



DATE: March 24, 2026
TO: Authority Members
FROM: Nicholas F. Laino
RE: March 31, 2026
Legal Committee – 1:00 PM
Audit & Finance Committee – 1:30 PM
Board Meeting – 2:00 PM

AGENDA

- 1- Chairman's Report
 - a. Reading of Minutes, February 27, 2026 – Regular Meeting, CNYRTA & Subsidiaries
 - b. Future Committee Meetings
- 2- Chief Executive Officer's Report – Christopher Tuff
 - a. Legislative Matters
 - b. Service Matters
 - c. Senior Staff Reports
- 3- Audit and Finance Committee Report
 - Finance Report – Vice President of Finance – Melissa Brim
 - a. Resolution – Retiree Drug Subsidy Services 2026-2031 – C. MacCollum
 - b. Resolution – Syracuse Facility Siding and Door Replacement 2026 – C. MacCollum
 - c. Resolution – Real Time Signage – Maintenance Agreement 2026-2031 – C. MacCollum
 - d. Resolution – Three (3) Bus Purchase – C. MacCollum
 - e. Resolution – Twenty (20) Bus Purchase – C. MacCollum
 - f. Resolution – Term Design and Engineering 2026-2031 – C. King
 - g. Resolution – Unemployment Insurance 2026-2031 – C. King
 - h. Resolution – Overhead Door Maintenance – J. Smith
 - i. Resolution – Endpoint Security 2026-2029 – J. Smith
 - j. Resolution – Purchase of Two (2) Service Trucks – J. Smith
- 4- Old Business
- 5- Future Business

This agenda may be amended by the addition or deletion of items for discussion.

BOARD OF MEMBERS

Nicholas F. Laino
Chairman – Oneida County

Anthony Q. Davis Sr.
Vice Chairman – City of Syracuse

Darlene DeRosa Lattimore
Secretary – Cayuga County

Tina M. Fitzgerald
Treasurer – Governor's Office

Neil Burke
Member – City of Syracuse

Robert F. Cuculich
Member – Onondaga County

Heather Snow
Member – Oswego County

Julius L. Lawrence Jr.
Member – City of Syracuse

Louella Williams
Member – Onondaga County

Francis S. Saya III
ATU 580

Christopher Tuff
Chief Executive Officer

THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY
AUDIT AND FINANCE COMMITTEE
200 CORTLAND AVENUE, SYRACUSE, NEW YORK
MINUTES OF THE FEBRUARY 27, 2026, AUDIT AND FINANCE COMMITTEE MEETING

MEMBERS PRESENT: NICHOLAS LAINO, Chairman
 DARLENE LATTIMORE, Secretary
 TINA FITZGERALD, Treasurer
 NEIL BURKE
 ROBERT CUCULICH
 JULIUS LAWRENCE
 HEATHER SNOW
 LOUELLA WILLIAMS
 FRANK SAYA, Non-Voting Member

MEMBERS ABSENT: ANTHONY DAVIS, Vice Chair

STAFF PRESENT: CHRISTOPHER TUFF, Chief Executive Officer
 JACQUELYN MUSENGO, VP of Human Resources
 GEOFF HOFF, VP of Fleet and Facilities
 RAHMIN AZRIA, VP of Operations
 BRUCE FONG, VP of Information Technology
 MELISSA BRIM, VP of Finance
 BREN DAISS, Sr Director of Service Planning & Special Projects
 CAITLIN MACCOLLUM, Sr Director of Procurement
 DEREK SHERMAN, Director of Accounting
 CHRISTOPHER MORRALE, Director of Human Resources
 JOSHUA GARDNER, Manager Special Trans. and Systems Analyst
 DAVID CARACCIO, Facilities Project Manager
 CHRISTOPHER KING, Procurement Manager
 TARA SPRAKER, Director of Capital Programs
 PAULA CUTRONE, Senior Manager of Transit Data and Equity
 JASON SMITH, Sr Procurement Analyst
 MATTHEW KAVANAGH, Desktop Support Specialist
 ZACH EBER, Marketing and Communications Coordinator
 SUZANN HENSLEY, Internal Control Manager
 JEANNINE JOHNSON, Executive Assistant

PUBLIC PRESENT: BRAD HUNT, Legal Counsel
 JON MALOFF
 PETER KING

CALL TO ORDER At 9:35 A.M. Chairman Laino called the meeting to order.

- Chairman Laino noted a quorum was present
The next Committee meeting will be on March 31, 2026.

JANUARY 31, 2026, STATEMENT OF REVENUE AND EXPENDITURES

Ms. Brim presented a Motion to approve the January 31, 2026, Statement of Revenue and Expenditures. A copy of the Motion is attached to these Minutes.

A Motion to approve the January 31, 2026, Statement of Revenue and Expenditures, was raised and forwarded to the Board for approval.

Motion – Julius Lawrence

Seconded – Darlene Lattimore

Carried Unanimously to the Board with a recommendation of approval.

ONEIDA HUB LIABILITY RENEWAL

Mr. Jon Maloff, Centro's insurance broker, presented a Motion to authorize the renewal of the Utica and Rome Hub Liability Insurance policy for the period February 1, 2026, through February 1, 2027. A copy of the Motion is attached to these Minutes.

A Motion to authorize the renewal of the Utica and Rome Hub Liability Insurance policy for the period February 1, 2026, through February 1, 2027, was raised and forwarded to the Board for approval.

Motion – Heather Snow

Seconded – Darlene Lattimore

Carried Unanimously to the Board with a recommendation of approval.

PENSION BENEFIT INDEXING ADJUSTMENT – UPSEU EMPLOYEES

Ms. Musengo presented a Motion to approve the UPSEU Pension Benefit Increase/Index. The proposed amendment plan to implement a 2.51% pension benefit increase, resulting in a benefit of \$79.13 per year of service for eligible employees retiring during the calendar year 2026. A copy of the Motion is attached to these Minutes.

A Motion to approve the UPSEU Pension Benefit Increase/Index was raised and forwarded to the Board for approval.

Motion – Robert Cuclich

Seconded – Darlene Lattimore

Carried Unanimously to the Board with a recommendation of approval

PUBLIC RELATIONS 2026-2031

Ms. MacCollum presented a Resolution to authorize a contract award for Public Relations 2026-2031 to Moxie Strategies for a five (5) year term commencing May 1, 2026. A copy of the Resolution is attached to these Minutes.

A Motion to award the contract for Public Relations 2026-2031 to Moxie Strategies for a five (5) year term commencing May 1, 2026, was raised and forwarded to the Board for approval.

Motion – Neil Burke

Seconded – Heather Snow

Carried Unanimously to the Board with a recommendation of approval

REAL TIME SIGNAGE 2025

Ms. MacCollum presented a Resolution to authorize a contract award for Real Time Signage to Papercast North America. A copy of the Resolution is attached to these Minutes.

A Motion to award the contract for the Real Time Signage to Papercast North America was raised and forwarded to the Board for approval.

Motion – Neil Burke

Seconded – Heather Snow

Carried Unanimously to the Board with a recommendation of approval

CNG FACILITY OPERATIONS AND MAINTENANCE AGREEMENT

Ms. MacCollum presented a Resolution to authorize a contract award for CNG Facility Operations and Maintenance Agreement to Trillium Transportation Fuels, LLC for a five (5) year term. A copy of the Resolution is attached to these Minutes.

A Motion to award the contract for CNG Facility Operations and Maintenance Agreement to Trillium Transportation Fuels, LLC for a five (5) year term was raised and forwarded to the Board for approval.

Motion – Tina Fitzgerald

Seconded – Louella Williams

Carried Unanimously to the Board with a recommendation of approval

CNG FACILITY OPERATIONS AND MAINTENANCE AGREEMENT ADDENDUM

Chairman Laino presented a Resolution that, the Company (Centro) will work with the Union (ATU 580) in good faith effort to resolve the MOU regarding the CNG Facility Operations Maintenance Agreement.

The Addendum Resolution was raised and forwarded to the Board for approval.

Motion – Tina Fitzgerald

Seconded – Heather Snow

Carried Unanimously to the Board with a recommendation of approval

CORTLAND FACILITY FAREBOX SYSTEM PURCHASE

Ms. MacCollum presented a Resolution to authorize a contract award for the Cortland Facility Farebox Purchase to Genfare in the amount of \$425,517.10 to furnish and install fareboxes and a vault system. A copy of the Resolution is attached to these Minutes.

A Motion to award the contract for the Cortland Facility Farebox Purchase to Genfare in the amount of \$425,517.10 to furnish and install fareboxes and a vault system was raised and forwarded to the Board for approval.

Motion – Julius Lawrence

Seconded – Tina Fitzgerald

Carried Unanimously to the Board with a recommendation of approval

COOLING TOWER REPLACEMENT 2025

Mr. King presented a Resolution to authorize a contract award to replace the existing cooling tower at the facility to Stephen S. Starr Mechanical Corp., in the amount of \$129,500.00. A copy of the Resolution is attached to these Minutes.

A Motion to authorize a contract award to replace the existing cooling tower at the facility to Stephen S. Starr Mechanical Corp., in the amount of \$129,500.00 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

BUS SHELTER & PARKING LOT JANITORIAL SERVICES 2026-2031

Mr. King presented a Resolution to authorize a contract award for Bus Shelter and Parking Lot Janitorial Service 2026-2031 to H2H Facility for a five (5) year term, commencing April 1, 2026. A copy of the Resolution is attached to these Minutes.

A Motion to authorize a contract award for Bus Shelter and Parking Lot Janitorial Service 2026-2031 to H2H Facility for a five (5) year term, commencing April 1, 2026, was raised and forwarded to the Board for approval.

Motion – Julius Lawrence
Seconded – Darlene Lattimore
Carried Unanimously to the Board with a recommendation of approval

HVAC SERVICES 2026-2031

Mr. Smith presented a Resolution to authorize a contract award for HVAC Services 2026-2031 to Elemental Commercial Services for a five (5) year term, commencing September 1, 2026. A copy of the Resolution is attached to these Minutes.

A Motion to authorize a contract award for HVAC Services 2026-2031 to Elemental Commercial Services for a five (5) year term, commencing September 1, 2026, was raised and forwarded to the Board for approval.

Motion – Neil Burke
Seconded – Heather Snow
Carried Unanimously to the Board with a recommendation of approval

ADJOURNED

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

Chairman

ATTEST:

Secretary

THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY
(and its Subsidiaries)
200 CORTLAND AVENUE, SYRACUSE, NEW YORK
MINUTES OF THE FEBRUARY 27, 2026, BOARD MEETING

MEMBERS PRESENT: NICHOLAS LAINO, Chairman
 DARLENE LATTIMORE, Secretary
 TINA FITZGERALD, Treasurer
 NEIL BURKE
 ROBERT CUCULICH
 JULIUS LAWRENCE
 HEATHER SNOW
 LOUELLA WILLIAMS
 FRANK SAYA, Non-Voting Member

MEMBERS ABSENT: ANTHONY DAVIS, Vice Chair

STAFF PRESENT: CHRISTOPHER TUFF, Chief Executive Officer
 JACQUELYN MUSENGO, VP of Human Resources
 GEOFF HOFF, VP of Fleet and Facilities
 RAHMIN AZRIA, VP of Operations
 BRUCE FONG, VP of Information Technology
 MELISSA BRIM, VP of Finance
 CAITLIN MACCOLLUM, Sr Director of Procurement
 BREN DAISS, Associate VP Communication & Business Planning
 CHRISTOPHER MORRALE, Director of Human Resources
 CHRISTOPHER KING, Procurement Manager
 PAULA CUTRONE, Sr Manager of Transit Data and Equity
 TARA SPRAKER, Director of Capital Programs
 DAVID CARACCIO, Facilities Project Manager
 JASON SMITH, Sr Procurement Analyst
 SUZANN HENSLEY, Internal Control Manager
 JEANNINE JOHNSON, Executive Assistant
 MATT KAVANAGH, Desktop Support Specialist
 ZACH EBER, Marketing Communications Coordinator

PUBLIC PRESENT: BRAD HUNT, Legal Counsel
 PETER KING

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

UPCOMING MEETINGS

- Chairman Laino announced the following meetings for March 31, 2026:
 - Legal Committee Meeting – 1:00 PM
 - Audit and Finance Meeting – 1:30 PM
 - Board Meeting – 2:00 PM

APPROVAL OF THE JANUARY 23, 2026, BOARD MEETING MINUTES - MOTION NO. 2822

Motion – Julius Lawrence
Seconded – Tina Fitzgerald
Carried Unanimously

APPROVAL OF THE FEBRUARY 3, 2026, BOARD MEETING MINUTES - MOTION NO. 2823

Motion – Tina Fitzgerald
Seconded – Darlene Lattimore
Carried Unanimously

APPROVAL OF THE FEBRUARY 13, 2026, BOARD MEETING MINUTES - MOTION NO. 2824

Motion – Heather Snow
Seconded – Darlene Lattimore
Carried Unanimously

CHIEF EXECUTIVE OFFICER'S REPORT – Mr. Tuff

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

CAPITAL DISTRICT TRANSIT AUTHORITY (CDTA)

On February 17, a group of CDTA staff came to Syracuse to meet with the Centro team to tour the Regional Transportation Center and understand the operations of the facility. They also came to the main campus to chat with staff and share initiatives that we are both working on. They also toured the Syracuse facility. It was a great visit, and we appreciate the partnership to help strengthen New York State Public Transportation.

