacted directly with the meeting information.



Eleven members of the community attended the hearing. The proposed changes and corresponding analyses were presented by the Senior Director of Service Planning and Special Projects Bren W. Daiss.

Printed copies of the presentation were made available to participants as well as a one-page fact sheet (**Attachment 3**) and Centro staff were available to answer questions. Several attendees made oral statements and asked questions during the Public Hearing. Their comments were recorded on the video and in a transcript generated from YouTube. Written statements were also collected and added to the record. The public hearing was closed at 6:03pm. The hearing was posted to the Centro YouTube channel where a transcript was made available. The [YouTube](#)

recording was linked under the videos section on the Public Hearings and Meetings webpage. Customers were encouraged to submit written comments through Centro's social media channels, and via telephone, email, and fax. The public comment period closed on September 9, 2024 (four weeks after the hearing). A summary of all the comments received is included as **Attachment 4**.

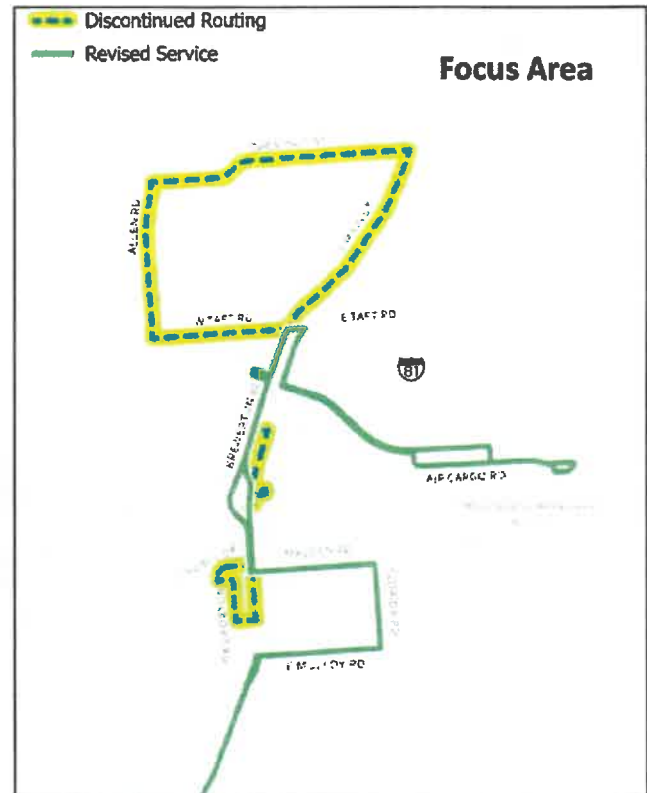


## POST-PUBLIC HEARING ANALYSIS

Following the Public Hearing, an on-time performance analysis was conducted on the Sy 84 to address some of the comments received at the hearing. The analysis revealed that by adjusting some running times between time points in both directions and using some of the recovery time at the EOL, Centro could once again service the Molloy/Florida/Malden area.

Existing running times were able to be tightened or streamlined to allow for less possible dwell time at time points in each direction. Data from previous sign-ups was used to inform the running time decisions for the service being added back in.

On September 16, 2024, a detour went into effect modifying the routing.



**Map 14: Revised Service & Discontinued Service**

## Results of Major Service Change Test on Revised Service

With the addition of the Malden Rd / Florida Rd. / E. Molloy Rd. neighborhood deviation, only one inbound pattern meets the Major Service Change threshold. This is the trip that served the northern area between Taft and Chestnut which was underutilized and not brought up by the public as an item of concern at the Public Hearing.

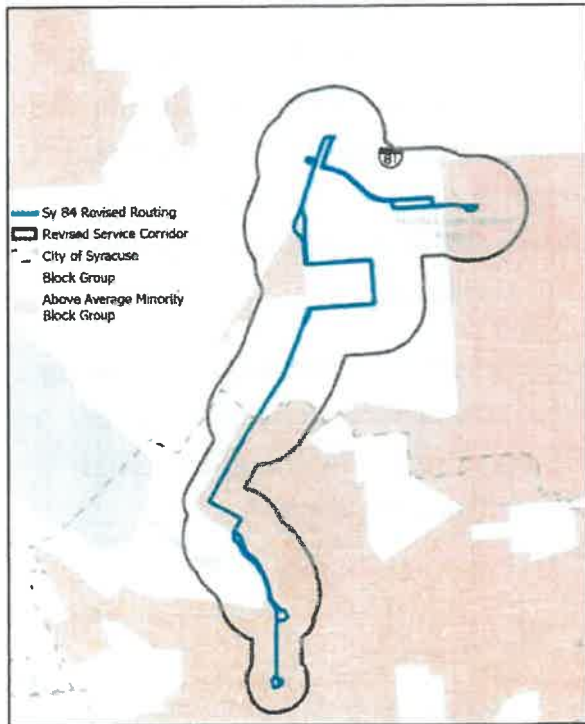
**Table 2: Revised Route Length Changes**

Line	Pattern	Route Length		
		Mar 2022	Sep 2024	% Change
84	A, inbound	8.46	7.59	-10.3%
84	A, outbound	6.72	6.72	0.0%
84	B, inbound	8.45	7.58	-10.3%
84	C, inbound	12.62	5.94	-52.9%
84	C, outbound	8.02	8.02	0.0%

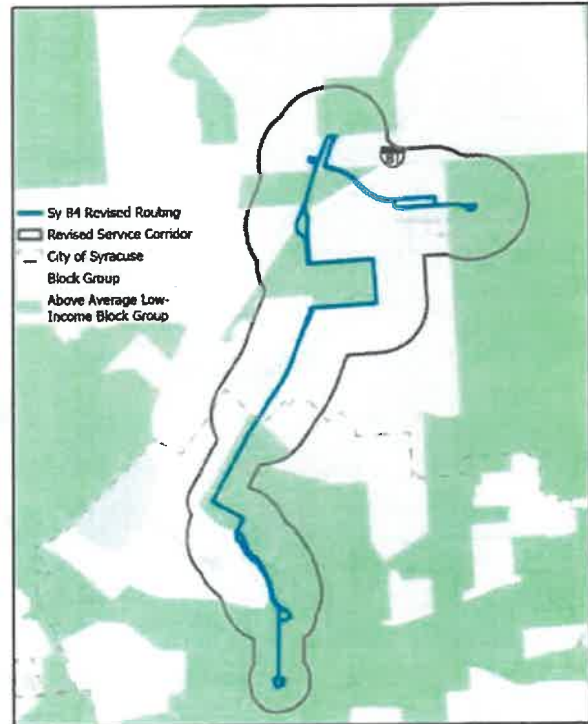
## ASSESSING IMPACTS OF REVISED SERVICE

The same analytical methodology as detailed on page 9 was followed for the service revision. Refer to page 10 for the original Sy 84 routing demographic maps.

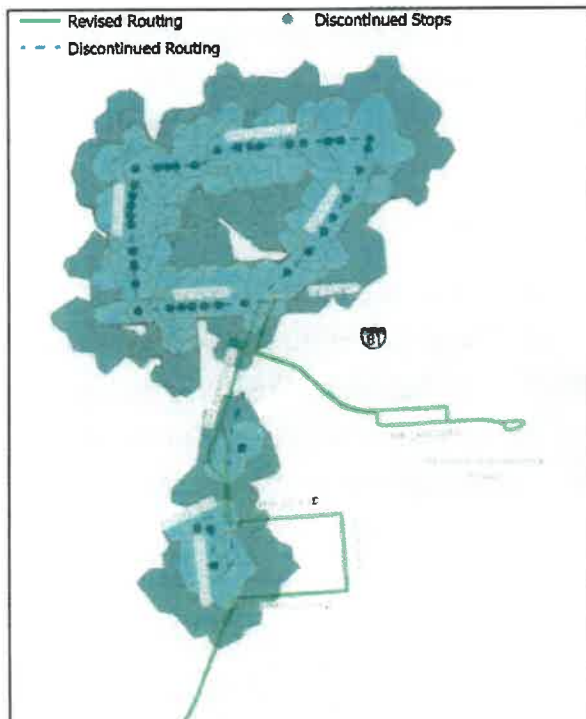
**Map 15: Minority Block Groups & Revised Service Corridor**



**Map 17: Low-Income Block Groups & Revised Service Corridor**

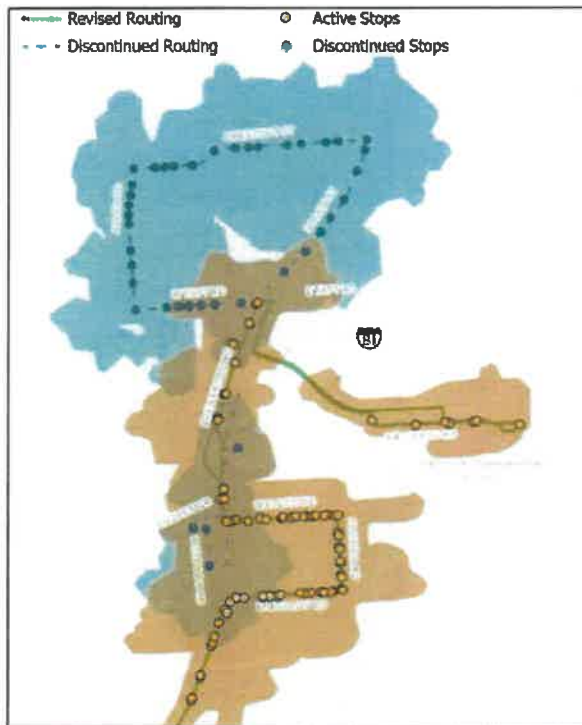


**Map 16: Discontinued Stops Walkshed**



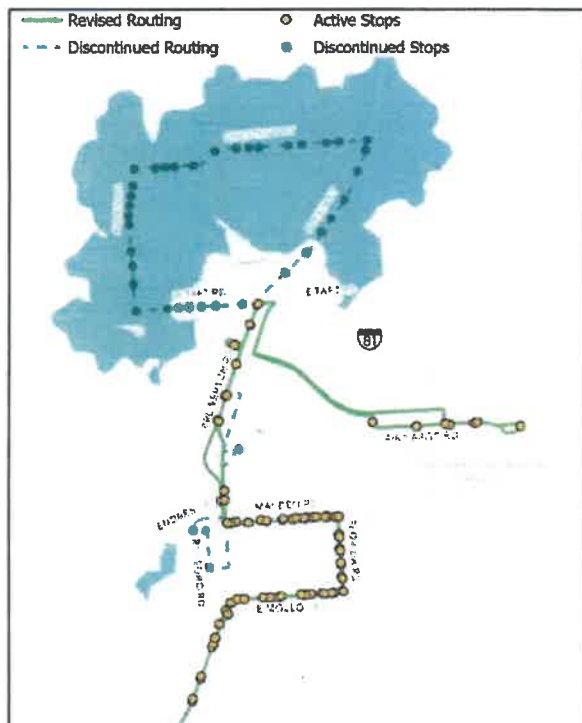
**Map 18: Active Stops Walkshed**



**Map 19: Walkshed Comparison**

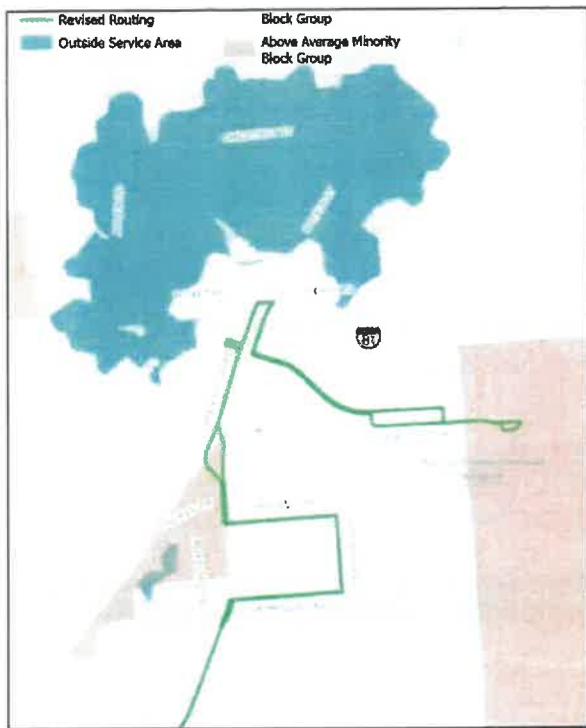
The walksheds were dissolved to create solid coverage areas, as depicted in Map 19. The blue area represents the walkshed for the discontinued stops. The orange area represents the walkshed for the active stops. The active stops walkshed is noticeably larger due to the addition of service in the Florida Rd. neighborhood.

There are areas where the two walksheds overlap. Those areas are considered as continuing to be served by the active stops and therefore not as adversely affected as other areas.

**Map 20: Difference in Walksheds**

As done previously, the two coverage areas were spatially intersected using ArcGIS Pro. All overlapping areas (those that continue to be served by the active stops) were removed as depicted in Map 20.

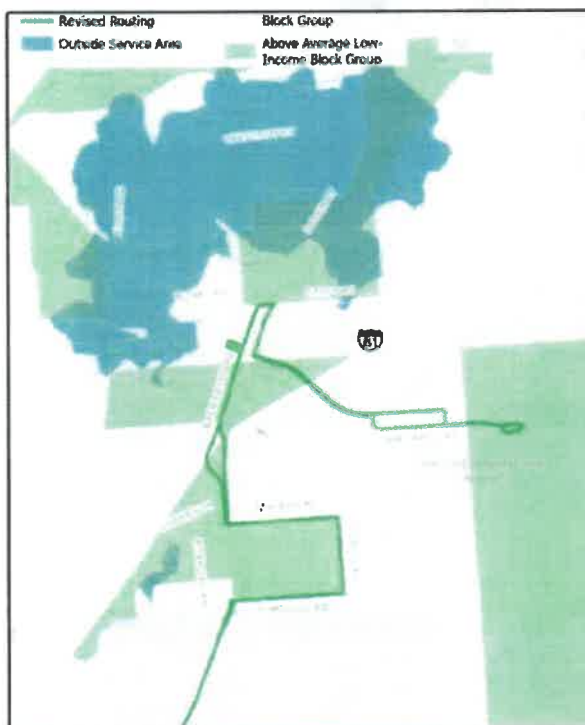
The remaining blue area is considered the unserved area. The area is noticeably smaller due to the addition of the service. The minority and low-income impacts were calculated for the area following the same method as the service corridor analysis.

**Map 21: Minority Block Groups & Affected Walkshed**

There is a low concentration of minorities in the affected service area compared to the county average.

The total impact to the minority population in the revised affected area is -16.0%. **There is no disparate impact.**

Type of Service Change	Affected Area Population Data			
	Total Population	Minority Population	Minority	Minority Impact
Re-route	8,457	752	8.9%	-16.0%

**Map 22: Low-Income Block Groups & Affected Walkshed**

There is a similar concentration of low-income households in the affected area compared to the county average.

The total impact to the low-income households in the revised affected area is -2.1%. **There is no disproportionate burden.**

Type of Service Change	Affected Area Household Data			
	Total Household	Low-Income Household	Low-Income	Low-Income Impact
Re-route	3,654	849	23.2%	-2.1%



## Alternative Service & Mitigation

Under the revised service, Centro determined that the adverse effects of this service change continue to include route segment elimination and re-routing. Direct service was eliminated to two neighborhoods. Service is still available, particularly to the neighborhood where Orchard Estates Apartment Complex is located. Customers in that neighborhood will have an increased walking distance to catch the bus on Route 11.

Both Airport personnel and community members requested additional frequency on the Sy 84. One additional mid-day trip was added effective September 16, 2024.

For the customers at Taft Rd. and north, there continues to be alternative service available via the Sy 88. The adverse effect associated with this alternative is a decrease in frequency (refer to Map 13 previously).

## FINAL SERVICE RECOMMENDATION

Service will continue to Hancock International Airport while also traveling through the Malden Rd./Florida Rd./E. Molloy Rd. area. Service will not be reinstated north of Taft Rd. The updated schedule map is displayed below.

### Route Map

- 84** Mattydale - Airport
- 184** Mattydale - Airport



### Board of Members Approval

A report of all the public comments received and the responses given was submitted to the Board of Members for review prior to the September 2024 meeting. The Board did not recommend any changes to the revised service proposal at the September meeting. A resolution to move forward with the Sy 84 Mattydale - Airport redesign will be brought to the Board on October 25, 2024 (**Attachment 5** – to be updated with signed document).

As per Centro's Title VI Policies, final public notice of the changes in service will be made at least ten days in advance of the effective date of the permanent change.

### CONCLUSION

This report documents the Title VI Service Equity Analysis required to support the redesign of the Sy 84 Mattydale – Airport bus line. The modifications to current fixed route service were analyzed based on Centro's Title VI thresholds and FTA's Circular 4702.1B. Following a public hearing, the service was revised, and an additional analysis completed.

There are neither disparate impacts nor disproportionate burdens associated to the Sy 84 service change. Minority and Low-Income populations will not be more adversely impacted than the rest of the population.

This Title VI Service Equity Analysis concludes that the service changes were designed without regard to race, color, or national origin. Based on the results of the analysis, Centro staff recommends that the Board of Members approve the finalized Service Equity Analysis and that the revisions become permanent.

**THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY  
(and its Subsidiaries)  
200 CORTLAND AVENUE, SYRACUSE, NEW YORK  
MINUTES OF THE JULY 26, 2024, BOARD MEETING**

---

**MEMBERS PRESENT:**

NICHOLAS LAINO, Chair  
ANTHONY DAVIS, Vice Chair  
TINA FITZGERALD, Treasurer  
ROBERT CUCULICH  
MONTY FLYNN  
JOSEPH HARDICK  
JULIUS LAWRENCE  
LOUELLA WILLIAMS  
FRANK SAYA, Non-Voting Member

**MEMBERS ABSENT:**

DARLENE LATTIMORE, Secretary  
NEIL BURKE

**STAFF PRESENT:**

CHRISTOPHER TUFF, Deputy Chief Executive Officer  
JACKIE MUSENGO, VP of Human Resources  
GEOFFREY HOFF, VP of Fleet and Facilities  
RAHMIN AZRIA, VP of Operations  
BRUCE FONG, VP of Information Technologies  
MELISSA BRIM, Associate VP of Finance  
CHRIS KING, Manager of Procurement  
BREN DAISS, Director of Special Projects and Planning  
LYNETTE PADUANO, Director of Marketing and Communications  
EJ MOSES, Director of Facilities  
TARA SPRAKER, Director of Capital Programs  
PAULA CUTRONE, Senior Manager of Transit Data and Equity  
JASON SMITH, Senior Procurement Analyst  
JOSH GARDNER, Spec. Transport Manager & Systems Analyst  
DAVID CARACCIO, Project Manager Facilities  
JEANNINE JOHNSON, Executive Assistant

**CALL TO ORDER** At 2:45 P.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

**MOMENT OF SILENCE**

- Chairman Laino requested a moment of silence for the recent passing of former employees Warren "Woody" Woodruff (General Manager), Joyce LoBisco (first female Operations Manager) Cayuga, Dana McMahon Syracuse Operator

**RECOGNITION OF ED MUELLER FOR 32 YEARS OF SERVICE ON HIS RETIREMENT**

Centro would like to recognize Ed Mueller for his 32 Years of service with Centro. Ed started in 1992 as a bus operator and was promoted to management in 2003 as the Manager of Schedule Development. He ended his career as the Director of Service Planning. We would like to thank Ed for all his years of service at Centro and wish him well in his retirement.

**UPCOMING MEETINGS**

- Chairman Laino announced the following meetings for August 23, 2024:
  - o Governance Committee – 9:00 AM
  - o Audit and Finance Committee – 9:30 AM
  - o Board Meeting – 10:00 AM

**APPROVAL OF THE JUNE 21, 2024, BOARD MEETING MINUTES - MOTION NO. 2725**

Motion – Tina Fitzgerald

Seconded – Julius Lawrence

Carried Unanimously

**DEPUTY CHIEF EXECUTIVE OFFICER'S REPORT – Mr. Tuff**

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

**PUBLIC TRANSIT LEADERSHIP INSTITUTE (PTLI)**

On July 18th we hosted the New York Public Transit Association (NYPTA) PTLI session in Syracuse. This six-part, year-long series is an in-depth professional development opportunity for mid- to senior-level managers aspiring to advance their careers as senior and executive level public transit professionals. We provided a tour of the facility and shared discussions on technology and programs that we are working on in Central New York.

**REACHING PRODUCTIVITY MILESTONES (RPM)**

This past week the team and I traveled to the outside properties to celebrate the employees for their years of service to the community and to announce our quarterly operator and maintenance employee of the quarter.

*Operator of the Quarter – William (Bill) Krichbaum – Syracuse – 22-year employee*

*Maintenance Employee of the Quarter – Vitaly "Vik" Viktorovich – Syracuse – 9-year employee*

The program continues to grow and looking forward to future years.



ONEIDA COUNTY RURAL TRANSIT (OCRT)

We are happy to announce that at the July Oneida County Legislature meeting the Resolution was approved to enter into an agreement with Centro for us to operate their Oneida County Rural Transit service. This service was suspended, and we are happy to finally be able to bring this back to Oneida County. The service will start by connecting the City of Utica, City of Rome and Turning Stone Casino. There are connections along the route for various employers, Mohawk Valley Community College (Utica and Rome Campus), Utica and Rome Hubs. This service should begin in the fall of 2024.

DRAFT SERVICE CHANGE EQUITY ANALYSIS Sy84 – MOTION NO. 2726

Ms. Daiss, Director of Special Projects and Planning, presented to the Board, a Motion to approve the Draft Service Change Equity Analysis Sy84.

A Motion to approve the Draft Service Change Equity Analysis, Sy84, was raised.

Motion – Tina Fitzgerald

Seconded – Julius Lawrence

Carried Unanimously

CALL-A-BUS QUARTERLY REPORT

Mr. Gardner presented the Call-A-Bus report as follows: June 30th marked the end of the 1st quarter FY25 for Specialized Transportation statistics. Ridership is up about 12% over prior year. Earlier in the day Call-A-Bus participated in the ADA parade in Syracuse commemorating the 34th anniversary of the Americans with Disabilities Act. Tina Fitzgerald brought up annual refresher training that was held with outside Call-A-Bus vendors the previous two Sundays.