NYPTA EXECUTIVE BOARD MEETING

On February 23, I joined the NYPTA board meeting in Albany to finalize our plan for Transit Awareness Day on February 24. During this meeting we discussed the NYPTA conference and plans to bring the State Rodeo back and will be kicked off here in Syracuse prior to the conference.

TRANSIT AWARENESS DAY

On February 24, I joined our NYPTA partners in Albany to collectively lobby our elected officials in the Senate and Assembly to review the State Operating Assistance (STOA) for the State Fiscal year 2027 budget ask.

BUSES AND BUS FACILITIES GRANT PROGRAM

On Friday, February 20, we were notified of a \$28.8 million award through the FY2026 Buses & Bus Facilities Grant program. The funding will close the funding gap to construct a new bus and administration facility in Oneida County. I want to thank Senators Schumer and Gillibrand for their leadership in securing these funds to support Public Transportation in Oneida County.

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION (APTA) ADWHEEL

On February 24, Steve, Bren and Casey attended the APTA Marketing, Communications & Customer Experience workshop. During the conference, we received the first-place award from APTA for the “Best Electronic Media for workforce development”. This is the first round of judging that will continue to a final round that will award 15 grand prizes at APTA TRANSform & Expo in October. I want to thank the marketing team for the hard work on this project and all projects to promote Centro and draw employees to the Authority.

SENIOR STAFF REPORTS

OPERATION/TRANSPORTATION REPORT – Mr. Azria

SYRACUSE ATU 580 CONTRACT

In Syracuse, Centro and ATU580 have signed two (2) extensions to previously established memorandum of understanding (MOU)s, one for the Extra List and the other Call-A-Bus (CAB) Overtime. These previously announced MOU's have been going very well and the company and union wished to continue with them, with some modifications. The CBA is very complex, and even minor changes can affect other areas of the contract, which is why we continue to work through the details to ensure the agreement is mutually beneficial. These MOUs are extremely important in making progress as an organization and have positively affected overall morale and retention of our operators.

NEW YORK STATE FAIR

New York State Fair planning has already begun, with meetings with the Fair and DOT already starting already taking place. With I-81 and other road construction in the area this year, there are many logistical challenges that operations will be working through this summer.

OSWEGO

The Oswego redesign was launched and has been well received by our operations team and customers.

UTICA

In Utica, our operations team is Working on a potential change to our progressive discipline model, which we're calling - a Positive Performance Program. We'll be working with the union on a trial in the coming months.

CORTLAND

In Cortland we're currently in negotiations with the union and continuing to work through staffing shortages. We are hopeful to attract more staff with upcoming changes to the CBA.

TRAPEZE

The operations management team is heavily involved in a "Trapeze working group" where we're making significant progress in standardizing how all properties use this software platform while also expanding utilization to its fullest capabilities to realize efficiencies and ultimately cost savings.

BUSINESS DEVELOPMENT AND CORPORATE COMMUNICATIONS REPORT – Mr. Koegel

Mr. Koegel reported that overall ridership for the month of January was down a bit in some areas due to weather. However, ridership in Oswego began to rise after the system redesign went into effect in late January. Ridership continues to grow in Utica and Rome with specific increases in the Utica rural service and MOVE. He then introduced MS. Daiss who provided an update on special projects.

BETTER BUS

Ms. Daiss provided the following information:

We are continuing to improve the overall bus system, building on the success of the Oswego redesign. Progress is well underway on the Better Bus Onondaga system redesign in Syracuse, where we've evaluated the entire network to improve efficiency, right-size service, introduce on-demand options, and increase frequency in high-demand downtown areas.

Public response has been strong, with significant feedback collected during the first two outreach rounds. The third and final round of outreach will take place the week of March 9, with staff and consultants engaging riders at bus stops, the transit hub, and community locations. This phase will focus on showing how public input shaped the updated plan and confirming alignment with community expectations.

At the March board meeting, we will present equity analysis findings and request approval to hold a public hearing in April. Following the hearing, the final plan—along with equity analysis and public input—will be brought forward for board approval.

Implementation will take time, including system updates, marketing, website changes, and continued public communication. Based on strong ridership gains seen in Oswego and Rome after their redesigns, we are optimistic this plan will deliver meaningful improvements and increased ridership for the community.

HUMAN RESOURCES REPORT – Ms. Musengo

HR REPORT

Centro had their open house on January 10th in Syracuse. We received a decent turnout of over 40 potential candidates. We were able to hire 18 operator trainees for the new class that started on Monday, February 2, 2026. We are continuing our recruiting efforts for another operator trainee class to begin in April 2026.

INFORMATION TECHNOLOGY – Mr. Fong

EXECUTIVE SUMMARY

The Information Technology department continues to focus on modernizing our core systems, upgrading physical network infrastructure, and hardening our cybersecurity posture. The following report outlines current strategic initiatives, active project statuses, and recent security enhancements designed to maximize our technological investments and safeguard organizational data.

SYSTEMS UPDATE AND MODINERIZATION

- PDS HR Platform Audit

On January 20th, IT leadership met with Finance, Human Resources, and PDS, our long-term HR platform partner. Although we have utilized PDS since the 1990s, the organization has never conducted a formal system health check. To ensure we are maximizing our return on investment, we have engaged PDS for a comprehensive system audit. The primary goals of this initiative are to:

- Identify and eliminate workflow bottlenecks.
- Uncover and deploy functionality we currently pay for but are not utilizing.
- Modernize our internal HR and Finance processes.

(Note: This initiative closely mirrors the optimization exercise we are currently undergoing with the Trapeze system).

- Server Room Overhaul

In preparation for our upcoming "Clever" equipment upgrade, we are executing a physical overhaul of the primary server room. We have removed legacy infrastructure, including an old workbench, to optimize the footprint for a new server rack. Additionally, we are reworking the electrical cabling to safely accommodate the new power load and ensure operational stability.

ACTIVE INFASTRUCTURE PROJECTS

- RTC Scheduling System Upgrade

We have officially entered the execution phase of the RTC scheduling system upgrade. All new hardware and equipment have arrived on-site. Currently, our team is working closely with the vendor on system configurations and collaborating with the Buildings & Grounds (B&G) department to complete the required cabling.

- Administrative Wireless Network Upgrade

To address modern performance and security needs, we have ordered new enterprise-class wireless access points for the administrative network. Once deployed, this hardware will provide staff with significantly improved network speeds, greater reliability, and enhanced security visibility for the IT department.

- Physical Infrastructure & Fiber Optics

We are actively working with vendors to procure quotes for running fiber optic cabling from the server room to all physical switches across the facility. Transitioning to fiber mitigates legacy

issues related to distance limitations, signal interference, and bandwidth constraints, while also adding a layer of physical security.

- Phase One Deployment: The first area to be upgraded will be Service Development. This entails running the new fiber, routing cables, and installing a new switch inside a secure, lockable cabinet.

CYBERSECURITY ENHANCEMENTS

- Network Segmentation Rollout

As part of our ongoing commitment to cybersecurity, our new network segmentation solution is now fully operational. This technology acts as an internal barrier within our network to contain potential threats. Currently, the system is actively enforcing security policies around two critical boundaries:

- Our HR Platform
- Our Active Directory Environment

Moving forward, the IT security team will continue to evaluate internal network traffic and build out additional secure boundaries as organizational needs dictate.

FLEET AND FACILITIES REPORT – Mr. Hoff

CNG STATION

The last two skids have been removed, and two new electric skids are in place. Trillium has wired them up and all three skids were working last night. We have two dispensers in the fueling station, able to fuel two buses at a time. They have installed a new dispenser and are currently working off one of the old dispensers.

We adjusted on how we fuel. Servicers can fuel 15-20 buses per hour on one dispenser. Fleet is fueled without issues.

On the weekend of March 7th Trillium will be installing the second dispenser and the priority panel. The backup skid will be used to fuel buses over the weekend. After March 9th, everything should be fully installed and operational.

NEW CAB'S

Coach & Equipment has produced Nine (9) new Paratransit vehicles "CAB's". We sent staff out to monitor the progress. All has gone well. The vehicles are getting their finishing touches. We will make one more trip for final inspection. We expect buses to arrive in the middle of March.

AUDIT AND FINANCE COMMITTEE REPORT

JANUARY 31, 2026, STATEMENT OF REVENUE AND EXPENDITURES – MOTION NO. 2825

Ms. Brim presented a Motion to approve the January 31, 2026, Statement of Revenue and Expenditures. A copy of the Motion is attached to these Minutes.

A Motion to approve the January 31, 2026, Statement of Revenue and Expenditures, was raised.

Motion – Darlene Lattimore
Seconded – Tina Fitzgerald
Carried Unanimously

ONEIDA HUB LIABILITY RENEWAL - MOTION NO. 2826

Mr. Jon Maloff, Centro’s insurance broker, presented a Motion to authorize the renewal of the Utica and Rome Hub Liability Insurance policy for the period February 1, 2026, through February 1, 2027. A copy of the Motion is attached to these Minutes.

A Motion to authorize the renewal of the Utica and Rome Hub Liability Insurance policy for the period February 1, 2026, through February 1, 2027, was raised.

Motion – Heather Snow
Seconded – Louella Williams
Carried Unanimously

PENSION BENEFIT INDEXING ADJUSTMENT – UPSEU EMPLOYEES - MOTION NO. 2827

Ms. Musengo presented a Motion to approve the UPSEU Pension Benefit Increase/Index. The proposed amendment plan to implement a 2.51% pension benefit increase, resulting in a benefit of \$79.13 per year of service for eligible employees retiring during the calendar year 2026. A copy of the Motion is attached to these Minutes.

A Motion to approve the UPSEU Pension Benefit Increase/Index was raised.

Motion – Neil Burke
Seconded – Julius Lawence
Carried Unanimously

PUBLIC RELATIONS 2026-2031- RESOLUTION NO. 2672

Ms. MacCollum presented a Resolution to authorize a contract award for Public Relations 2026-2031 to Moxie Strategies for a five (5) year term commencing May 1, 2026. A copy of the Resolution is attached to these Minutes.

A Motion to award the contract for Public Relations 2026-2031 to Moxie Strategies for a five (5) year term commencing May 1, 2026, was raised.

Motion – Darlene Lattimore
Seconded – Tina Fitzgerald
Carried Unanimously

REAL TIME SIGNAGE 2025 – RESOLUTION NO. 2673

Ms. MacCollum presented a Resolution to authorize a contract award for Real Time Signage to Papercast North America. A copy of the Resolution is attached to these Minutes.

A Motion to award the contract for the Real Time Signage to Papercast North America was raised.

Motion – Julius Lawrence
Seconded – Heather Snow
Carried Unanimously

CNG FACILITY OPERATIONS AND MAINTENANCE AGREEMENT - RESOLUTION NO. 2674

Ms. MacCollum presented a Resolution to authorize a contract award for CNG Facility Operations and Maintenance Agreement to Trillium Transportation Fuels, LLC for a five (5) year term. A copy of the Resolution is attached to these Minutes.

A Motion to award the contract for CNG Facility Operations and Maintenance Agreement to Trillium Transportation Fuels, LLC for a five (5) year term was raised.

Motion – Tina Fitzgerald
Seconded – Louella Williams
Carried Unanimously

CNG FACILITY OPERATIONS AND MAINTENANCE AGREEMENT ADDENDUM –
RESOLUTION NO. 2675

Chairman Laino presented a Resolution that, the Company (Centro) will work with the Union (ATU 580) in good faith effort to resolve the MOU regarding the CNG Facility Operations Maintenance Agreement.

The Addendum Resolution was raised.

Motion – Neil Burke
Seconded – Louella Williams
Carried Unanimously to the Board

CORTLAND FACILITY FAREBOX SYSTEM PURCHASE - RESOLUTION NO. 2676

Ms. MacCollum presented a Resolution to authorize a contract award for the Cortland Facility Farebox Purchase to Genfare in the amount of \$425,517.10 to furnish and install fareboxes and a vault system. A copy of the Resolution is attached to these Minutes.

A Motion to award the contract for the Cortland Facility Farebox Purchase to Genfare in the amount of \$425,517.10 to furnish and install fareboxes and a vault system was raised.

Motion – Tina Fitzgerald
Seconded – Darlene Lattimore
Carried Unanimously

COOLING TOWER REPLACEMENT 2025 - RESOLUTION NO. 2677

Mr. King presented a Resolution to authorize a contract award to replace the existing cooling tower at the facility to Stephen S. Starr Mechanical Corp., in the amount of \$129,500.00. A copy of the Resolution is attached to these Minutes.

A Motion to authorize a contract award to replace the existing cooling tower at the facility to Stephen S. Starr Mechanical Corp., in the amount of \$129,500.00, was raised.

Motion – Neil Burke
Seconded – Heather Snow
Carried Unanimously

BUS SHELTER & PARKING LOT JANITORIAL SERVICES 2026-2031 - RESOLUTION NO. 2678

Mr. King presented a Resolution to authorize a contract award for Bus Shelter and Parking Lot Janitorial Service 2026-2031 to H2H Facility for a five (5) year term, commencing April 1, 2026. A copy of the Resolution is attached to these Minutes.

A Motion to authorize a contract award for Bus Shelter and Parking Lot Janitorial Service 2026-2031 to H2H Facility for a five (5) year term, commencing April 1, 2026, was raised.

Motion – Louella Williams
Seconded – Neil Burke
Carried Unanimously

HVAC SERVICES 2026-2031 - RESOLUTION NO. 2679

Mr. Smith presented a Resolution to authorize a contract award for HVAC Services 2026-2031 to Elemental Commercial Services for a five (5) year term, commencing September 1, 2026. A copy of the Resolution is attached to these Minutes.

A Motion to authorize a contract award for HVAC Services 2026-2031 to Elemental Commercial Services for a five (5) year term, commencing September 1, 2026, was raised.

Motion – Julius Lawrence
Seconded – Darlene Lattimore
Carried Unanimously

LEGAL COMMITTEE REPORT

Chairman Laino announced that at the Legal Committee met earlier this morning,

EXECUTIVE SESSION – MOTION NO. 2828

A Motion was needed to move to executive session to discuss personnel-related matter involving James Facarra.

Motion – Tina Fitzgerald
Seconded – Darlene Lattimore
Carried Unanimously

No action taken in Executive Session

AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO SIGN AN AGREEMENT WITH ROB TERRY SR. – MOTION NO. 2829

A Motion was needed to authorize the Chief Executive Officer to sign an agreement with Rob Terry Sr.

Motion – Tina Fitzgerald
Seconded – Louella Williams
Carried Unanimously

AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO SIGN AN AGREEMENT WITH ROB TERRY JR. – MOTION NO. 2830

A Motion was needed to authorize the Chief Executive Officer to sign an agreement with Rob Terry Jr

Motion – Tina Fitzgerald
Seconded – Heather Snow
Carried Unanimously

OLD BUSINESS

Mr. Julius Lawrence informed the Board of a street dedication for Donna Reese, a former Board member.

NEW BUSINESS

Mr. Julius Lawrence informed the Board of a future TNT meeting. Ms. Heather Snow informed the Board of their first Oswego County Transit Advisory Board meeting and invited others to attend.

ADJOURNED

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

Chairman

ATTEST:

Secretary

Audit and Finance Committee Agenda

Presented by Melissa Brim, Vice President of Finance
March 31, 2026

Board Actions Motions and Resolutions

MOTIONS:

- February 28, 2026, Statement of Revenue & Expenditures
- 2026-27 Final Operating Budget and Financial Plan
- 2026-27 Final Capital Budget and Financial Plan
- Increase Capital Reserve

RESOLUTIONS:

- Retiree Drug Subsidy Services 2026-2031 – C. MacCollum
- Syracuse Facility Siding and Door Replacement 2026 – C. MacCollum
- Real Time Signage- Maintenance Agreement 2026-2031 – C. MacCollum
- Three (3) Bus Purchase – C. MacCollum
- Twenty (20) Bus Purchase – C. MacCollum
- Term Design and Engineering 2026-2031 – C. King
- Unemployment Insurance 2026-2031 – C. King
- Overhead Door Maintenance – J. Smith
- Endpoint Security 2026-2029 – J. Smith
- Purchase of Two (2) Service Trucks – J. Smith

SUPPLEMENTAL INFORMATION:

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

ITEMS REQUIRING FUTURE BOARD ACTION:



STATEMENT OF REVENUES AND EXPENDITURES

Central New York Regional Transportation Authority
Consolidated Statement of Revenues and Expenditures
From 04/01/2025 through 02/28/2026
(In Whole Numbers)

| | Actual | Budget | Budget Change | % Change to Budget | Prior Year Actual | CY to PY Change | % Change CY to PY |
|---|----------------------|-------------------|----------------------|--------------------|----------------------|---------------------|-------------------|
| Operating Revenue | | | | | | | |
| Regular Line Passenger Revenue | 4,247,910 | 4,059,450 | 188,460 | 4.6% | 3,936,710 | 311,199 | 7.9% |
| Special Line Passenger Revenue | 7,597,653 | 6,993,675 | 603,978 | 8.6% | 6,713,248 | 884,405 | 13.2% |
| Advertising & Other Revenue | 2,189,822 | 2,164,242 | 25,580 | 1.2% | 2,157,424 | 32,398 | 1.5% |
| Total Operating Revenue | 14,035,385 | 13,217,367 | 818,018 | 6.2% | 12,807,382 | 1,228,003 | 9.6% |
| Operating Expenses | | | | | | | |
| Salaries & Wages | 36,237,276 | 39,920,267 | 3,682,992 | -9.2% | 34,559,570 | 1,677,705 | 4.9% |
| Other Employee Benefits & Payroll Taxes | 3,667,577 | 4,064,413 | 396,836 | -9.8% | 3,521,884 | 145,693 | 4.1% |
| Healthcare Benefits | 11,758,272 | 14,410,850 | 2,652,578 | -18.4% | 11,894,612 | (136,340) | -1.1% |
| Workers Compensation | 2,748,135 | 3,036,800 | 288,665 | -9.5% | 2,035,670 | 712,465 | 35.0% |
| Pension Benefits | 3,873,736 | 4,658,383 | 784,647 | -16.8% | 3,935,536 | (61,800) | -1.6% |
| Risk Management | 6,108,825 | 4,076,307 | (2,032,518) | 49.9% | 2,464,952 | 3,643,873 | 147.8% |
| Purchased Transportation | 5,309,439 | 6,226,000 | 916,561 | -14.7% | 5,364,940 | (55,501) | -1.0% |
| Materials & Supplies | 4,135,261 | 4,547,963 | 412,702 | -9.1% | 4,304,197 | (168,936) | -3.9% |
| Services | 6,272,169 | 7,475,660 | 1,203,491 | -16.1% | 6,058,637 | 213,532 | 3.5% |
| Fuel | 1,893,538 | 2,625,657 | 732,119 | -27.9% | 1,826,050 | 67,487 | 3.7% |
| Utilities | 777,354 | 739,355 | (37,999) | 5.1% | 683,862 | 93,492 | 13.7% |
| Other Expenses | 353,594 | 637,172 | 283,578 | -44.5% | 416,205 | (62,611) | -15.0% |
| Total Operating Expenses | 83,135,176 | 92,418,828 | 9,283,651 | -10.1% | 77,066,115 | 6,069,061 | 7.9% |
| Non-Operating Revenue | | | | | | | |
| Operating Assistance | 62,442,159 | 70,286,700 | (7,844,541) | -11.2% | 63,098,142 | (655,983) | -1.0% |
| Mortgage Tax Revenue | 9,840,925 | 7,455,000 | 2,385,925 | 32.0% | 7,632,340 | 2,208,585 | 28.9% |
| Gain/Loss on Disposal of Capital | 80,993 | 45,833 | 35,160 | 76.7% | 72,178 | 8,816 | 12.2% |
| Investment Revenue | 1,200,615 | 458,437 | 742,178 | 161.9% | 1,297,894 | (97,279) | -7.5% |
| Total Non-Operating Revenue | 73,564,692 | 78,245,970 | (4,681,279) | -6.0% | 72,100,554 | 1,464,138 | 2.0% |
| Operating Income (Loss) | 4,464,901 | (955,490) | 5,420,391 | -567.3% | 7,841,821 | (3,376,920) | -43.1% |
| Capital Contributions | | | | | | | |
| Federal Grants | 1,846,655 | 0 | 1,846,655 | 0.0% | 32,147,001 | (30,300,345) | -94.3% |
| State Grants | 1,886,551 | 0 | 1,886,551 | 0.0% | 10,049,938 | (8,163,388) | -81.2% |
| Total Capital Contributions | 3,733,206 | 0 | 3,733,206 | 0.0% | 42,196,939 | (38,463,733) | -91.2% |
| Non-Operating Expenses | | | | | | | |
| Depreciation Expense | 12,990,912 | 0 | (12,990,912) | 0.0% | 10,589,731 | 2,401,182 | 22.7% |
| Total Non-Operating Expenses | 12,990,912 | 0 | (12,990,912) | 0.0% | 10,589,731 | 2,401,182 | 22.7% |
| Change in Net Position | (4,792,805) | (955,490) | (3,837,316) | 401.6% | 39,449,029 | (44,241,835) | -112.1% |
| Net Position - Beginning of Year | (125,571,232) | 0 | (125,571,232) | 0.0% | (215,991,016) | 90,419,784 | -41.9% |
| Total Net Position - Beginning of Year | (125,571,232) | 0 | (125,571,232) | 0.0% | (215,991,016) | 90,419,784 | -41.9% |
| Net Position - End of Year | (130,364,029) | (955,490) | (129,408,548) | 13543.7% | (176,541,987) | 46,177,958 | -26.2% |



STATEMENT OF REVENUE AND EXPENDITURES

After eleven months ending February 28, 2026, the Authority reports a consolidated operating income of \$4.46 million, excluding capital contributions and non-operating expenses. This positive result reflects strong operating performance in the early part of the fiscal year.

Operating Revenues

Total operating revenues amount to \$14 million, representing a \$1.2 million (9.6%) increase compared to the same period in the prior year. Revenues also exceeded budget projections by \$818 thousand (6.2%).

| | Actual | Budget | Budget Change | % Change to Budget | Prior Year Actual | CY to PY Change | % Change CY to PY |
|-----------------------------|------------|------------|---------------|--------------------|-------------------|-----------------|-------------------|
| Operating Revenue | | | | | | | |
| Passenger Revenues | 11,845,563 | 11,053,125 | 792,438 | 7.2% | 10,649,958 | 1,195,606 | 11.2% |
| Advertising & Other Revenue | 2,189,822 | 2,164,242 | 25,580 | 1.2% | 2,157,424 | 32,397 | 1.5% |
| Total Operating Revenue | 14,035,385 | 13,217,367 | 818,018 | 6.2% | 12,807,382 | 1,228,003 | 9.6% |

Passenger revenues are 7.2% over budget expectations, and 11.2% over prior year.

Regular line passenger revenues are performing 4.6% over budget expectations and are 7.9% higher than the same period last year. These favorable variances continue to be driven by stronger farebox activity, increased pass sales, including pass sales to partner agencies, and higher utilization of Mobility On Demand (MOVE) services. Total ridership across both fixed-route and demand-response services continues to hover around a 5% increase year over year.

Special line passenger revenues are performing 8.6% over budget expectations and 13.2% over the prior year. The favorable variance continues to be driven by both scheduled and unscheduled contract rate adjustments, expanded coverage for SU Dome Event Service, and increased demand for contracted transportation. Additionally, ridership during the Great New York State Fair exceeded both expectations and prior-year levels.

Advertising and other revenues are performing in line with both budget expectations and prior-year results. While growth in these categories has been more modest than passenger revenues, they continue to provide a stable and reliable source of income.

Operating Expenses

As of February 28, 2026, operating expenses total \$83.1 million, representing a \$6.1 million (7.9%) increase compared to the prior year. Current year expenses are performing \$9.3 million (10.1%) under budgeted expectations.

| | Actual | Budget | Budget Change | % Change to Budget | Prior Year Actual | CY to PY Change | % Change CY to PY |
|--------------------------|------------|------------|---------------|--------------------|-------------------|-----------------|-------------------|
| Operating Expenses | | | | | | | |
| Personnel Expenses | 58,284,996 | 66,090,713 | 7,805,716 | -11.8% | 55,947,273 | 2,337,722 | 4.2% |
| Non-Personnel Expenses | 24,850,180 | 26,328,115 | 1,477,935 | -5.6% | 21,118,842 | 3,731,339 | 17.7% |
| Total Operating Expenses | 83,135,176 | 92,418,828 | 9,283,651 | -10.1% | 77,066,115 | 6,069,061 | 7.9% |

Personnel expenses are performing \$7.8 million (11.8%) under budget expectations and are \$2.3 million (4.2%) higher than the same period last year. All major personnel cost categories are under budget, reflecting favorable variances across wages, benefits, and related costs.



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

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

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

Non-personnel expenses are performing \$1.5 million (5.6%) under budget expectations but are \$3.7 million (17.7%) higher than the same period last year. All non-personnel expense categories are under budget, with the exception of Risk Management.

Compared to the prior year, most non-personnel expense categories reflect a mix of anticipated and unanticipated variances. As expected, many categories have increased year over year, while Purchased Transportation, Materials and Supplies, and Other expenses are trending below prior-year levels. The two non-personnel categories trending over budget are Risk Management and Utilities, with the most significant increase continuing to be within Risk Management.

Risk Management expenses are currently 49.9% over budget and more than double the amount recorded during the same period last year. This unfavorable variance is primarily driven by higher insurance policy premiums and increased self-insurance claim costs under the Authority's Auto General Liability (GL) program. A significant portion of these costs relates to prior-year incidents that are being resolved or paid in the current fiscal year.

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

Purchased Transportation expenses are currently 14.7% under budget expectations and consistent with prior-year levels. While contracted vendor rates and demand for Call-A-Bus (CAB) services have increased, implementation of the Via platform has significantly improved scheduling efficiency. Vendors have also required fewer supplemental "as-needed" runs, contributing to additional cost savings.

Utilities expenses are currently 5.1% over budget expectations and 13.7% over the prior year, which is being driven by increased costs for gas and electric services.