BUSINESS DEVELOPMENT AND CORPORATE COMMUNICATIONS REPORT – Ms. Daiss

Ms. Daiss presented to the Board a slide deck describing the in-progress Equity Analysis being completed for the Sy84/ Mattydale/Airport route. Last year, based on customer requests, Centro adjusted service on the Sy84 route to add service to Hancock International Airport. In order to keep on schedule, two route deviations were discontinued. The service now operates on Rt. 11 between N. Salina St and Lawrence Rd in North Syracuse. Centro also established a fare free zone between the parking lot on Air Cargo Road and Terminal A to assist employees during inclement weather. The service continues to operate 26 trips daily with the same amount of revenue hours and an increase in revenue miles. The removal of route deviations makes the service easier to understand and navigate for the customers. As required by Title VI of the Civil Rights Act, staff is in the process of analyzing these changes to review any adverse impacts on minority or low-income populations. No disparate or disproportionate impacts were found in the analysis.

In addition to the analysis, Centro offers alternate service for the impacted population on Route Sy88 North Syracuse – Central Square which continues to serve Brewerton Road between W. Taft Rd and Chestnut St. The Sy84 service also provides opportunities for transit dependent residents to safely and

affordably get to and from work at the airport, thus expanding opportunities for minority and low-income persons.

A Public Hearing will be held on August 13th at 5pm at the Burham Park in Mattydale aboard Centro's new community bus to get additional feedback from the public. After the completion of the public comment period, staff will finalize the Equity Analysis and bring it to the Board for final approval in September.

#### AUDIT AND FINANCE COMMITTEE REPORT

##### 2024 ITC PROPERTY, GENERAL LIABILITY, AND GARAGE KEEPER INSURANCE – MOTION NO. 2728

Mr. John Maloff, Centro's Insurance Broker, presented a Motion to approve the 2024 ITC Property, General Liability, and Garage Keeper Insurance.

A Motion to approve the 2024 ITC Property, General Liability, and Garage Keeper Insurance as recommended by the Audit and Finance Committee was raised.

Motion – Julius Lawrence  
Seconded – Louella Williams  
Carried Unanimously

##### 2024 WORKERS COMPENSATION RENEWAL – MOTION NO. 2729

Mr. Cronin presented a Motion to approve the 2024 Worker's Compensation Renewal. A copy of which is attached to these minutes.

A Motion to approve the 2024 Workers Compensation Renewal as recommended by the Audit and Finance Committee was raised.

Motion – Anthony Davis  
Seconded – Tina Fitzgerald  
Carried Unanimously

##### 2024-25 FIRST QUARTER FINANCIAL STATEMENTS – MOTION NO. 2727

Ms. Brim presented the 2024-25 First Quarter Financial Statements, for period ending June 30, 2024. A copy of which is attached to these minutes.

A Motion to Approve the 2024-25 First Quarter Financial Statements as recommended by the Audit and Finance Committee was raised.

Motion – Monty Flynn  
Seconded – Anthony Davis  
Carried Unanimously

**BODY SHOP & PAINT SUPPLIES – RESOLUTION NO. 2611**

Mr. King, Procurement Manager, presented a Resolution for a contract award for Body Shop & Paint Supplies to NAPA Auto Parts. A copy of the Resolution is attached to these Minutes.

A Motion to approve the contract award to NAPA Auto Parts as recommended by the Audit and Finance Committee was raised.

Motion – Tina Fitzgerald  
Seconded – Anthony Davis  
Carried Unanimously

**REGIONAL TRANSPORTATION CENTER JANITORIAL SERVICES – RESOLUTION NO. 2612**

Mr. King, Procurement Manager, presented a Resolution to approve a contract award for Regional Transportation Center Janitorial Services to Human Technologies Corporation and Northcoast-Community Options. A copy of the Resolution is attached to these Minutes.

A Motion to approve the contract award Human Technologies Corporation and Northcoast-Community Options to as recommended by the Audit and Finance Committee was raised.

Motion – Louella Williams  
Seconded – Julius Lawrence  
Carried Unanimously

**ADMINISTRATIVE POINT OF SALE TERMINAL PURCHASE – RESOLUTION NO. 2613**

Mr. King, Procurement Manager, presented a Resolution to approve a contract award to Genfare in the amount of \$251,687.23 to furnish and install seven Administrative Point of Sale Terminals. A copy of the Resolution is attached to these Minutes.

A Motion to approve the contract award to Genfare in the amount of \$251,687.23 to furnish and install seven Administrative Point of Sale Terminal Purchase, as recommended by the Audit and Finance Committee was raised.

Motion – Anthony Davis  
Seconded – Tina Fitzgerald  
Carried Unanimously

**EXECUTIVE RECRUITMENT SERVICES – RESOLUTION NO. 2614**

Mr. King, Procurement Manager, presented a Resolution to approve a contract award for Executive Recruitment Services to TransPro Consulting. A copy of the Resolution is attached to these Minutes.

A Motion to approve the contract award to TransPro Consulting, as recommended by the Audit and Finance Committee was raised.

Motion – Anthony Davis  
Seconded – Tina Fitzgerald  
Carried Unanimously

PENSION COMMITTEE REPORT

Mr. Joseph Hardick, Chairman of the Authority's Pension Committee, announced that the Pension Committee met earlier this morning, Tim Tindall and Jim Gould from Alesco Advisors LLC presented the quarterly report regarding the investment of assets in the pension plans of the Authority (salaried and non-salaried) and for Centro of Oneida, Inc. (Utica and Rome). After a detailed and lengthy discussion, it was agreed that no action is recommended regarding the respective pension plans at this time. Also heard from Greg Stump, from Boomershine Consulting Group, our actuary. Mr. Stump's presentation was very informative.

EXECUTIVE SESSION – MOTION NO. 2730

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

Motion – Robert Cuculich  
Seconded – Julius Lawrence  
Carried Unanimously

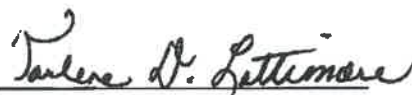
No action was taken in Executive Session.

ADJOURNED

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

  
Chairman

ATTEST:

  
Secretary

## CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY PUBLIC HEARING NOTICE

**Tuesday, August 13, 2024**

**Burnham Park**

**760 Malden Rd, Mattydale, NY 13211**

**Informational Session: 5:00pm**

**Public Hearing: 5:30pm**

The Central New York Regional Transportation Authority (Centro) will hold a public hearing to allow public comment regarding service changes implemented in September 2023 to the SY84 Mattydale bus route. The service changes were instituted on a trial basis and are now being considered for permanent implementation. As these changes constituted major service changes on Centro's SY84 bus route according to Centro's Major Service Change policy they require a public hearing.

Centro will receive comments on the impact of the changes or suggested improvements on the above-mentioned route and will consider these comments as it finalizes the design of this bus line.

Information outlining the service changes and their overall impact are available on Centro's website at: [www.centro.org/about-Centro/meetings-and-events](http://www.centro.org/about-Centro/meetings-and-events). For formats (FREE of charge) in accordance with the ADA and Limited English Proficiency regulations, and for patrons requiring further accommodations, please contact (315) 442-3400. Virtual sign language and Spanish language interpreters will be available at the hearing.

Individuals whose interests would be affected by the proposed changes being considered are hereby notified and invited to attend the hearing to present such evidence, comment, or object as their interests require. Additionally, customers with questions or comments can contact Centro in any of the following ways:

<b>Social Media:</b>	Facebook, Twitter, and Instagram: @GoCentroBus
<b>Email:</b>	<a href="mailto:cnyrta@centro.org">cnyrta@centro.org</a>
<b>Phone:</b>	Leave a message at (315) 442-3400
<b>Mail:</b>	Write to Centro at 200 Cortland Avenue, Syracuse, NY 13205
<b>Fax:</b>	Fax your comments to (315) 442-3337



**[www.centro.org](http://www.centro.org)**





# Sy 84 Mattydale – Airport Service Change

## Service Change Summary

In September 2023, Centro added service on the Sy 84 to Hancock International Airport, the most requested destination in the area. To make the service as efficient as possible, deviations into neighborhoods were discontinued. The streamlined service operates on Route 11 between N. Salina St. and Lawrence Rd. in N. Syracuse. There were no changes to the rest of the route.

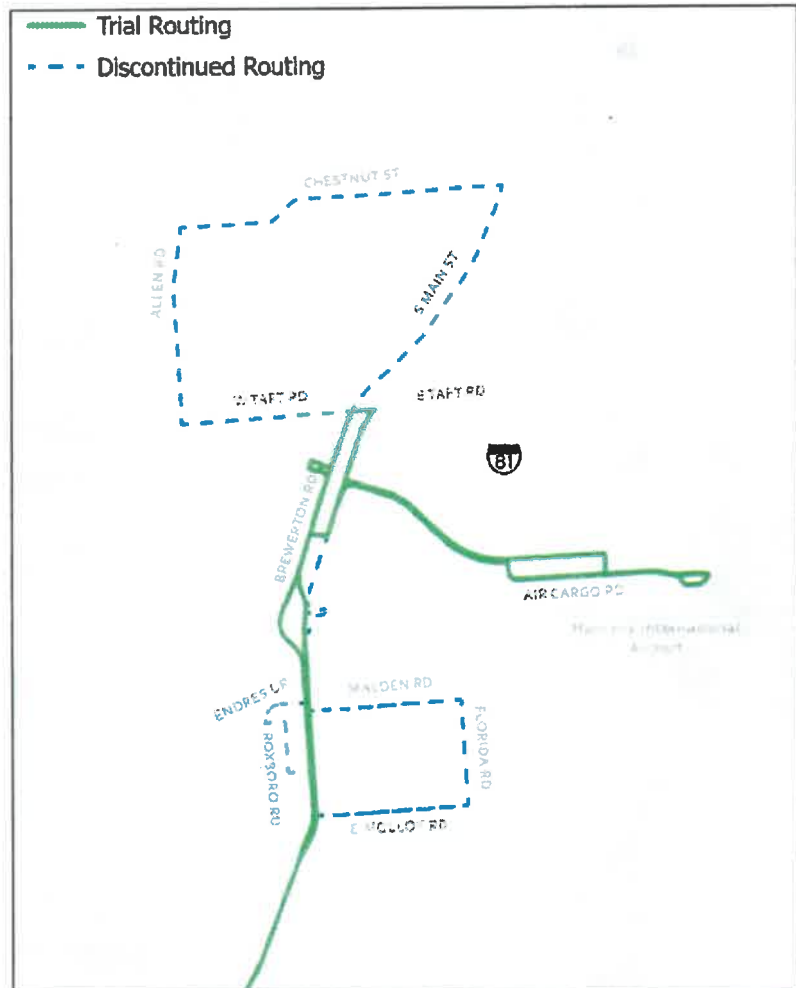
## Why is this a Major Service Change?

The bus route was altered by more than 25% which requires a Service Equity Analysis per Title VI of the Civil Rights Act of 1964.

## Results of Service Equity Analysis

The impacts are below the 20% threshold as follows:

- Minority Impact = -15.4%
- Low-Income Impact = -2.1%



### Alternate Service Available

- **Sy 88 North Syracuse – Central Square**
  - Continues to serve stops on Rt. 11 between Taft Rd and Chestnut St

## What are the benefits of this service change?

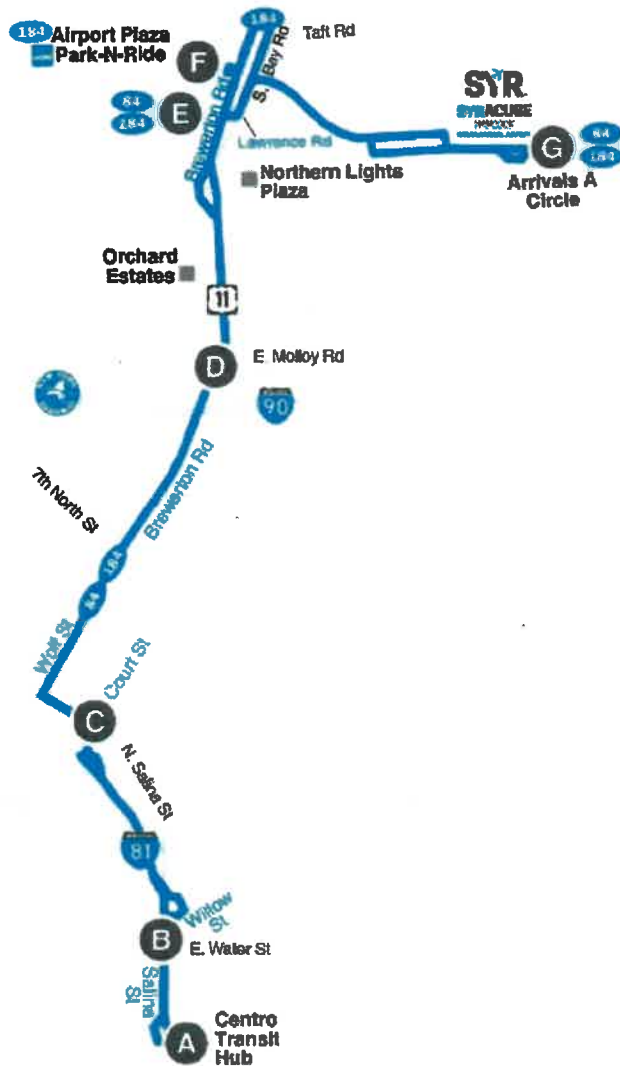
The modified routing provides:

- consistent and reliable service as the routing is the same for all trips,
- opportunities for transit dependent residents to safely and affordably travel to/from the airport,
- access to additional employers along Air Cargo Road.

## How can I provide feedback on this change?

Comments are accepted until September 9, 2024, via our social media accounts (Facebook, X, and Instagram) @GoCentroBus, email at [cnyrta@centro.org](mailto:cnyrta@centro.org), telephone at (315) 442-3400, mail by writing to Centro, 200 Cortland Ave., Syracuse, NY 13205, or fax at (315) 442-3337.

## Route Map

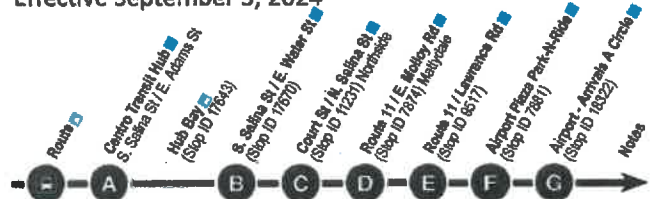


## Legend

- Regular Bus Route
- Limited Service
- Point of Interest
- T Timepoint (see schedule)
- P Park-N-Ride

## Downtown to Mattydale

Effective September 3, 2024



## MONDAY – FRIDAY

184	5:00	A4	5:02	5:09	5:20	5:25	5:28	5:35
184	5:40	A4	5:42	5:49	6:00	6:05	6:08	6:15
184	6:20	A4	6:22	6:29	6:40	6:45	6:48	6:55
184	6:40	A4	6:42	6:49	7:00	7:05	7:08	7:15
184	7:40	A4	7:42	7:49	8:00	8:05	8:08	8:15
184	10:20	A4	10:22	10:29	10:40	10:45	10:48	10:55
184	11:40	A4	11:42	11:49	12:00	12:05	12:08	12:15
184	12:40	A4	12:42	12:49	1:00	1:05	1:08	1:15
184	3:20	A4	3:22	3:29	3:40	3:45	3:48	3:55
184	4:00	A4	4:02	4:09	4:20	4:25	4:28	4:35
184	4:40	A4	4:42	4:49	5:00	5:05	5:08	5:15
184	5:00	A4	5:02	5:09	5:20	5:25	5:28	5:35
184	5:20	A4	5:22	5:29	5:40	5:45	5:48	5:55
184	6:20	A4	6:22	6:29	6:40	6:45	6:48	6:55

## SATURDAY

184	7:40	A4	7:42	7:49	8:00	8:05	8:08	8:15
184	10:20	A4	10:22	10:29	10:40	10:45	10:48	10:55
184	5:00	A4	5:02	5:09	5:20	5:25	5:28	5:35

## SUNDAY

No service on Sunday.

## HOLIDAYS

No service on New Year's Day (observed), Memorial Day, 4th of July (observed), Labor Day, Thanksgiving, or Christmas (observed).

## NOTES

PM times are in Bold.

## Mattydale to Downtown



## MONDAY – FRIDAY

184	5:35	5:42	5:45	5:49	6:01	6:05	A4	6:15	----
184	6:15	6:21	6:24	6:28	6:40	6:45	A3	6:50	----
184	7:05	7:12	7:15	7:19	7:31	7:36	A4	7:45	----
184	7:15	7:22	7:25	7:29	7:41	7:46	B18	7:55	40
184	8:15	8:22	8:25	8:29	8:41	8:46	A3	8:55	58
184	10:55	11:02	11:05	11:09	11:21	11:26	A3	11:35	----
184	12:15	12:22	12:25	12:29	12:41	12:46	A4	12:55	----
184	1:25	1:32	1:35	1:39	1:51	1:56	A4	2:05	----
184	3:55	4:02	4:05	4:09	4:21	4:26	A4	4:35	----
184	4:35	4:42	4:45	4:49	5:01	5:06	A4	5:15	----
184	5:25	5:32	5:35	5:39	5:51	5:56	A4	6:05	----
184	5:35	5:42	5:45	5:49	6:01	6:06	A3	6:15	----
184	6:05	6:12	6:15	6:19	6:31	6:36	A4	6:45	----
184	6:55	7:02	7:05	7:09	7:21	7:26	A3	7:35	----

## SATURDAY

184	8:15	8:22	8:25	8:29	8:41	8:46	A3	8:55	58
184	10:55	11:02	11:05	11:09	11:21	11:26	A3	11:35	----
184	5:35	5:42	5:45	5:49	6:01	6:06	A3	6:15	----

## SUNDAY

No service on Sunday.

## HOLIDAYS

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## NOTES

PM times are in Bold.

centro



# Sy 84 Mattydale – Airport Public Hearing Summary

## Public Hearing

The public hearing was held on Tuesday August 13, 2024, at 5:30 pm at Burnham Park, 760 Malden Rd., Mattydale, NY 13211 on board Centro's Community Bus. Eleven members of the community attended the hearing. The Senior Director of Service Planning and Special Projects Bren W. Daiss gave the presentation.



## Public Comments

Questions and comments centered on the elimination of service in the Molloy/Florida/Malden area and its affect on customers. Representatives from Hancock International Airport expressed their appreciation for, and benefit of, adding service to the airport. Two written statements were collected at the event and one more was received via mail following the hearing. Refer to the Public Comment Summary attached.



## Post-Public Hearing Analysis

An on-time performance analysis was conducted. After an in-depth assessment of current and past service data, a modified schedule was proposed with routing to both the Molloy/Florida/Malden area and the airport. The following factors contributed to the final determination:

- existing running times were tightened or streamlined to allow for less dwell time at time points in each direction,
- extra recovery time was identified at the end of line,
- data from previous schedules was reviewed to inform the running time decisions.

## Benefits of Service Change

The modified routing will:

- provide consistent and reliable service as the routing is the same for all trips,
- allow transit dependent residents to safely and affordably travel to/from the airport and downtown Syracuse,
- serve the overall public good by returning service to the neighborhood,
- have the potential to increase ridership.

Effective September 16, 2024

### • Sy 84 Mattydale - Airport

- Detour goes into effect returning service to the Molloy / Florida / Malden area while continuing to serve Hancock International Airport.

## Next Steps

Service Equity Analysis to be presented at the October Board of Members meeting with a resolution to make the September 16, 2024, service change permanent.





## **Public Comment Summary**

# **Sy 84 Mattydale – Airport Proposed Service Change**

Compiled by Centro Service Development  
September 11, 2024

Questions/ Comments from the Public Hearing on August 13, 2024

Participant: Didn't you use to serve the airport, and didn't you have to stop doing that at least twice in the last twenty or so years?

Centro: That I'm not sure. I believe we did serve it at one point but certainly we have gotten feedback about how vital this this service was, so we added in that service to the airport.

Participant: Can I ask another question?

Centro: Yes sir.

Participant: It's longer than half a mile that I have to walk, and I think the problem is that you're here on Florida Road so you can see this orange area is showing us that half mile radius. And you're right anything beyond this orange area is further than that half mile there is kind of a lot of blue then on that map right there is so those people Centro just not interested in.

Centro: Well again we wanted to do the analysis to figure out...

Participant: Okay I'm sorry I'll stop interrupting.

Centro: You can give us feedback we absolutely want you to give us feedback.

Participant: You had that data that said that there were 14 people using the airport route a day do you have any data about how many people were using the Molloy Florida Malden route?

Centro: That I believe that it yes, we were we are at 8 now we were at nine last year.

Participant: I'm sorry I didn't make myself very clear I meant before you made the change.

Centro: Right the nine is where we were before we made the change, so we lost about one customer on average per day with the change.

Participant: What's one customer.

Participant: You know I ride the bus every day that just doesn't sound right to me.

Participant: It's a long walk from that road all the way down there and then to get a bus and then come back walk a lot yeah like he his knees he's got bad knees.

Centro: So, we can take your name and information and then you're I know that you have something prepared to speak and all of you can have an official...

Participant: But we don't know why that one person that you're down something might not well.

Centro: I mean it could be that there that it's too far of a walk right ...

Participant: Yes, it could be.

Centro: That makes sense.

Participant: It certainly does right it's longer than half a mile.

Centro: Right and we know that and that some of the areas are longer than a half a mile.

Participant: Yes, we know it too.

Participant: Yeah, in the winter it's hard in the winter you're carrying bags of groceries all the way up the street in the wind it's hard.

Participant: Especially people that have leg problems back problems or heart problems.

Participant: I feel like Mattydale is getting pushed out just for the airport and I don't think that's right. We should exist. We are people too.

Participant: I spoke to the gentleman up there while we were off the bus...

Participant: Yes, it is.

Participant: The before this change was made the bus used to go up South Bay Road.

Centro: Okay.

Participant: There's only one stop there I'm sorry there's only one traffic light there.

Centro: Okay.

Participant: I guess it's part of it is called Elbow, but I think at that point it's Lawrence.

Participant: Lawrence yeah.

Participant: Yeah, Lawrence and South Bay and if the bus went up to the airport from there it's a direct right turn into the airport so there wouldn't be a stop light there on the way out there would be a stop light. and then there would be the stoplight uh at Lawrence and South Bay, but the bus is now going up Brewerton Road where there's let's see if I can remember there's a stop light at uh Brewerton and whatever you call the entrance to 81 and Bailey stop right at Brewerton and Bailey stop right at Lawrence or elbow or whatever it is uh there's a stop light at the McDonald's, across from the tops there and then there's a stoplight at Taft Road and then the bus comes down South Bay Road but again the gentleman told me there's no stops there so nobody's served there. The stops on Brewerton Road are also served by the North Syracuse bus.