Non-Operating Revenues

Non-operating revenues total \$73.6 million, which is \$4.7 million (6%) under budget expectations and reflects a \$1.5 million (2%) increase over the prior year.

| | Actual | Budget | Budget Change | % Change to Budget | Prior Year Actual | CY to PY Change | % Change CY to PY |
|----------------------------------|------------|------------|---------------|--------------------|-------------------|-----------------|-------------------|
| Non-Operating Revenue | | | | | | | |
| Operating Assistance | 62,442,159 | 70,286,700 | (7,844,541) | -11.2% | 63,098,142 | (655,983) | -1.0% |
| Mortgage Tax Revenue | 9,840,925 | 7,455,000 | 2,385,925 | 32.0% | 7,632,340 | 2,208,585 | 28.9% |
| Gain/Loss on Disposal of Capital | 80,993 | 45,833 | 35,160 | 76.7% | 72,178 | 8,816 | 12.2% |
| Investment Revenue | 1,200,615 | 458,437 | 742,178 | 161.9% | 1,297,894 | (97,279) | -7.5% |
| Total Non-Operating Revenue | 73,564,692 | 78,245,970 | (4,681,279) | -6.0% | 72,100,554 | 1,464,138 | 2.0% |

Operating assistance revenues are currently 11.2% under budget expectations and in line with prior-year results. This variance continues to reflect the Authority's strategic approach to revenue recognition. While State Transit Operating Assistance (STOA) has increased, the Authority has intentionally conserved federal and state Preventive Maintenance (PM) funds, drawing upon them only as needed. PM utilization is evaluated monthly and applied strategically during periods of elevated operating costs to help stabilize financial results. This disciplined approach supports long-term financial flexibility and preserves resources for future needs.

Mortgage tax revenues continue to perform exceptionally well and are currently 32% over budget expectations and 28.9% higher than the prior year. This strong performance reflects continued strength in the regional real estate market. However, due to the inherent volatility of this revenue source, the Authority will maintain a cautious outlook by closely monitoring market trends and using conservative planning assumptions to mitigate potential fluctuations.

Investment revenues are exceeding budget expectations by more than 100%, although they remain 7.5% under prior-year levels. Current investment yields are below 4% but remain favorable relative to budget assumptions. The Authority will continue to strategically invest idle cash to maximize earnings while maintaining sufficient liquidity to support operating activities and capital program commitments.



INVESTMENT REPORT

Central New York Regional Transportation Authority
Inventory of Existing Investments
As of 02/28/2026
(In Whole Numbers)

| Cash Investments | Institution | Interest Rate | Amount | Total |
|---|-------------|---------------|--------------|---------------------|
| Unrestricted – Operating Funds | | | | |
| Commercial Savings – General Fund | M&T Bank | 1.95% | \$17,832,077 | |
| Commercial Savings – Farebox Collection | JP Morgan | 1.25% | \$601,521 | |
| | | | | <u>\$18,433,598</u> |
| Board Designated - Funded Reserves | | | | |
| Commercial Savings - Health Reserve | M&T Bank | 1.95% | \$249,174 | |
| Commercial Savings - Insurance Reserve | M&T Bank | 1.95% | \$2,894 | |
| Commercial Checking - Capital Reserve | JP Morgan | 1.25% | \$857,288 | |
| Commercial Checking - Paratransit Reserve | JP Morgan | 1.31% | \$91,796 | |
| | | | | <u>\$1,201,152</u> |
| Total Cash Investment Value | | | | <u>\$19,634,750</u> |

| Investments | Institution | Yield | Term | Market Value | Purchase Date | Maturity Date | Maturity Value |
|-------------------------------------|-------------|-------|-------|---------------------|---------------|---------------|---------------------|
| Operating Funds | | | | | | | |
| Treasury Bill - Operating Funds | JP Morgan | 3.49% | 2 mo. | \$5,131,861 | 01/13/2026 | 03/10/2026 | \$5,136,000 |
| Treasury Bill - Operating Funds | JP Morgan | 3.47% | 3 mo. | \$5,080,275 | 12/23/2025 | 03/19/2026 | \$5,089,000 |
| Treasury Bill - Operating Funds | JP Morgan | 3.57% | 2 mo. | \$5,045,030 | 02/17/2026 | 04/14/2026 | \$5,067,000 |
| Board Designated - Funded Reserves | | | | | | | |
| Treasury Bill - Capital Reserve | JP Morgan | 3.55% | 4 mo. | \$3,091,735 | 01/27/2026 | 05/26/2026 | \$3,118,000 |
| Treasury Bill - Capital Reserve | JP Morgan | 3.57% | 4 mo. | \$2,045,642 | 02/10/2025 | 06/09/2026 | \$2,066,000 |
| Treasury Bill - Insurance Reserve | JP Morgan | 3.58% | 2 mo. | \$4,384.105 | 02/24/2025 | 06/23/2026 | \$4,434.000 |
| Treasury Bill – Health Reserve | JP Morgan | 3.56% | 3 mo. | \$3,025,080 | 12/05/2025 | 03/05/2026 | \$3,026,000 |
| Treasury Bill - Paratransit Reserve | JP Morgan | 3.50% | 2 mo. | \$5,349,464 | 01/06/2026 | 03/03/2026 | \$5,350,000 |
| Total Investment Values | | | | <u>\$33,153,192</u> | | | <u>\$33,286,000</u> |



MORTGAGE RECORDING TAX STATEMENT

| <u>Actual Receipts YTD</u> | | | | | <u>Budget Variance YTD</u> | | |
|----------------------------|--------------|--------------|-----------------|----------------|----------------------------|-----------|----------|
| <u>FY-24</u> | <u>FY-25</u> | <u>FY-26</u> | <u>\$ vs PY</u> | <u>% vs PY</u> | <u>FY-26 Bud</u> | <u>\$</u> | <u>%</u> |
| 7,254,876 | 7,623,827 | 9,840,924 | 2,217,098 | 29.1% | 7,455,000 | 2,385,924 | 32.0% |

| | <u>Actual</u> | <u>Actual</u> | <u>Actual</u> | <u>Actual</u> | <u>YTD</u> | <u>Budget</u> | <u>Actual Vs</u> | <u>YTD</u> |
|-----------|------------------|------------------|------------------|---------------|--------------|------------------|------------------|-----------------|
| | <u>FY-24</u> | <u>FY-25</u> | <u>FY-26</u> | <u>vs PY</u> | <u>vs PY</u> | <u>FY 26</u> | <u>Budget</u> | <u>Variance</u> |
| April | 761,875 | 537,226 | 690,885 | 28.6% | 373.6% | 545,000 | 26.8% | 26.8% |
| May | 557,104 | 622,405 | 884,530 | 42.1% | 266.0% | 600,000 | 47.4% | 37.6% |
| June | 621,109 | 512,679 | 971,182 | 89.4% | 227.9% | 625,000 | 55.4% | 43.9% |
| July | 651,504 | 878,691 | 1,032,746 | 17.5% | 241.1% | 760,000 | 35.9% | 41.5% |
| August | 736,644 | 739,495 | 771,460 | 4.3% | 306.3% | 750,000 | 2.9% | 32.6% |
| September | 643,528 | 668,431 | 917,892 | 37.3% | 316.9% | 725,000 | 26.6% | 31.6% |
| October | 737,317 | 880,437 | 1,248,226 | 41.8% | 275.2% | 775,000 | 61.1% | 36.3% |
| November | 613,698 | 824,214 | 954,897 | 15.9% | 286.8% | 760,000 | 25.6% | 34.9% |
| December | 640,840 | 704,965 | 843,307 | 19.6% | 293.1% | 660,000 | 27.8% | 34.1% |
| January | 743,819 | 730,141 | 768,119 | 5.2% | 303.1% | 630,000 | 21.9% | 33.0% |
| February | 547,438 | 525,142 | 757,681 | 44.3% | 312.5% | 625,000 | 21.2% | 32.0% |
| March | 425,398 | 636,968 | 0 | | | 635,000 | | |
| Totals | <u>7,680,275</u> | <u>8,260,794</u> | <u>9,840,924</u> | | | <u>8,090,000</u> | | |

| <u>County Receipts - February</u> | <u>FY-26</u> | <u>FY-25</u> | <u>\$</u> | <u>%</u> |
|-----------------------------------|----------------|----------------|-----------|----------|
| Onondaga | 515,147 | 350,751 | 164,396 | 47% |
| Oswego | 66,325 | 32,599 | 33,726 | 103% |
| Cayuga | 34,779 | 24,487 | 10,292 | 42% |
| Cortland | 21,430 | 18,956 | 2,473 | 13% |
| Oneida | <u>120,000</u> | <u>98,349</u> | 21,651 | 22% |
| Total | <u>757,681</u> | <u>525,142</u> | 232,538 | 44% |



STATEMENT OF CASH FLOW

Central New York Regional Transportation Authority
Statement of Cash Flow
As of 02/28/2026
(In Whole Numbers)

Cash Flows From Operating Activities:

| | |
|--|-----------------------------|
| Operating Receipts from Fares, Contract Bill & Misc Items | \$ 3,717,383 |
| Mortgage Tax Receipts | 329,475 |
| State Operating Assistance | 14,369,229 |
| Local Operating Assistance | 535,916 |
| 5311 Rural Counties Operating Assistance | 1,947,155 |
| Payments to Vendors & Bank Fees | (3,467,595) |
| Payments for Employee Benefits | (884,114) |
| Payments of Payroll Related Wages & Liabilities | <u>(3,155,235)</u> |
| Net Cash Provided by (Utilized in) Operating Activities | <u>\$ 13,392,214</u> |

Cash Flows From Capital Activities:

| | |
|--|--------------------------|
| Federal & State Grants Proceeds for Capital Additions | 493,850 |
| Purchases of Capital Assets | <u>(314,098)</u> |
| Net Cash Provided by (Utilized in) Capital Activities | <u>\$ 179,752</u> |

Net Change in Cash from Operating & Capital Activities **\$ 13,571,966**

General Fund Cash Balances - Beginning of Period **\$ 5,854,686**

General Fund Cash Balances - End of Period* **\$ 19,426,652**

Reserve Funds:

| | |
|----------------------------|-----------------------------|
| Insurance Reserve | 2,894 |
| Health Insurance Reserve | 249,174 |
| Capital Reserve Fund | 857,288 |
| Paratransit Reserve | 91,796 |
| Invested Reserve Funds | <u>33,153,192</u> |
| Reserve Funds Total | <u>\$ 34,354,345</u> |

Total Cash All Sources - End of Period: **\$ 53,780,996**



PROCUREMENT

ACTIVE PROCUREMENTS REQUIRING BOARD ACTION

On Today's Agenda

Retiree Drug Subsidy Reopening Services 2026-2031
Syracuse Siding Repair & Replacement 2026
Real Time Signage- Maintenance Agreement 2026-2031
Three (3) Bus Purchase
Twenty (20) Bus Purchase
Term Design and Engineering 2026-2031
Unemployment Insurance 2026-2031
Overhead Door Maintenance 2026-2031
Endpoint Security 2026-2029
Purchase of Two (2) Service Trucks

Within 2 Months

Oil Water Separator Installation and Trench Drain Repair 2026
Electrical Services 2026-2031
Lobbying Services 2026-2029
Renewable Natural Gas 2026-2031
Microsoft Software Licensing 2026-2301
Support Vehicles Purchase
Eleven (11) Paratransit Vehicle Purchase

Within 6 Months

Tow Truck Training 2026
RTC Boiler Purchase 2026
Rapid Roll Doors Installation 2026
Genfare Software Maintenance 2026-2031



CAPITAL PROGRAMS AND PLANNING

Capital Program

Federal Grant Funding

Pending Applications

NA.

Awarded Applications

NA.

State Grant Funding

Pending Applications

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

Awarded Applications

Zero-Emission Transit Transition (ZETT) Program, \$17.5 million awarded through the New York State Department of Transportation (NYSDOT) to support the Authority's new Oneida Facility construction.

FTA Section 5311 Formula Grants for Rural Areas (2024-2025): Capital funding awarded to support rural transit operations and fleet/infrastructure needs in Oswego, Auburn, and Cortland Counties.

Capital Planning

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

Key projects currently in the execution phase include:

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

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



MOTION

Increase Capital Reserve

The Central New York Regional Transportation Authority (CNYRTA) Board of Members approved the establishment of a designated capital reserve fund in the amount of \$5 million on January 28, 2022, to support the required local share for federally funded projects and assets.

Due to the Authority's recent success in securing competitive grant awards, the anticipated local share required to fund these projects is expected to increase significantly over the next three to five years.

Accordingly, it is recommended that the Board authorize an increase to the capital reserve fund in the amount of \$2 million, bringing the total reserve to \$7 million.

A motion is requested to approve this increase.



**RESOLUTION TO AUTHORIZE CONTRACT AWARD
FOR RETIREE DRUG SUBSIDY REOPENING SERVICES 2026-2031**

WHEREAS, the Central New York Regional Transportation Authority (CNYRTA) has the need for a firm to provide reopening services for the retiree drug subsidy program; and

WHEREAS, this is a revenue contract; and

WHEREAS, the Request for Proposal was publicly let on January 5, 2026; and

WHEREAS, seven (7) vendors were invited, and nine (9) proposal packages were downloaded; and

WHEREAS, one (1) proposal was received on January 27, 2026; and

WHEREAS, through a review of the proposals submitted, staff determined that RDS Services offered the most advantageous proposal; and

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MEMBERS OF THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY, that the Chief Executive Officer or his designee authorize a five (5) year contract with RDS Services to provide Retiree Drug Subsidy Reopening Services commencing June 1, 2026 - May 31, 2031.

FACT SHEET
FOR RETIREE DRUG SUBSIDY REOPENING SERVICES 2026-2031

PROJECT DESCRIPTION: The CNYRTA is seeking a qualified vendor to provide Retiree Drug Subsidy Reopening services.