Centro: Right.

Participant: And the gentleman told me that the North Syracuse bus doesn't run as often, but zero buses run on Florida Road where I was catching it. I mean if there were cuts made, I'm sure I could make an adjustment but if you take away the bus all together I'm well outside your half mile that that you seem to be caring about so uh if the bus just went up South Bay Road and went to the airport and came back down South Bay Road, seems like there's quite a bit of time that could be saved. Nobody is served on South Bay Road and people on Brewerton Road are served by another bus.

Centro: That's definitely something we can look at, thank you. All right any more comments?

Participant: What about the snow route is it still going to be on Florida Road so the only time you'll be able to take the bus on Florida Road is when there's a snowstorm?

Centro: That I don't know the answer to, James, do you?

Centro: I'm not aware what the snow routes are right now.

Participant: Cuz that is the snow route officially if you look on the schedule so if there's a snowstorm it's the only time, I could take the bus from my house basically right now.

Centro: Okay we'll check on that thank you.

Participant: I hate to do all the talking here but I've got another one.

Centro: All right it's okay.

Participant: Doing great thank you there was article in the paper that said there were people who work uh in food service at the airport and the closest stop is that stop at Lawrence and Brewerton I think it is and that's almost a two-mile walk for them. And that would be a pretty long walk, right? So, the food service manager was going and getting those people there was uh in the article it said he or one of his managers would go pick some people up four times a week. Now I'm all in favor of people being able to get to work, Centro is how I get to work, so I'm in favor of everybody who needs to get to work being able to get to work, right, but if your ride falls through at the last-minute Centro is not going to be there for you, it's just there just aren't enough buses. Plus if they live in the city or they live somewhere else besides the Mattydale area they'll have to catch a bus and connect at the Hub and then catch the airport bus, so you know however they were getting to work before uh Centro started going to the airport they're probably still doing now I mean it's more convenient if you have a ride to work than it is to take Centro so if there are people who you know their ride falls through on them once in a while it's hard to see how Centro really helps them now I don't know.

Centro: We have seen a pretty decent increase in ridership, but you actually bring up a good point. I feel like I should also say that we are in a driver shortage you've probably heard this.

Participant: We certainly have.

Centro: Yeah, so anyone that you know that would like to apply for Centro we need more drivers and that is another part of our issue that we don't have the drivers to increase service.

Participant: You decreased the service though.

Centro: Right because we didn't have the drivers, and we wanted to have reliable service.

Participant: But you decreased the service to me.

Participant: Hi, I can speak to that. My name is Linda Ryan and I'm the Director of Business Development for the Syracuse airport and I actually oversee the concessions and advertising and exactly to speak to what you were saying what was happening was we were having concessionaires their employees were having to take an Uber or a lift and if it was an odd hours of the day sometimes it was 30 to 35 to \$40 each way so we had some employees that were paying \$80 to show up for work for the day.

Participant: I do that sometimes too, so I totally feel what you're saying.

Participant: Yes, so what had happened was we are the fourth largest airport in New York state, and we did not have any public transportation, so Albany Rochester Buffalo everybody has public transportation to their airport in New York state we're the only ones without it. So, we reached out to Centro and Centro answered our call and we could not be more happy. We have over 2,000 employees and uh that is only at the airport, but it's not up and down Colonel Island Collins Boulevard there are several other employees there, CNS Engineers Mohawk Global and uh so we're super happy to have this new service and I'm hoping that we'll continue this route and it'll only continue to grow and flourish in the future with everything that's happening in this area.

Participant: Well, if I can make a response there the Centro's gone to the airport before and didn't work out for them, right? I mean is there anybody here who knows that?

Centro: Yes, but what I can what I can speak to...

Participant: I'm sorry I'd like to say one more thing though, I'm not asking that the bus stop going to the airport if you've got people who need to get to work they should get to work and I don't think anybody should have to pay 80 bucks for Uber to get to work, I mean I've had to do it myself a couple times in the in the New World Order here. But what I'm saying is there's plenty of space and time to add back the route I take and still go to the airport. So you know I'm not trying to be all antagonistic to you folks at the airport I'm sure you know your food service people I mean people at the airport want to eat right, I'm sure Centro could care about people in my neighborhood too even

though we don't have you know a regional airport type organization that serves our area like the airport has. You to come to these meetings and speak up for it and you know bully for you and Bully for the people that's wonderful, what I have to count on is Centro to care about me. I've ridden this bus for 20 years since 2003 I'm a long-term customer I rode it through the pandemic when there were big service cuts. Now you know you say you don't have enough drivers, this is one route and there is a bus going up Molloy road every day, it could turn and come back down here and I don't see a huge amount of damage to anybody and in fact I see a benefit to people like Kathy and Don and these other people who I don't know. My friend Andre used to catch the bus at Campbell Road and Florida road here but now he walks up and he catches it at Molloy and uh Brewerton Road, same as me and there's the old veteran I'm sure he lives a lot closer he's probably within your half mile route but you know he's still got to walk and there you know I mean we counted on you and what did you do to us...

Participant: Feel like we don't exist.

Participant: Exactly, and there's nothing the matter with the airport if it's better to go to the airport now if you've got enough ridership now. I'm not complaining about you going to the airport, I'm complaining about somebody could have taken enough time to look at the route and say you know Molloy Florida Malden is feasible and we can still get to the airport.

Centro: We absolutely did look at the route but certainly it seems like you have some good questions, and we can look at it again, I know you had some comments.

Participant: Yeah, I do if I could just read it off from here. I did write it, and I'd like to leave this with you so that they can do it. Our family moved to Mattydale in 1990 at that time the bus was I believe the largest SN Syracuse S Bus Line its route was only on Route 11 which was not convenient and because I live in the 700 block of Bay which is seven blocks from Route 11. So back in 1990 when we moved here let's see I being I also walked back in 1990 seven blocks each day morning and night so 14 blocks total each day to get the bus that was running just Route 11 just to get back and forth to work. With these new changes that are presently being used neighbors in our area here on this loop are once again repeating the same history that I did back in 1990 when the bus only ran on Route 11. and there was the Syracuse S Bus line, then when Centro took over the bus route that did the loop up here the Malloy Florida and Malden loop that was so very convenient and I took the bus and it was like with me being in the 700 block Florida it was like two maybe about two house away from where I lived when it was in the loop here which was so very convenient as there was always other Riders going back and forth to work each day morning and night. Sometimes I would take like noon time bus because I would work like an evening and so I would get a bus in the middle of the afternoon which was you know like 11:30 or so to get to work by noon time, it was so great to be able to use the public transportation to get to my job I would like to see Centro accommodate everyone that needs the bus service still on Molloy Florida and the Malden loop for their jobs. Also, before this Loop was stopped, we took the bus to the downtown farmer's market and another neighbor recently told me she's a senior she used to take the bus to the downtown farmer's market also and she's a senior that lives over of South Florida. I would ask that you please consider having the bus loop it at least. I'm concerned about this area the Florida Malden well it was Malden Malloy Florida Malden Loop. I'm concerned about that but please consider having bus loops maybe on both sides of Route 11 and also Route 11 and you'll be doing a great service to all the residents of Mattydale and also the airport people you know. I just you know wish that you would consider that again because we did have it at one time and now, we don't.

Centro: Thank you too.

Participant: It doesn't even have to be on Florida, you just move it down a block or two or something where you're concerned about your half a mile or whatever I mean it's way better than walking over a mile.

Participant: And you don't have to have a stop at every block either I mean up on uh I keep saying that way up on Brewerton Road there's a stop at Malloy, a stop at Bernard, and a stop at Malden. I mean I'm sure that Don and

Andre and I could all walk down to Bay or walk down to Earl Ave I mean if you if that would earn you a minute and I get that this is a game of minutes I mean also you said that there were. I'm sorry go ahead.

Participant: No, you finish.

Participant: You said that there were eight people riding the bus.

Centro: Yes, that's what our ridership shows.

Participant: Almost all of us are here, right?

Participant: Hi, I'm Debbie Marshall. I'm the director of HR at the Syracuse Regional Airport Authority and I did prepare something to say. I just want to preface it by saying I'm hearing everything everyone's saying and just like you said you know your desire for the route to come back has nothing to do with the airport. Our desire for us to keep this route and to increase it and to make it permanent, is not against what all of you are saying and what your news are as well I just want to preface.

Participant: We can be, we can all get our bus goes past our house, right?

Participant: My statement will kind of speak to that so hopefully it'll just take a minute but as I said I'm Debbie Marshall director of HR Syracuse Regional Airport Authority. I also hold the role of the ADA coordinator there at Syracuse Hancock International Airport for the last 5 years. I'm responsible for chairing the accessibility committee at the airport and handling the FAA civil rights program which includes compliance under ADA in Title 6. Our accessibility committee consists of airport management and staff and tenant's partners as well as community partners from disability advocacy groups including Aurora of Central New York and ARC of Onondaga. We have individuals with disabilities on our committee including individuals who are blind and deaf, and I personally have family members including my father who has disabilities from birth. So, accessibility is near and dear to my heart. The committee's work is essential to making SYR best-in-class airport and the Syracuse airport accessibility committee's mission is to accommodate serve and be inclusive of Travelers, visitors, and employees of all abilities. We explore and implement best practices to expand opportunity, safety, and accessibility for the people who rely on Syracuse Hancock international Airport. So, over the years our community has had a lot of extensive conversations on the need to provide public bus service to the airport. As Linda talked about, we did not have bus service there for a long period of time, I think about 15 [to] 20 years, and we are aware that it was there for a while and then it was taken away. When I came it hadn't been there for at least 10 years and we've had back and forth conversations with Steve Koegel about that and why it was taken away and we had to fight to get it there. We've had this conversations with Centro for the five years since I've been in the accessibility committee so first I want to say we do appreciate Steve and Centro for taking the time to listen to our airport accessibility committee and the airport leadership and why bus service to the airport is critical for both the airport and the region and implementing this pilot program back in September, and we're thankful for the time the entire Centro team put took to put this together and take a hard look at the viability of the group and considering making I'll just speak briefly about the issues we've dealt with prior to the bus route and why making it permanent supported the Syracuse Regional Airport Authority. we talked about how our airport has approximately 2,000 badged employees, full-time and part time subcontractors due to the extensive amount of capital projects we've going on. We're open 24/7 with a variety of shifts based on the needs of each employer and many of our tenants have advised in the past how extremely difficult it is to recruit how the employees are paying exorbitant fees to taxis to get to work and for some of them their entire paychecks going to Uber and Lyft. So, these employees wind up resigning to find work somewhere else somewhere that's easier to access by affordable public transportation, and this created a lot of turnover and instability for our tenants and Airport Partners where they're spending more time on hiring and then training and retaining Talent. public transportation is extremely important for both people with disabilities and can't drive and people who cannot afford their own transportation. It allows the airport Authority and tenants to level the playing field and be able to recruit people from a variety of different backgrounds to work here when they know public transportation's available for them and not only is it an excellent recruitment tool but public

transportation allows us to build a work force that more accurately represents the community we serve and when it comes to passengers, public transportation provides a cost-effective way to travel to and from the airport with a set schedule, provides more predictability and structure to passengers when they travel and allows them to plan ahead. As Linda said we are now the fourth busiest airport in the state ahead of Albany and Rochester, growing by double digits this year. Yet up until this route began in September, we were the only one of those top four airports and any airport along the throughway that didn't have public transportation serving our airport. Our need to serve the region is just going to continue to grow particularly over the next few years with Micron coming so we hope at this time it's become apparent that by having a bus route to the airport is an important need to our community being met and that need will continue to grow over time as more people learn about it and our airport and region continues to grow. And I'll finish by saying I fully support making this route permanent and kindly ask for continued dialogue between Centro and the SR to tighten up the schedule to best meet the needs of our employees', passengers, and the traveling public and region as a whole and I will submit this to yourself.

Centro: Thank you does anyone want to speak that has not spoken yet today, any closing comments?

Participant: So basically, this is pretty much a done deal is what you're saying?

Centro: It's not, again we have several weeks of open public comment and that's where...

Participant: But how do we fight the airport? Well she just said we can't fight that.

Participant: We need rides to work too, I mean we just can't... I mean I understand people need to get to the airport but the kind of schedule you have for the airport I couldn't get there if I was taking a plane anywhere. Because it doesn't get there anywhere near early enough or leave anywhere there late enough for me to get to where I'm going. And now I live right over here I mean I could walk over to the airport from where I live you know what I'm saying well over the fence but that would be you know what I'm saying I mean it just doesn't make sense for what they have going to just eliminate this whole thing just for the good of one place when people work here people live here we have jobs too part of the community like she said it's a part of the community and we can all work together I mean I don't know if that makes sense but...

Centro: And your feedback is just as important as anyone else, yeah absolutely.

Participant: Thank you.

Participant: I do have a question, sorry you mentioned adding one more tops stop is that within that midday where there's a three-hour gap between 10 and 1 or so. Do you know if that's when that's going to be?

Centro: It is yes, and I think on the back of your sheets you have the, is that the new schedule? Yup the new schedule okay, thank you.

Participant: I will just say another thing the airport has I guess it's three people here, is that right? Yes, okay the airport has professionals who get paid to come to these meetings, the rest of us ain't getting paid to come here right. Also, you know the airport has somebody who can pick up the phone and talk to the CEO of Centro. I can't pick up the phone and talk to the CEO of Centro, right I mean I'm not antagonistic to the airport in any way shape or form I think it's great. If it needs to be served you know you can serve our neighborhood too though. Is it a good idea for us to contact our politicians and talk to them? And you know Centro gets a bunch of Public Funding right.

Centro: We do.

Participant: Centro is supposed to provide Public Service in exchange for that right? It's not all yes...

Centro: I think the best way to contact us is just what you're doing, we appreciate you coming and giving us this feedback we appreciate the emails that we've received and continued feedback again we're collecting

this feedback for the next up until September 9th and then we're going to take it and figure out our next steps.

Participant: Centro has to plan stuff ahead though, right? I mean don't you already have this stuff planned ahead that there's no stop here?

Centro: No that's not true we certainly have some ideas of how we want to move forward, but if we need to pivot because of feedback then we will look and see how we can make it efficient yeah.

Participant: I mean that's what they did with the airport. We literally have been asking for this for 5 years since I started with the accessibility committee and that's how long it took, but we pushed and pushed for pushed and we were able to get finally you know a pilot program, but we didn't give up.

Centro: We are truly not here just because we need to be. We are here to get your feedback so and we appreciate it.

Participant: Who's the best politicians for us to contact?

Centro: I don't know your politicians, and again I think the best feedback is just talking to us.

Participant: Just Google it you'll find it.

Participant: Okay, thank you that's I don't know why I didn't think of it.

Participant: Is there any way that they could just continue loop out here like they had it before? And I think they had a loop on this and a loop on that so that at least out here with service is there any way that they can just do like a shuttle for anybody that needs to go to the airport? Because that would get them there but not disrupt people that have already had something that's been taken away.

Centro: Don't currently have that kind of shuttle service ...

Participant: No, I'm saying could you know could you put that in airport people could just be serviced and then the people that that had something still would have that you...

Centro: I'm not sure but I think with the new system redesign that we're doing where we're looking at the entire County that's certainly worth the conversation.

Participant: Does the airport have a shuttle bus?

Participant: No.


Centro: Okay are there any other additional comments for the record? Okay then I'd like to be on camera and let the record show that on Tuesday August 13<sup>th</sup>, 2024, we are officially closing the public hearing for the Mattydale 84 service at 6:03 p.m. Thank you all for participating we appreciate your time and your input we will look at all of the comments and please continue to provide that information. We do want to hear it thank you all thank you for being here.



Social Media Comments

YouTube

2024-08-13 PUBLIC HEARING - Mattydale SY84



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The Central New York Regional Transportation Authority (Centro) held a public hearing on August 13, 2024 to allow public comment regarding service changes implemented in September 2023 to the SY84 Mattydale bus route. The service changes were instituted on a trial basis and are now being considered for permanent implementation. As these changes constituted major service changes on Centro's SY84 bus route according to Centro's Major Service Change policy they require a public hearing. ...more

3 Comments Sort by

- 


Add a comment...
- 

@Danny-vv7jw 2 weeks ago

Why can't some of the Airport service be rescheduled to be part of the 246x route? That bus bypasses the airport regularly! That may help resolve the mattydale issues

3

Reply



@JamesKeyton-e2g 9 days ago


There is no conflict between serving the Airport and serving the Mattydale community.

The bus to the Airport could go there just straight on South Bay Rd after leaving Mattydale. But they have it going up Brewerton Rd, then turning on Taft Rd, then going back down South Bay to get to the Airport. It also makes a turn into the Tops going both ways. But those stops on Brewerton Rd are already served by North Syracuse bus route. Centro doesn't have to spend all that ...

Read more

3

Reply




@Danny-vv7jw 2 weeks ago

I see that you have a 368x bus that operates express to Central Square on weekdays. Why can't that bus (trip) be diverted to serve the airport to serve its patrons and public better? Very little added miles and labor involved!

Facebook

**Central New York Regional Transportation Authority - Cen...**



**Central New York Regional Transportation Authority - Centro**  
Published by Rachel Bachmann  
August 13 at 9:30 AM

PUBLIC NOTICE: Centro to hear public comments TODAY at Burnham Park, Mattydale at 5:00PM regarding service changes to be implemented in September 2024 on the SY84 bus route. For more information, please visit: <https://www.centro.org/about-Centro/meetings-and-events>. #GoCentroBus #PublicHearing

2


2 comments

Like

Comment

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Most relevant




**Danny Clark**

Do u folks know that the 368x runs on I-81 early in the morning bypassing the airport? Perhaps, you can divert that bus there enroute to Central Square to accommodate the airport workers and passengers alike? Every little added miles and labor to this task!

Like

Reply

Hide



**Danny Clark**

I saw reviewed the video on the public hearing! Why can't some of the airport service be rerouted to the 246x service which regularly passes the airport? That would help the folks in mattydale retain their service as well as provide additional service for folks from Oswego County who may need to use the airport(i.e. suny Oswego and SU students)!

Like

Reply

Hide

Page 8 of 18

Customer Service Reports

**Customer Service Report 41986**

Incident Number: 41986 - Thu 8/10/2023 6:40 AM CSR: mwilliams  
Division: Onondaga Service Type: Fixed Route  
Reported On: 8/10/2023 10:22:25 AM  
Type: Complaint  
Category: Service Request / Change  
Customer: Calvin Sparks

Syracuse  
Home:(315) 886-5288

Bus Stop: 6734 Townline Road- Eraser Company  
Line: 84 Block: Run:  
Bus: Outbound Time: 6:20 AM  
Driver Desc.:  
Driver Name:

Caller states that the change of the Mattydale bus not operating to Florida and E. Molloy Rd, is going to affect him getting to work. He works at the Eraser Co. located at 6734 Townline Rd. He gets off at this intersection and has a 20 walk to get to work. This would also affect him getting home as well. Getting off and on at Rte. 11 and Molloy is a huge inconvenience.

MWilliams: 8-10-23: Spoke to caller. Forward customer concerns to Service Dev. Will follow up once reviewed.

Supervisor Response: Provided customer with the option of taking the Sy 152 Court Ind. or the Sy 220 Molloy. His only issue would be on the return trip. He gets out of work at 3:45p. The Sy 152 leaves at 3:35p and SY 220 leaves at 5:07p

JEffinger:

Emueller:

Supervisor Response: We may be able to reschedule the 252 trip to a later time. This change would help another CSR complaint as well.

### Customer Service Report 42095

Incident Number: 42095 - Wed 9/6/2023 1:47 PM CSR: mwilliams  
 Division: Onondaga Service Type: Fixed Route  
 Reported On: 9/6/2023 1:51:55 PM  
 Type: Other  
 Category: Service Request / Change  
 Customer: Sandra Spurza  
 300 Florida Road  
 Mattydale  
 Home:(315) 766-8044

Bus Stop:  
 Line: 84 Block: Run:  
 Bus: Inbound Time: 1:47 PM  
 Driver Desc.:  
 Driver Name:

**Bus route**

My husband has taken the bus to work for a long time, very sad to see that Florida Rd is no longer on the route. He now has to walk a mile to get to the nearest bus stop, and has to walk a mile back home after working all day. There are many people on our road, who face a similar situation. Maybe instead of 6 month trial of this new airport schedule it could be reconsidered before the harsh weather sets in and people have the snow and cold to deal with My neighbors and I will be happy to sign a petition to bring this route back

MWilliams: 9-6-23: Responded to customer via email. Forward customer concerns to SD.  
 Supervisor Response: Will follow up once SD responds.

Emueller:

JEffinger:

### Customer Service Report 42098

Incident Number: 42098 - Wed 9/6/2023 4:30 PM CSR: mwilliams  
 Division: Onondaga Service Type: Fixed Route  
 Reported On: 9/6/2023 4:48:40 PM  
 Type: Complaint  
 Category: Service Request / Change  
 Customer: Lori Kennedy  
 204 Baxton Street off Allen  
 North Syracuse  
 Home:(315) 753-1015

Bus Stop: Baxton Street off of Allen Road  
 Line: 184 Block: Run:  
 Bus: Inbound Time: 4:30 PM  
 Driver Desc.:  
 Driver Name:

Caller states that she is very disappointed with the discontinuation of the 184 Mattydale bus. Caller stated that she did not find out until today that this service was discontinued. Caller is disabled and depends on the bus to get to and from work. Caller states she's been using the service for 12 years to get to work. She works at the State Office building where she helps persons with disabilities get jobs. She stated that she doesn't have any other options to get to work now. This morning she had to take the Henry Clay bus. She stated that it was very dangerous for her to cross 4 lanes of traffic to get to a bus stop. She is pleading to please bring the Sy 184 back so that she can keep her job. She stated she would normally the bus from Allen and Braxton at 6:58am to go to work and the 4:40pm bus to go home.

MWilliams: 9-6-23: Spoke to caller. Forward customer concerns to Service Dev.  
 Supervisor Response: Sent customer a CAB application.

JEffinger:

Emueller:

### Customer Service Report 42205

Incident Number: 42205 - Mon 9/25/2023 8:30 AM CSR: qjenkins  
 Division: Onondaga Service Type: Fixed Route  
 Reported On: 9/25/2023 8:30:44 AM  
 Type: Complaint  
 Category: Bus Stop / Bus Shelter  
 Customer: Mary Michlocitch  
 613 Breman Ave  
 Mattydale  
 Home:(315) 455-1075

Bus Stop:  
 Line: 184 Block: Run:  
 Bus: Outbound Time: 8:30 AM  
 Driver Desc.:  
 Driver Name:

I am upset that CENTRO changed the mattydale route from malden road to route 11. I have a heart problem I'm also 70 years old and have a disability. I need you to restore the service so that I can get to my doctors appointments. I'm thinking about going to channel nine news, or go talk to the mayor.