ADVERTISEMENT: A request for proposal was advertised on January 5, 2026, in the NYS Contract Reporter, Post Standard (Onondaga, Cayuga and Oswego County editions), Rome Sentinel, Utica Observer-Dispatch, the Minority Commerce Weekly and the Cortland Standard.

FUNDING: This is a revenue contract.

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

PRICING:

| Description | RDS Services |
|----------------------------------|--------------|
| Fee- Percentage of Recovery Rate | 30% |

COMMENTS: RDS Services has performed reopening services for the CNYRTA in the past with positive results.

RECOMMENDATION: Based on the evaluation criteria set forth in the RFP it is the CNYRTA staff's recommendation to award contract to RDS Services for a five (5) year term commencing June 1, 2026 – May 31, 2031.

**RESOLUTION TO AUTHORIZE CONTRACT AWARD FOR
SYRACUSE FACILITY SIDING AND DOOR REPLACEMENT 2026**

WHEREAS, the Central New York Regional Transportation Authority (CNYRTA) has a need to remove and replace a portion of existing siding as well as remove and install specified doors at the Syracuse facility; and

WHEREAS, this contract will be paid for using 100% State Dedicated funds, and

WHEREAS, the Invitation for Bid was publicly let on January 7, 2026, and

WHEREAS, one hundred (100) vendors were invited, of which thirty-eight (38) were sent to NYS Certified M/WBE firms, and twenty-five (25) bid packages were downloaded; and

WHEREAS, one (1) bid was received on February 4, 2026, with the lowest responsive and responsible bid received from Bellows Construction Specialties; 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 Bellows Construction Specialties, to provide Syracuse Facility Siding and Door Replacement in the amount of \$329,779.

FACT SHEET
SYRACUSE FACILITY SIDING AND DOOR REPLACEMENT 2026

PROJECT DESCRIPTION: The CNYRTA is seeking a qualified vendor to remove and replace the lower 4.5 feet of existing metal siding, as well as remove and install specified doors at the Syracuse facility.

ADVERTISEMENT: An Invitation for Bid was advertised on January 7, 2026, in the NYS Contract Reporter, Post Standard (Onondaga, Cayuga and Oswego County editions), Rome Sentinel, Utica Observer-Dispatch and the Minority Commerce Weekly.

FUNDING: The contract is to be paid for using 100% State Dedicated funds.

PRICING RECEIVED:

| Description | Bellows Construction |
|---|-----------------------------|
| Syracuse Facility Siding and Door Replacement | \$329,779 |

COMMENTS: Bellows Construction Specialties has completed similar work for the CNYRTA in the past with positive results.

MWBE: There is a 100% MWBE goal on this contact.

RECOMMENDATION: Based upon evaluation of the bid documents, staff recommends contract award to Bellows Construction Specialties for the Syracuse Facility Siding and Door Replacement in the amount of \$329,779.

RESOLUTION TO AUTHORIZE CONTRACT AWARD
DIGITAL SIGNAGE SYSTEM MAINTENANCE AND SUPPORT AGREEMENT
2026-2031

WHEREAS, the Central New York Regional Transportation Authority (CNYRTA) has a need to ensure proper upkeep of the digital display systems at the Syracuse Transit Hub and various bus stop locations; and

WHEREAS, the contract will be paid for with a combination of Federal, State and Operating funds; and

WHEREAS, this is a sole source procurement; and

WHEREAS, Papercast North America is the only provider capable of performing maintenance and support on the signage system as the Original Equipment Manufacturer (OEM) of the displays and the content management system software is proprietary; and

WHEREAS, the cost of the five (5) year maintenance and support agreement is \$914,772.35; 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 make payments in accordance with the maintenance and support agreement with Papercast North America totaling \$914,772.35.

FACT SHEET
DIGITAL SIGNAGE SYSTEM MAINTENANCE AND SUPPORT AGREEMENT
2026-2031

PROJECT DESCRIPTION: Five (5) year maintenance agreement for the digital display signage system located at the Syracuse Transit Hub as well as various bus stops throughout Centro's system.

METHOD OF PROCUREMENT: This is a sole source procurement.

FUNDING: The contract will be paid for with a combination of Federal, State and Operating funds.

PRICING RECEIVED:

| Description | Amount |
|---------------------------------------|---------------------|
| Maintenance and Support Fees - Year 1 | \$140,295 |
| Maintenance and Support Fees - Year 2 | \$169,459.44 |
| Maintenance and Support Fees - Year 3 | \$183,387.16 |
| Maintenance and Support Fees - Year 4 | \$201,023.51 |
| Maintenance and Support Fees - Year 5 | \$220,607.24 |
| Total | \$914,772.35 |

COMMENTS: This agreement includes:

- **Project Management:** Oversight of ongoing technical support needs, monthly status reports on field units, and monthly team meetings to address inventory levels for spare parts, and other project management updates.
- **Content Management System:** Access to cloud hosted software system, software updates and unlimited software assistance.
- **Maintenance and Support:** Remote technical support and diagnostics monitoring. Onsite troubleshooting and general maintenance. Preventative maintenance, inspections, cleaning & functionality testing.

MWBE: This is a sole source procurement therefore, it is not applicable to MWBE requirements.

RECOMMENDATION: Staff recommends payment in accordance with the maintenance agreement with Papercast North America totaling \$914,772.35.

RESOLUTION TO AUTHORIZE AWARD OF CONTRACT WITH THE GILLIG CORPORATION FOR THREE (3) REPLACEMENT BUSES

WHEREAS, the Central New York Regional Transportation Authority (CNYRTA) has a need to replace a portion of the Heavy-Duty Transit bus fleet to maintain a state of good repair; 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 Washington State Department of Enterprise Services developed a State Cooperative Purchasing Contract under Section 3019 of the FAST ACT and compliant with FTA Guidelines; and

WHEREAS, based upon evaluation and scoring, Gillig Corporation was awarded a portion of the contract; and

WHEREAS, quantities were available for forty (40) foot diesel buses to suffice the replacement need of the Centro of Oswego facility; and

WHEREAS, the price was determined to be fair and reasonable based upon comparison of the pricing received and from previous purchases; 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 three (3) heavy duty transit buses in the total amount of \$2,386,992.

FACT SHEET
CONTRACT WITH THE GILLIG CORPORATION FOR
THREE (3) REPLACEMENT BUSES

PROJECT DESCRIPTION: The CNYRTA Heavy-Duty Transit bus fleet needs to be replaced on a recurring basis to keep the vehicles in a state of good repair. Due to the operating conditions in our service area, as the buses age they become increasingly difficult and expensive to maintain. The capital plan is developed to replace the vehicles once they have reached the end of their useful life. The Federal Transit Administration defines the useful life of a Heavy-Duty Transit bus at 12 years or 500,000 miles, whichever comes first.

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

PRICING RECEIVED:

| Description | Gillig Corporation |
|-------------------------------------|---------------------------|
| Forty (40) Foot Diesel Bus- per bus | \$795,664 |
| Total 3 Bus Purchase | \$2,386,992 |

PROCUREMENT PROCESS: This is a piggyback purchase from the Washington State Department of Enterprise Services State Cooperative Purchasing contract. Pursuant to Section 3019 of the FAST Act, recipients may purchase from another State's schedule.

COMMENTS: Placing the order with Gillig at this time will secure a production slot for the three (3) buses to be delivered in 2028, allowing for timely replacement of the 2015 MCI buses that will have reached the end of their 12-year useful life as defined by the Federal Transit Administration.

RECOMMENDATION: Staff recommends that the Board authorize the order of three (3) heavy duty transit buses from Gillig Corporation.

RESOLUTION TO AUTHORIZE CONTRACT AWARD FOR
TWENTY (20) BRT BUS PURCHASE

WHEREAS, the Central New York Regional Transportation Authority (CNYRTA) has a need to purchase twenty (20) low floor forty (40) foot CNG buses for the future Bus Rapid Transit (BRT) service; and

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

WHEREAS, a partnership with Gillig Corporation 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 \$883,910 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 twenty (20) low floor forty (40) foot CNG buses in the total amount of \$17,678,200.

FACT SHEET
TWENTY (20) BRT BUS PURCHASE

PROJECT DESCRIPTION: The CNYRTA is looking to purchase twenty (20) low floor forty (4) foot CNG buses designed specifically for the future BRT Service. The buses will be ordered with the BRT package which will differentiate from our regular fixed route buses.

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

PRICING RECEIVED:

| Description | Gillig Corporation |
|-----------------------------------|---------------------------|
| Forty (40) Foot Low Floor CNG Bus | \$883,910 |
| Total 20 Bus Purchase | \$17,678,200 |

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 twenty (20) buses to be delivered in 2028.

RECOMMENDATION: Staff recommends that the Board authorize the order of twenty (20) low floor forty (40) foot CNG buses through Gillig Corporation.

**RESOLUTION TO AUTHORIZE CONTRACT AWARD FOR
TERM DESIGN AND ENGINEERING SERVICES 2026-2031**

WHEREAS, the Central New York Regional Transportation Authority has the need for a firm to provide Term Design and Engineering Services; and

WHEREAS, this contract will be paid for using operating and grant dollars; and

WHEREAS, the Request for Proposal was publicly let on November 12, 2025; and

WHEREAS, four hundred and eighty-four (484) vendors were invited, of which ninety-eight (98) were sent to NYS Certified M/WBE firms and in total ninety (90) proposal packages were downloaded; and

WHEREAS, three (3) proposals were received on December 4, 2025; and

WHEREAS, it was determined by the evaluation committee that Wendel WD Architecture, Engineering, Surveying and Landscape Architecture, PC offered the most advantageous proposal; and

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

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

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

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 contract with Wendel WD Architecture, Engineering, Surveying and Landscape Architecture, PC for Term Design and Engineering Services for a five (5) year contract period, that would commence June 1, 2026.

FACT SHEET
TERM DESIGN AND ENGINEERING SERVICES 2026-2031

PROJECT DESCRIPTION: The CNYRTA is seeking a qualified firm to provide Term Design and Engineering Services.

ADVERTISEMENT: A Request for Proposal was advertised on November 12, 2025 in the NYS Contract Reporter, Post Standard (Onondaga, Cayuga and Oswego County editions), Rome Sentinel, Utica Observer-Dispatch, Cortland Standard and the Minority Commerce Weekly.

FUNDING: This contract will be paid for using operating and grant dollars.

PROCUREMENT PROCESS: The CNYRTA publicly let a Request for Proposal for these services. The contract is to be awarded based upon the evaluation criteria set forth in the RFP. The evaluation committee, consisting of Geoff Hoff, EJ Moses, Nathen Dow, David Caraccio and Chris King evaluated the proposals. When evaluating the proposals, the committee took into consideration: experience, the proposer's technical and human capacity to accomplish services and the proposer's past performance in regard to similar contracts (where applicable).

PROPOSALS RECEIVED:

- Wendel WD Architecture, Engineering, Surveying and Landscape Architecture, PC
- C&S Engineers
- Delta Engineers, Architects, Land Surveyors, & Landscape Architects, DPC

PRICING RECEIVED: See attached.

COMMENTS: Wendel WD Architecture, Engineering, Surveying and Landscape Architecture, has performed engineering services for the CNYRTA in the past with positive results.

MWBE: There is a 30% MWBE goal on this contract.

RECOMMENDATION: Based upon evaluation of the proposal, staff recommends contract award to Wendel WD Architecture, Engineering, Surveying and Landscape Architecture, PC for a period of five (5) years commencing June 1, 2026.