MWilliams: 9-25-23: Forward customer concerns to SD. Sent customer a response letter.

JEffinger:

Emueller:

### Customer Service Report 42211

Incident Number: 42211 - Mon 9/25/2023 9:27 AM CSR: cmcgriff  
 Division: Onondaga Service Type: Fixed Route  
 Reported On: 9/25/2023 10:18:19 AM  
 Type: Complaint  
 Category: Service Request / Change  
 Customer: Debra Bendyk  
 Syracuse  
 Home:(315) 454-0308

Bus Stop: Plymouth & Malden  
 Line: 84 Block: 840 Run: 23  
 Bus: Outbound Time: 11:00 AM  
 Driver Desc.:  
 Driver Name:

Caller stated she planned to take this bus to the HUB to get to work and she is upset and would like an explanation from a supervisor as to why it was changed to only travel along Brewerton Rd. Caller stated that is too far of a walk to catch a bus near her home.

MWilliams: 9-25-23: Forward customer concerns to Service Dev.  
 Supervisor Response: Will follow up with customer.

JEffinger:

Emueller:

**Customer Service Report 43295**

Incident Number: 43295 - Mon 10/9/2023 2:22 PM CSR: mwilliams

Division: Onondaga

Service Type: Fixed Route

Reported On: 10/9/2023 4:26:57 PM

Type: Complaint

Category: Service Request / Change

Customer: Hugh Dowling

Syracuse

Work:(315) 498-2726

Bus Stop: Florida and Matty Ave

Line: 84

Block:

Run:

Bus:

Inbound Time: 2:22 PM

Driver Desc.:

Driver Name:

Caller left a voice message stating: "I use to catch the bus on Florida and Matty. Now, I have to walk to Molloy and Rt. 11 to pick up the bus and cross 3 lanes of traffic to get to the bus stop. When I use the tracker, it shows the bus just sitting at the airport. All the time wasted at the airport, the bus can still make it to the bus stops they eliminated. Caller would like to put in a formal request to reinstate the normal Mattydale bus route." Caller has been using the service since January of 2002.

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 MWilliams: 10-9-23: Forward customer request to Service Development
 

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 JEffinger:
 

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 Emueller:
 

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**Customer Service Report 43887**

Incident Number: 43887 - Wed 3/6/2024 5:05 PM CSR: mwilliams

Division: Onondaga

Service Type: Fixed Route

Reported On: 3/7/2024 8:50:52 AM

Type: Inquiry

Category: Service Request / Change

Customer: Sandra Spurza

300 Florida rd. North

Mattydale

Home:(315) 766-8044

Bus Stop:

Line: 84

Block:

Run:

Bus:

Inbound Time: 5:05 PM

Driver Desc.:

Driver Name:

Mattydale schedule

I wanted know if this airport schedule is going to be permanent. As a Florida rd resident. Myself and many of my neighbors find it frustrating to have to walk a mile to catch the bus, when it came right in front of our door. I am a frequent, 5 day a week rider and rarely see anyone with luggage on the bus, coming or going to the airport

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 MWilliams: 3-13-24: Forward inquiry to Service Development. Will follow up with customer once inquiry is reviewed.
 

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 JEffinger:
 

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 Emueller:
 

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Written Statements

Thank you for the public Hearing to allow us to have input re: Bus changes.

8/13/24.

To: Centro

From Kathleen Reed-Buck

704 Beley Ave

Mattydale NY 13211

315 4556430

Re: Bus Route in Mattydale.

Our family moved to Mattydale in 1990 at that time the bus was I believe the large S + O Syracuse/Oswego Bus Line. Its route was only Rte 11 which was not convenient being 7 blocks each day one way (14 blocks total) to get a bus to and from work (With these new changes that are presently being used. Neighbors are once again repeating this history).

Then when Centro took over the bus route doing the loop Malloy to Florida to Malden was very convenient as there was always other riders going to + from work each day. It was so great to be able to use the public transportation to get to my jobs. I worked + took the bus morning, midday + back home after 5pm.

I would like to see Centro accommodate everyone that needs bus service still on the Malloy, Florida + Malden loop for their jobs.

Also Before this loop was stopped we took the bus to the downtown farmers market And another Neighbor recently said she use to take the bus to the market also.

Please consider having bus loops on both sides of Rte 11 + also Rte 11 and you will be doing a great service to all mattydale residents, and airport riders too. Sincerely Kathleen F Reed Buck



1000 Col. Eileen Collins Blvd.  
Syracuse, NY 13212

p – 315.455-3636  
f – 315.455-3432  
MarshallD@syrairport.org

August 13, 2024

Centro  
200 Cortland Avenue  
Syracuse, NY 13205

Re: Public comment on SY84 Mattydale/Airport Route

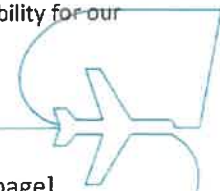
I am Debi Marshall, Director of Human Resources of the Syracuse Regional Airport Authority and I've held the role of ADA Coordinator for Syracuse Hancock International Airport for the past 5 years. I am responsible for chairing the Accessibility Committee at the Airport, and handling the FAA Civil Rights Program, which includes compliance under ADA. Our Accessibility Committee consists of airport management and staff, airlines, airport tenants, and partners, as well as community partners from disability advocacy groups including Aurora of Central NY and Arc of Onondaga. We have individuals with disabilities on our committee, including individuals who are blind and deaf. I personally have family members, including my father, who have had disabilities from birth, so accessibility is near and dear to my heart.

The committee's work is essential to making SYR a best-in-class airport. The Syracuse Airport accessibility committee's mission is *"to accommodate, serve, and be inclusive of travelers, visitors, and employees of all abilities. We explore and implement best practices to expand opportunities, safety, and accessibility for the people who rely on Syracuse Hancock International Airport."*

Over the years, our committee has had extensive conversations on the need to provide public bus service to the airport and how it would benefit both the airport community, but the entire region as well.

First I want to say, we appreciate Steve Koegel for taking the time to listen to our airport accessibility committee and airport leadership on why bus service to the airport was critical for both the airport and the region and implementing this pilot program back in September. We are thankful for the time the entire Centro team took to put this together and taking a hard look at the viability of the route and considering making it permanent. I just would like to speak briefly about the issues we've dealt with prior to the bus route and why making it permanent would be supported by the Syracuse Regional Airport Authority.

When it comes to employment, our airport has approximately 2,000 badged employees, including full-time, part-time, and subcontractors due to the extensive amount of capital projects we have going on. Our airport is open 24/7 with a variety of shifts based on the needs of the individual employer. Many of our tenants have advised in the past how it's been extremely difficult to recruit, and they have employees paying exorbitant amounts to TNCs to get to work, but for some, their entire paycheck is going to pay the cost. So those employees wind up resigning to find work elsewhere, somewhere that's easier to access by affordable public transportation. This creates more turnover and instability for our





[statement continued from previous]

tenants and airport partners, where they are spending more time on hiring than training and retaining talent.

Public transportation is extremely important for both people with disabilities who cannot drive, and people who cannot afford to have their own transportation. It allows the airport authority and tenants to level the playing field and be able to recruit people from a variety of different backgrounds to work here when they know public transportation is available for them. Not only is it an excellent recruitment tool, but public transportation allows us to build a workforce that more accurately represents the community we serve.

When it comes to passengers, public transportation provides a cost-effective way to travel to and from the airport. With a set schedule, it provides more predictability and structure to passengers when they travel and allows them to plan ahead. Syracuse Airport is now the 4<sup>th</sup> busiest airport in the state, ahead of Albany and Rochester in enplanements, growing by double digits this year. Yet up until this route began in September, we were the only one of those top 4 airports, and the only airport along the Thruway, that didn't have public transportation serving our airport. Our need to serve the region is just going to continue to grow, particularly over the next few years with Micron coming.

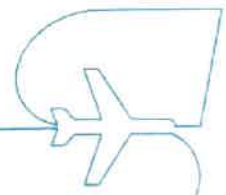
We hope at this time it's become apparent that by having a bus route to the airport that an important need in our community is being met, and that need will most likely grow over time as more people learn about it, and our airport and region continues to grow. I will finish by stating I fully support making this route permanent and kindly ask for continued dialogue between Centro and the Syracuse Regional Airport Authority to tighten up the schedule to best meet the needs of our employees, passengers, traveling public and region as a whole. Thank you for your time and consideration.

If you have any further questions, please contact me at (315) 455-3636 or [MarshallD@syraairport.org](mailto:MarshallD@syraairport.org).

Sincerely,



Debi Marshall  
Director of Human Resources  
ADA-Sec. 504 Coordinator



Hugh Dowling  
713 Matty Ave  
Mattydale, NY 13211

September 2, 2024

Central New York Regional Transportation Authority (Centro)  
200 Cortland Avenue  
PO Box 820 Syracuse, NY 13205-0820

Dear Centro Employee,

I request to have this letter added to the Public Record concerning the changes to the Mattydale bus route.

I was at the public hearing for the Mattydale bus route. Centro was required to hold a public hearing because, almost a year earlier, they had eliminated about 30 bus stops that had served the Mattydale community for decades. Those stops were eliminated with 14 days' notice. Centro's stated reason for eliminating our stops was so they could serve the Airport instead.

Centro recorded the public hearing and posted it on their You Tube channel. The video is a little less than 40 minutes long. At about 28 minutes into it, a representative from the Airport says she hears us. She said their goal is not against having service restored to the Mattydale community. She acknowledged this lack of conflict on the public record. She said they just want service to the Airport.

At the meeting, an alternate route that could serve both the Airport and the Mattydale community was proposed. Centro took our contact information on a sign-in sheet before the meeting started. And at the end of the meeting the Centro representative said we could count on Centro to take our comments seriously. She said Centro would be able to "pivot" and take our comments seriously in its plans going forward.

And yet, to my knowledge, no one who attended the meeting from the Mattydale community has gotten any feedback from Centro about this obvious solution that lets Centro serve both the Airport and the Mattydale community. Some of us, at least, wonder why we haven't gotten any feedback from Centro.

Maybe it would help if I repeated the difference between the current route and the changed route proposed at the meeting. And I will go into more detail. The bus on this route could just go straight to the Airport on South Bay Rd after leaving Mattydale. The bus leaving the Airport could go straight back to Mattydale on South Bay Rd.

However, Centro currently has the route going up Brewerton Rd. Brewerton Rd curves away from the Airport. (South Bay Rd goes straight to the entrance to the Airport.) On Brewerton Rd the bus turns into the Tops. From the Tops it goes back out to Brewerton Rd, then up to Taft Rd.

Dowling

Centro Public Record Mattydale Route

September 2, 2024

[statement continued next page]

[statement continued from previous]

2

Taft Rd is beyond the parallel location of the Airport entrance on South Bay Road. It turns onto Taft, then goes to South Bay Rd, where it turns back down to the Airport from the direction of North Syracuse.

By the way, I don't understand why the current, new route goes up Brewerton Rd, since all the stops on Brewerton Rd are already served by the North Syracuse bus route. I don't understand why there is double service on Brewerton Rd, and yet zero service to the Mattydale community. I don't understand why Centro considers this to be an efficient delivery of its Public Service. And for anyone who wonders about bus stops on South Bay Rd--there are no stops on South Bay.

The current, new route goes along Brewerton Rd from Molloy Rd to Malden Rd. The older route—the route that had served the Mattydale community for decades—turned down Molloy Rd at Brewerton Rd, continued down to Florida Ave, proceeded across Florida Ave then turned back up Malden Rd to rejoin Brewerton Rd and progress in the direction of North Syracuse. That is the direction of the Airport.

Both the new, current route and the older route—the route that the Mattydale community is seeking to have restored—proceed from Molloy Rd to Malden Rd on parallel paths, so this portion of the old route would not add any appreciable time to our restored route. It is only the trips from Molloy to Florida and then Florida to Malden that add time to the restored route. That time is about one to two minutes for both Molloy to Florida and Florida to Malden. That is a total of about four minutes added to each trip to the Airport and four minutes added to each trip back from the Airport through Mattydale to the Hub. In any case, that long unnecessary loop up Brewerton with a turn off and a turn back on for Tops, then up to Taft, then over to South Bay and finally down to the entrance to the Airport—eliminating all that would more that save the four minutes Centro needs to restore the portion of the route that serves the Mattydale community. (Maybe I should add that I went on Google Maps to figure this out. And, really, it wasn't easy. Because the current, new route takes such an inefficient, looping path to get to the Airport entrance on Col. Eileen Collins Blvd—well, that bit at Eileen Collins and South Bay was very difficult to measure. And the part where bus gets off Brewerton to go to Tops and then gets out of Tops back onto Brewerton was just impossible to measure.)

In any case, as the Mattydale bus approaches the Hub, it is required to go around the block before coming to a halt to unload and upload passengers. All by itself, this inexplicable bit of weirdness adds several minutes of travel time to the Mattydale route every single day. This is as true for the current route as it was for the older route. The bus could just turn directly from Salina Street into the Hub. If Centro fixed this, that would be almost all the time required to restore the older route that had served the Mattydale community for decades.

And for that matter—and I say this as someone who has ridden Centro nearly every weekday for over 20 years—at least one bus is late to the Hub almost every day on almost every line-up. Centro might not like to have this fact entered into the public record, but I don't see how Centro can honestly dispute this. If the Mattydale bus was occasionally a few minutes late, I don't see how this would disrupt Centro's operations on those occasions. It's already normal for everyone to be held at the Hub for a few minutes to allow for late-arriving buses, so passengers can still

[statement continued from previous]

3

make their connections at the line-up. It happens. A lot. It's all a part of having the Hub system in the first place.

I have to add, Centro is supposed to be providing a public service. This is why Centro gets tens of millions of dollars in funding from our taxes every year. Tens of millions of dollars in funding for "public service" and yet not one penny is available to preserve the bus stops that served the Mattydale community for decades. This cannot be a way for Centro to uphold its mission of public service. Destroying the bus route to the Mattydale community does not serve the public. Especially considering that Centro can serve both the Airport and the Mattydale community, and do it all on the same route, all day long, every day.

I believe the Public Relations person who made Centro's presentation at this hearing dismissively called our stops—about 30 of them—a "diversion". I need to say this--Our bus stops are not a diversion. Our bus stops are the public transportation lifeblood of our community.

And I'm not complaining about the PR person. I'm absolutely certain that her job is to be a cheerleader for every little thing Centro does. It is her job to present a face of smiling neutrality. But at one point during the public hearing—it's at a little over 27 minutes into the video of the public hearing—even she nods to acknowledge that almost everyone who rides the bus from the Mattydale community showed up to Centro's hearing about our bus. The Mattydale community showed up for Centro's public hearing about our route. Will Centro now—finally—show up for the Mattydale Community?

There was some talk at the end of the hearing about Centro redesigning all its routes. That was kind of chilling for me to hear. What Centro did to Mattydale—are you going to do that all over Central New York? Will there be lots and lots of people walking long distances to their new bus stops? Will Centro tell people the most they'll have to walk is an additional half a mile, and then just shrug when many people have to walk even farther? (I don't think the the video of the meeting does justice to moment when the PR person said Centro's plan was to have its customers walk no more than an additional half mile to their new stops and everyone from Mattydale said--no, we are walking a mile now.) I would like to know when those public hearings are going to be held.

I would also like to be able to look at the public record concerning the changes to Mattydale route. Please reply to this email and let me know that. And please let me know about the public hearing for the Centro route design. I would also like to have feedback about the route change proposed in this letter.

Thank you,

Hugh Dowling

Dowling

Centro Public Record Mattydale Route

September 2, 2024

**Consolidated  
SPECIALIZED TRANSPORTATION RIDERSHIP  
2nd QUARTER FY25 2024-2025**

	JULY 2024	AUGUST 2024	SEPTEMBER 2024	TOTAL 2nd QTR	Last Qtr. FY 25	PV 2nd QTR	% PY
<b>RIDES REQUESTED</b>	20,820	21,076	20,521	62,417	62,181	57,792	8%
<b>INDIVIDUAL RIDERS</b>	1,409	1,450	1,431	1,430	1,401	1,324	8%
Rides Breakdown:							
Paratransit Rides	15,457	15,707	15,325	46,489	47,242	42,979	8%
Fixed Route Rides	63	95	139	297	258	48	519%
Rides Transferred to Fixed Route	15	27	14	56	37	12	367%
<b>TOTAL RIDES TAKEN</b>	15,535	15,829	15,478	46,842	47,537	43,039	9%

<b>RIDES OFFERED / NOT TAKEN</b>							
Cancellations	2,412	2,333	2,168	6,913	6,612	6,590	5%
No-Shows	526	559	533	1,618	1,449	1602	1%
Total Cancellations/No-Shows	2,938	2,892	2,701	8,531	8,061	8,192	4%
% Req. Rides Cx'd or No-Shows	14%	14%	13%	14%	13%	14%	-4%

Note: There were zero no-show suspensions for the quarter

<b>PERFORMANCE GOALS</b>							
Missed Trips:							
Customer did not travel	7	4	12	23	15	28	-22%
ADA Denied Trips	0	0	2	2	0	0	100%
On Time Performance (within 15 mins / goal 95%)	93%	93%	93%	93%	93%	93%	0%
Ride Time Performance (length of time - goal 95%)	100%	100%	100%	100%	100%	100%	0%
Drop Off Time Performance (> 25 mins before - goal 95%)	89%	89%	90%	89%	87%	88%	2%
Telephone Access: (Answered w/in 2 min. goal 85%)	84%	85%	74%	81%	84%	78%	3%

<b>MOBILITY DEVICE TRIPS</b>	2,675	2,745	2,533	7,953	7,825	7,200	10%
<b>% Rides MOBILITY DEVICE</b>	17%	17%	16%	17%	16%	17%	1%

**THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY**  
**AUDIT AND FINANCE COMMITTEE**  
**200 CORTLAND AVENUE, SYRACUSE, NEW YORK**  
**MINUTES OF THE OCTOBER 25, 2024, AUDIT AND FINANCE COMMITTEE MEETING**

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**MEMBERS PRESENT:** NICHOLAS LAINO, Chair  
DARLENE LATTIMORE, Secretary  
NEIL BURKE  
MONTY FLYNN  
JOSEPH HARDICK  
JULIUS LAWRENCE  
LOUELLA WILLIAMS  
FRANK SAYA, Non-Voting Member

**MEMBERS ABSENT:** ANTHONY DAVIS, Vice Chair  
TINA FITZGERALD, Treasurer  
ROBERT CUCULICH

**STAFF PRESENT:** CHRISTOPHER TUFF, Deputy 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 Technologies  
MELISSA BRIM, Associate VP of Finance  
CAITLIN MACCOLLUM, Senior Director of Procurement  
CHRIS KING, Manager of Procurement  
BREN DAISS, Senior Director of Special Projects and Planning  
EJ MOSES, Director of Facilities  
DEREK SHERMAN, Director of Accounting  
PAULA CUTRONE, Senior Manager of Transit Data and Equity  
JASON SMITH, Senior Procurement Analyst  
JOSH GARDNER, Spec. Transport Manager & Systems Analyst  
PAULA CUTRONE, Senior Manager of Transit Data and Equity  
CASEY BROWN, Graphic Designer/Media Specialist  
JIMMIE HESTER, Bus Operator Syracuse  
JEANNINE JOHNSON, Executive Assistant

**PUBLIC PRESENT:** BRAD HUNT, Legal Counsel  
CINDY LAINO

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

- Chairman Laino noted a quorum was present
- The next Committee meeting will be on November 22, 2024

### 2024-25 SECOND QUARTER FINANCIAL STATEMENTS

Ms. Brim presented a Motion to approve the 2024-25 Second Quarter Financial Statements. A copy of which is attached to these minutes.

A Motion to approve the 2024-25 Second Quarter Financial Statements, Statement of Revenue and Expenditures was raised and forwarded to the Board for approval.

Motion – Louella Williams

Seconded – Julius Lawrence

Carried Unanimously to the Board with a recommendation of approval.

### BACKUP GENERATOR PURCHASE

Mr. King, Procurement Manager, presented a Resolution to approve a contract award for Backup Generator Purchase to MEID LLC in the amount of \$188,000 to furnish and install a backup generator. MEID LLC has provided like kind services in the past with positive results. A copy of the Resolution is attached to these Minutes.

A Motion to approve the contract award to MEID LLC as recommended by the Audit and Finance Committee was raised and forwarded to the Board for approval.

Motion – Neil Burke

Seconded – Darlene Lattimore

Carried Unanimously to the Board with a recommendation of approval.

### EMAIL SECURITY SOLUTIONS

Mr. Smith, Senior Procurement Analyst., presented a Resolution to approve a contract award for Email Security Solutions to vPrime Tech Inc. for a 3-year term, commencing November 1, 2024. A copy of the Resolution is attached to these Minutes.

A Motion to approve the contract award to vPrime Tech Inc. as recommended by the Audit and Finance Committee was raised and forwarded to the Board for approval.

Motion – Louella Williams

Seconded – Julius Lawrence

Carried Unanimously to the Board with a recommendation of approval.

### RTC DOORS INSTALLATION

Ms. MacCollum, Senior Director of Procurement, presented a Resolution to approve a contract award for RTC Doors Installation 2024 to ASSA ABLOY Entrance Systems, Inc. in the amount of \$149,000. A copy of the Resolution is attached to these Minutes.

A Motion to approve the contract award to ASSA ABLOY Entrance Systems, Inc., as recommended by the Audit and Finance Committee was raised and forwarded to the Board for approval.

Motion – Darlene Lattimore

Seconded – Neil Burke



Carried Unanimously to the Board with a recommendation of approval.

HYDROGEN FUEL CELL BUS PURCHASE

Ms. MacCollum, Senior Director of Procurement, presented a Resolution to approve a contract award for Hydrogen Fuel Cell Bus Purchase to Gillig Corporation to purchase (5) hydrogen fuel cell buses to evaluate the technology while developing plans for a zero-emission bus fleet. A copy of the Resolution is attached to these Minutes.

A Motion to approve the contract award to Gillig Corporation, as recommended by the Audit and Finance Committee was raised and forwarded to the Board for approval.

Motion – Neil Burke

Seconded – Julius Lawrence

Carried Unanimously to the Board with a recommendation of approval.

ADJOURNED

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

  
Chairman

ATTEST:

  
Secretary