Term Design and Engineering Services 2026-2031 - Pricing

| Position | Hourly Rate |
|---|--------------------------------------|
| Wendel- Prime | |
| Principal | \$284.00 |
| Senior Project Manager | \$162.00 |
| Engineer of Record | \$283.00 |
| Senior Engineer | \$247.00 |
| Architect of Record | \$272.00 |
| Senior Architect | \$218.00 |
| Architectural Designer | \$120.00 |
| Engineer Designer | \$120.00 |
| Project Manager | \$140.00 |
| MIN Engineering- Subcontractor | |
| Project Manager | \$162.00 |
| Senior Mechanical Engineer | \$138.00 |
| Mechanical Design Engineer | \$96.00 |
| Senior Electrical Engineer | \$151.00 |
| Electrical Design Engineer | \$85.00 |
| CADD Technician | \$68.00 |
| M&P Engineering and Land Survey- Subcontractor | |
| Principal | \$290.00 |
| Licensed Land Surveyor I | \$290.00 |
| Licensed Land Surveyor II | \$225.00 |
| Licensed Land Surveyor III | \$150.00 |
| Senior Project Engineer | \$290.00 |
| Project Engineer | \$225.00 |
| Engineer - Grade I | \$180.00 |
| Engineer - Grade II | \$150.00 |
| Engineer - Grade III | \$120.00 |
| Engineer - Grade IV | \$90.00 |
| Technician - Grade I | \$150.00 |
| Technician - Grade II | \$120.00 |
| Technician - Grade III | \$90.00 |
| CADD Designer - Grade I | \$150.00 |
| CADD Designer - Grade II | \$120.00 |
| CADD Designer - Grade III | \$90.00 |
| Administrative Assistant | \$105.00 |
| Administrative Assistant Support Staff | \$105.00 |
| Expert Witness | \$450.00 |
| Crew Chief | NYS DOL Prevailing Wage Plus 290% |
| Instrument Man | NYS DOL Prevailing Wage Plus 290% |
| Rod Man | NYS DOL Prevailing Wage Plus 290% |
| Terry Horst Landscape Architect- Subcontractor | |
| Landscape Architect | \$150.00 |
| Landscape Designer | \$75.00 |
| Landscape Intern | \$60.00 |
| Rodriguez Construction Group- Subcontractor | |
| Chief Estimator | \$140.00 |
| Estimator | \$110.00 |
| WSP- Subcontractor | |
| ASCE VIII Senior Engineering Manager | \$340.00 |
| ASCE VIII Senior Planning Manager | \$333.00 |
| ASCE VII Senior Supervising Engineer | \$272.00 |
| ASCE VII Senior Supervising Planner | \$230.00 |
| ASCE VI Supervising Engineer | \$225.00 |

| | |
|--|----------|
| ASCE VI Supervising Planner | \$210.00 |
| ASCE V Lead Engineer | \$193.00 |
| ASCE V Lead Planner | \$178.00 |
| ASCE IV Resident Engineer | \$240.00 |
| ASCE IV Senior Engineer | \$153.00 |
| ASCE III Engineer II | \$133.00 |
| ASCE III Planner II | \$125.00 |
| ASCE III Senior Inspector | \$170.00 |
| ASCE II/I Engineer I | \$115.00 |
| ASCE II/I Planner I | \$118.00 |
| NICET III Senior Inspector | \$170.00 |
| NICET II Inspector | \$135.00 |
| NICET I Technician | \$78.00 |
| Environmental Scientist II | \$115.00 |
| Environmental Scientist I | \$102.00 |
| Field Technician | \$98.00 |
| Geologist I | \$108.00 |
| Geologist II | \$140.00 |
| Lead Environmental Scientist | \$164.00 |
| Lead Geologist | \$170.00 |
| Principal Technical Specialist | \$290.00 |
| Senior Cadd Operator | \$151.00 |
| Senior Geologist | \$145.00 |
| Senior Supervising Environmental Scientist | \$215.00 |
| Senior Supervising Geologist | \$272.00 |
| Supervising Environmental Scientist | \$220.00 |
| Supervising Geologist | \$190.00 |

Atlantic Testing Laboratories- Subcontractor

| | Hourly Rate | Daily Rate | Half Day Rate |
|-------------------------|--------------------|-------------------|----------------------|
| Principal Engineer | \$175.00 | N/A | N/A |
| Professional Engineer | \$150.00 | N/A | N/A |
| Project Manager | \$120.00 | N/A | N/A |
| Engineer/Geologist | N/A | \$895.00 | N/A |
| Special Inspector | N/A | \$680.00 | \$435.00 |
| Steel Special Inspector | N/A | \$895.00 | N/A |
| Technician | N/A | \$575.00 | \$370.00 |

Annual Increases

| | |
|--------|----|
| Year 2 | 3% |
| Year 3 | 3% |
| Year 4 | 3% |
| Year 5 | 3% |

**RESOLUTION TO AUTHORIZE CONTRACT AWARD FOR
UNEMPLOYMENT CLAIMS ADMINISTRATION 2026-2031**

WHEREAS, the Central New York Regional Transportation Authority (CNYRTA) has a need for a qualified vendor to provide unemployment claims administration services; and

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

WHEREAS, three (3) invitation to quote packages were sent out; and

WHEREAS, two (2) quotes were received, with the lowest responsive and responsible quote received from Industrial U.I. Services; and

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MEMBERS OF THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY, that the Chief Executive Officer or his designee is authorized to enter into a five (5) year contract with Industrial U.I. Services for unemployment claims administration services. The contract would commence April 1, 2026.

FACT SHEET
UNEMPLOYMENT CLAIMS ADMINISTRATION 2026-2031

PROJECT DESCRIPTION: The CNYRTA has a need for a qualified vendor to provide unemployment claims administration services.

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

PRICING RECEIVED:

| Description | Industrial U.I. Services | HR One Consulting |
|---|---------------------------------|--------------------------|
| Unemployment Claims Administration Services | \$13,750.00 | \$35,000.00 |

COMMENTS: Industrial U.I. Services will fully audit all benefit charges, protests errors and track credits on the CNYRTA's behalf. All benefit charges are carefully monitored and audited. Industrial U.I. Services will routinely protest all errors and over payments in pursuit of credits. Four (4) quarterly reports will be provided which correspond to benefit charges for that period.

MWBE: Not applicable as the purchase is below the \$25k threshold.

RECOMMENDATION: Based upon evaluation of the quote documents, the staff recommends contract award to Industrial U.I. Services for a five (5) year term, commencing April 1, 2026.

**RESOLUTION TO AUTHORIZE CONTRACT AWARD FOR
OVERHEAD DOOR MAINTENANCE 2026-2031**

WHEREAS, the Central New York Regional Transportation Authority (CNYRTA) has a need for qualified vendors to perform inspections and repairs on various overhead doors; and

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

WHEREAS, the Invitation for Bid was publicly let on December 23, 2025; and

WHEREAS, eighteen (18) vendors were invited and in total sixteen (16) bid packages were downloaded; and

WHEREAS, two (2) bids were received on January 20, 2026 with the lowest responsive and responsible bid received from Bonnet Sales & Service; 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 five (5) year contract with Bonnet Sales & Service for Overhead Door Maintenance. The contract would commence November 1, 2026.

FACT SHEET
OVERHEAD DOOR MAINTENANCE 2026-2031

PROJECT DESCRIPTION: The CNYRTA has a need for qualified vendors to perform inspections and repairs on various overhead doors.

ADVERTISEMENT: An Invitation for Bid was advertised on December 23, 2025 in the NYS Contract Reporter, Post Standard (Onondaga, Cayuga and Oswego County editions), Rome Sentinel, Utica Observer-Dispatch, Cortland Standard and the Minority Commerce Weekly.

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

PRICING RECEIVED:

| <u>Annual Inspection</u> | Bonnet Sales & Service | | | US Material Handling | | |
|--|-----------------------------------|--------------------------------------|-------------------------------|-------------------------------|--------------------------------------|-------------------------------|
| | <u>Number of Hours</u> | <u>Travel Charge-per trip</u> | <u>Number of Trips</u> | <u>Number of Hours</u> | <u>Travel Charge-per trip</u> | <u>Number of Trips</u> |
| CNY Centro | 16 | \$130.00 | 2 | 16 | \$165.00 | 2 |
| Syracuse HUB | 2 | \$130.00 | 1 | 1 | \$165.00 | 1 |
| Syracuse RTC | 2 | \$130.00 | 1 | 1 | \$165.00 | 1 |
| Centro of Cayuga | 8 | \$260.00 | 1 | 5 | \$272.50 | 1 |
| Centro of Oswego | 6 | \$260.00 | 1 | 3.5 | \$350.00 | 1 |
| Centro of Oneida | 12 | \$260.00 | 2 | 7 | \$82.50 | 1 |
| Centro of Oneida | 12 | \$260.00 | 2 | 3 | \$175.00 | 1 |
| Centro of Cortland | 8 | \$260.00 | 2 | 5 | \$350.00 | 1 |
| <u>Hourly Rate</u> | \$130.00 | | | \$155.00 | | |
| <u>Annual Increase on Hourly Rate</u> | | | | | | |
| Year 2 | 2% | | | 5% | | |
| Year 3 | 2% | | | 6% | | |
| Year 4 | 2% | | | 7% | | |
| Year 5 | 2% | | | 8% | | |

COMMENTS: Bonnet Sales & Service has provided overhead door maintenance for past contracts with good results.

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

RECOMMENDATION: Based upon evaluation of the bid documents staff recommends contract award to Bonnet Sales & Service for a five (5) year term, commencing November 1, 2026.

**RESOLUTION TO AUTHORIZE CONTRACT AWARD FOR
ENDPOINT SECURITY 2026-2029**

WHEREAS, the Central New York Regional Transportation Authority (CNYRTA) has a need for an authorized vendor to provide licensing for endpoint security; and

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

WHEREAS, the Invitation for Bid was publicly let on January 15, 2026; and

WHEREAS, seventy-five (75) vendors were invited, of which thirty-six (36) were sent to NYS Certified M/WBE firms and eighty (80) bid packages were downloaded; and

WHEREAS, ten (10) bids were received on February 6, 2026, with the lowest responsive and responsible bid received from Corporate Computer Solutions; 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 Corporate Computer Solutions for endpoint security licensing. The contract would commence October 1, 2026.

FACT SHEET
ENDPOINT SECURITY 2026-2029

PROJECT DESCRIPTION: The CNYRTA has a need for an authorized vendor to provide licensing for endpoint security.

ADVERTISEMENT: An Invitation for Bid was advertised on January 15, 2026, in the NYS Contract Reporter, Post Standard (Onondaga, Cayuga and Oswego County editions), Rome Sentinel, Utica Observer-Dispatch, Cortland Standard and the Minority Commerce Weekly.

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

PRICING RECEIVED:

| Vendor | Amounts for Three (3) Years | | |
|------------------------------|-----------------------------|---------------------------|--------------|
| | Server Licenses | Workstation/User Licenses | Totals |
| Corporate Computer Solutions | \$25,488.00 | \$67,541.00 | \$93,029.00 |
| Arif International Corp | \$25,768.00 | \$68,380.40 | \$94,148.40 |
| vCloud Tech Inc. | \$25,997.60 | \$68,892.40 | \$94,890.00 |
| vPrime Tech Inc | \$26,272.00 | \$69,620.30 | \$95,892.30 |
| Rusd Solutions | \$26,400.00 | \$69,600.00 | \$96,000.00 |
| Kambrian Corporation | \$26,541.60 | \$70,333.70 | \$96,875.30 |
| Hypertec USA, Inc | \$26,564.80 | \$70,394.60 | \$96,959.40 |
| Dox Electronics, Inc. | \$28,008.80 | \$74,219.70 | \$102,228.50 |
| Noviant | \$28,008.80 | \$74,219.70 | \$102,228.50 |
| K Systems Solutions | \$40,568.03 | \$105,528.03 | \$146,096.06 |

COMMENTS: Corporate Computer Solutions has provided software licensing services in the past for the CNYRTA with good 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 Corporate Computer Solutions for a three (3) year term, commencing October 1, 2026.

**RESOLUTION TO AUTHORIZE THE PURCHASE OF
TWO (2) SERVICE TRUCKS**

WHEREAS, the Central New York Regional Transportation Authority (CNYRTA) has a need to replace an existing service truck at the RTC and furnish a new truck for our Cortland location; and

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

WHEREAS, purchases of commodities from the purchasing contracts of the New York State Office of General Services is consistent with Authority, State and Federal guidelines and regulations concerning competitive procurement, provided that required Federal clauses are included in the contract; and

WHEREAS, the mini bid request was sent to all twenty-one (21) required vendors; and

WHEREAS, four (4) bids were received on March 2, 2026, with the lowest responsive and responsible bid received from Falls Dodge; and

WHEREAS, the price was determined to be fair and reasonable based upon comparison the other bids and 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.

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 Falls Dodge in the amount of \$107,438.62 for the purchase of two (2) Ram 2500's.

FACT SHEET
TWO (2) SERVICE TRUCKS

PROJECT DESCRIPTION: The CNYRTA has a need to replace an existing service truck at the RTC and furnish a new truck for our Cortland location.

ADVERTISEMENT: No advertisement required for NYS OGS mini bid procurements.

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:

| Vendor | Bid per Truck |
|-----------------------|----------------------|
| Falls Dodge | \$53,719.31 |
| Nielsen of Morristown | \$53,947.60 |
| Sawyer Chrysler Dodge | \$54,111.00 |
| Howell & Pierson | \$54,162.84 |

COMMENTS: These vehicles will be utilized by Buildings & Grounds to plow snow, maintain the property and perform road calls required by Maintenance. Falls Dodge bid a 17.64% discount on the MSRP price for the Ram 2500's.

RECOMMENDATION: Staff recommends the Board authorize the issuance of a purchase order to Falls Dodge in the amount of \$107,438.62 for the purchase of two (2) Ram 2500's.

Central New York Regional Transportation Authority

Operating & Capital Budget
Fiscal Year 2026-27



centro.org

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INTRODUCTION

OUR MISSION

To be a driving force moving communities forward.

OUR VISION

Mobility solutions that help people achieve more.

OUR VALUES

Respect – Dignity and kindness always

Integrity – Do good, be good

Safety – Everyone’s responsibility

Excellence – Holding ourselves to the highest standard

Service – Passion for the community



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

ABOUT CENTRO

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

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

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

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



BOARD OF MEMBERS

Nicholas F. Laino

Chairman

Oneida County

Darlene DeRosa Lattimore

Secretary

Cayuga County

Neil Milcarek-Burke

City of Syracuse

Robert F. Cuculich

Onondaga County

Heather Snow

Oswego County

Julius L. Lawrence

City of Syracuse

Louella Williams

Onondaga County

Frank Saya *

ATU Business Agent

* Non-Voting Member

Anthony Q. Davis Sr.

Vice Chairman

City of Syracuse

Tina Fitzgerald

Treasurer

Governor's Office

Open Seat

City of Rome

Open Seat

Onondaga County

Open Seat

Onondaga County

Open Seat

Onondaga County

Open Seat

Cortland County



GOVERNANCE STRUCTURE

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

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

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

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

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

COMMITTEES

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



RELATIONSHIP TO NEW YORK STATE

HISTORY

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

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

LEGAL STATUS

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

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

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

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

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

CNY Centro, Inc.

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



Centro Call-A-Bus, Inc.

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

Centro of Oneida, Inc.

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

Centro of Oswego, Inc.

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

Centro of Cayuga, Inc.

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

Centro of Cortland, Inc.

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

Centro Parking Inc.

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

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

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



FINANCIAL POLICIES

CASH MANAGEMENT

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

RESERVES

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

INVESTMENT MANAGEMENT

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

INDEPENDENT AUDIT

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

DEBT MANAGEMENT

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



FUNDING PROFILE - OPERATING

UNSUBSIDIZED GENERATED REVENUE

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

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

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

GOVERNMENTAL SUBSIDIZED REVENUE

Federal Sources of Operating Funds

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

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

State Sources of Operating Funds

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

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

Local Sources of Operating Funds

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

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



DEDICATED FUNDING

MORTGAGE RECORDING TAX (MRT)

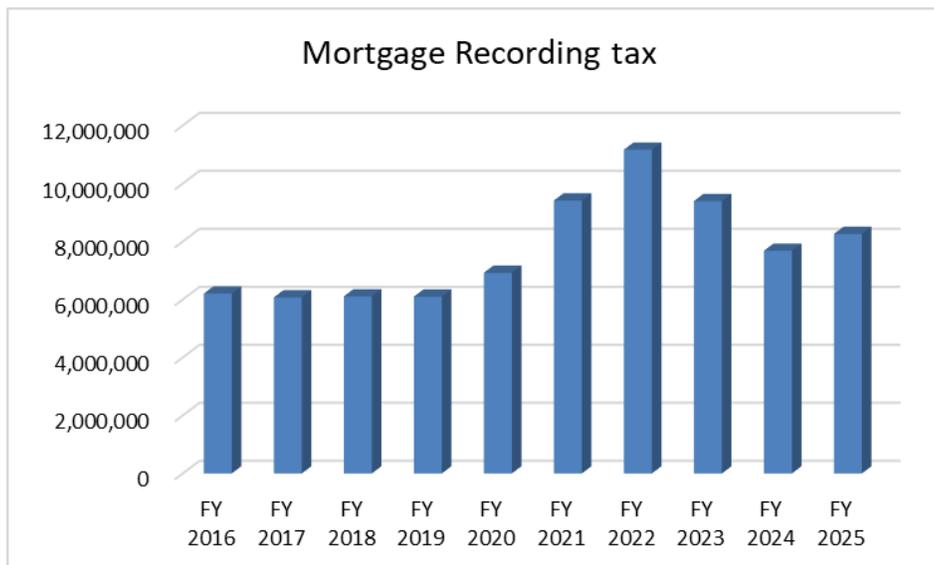
The Central New York Regional Transportation Authority (CNYRTA) receives revenue from the additional mortgage recording tax of 0.25% (¼ of 1%) imposed on mortgages recorded within its participating counties (Onondaga, Cayuga, Oswego, Oneida, and Cortland). The tax is paid by the mortgagee when the mortgage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

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

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

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

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



FINANCIAL PLANNING

ANNUAL OPERATING BUDGET PROCESS

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

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

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

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

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

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



FINANCIAL OPPORTUNITIES AND CHALLENGES

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

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

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

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

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



BUDGET OVERVIEW

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

- **2026-27 Operating Budget** – Establishes the financial foundation for daily service, outlining projected revenues, expenses, and funding sources essential to maintaining a stable and reliable transit network.
- **Multi-Year Operating Budget Projections (2026-27 through 2029-230)** – Provides a forward-looking analysis of financial trends, identifying potential challenges and opportunities that will influence Centro's long-term fiscal outlook and inform strategic choices.
- **2026-27 Capital Budget** – Focuses on near-term investments in vehicles, infrastructure, technology, and facilities that maintain a state of good repair, improve system performance, and enhance the customers' experience.
- **Multi-Year Capital Funding Plan (2026-27 through 2030-31)** – Outlines long-range capital needs and investments required to support system modernization, expand capacity, and ensure long-term resilience.

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



2026-27 OPERATING BUDGET

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

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

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

SUMMARY 2026-27 OPERATING BUDGET

(\$ Thousands)

| | 2026-27 BUDGET | 2026-27 PROPOSED BUDGET | \$ CHANGE 2026-27 BUDGET | % CHANGE 2026-27 BUDGET | 2025-26 PROJECTION | \$ CHANGE 2025-26 PROJECTIONS | % CHANGE 2025-26 PROJECTIONS |
|---------------------------------|-------------------|-------------------------------|--------------------------------|-------------------------------|-----------------------|-------------------------------------|------------------------------------|
| Revenue | | | | | | | |
| Unsubsidized Generated Revenue | \$ 15,875 | \$ 15,938 | \$ (63) | 0% | \$ 15,317 | \$ 558 | 4% |
| Governmental Subsidized Revenue | 78,627 | 78,627 | \$ - | 0% | 67,866 | \$ 10,761 | 16% |
| Mortgage Tax and Other Revenue | 9,008 | 8,774 | \$ 234 | 3% | 10,556 | \$ (1,548) | -15% |
| Investment Revenue | 529 | 450 | \$ 79 | 18% | 1,304 | \$ (775) | -59% |
| Total Revenue | 104,039 | 103,789 | 250 | 0% | 95,043 | 8,996 | 9% |
| Expenses | | | | | | | |
| Personnel | 74,475 | 74,735 | (260) | 0% | 63,901 | 10,574 | 17% |
| Non-Personnel | 29,564 | 30,265 | (701) | 2% | 27,187 | 2,377 | 11% |
| Total Expenses | 104,039 | 105,000 | (961) | 1% | 91,088 | 12,951 | 15% |
| Operating Income (Loss) | \$ - | \$ (1,211) | \$ 1,211 | | \$ 3,955 | \$ (3,955) | |

The anticipated budgeted revenues for 2026–27 total \$104 million, representing a \$9 million increase over the projected 2025–26 year-end revenue. These revenues are comprised of \$15.9 million in unsubsidized generated revenue, \$78.6 million in government-subsidized revenue, \$9 million in mortgage tax and other revenue sources, and \$529 thousand in investment revenue.

Anticipated operating expenses for 2026–27 also total \$104 million, reflecting a \$13 million increase over the projected 2025–26 year-end expenses. These expenses include \$74.5 million in personnel-related costs and \$29.6 million in non-personal expenses.

A detailed discussion of the key factors influencing Centro's revenues and expenses, along with a comparative analysis of the 2026–27 Operating Budget and the 2025–26 year-end projections, is provided in the following sections.



2026-27 OPERATING BUDGET

(\$ Thousands)

| | 2026-27 BUDGET | 2026-27 PROPOSED BUDGET | \$ CHANGE 2026-27 BUDGET | % CHANGE 2025-26 BUDGET | 2025-26 PROJECTION | \$ CHANGE 2025-26 PROJECTIONS | % CHANGE 2025-26 PROJECTIONS |
|---|-------------------|-------------------------------|--------------------------------|-------------------------------|-----------------------|-------------------------------------|------------------------------------|
| Operating Revenue | | | | | | | |
| Regular Line Passenger Revenue | 4,818 | 4,788 | 30 | 1% | 4,621 | 197 | 4% |
| Special Line Passenger Revenue | 8,715 | 8,808 | (93) | -1% | 8,307 | 408 | 5% |
| Advertising & Other Revenue | 2,342 | 2,342 | - | 0% | 2,389 | (47) | -2% |
| Total Operating Revenue | 15,875 | 15,938 | (63) | 0% | 15,317 | 558 | 4% |
| Personnel Expenses | | | | | | | |
| Salaries & Wages | 45,542 | 45,486 | 56 | 0% | 39,532 | 6,010 | 15% |
| Other Employee Benefits & Payroll Taxes | 4,706 | 4,689 | 17 | 0% | 4,056 | 650 | 16% |
| Healthcare Benefits | 16,100 | 16,348 | (248) | 2% | 12,885 | 3,215 | 25% |
| Workers Compensation | 3,493 | 3,717 | (224) | 6% | 3,170 | 323 | 10% |
| Pension Benefits | 4,634 | 4,495 | 139 | -3% | 4,258 | 376 | 9% |
| Risk Management | 5,158 | 5,056 | 102 | 2% | 6,499 | (1,341) | -21% |
| Purchased Transportation | 6,368 | 6,370 | (2) | 0% | 5,835 | 533 | 9% |
| Materials & Supplies | 5,133 | 5,200 | (67) | -1% | 4,534 | 599 | 13% |
| Services | 8,573 | 9,031 | (458) | -5% | 6,987 | 1,586 | 23% |
| Fuel | 2,583 | 2,750 | (167) | -6% | 2,066 | 517 | 25% |
| Utilities | 1,012 | 1,102 | (90) | -8% | 880 | 132 | 15% |
| Other Expenses | 737 | 756 | (19) | -3% | 386 | 351 | 91% |
| Total Operating Expenses | 104,039 | 105,000 | (961) | -1% | 91,088 | 12,951 | 14% |
| Non-Operating Revenue | | | | | | | |
| Operating Assistance | 78,627 | 68,218 | 10,409 | 15% | 67,866 | 10,761 | 16% |
| Mortgage Tax Revenue | 8,958 | 8,724 | 234 | 3% | 10,475 | (1,517) | -14% |
| Gain/Loss on Disposal of Capital | 50 | 50 | - | 0% | 81 | (31) | -38% |
| Investment Revenue | 529 | 450 | 79 | 18% | 1,304 | (775) | -59% |
| Total Non-Operating Revenue | 88,164 | 77,442 | 10,722 | 14% | 79,726 | 8,438 | 11% |
| Operating Income (Loss) | \$ - | \$ (11,620) | \$ 11,620 | | \$ 3,955 | 16,876 | |



REVENUE ASSUMPTIONS

OPERATING REVENUE

(\$ Thousands)

| | 2026-27 BUDGET | 2026-27 PROPOSED BUDGET | \$ CHANGE 2026-27 BUDGET | % CHANGE 2025-26 BUDGET | 2025-26 PROJECTION | \$ CHANGE 2025-26 PROJECTIONS | % CHANGE 2025-26 PROJECTIONS |
|--------------------------------|-------------------|-------------------------------|--------------------------------|-------------------------------|-----------------------|-------------------------------------|------------------------------------|
| Operating Revenue | | | | | | | |
| Regular Line Passenger Revenue | 4,818 | 4,788 | 30 | 1% | 4,621 | 197 | 4% |
| Special Line Passenger Revenue | 8,715 | 8,808 | (93) | -1% | 8,307 | 408 | 5% |
| Advertising & Other Revenue | 2,342 | 2,342 | - | 0% | 2,389 | (47) | -2% |
| Total Operating Revenue | 15,875 | 15,938 | (63) | 0% | 15,317 | 558 | 4% |

Regular Line Passenger Revenue

Regular line passenger revenue is budgeted at \$4.8 million, reflecting a 4% increase over the projected 2025-26 year-end revenue. The budget assumptions include:

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

Special Line Passenger Revenue

Revenue from subsidy agreements with community partners is budgeted at \$8.7 million, representing a 5% increase over the projected 2025-26 year-end revenue. The budget assumptions include:

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

Advertising & Other Revenue

Advertising and other revenues are budgeted at \$2.3 million, representing a 2% decrease compared to the projected 2025-26 year-end revenue. The budget assumptions include:

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



NON-OPERATING REVENUE

(\$ Thousands)

Operating Assistance

The 2026-27 Operating Assistance budget is \$78.6 million, representing a 16% increase compared to the projected 2025-26 year-end revenue. Centro relies heavily on a combination of federal, state, and local aid to support operational expenses. The budget assumptions include:

Federal assistance totaling \$13.4 million, including:

- \$10 million in preventive maintenance funds, of which \$6 million is conserved funds
- \$2 million in Oneida operating assistance funds
- \$1.4 million in 5311 operating assistance funds
- \$25 thousand in Temporary Assistance for Needy Families funds

State assistance totaling \$61.9 million, including:

- \$60.5 million from New York State Transit Operating Assistance (STOA), including 5.75% anticipated increase
- \$1.3 thousand in state matching funds for preventive maintenance
- \$250 thousand in operating assistance for on-demand services

Local assistance totaling \$3.2 million, including:

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

Mortgage Recording Tax (MRT) Revenue

Mortgage Recording Tax revenue is budgeted at \$8.9 million, representing a 14% decrease compared to the projected 2025-26 year-end revenue, but an 3% increase over the fiscal year 2025-26 budget. Budget assumptions include:

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

Investment Revenue

Investment revenue is budgeted at \$529 thousand. Budget assumptions include:

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



EXPENSE ASSUMPTIONS

PERSONNEL EXPENSES

(\$ Thousands)

Salaries and Wages

The 2026-27 budget for salaries and wages totals \$45.5 million, representing a 15% increase over projected 2025-26 year-end expenses. This increase reflects a combination of factors, including organizational changes, the employee incentive program, union wage agreements, NYS State Fair services, annual Cost of Living Allowance (COLA) adjustments, and the full staffing and operation of all departments. The budget also includes salary expenses for the seventy-nine (79) current open positions organization wide.

Other Employee Benefits & Payroll Taxes

Expenses for other employee benefits and payroll taxes are largely determined by total staffing levels. The 2026-27 budget assumes full staffing across all departments. The budgeted amount of \$4.7 million represents a 16% increase over projected 2025-26 year-end expenses and is consistent with the overall salaries and wages budget.

Healthcare Benefits

The 2026-27 healthcare benefits budget is \$16.1 million, reflecting a 25% increase over projected 2025-26 year-end expenses. This allocation accounts for anticipated changes in healthcare plan premiums, prescription drug costs, dental coverage, stop-loss insurance, per claim costs, and assumes full staffing levels throughout the organization.

Workers' Compensation

Workers' compensation expenses for 2026-27 are budgeted at \$3.5 million, a 10% increase over projected 2025-26 year-end expenses. While the Authority continues to implement programs to manage claims effectively and enhance workplace safety, historical trends support this anticipated budget increase.

Pension Benefits

The 2026-27 budget for pension benefits is \$4.6 million, representing a 9% increase over projected 2025-26 year-end expenses. The Authority administers five retirement plans across its subsidiaries. This budget accounts for the regulatory requirements of each plan, full staffing levels, and actuarial guidance to ensure adequate funding aligned with market performance. Contributions to the defined benefit plans are made in accordance with actuarial recommendations, incorporating asset smoothing to maintain long-term stability.



NON-PERSONNEL EXPENSES

(\$ Thousands)

| | 2026-27 BUDGET | 2026-27 PROPOSED BUDGET | \$ CHANGE 2026-27 BUDGET | % CHANGE 2025-26 BUDGET | 2025-26 PROJECTION | \$ CHANGE 2025-26 PROJECTIONS | % CHANGE 2025-26 PROJECTIONS |
|------------------------------|-------------------|-------------------------------|--------------------------------|-------------------------------|-----------------------|-------------------------------------|------------------------------------|
| Non-Personnel Expenses | | | | | | | |
| Risk Management | 5,158 | 5,056 | 102 | 2% | 6,499 | (1,341) | -21% |
| Purchased Transportation | 6,368 | 6,370 | (2) | 0% | 5,835 | 533 | 9% |
| Materials & Supplies | 5,133 | 5,200 | (67) | -1% | 4,534 | 599 | 13% |
| Services | 8,573 | 9,031 | (458) | -5% | 6,987 | 1,586 | 23% |
| Fuel | 2,583 | 2,750 | (167) | -6% | 2,066 | 517 | 25% |
| Utilities | 1,012 | 1,102 | (90) | -8% | 880 | 132 | 15% |
| Other Expenses | 737 | 756 | (19) | -3% | 386 | 351 | 91% |
| Total Non-Personnel Expenses | 29,564 | 30,265 | (701) | -2% | 27,187 | 2,377 | 9% |

Risk Management

The 2026–27 risk management budget is \$5.2 million, reflecting a 21% decrease compared to projected 2025–26 year-end expenses. The prior fiscal year included substantial claim costs related to incidents from previous years that were settled during 2025–26. The 2026–27 budget anticipates a return to more typical expense levels, while also incorporating expected increases in liability insurance premiums consistent with industry trends.

Purchased Transportation

The 2026–27 budget for purchased transportation services is \$6.4 million, representing a 9% increase over projected 2025–26 year-end expenses. This increase is driven by continued growth in paratransit demand, with ridership increasing year-over-year, as well as contractual rate adjustments.

Materials & Supplies

The 2026–27 materials and supplies budget is \$5.1 million, a 13% increase over projected 2025–26 year-end expenses. It supports bus repairs, facility maintenance, operational supplies, schedule printing, and New York State Fair needs, including tent sides, a shed, and a golf cart, while also reflecting supply chain variability and broader cost pressures.

Services

The 2026–27 services budget is \$8.6 million, a 23% increase over projected 2025–26 expenses, which includes contracted and one-time services such as legal, audit, pension, maintenance, custodial, security, marketing, and recruitment. The primary cost increases are associated with maintenance software, engineering and professional services, CNG fueling stations service agreement, employee training, and expanded marketing efforts, all reflecting rising industry costs and ongoing investments in operational improvement and system modernization.

Fuel

Fuel expenses for 2026–27 is budgeted at \$2.6 million, representing a 25% increase over the projected 2025–26 year-end expenses. This increase reflects historical and projected fuel usage patterns, anticipated fuel price increases, and higher fuel consumption associated with the redesigned service network(s). The ongoing expiration of the federal Alternative Fuel Credit continues to impact this budget line, as the credit had previously helped offset the cost of Compressed Natural Gas (CNG) fuel.

Utilities & Other Expenses

Utilities and other expenses are budgeted at \$1.7 million for 2026–27, a 38% increase over projected 2025–26 year-end expenses. This increase reflects anticipated utility rate adjustments for electricity, natural gas, water, and waste services. Additionally, this category includes employee training and development costs that ensure regulatory compliance and continued workforce development.



PERSONNEL PROJECTIONS

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

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

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



OPERATING BUDGET PROJECTIONS

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

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

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

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

SUMMARY MULTI-YEAR OPERATING BUDGET PROJECTIONS

(\$ Thousands)

| | 2026-27 PROPOSED BUDGET | 2027-28 BUDGET PROJECTIONS | 2028-29 BUDGET PROJECTIONS | 2029-30 BUDGET PROJECTIONS |
|---------------------------------|-------------------------------|----------------------------------|----------------------------------|----------------------------------|
| Revenues | | | | |
| Unsubsidized Generated Revenue | \$ 15,875 | \$ 16,358 | \$ 16,857 | \$ 17,372 |
| Governmental Subsidized Revenue | 78,627 | 71,944 | 72,036 | 72,129 |
| Mortgage Tax and Other Revenue | 9,008 | 8,774 | 8,774 | 8,774 |
| Investment Revenue | 529 | 390 | 390 | 390 |
| Total Revenues | 104,039 | 97,466 | 98,057 | 98,665 |
| Expenses | | | | |
| Personnel | 74,475 | 77,399 | 80,448 | 83,628 |
| Non-Personnel | 29,564 | 31,009 | 32,541 | 34,168 |
| Total Expenses | 104,039 | 108,408 | 112,990 | 117,796 |
| Operating Income (Loss) | \$ - | \$ (10,942) | \$ (14,932) | \$ (19,131) |



MULTI-YEAR OPERATING BUDGET PROJECTIONS

(\$ Thousands)

| | 2026-27 PROPOSED BUDGET | 2027-28 BUDGET PROJECTIONS | 2028-29 BUDGET PROJECTIONS | 2029-30 BUDGET PROJECTIONS |
|---|-------------------------------|----------------------------------|----------------------------------|----------------------------------|
| Operating Revenue | | | | |
| Regular Line Passenger Revenue | 4,818 | \$ 4,914 | \$ 5,013 | \$ 5,113 |
| Special Line Passenger Revenue | 8,715 | 9,020 | 9,336 | 9,662 |
| Advertising & Other Revenue | 2,342 | 2,424 | 2,509 | 2,597 |
| Total Operating Revenue | 15,875 | 16,358 | 16,857 | 17,372 |
| Operating Expenses | | | | |
| Salaries & Wages | 45,542 | 47,022 | 48,550 | 50,128 |
| Other Employee Benefits & Payroll Taxes | 4,706 | 4,859 | 5,017 | 5,180 |
| Healthcare Benefits | 16,100 | 17,066 | 18,090 | 19,175 |
| Workers Compensation | 3,493 | 3,668 | 3,851 | 4,044 |
| Pension Benefits | 4,634 | 4,785 | 4,940 | 5,101 |
| Risk Management | 5,158 | 5,674 | 6,241 | 6,865 |
| Purchased Transportation | 6,368 | 6,623 | 6,888 | 7,163 |
| Materials & Supplies | 5,133 | 5,313 | 5,499 | 5,691 |
| Services | 8,573 | 8,873 | 9,184 | 9,505 |
| Fuel | 2,583 | 2,712 | 2,848 | 2,990 |
| Utilities | 1,012 | 1,063 | 1,116 | 1,172 |
| Other Expenses | 737 | 752 | 767 | 782 |
| Total Operating Expenses | 104,039 | 108,408 | 112,990 | 117,796 |
| Non-Operating Revenue | | | | |
| Operating Assistance | 78,627 | 71,944 | 72,036 | 72,129 |
| Mortgage Tax Revenue | 8,958 | 8,724 | 8,724 | 8,724 |
| Gain/Loss on Disposal of Capital | 50 | 50 | 50 | 50 |
| Investment Revenue | 529 | 390 | 390 | 390 |
| Total Non-Operating Revenue | 88,164 | 81,108 | 81,200 | 81,293 |
| Operating Income (Loss) | \$ - | \$ (10,942) | \$ (14,932) | \$ (19,131) |



FUNDING PROFILE – CAPITAL

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

FEDERAL PROGRAMS

Section 5307 – Urbanized Area Formula Funding Program

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

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

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

Section 5339 – Grant for Buses and Bus Facilities Program

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

Section 5311 – Formula Funding from Rural Area Program

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

STATE PROGRAMS

Accelerated Transit Capital (ATC) Program

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

Modernization and Enhancement Program (MEP)

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

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



2026-27 CAPITAL BUDGET

(\$ Thousands)

| | 2026-27 CAPITAL BUDGET | FEDERAL | STATE | LOCAL |
|-------------------------------------|------------------------------|-----------|----------|----------|
| Onondaga Capital Improvements | | | | |
| Building | \$ 6,970 | \$ 3,805 | \$ 2,403 | \$ 762 |
| Equipment | 78 | 1 | 76 | 1 |
| Land Improvement | 271 | 177 | 72 | 22 |
| Bus Transit Way Lines/Busway | 2,200 | 1,760 | 220 | 220 |
| Paratransit Vehicles | 1,540 | 1,232 | 154 | 154 |
| Office Equipment | 350 | 245 | 31 | 74 |
| Service Vehicles | 286 | 148 | 119 | 19 |
| Systems | 510 | 408 | 51 | 51 |
| Office Equipment - Unfunded | 54 | - | - | - |
| Systems - Unfunded | 2,000 | - | - | - |
| Total Onondaga Capital Improvements | 14,259 | 7,776 | 3,126 | 1,303 |
| Oneida Capital Improvements | | | | |
| Land Acquisition | 5,000 | 4,000 | 500 | 500 |
| Building | 400 | 320 | 40 | 40 |
| Support Vehicles | 195 | 156 | 20 | 20 |
| Total Oneida Capital Improvements | 5,595 | 4,476 | 560 | 560 |
| Cortland Capital Improvements | | | | |
| Equipment | 674 | 540 | 67 | 67 |
| Service & Support Vehicles | 175 | 141 | 17 | 17 |
| Shelters | 200 | 160 | 20 | 20 |
| Systems | 500 | 164 | 316 | 20 |
| Total Cortland Capital Improvements | 1,549 | 1,005 | 420 | 124 |
| Total Capital Improvements | \$ 21,403 | \$ 13,257 | \$ 4,106 | \$ 1,987 |



CAPITAL IMPROVEMENT PLAN

The Authority's Capital Improvement Plan outlines the investments needed to maintain, modernize, and enhance infrastructure and operations. Key priorities include facility, equipment, and system upgrades, land acquisition, shelter purchases, and vehicle replacements. This strategic approach supports the Authority and its subsidiaries in strengthening financial stability, improving service quality and customer experience, and increasing ridership, while ensuring infrastructure and technology align with current standards and evolving community needs.

The 2026–27 Capital Improvement Plan includes \$21.4 million in funded improvements and an additional \$3 million in unfunded projects. The plan is developed within available funding constraints, with management closely evaluating federal and state resources when prioritizing projects; in limited cases, local funding may be used. Planned asset replacements help forecast capital needs, stabilize operating costs, enhance service reliability, improve energy efficiency, and prioritize the safety of customers and employees.

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

- Building: Siding and door replacements; oil water separator installation; trench drain repairs; cooling tower installation; barrier gate and fire loop replacements; exterior signage updates; rapid roll doors and radiant heat upgrades for BRT readiness; CNG facility upgrade completion in Q1.
- Transit System Enhancements – BRT: Continued environmental review and network redesign; Phase 1 of real-time solar signage; ongoing design and implementation for BRT launch.
- Land Acquisition: Land purchase for the new Centro of Oneida facility upon NEPA completion.
- Service and Support Vehicles: Vehicle acquisitions to support operations in Syracuse, Cortland, and Oneida.
- Equipment: Two-post lift (Syracuse); digital torque guns (Syracuse and Oneida); Cortland equipment including drive-on lift, scrubber, bus cameras, AC unit, stacker, and CAC/AVL hardware.
- Paratransit Vehicles: Eight vehicles for system redesign and MOVE service launch; three replacement vehicles for Call-A-Bus.
- Systems: Fareboxes (Cortland); ID badge system; LED traffic signals at Syracuse Hub; ridership analysis software.
- Office Equipment: Computer replacements; training center furniture; tablets; and software acquisitions.

Unfunded Projects

Three capital projects requested for the 2026–27 fiscal year remain unfunded. These projects are important to maintaining the long-term reliability, safety, and efficiency of the Authority's operations. Management will continue to evaluate opportunities to advance these initiatives through capital surpluses, refined project prioritization, and the identification of additional funding sources, including potential partnerships and grants. The remaining unfunded projects include the acquisition of tablets and the software necessary to support the fire alarm device upgrade.



MULTI-YEAR CAPITAL IMPROVEMENT PROJECTIONS

(\$ Thousands)

| | 2026-27 PROJECTIONS | 2027-28 PROJECTIONS | 2028-29 PROJECTIONS | 2029-30 PROJECTIONS | 2030-31 PROJECTIONS |
|--|------------------------|------------------------|------------------------|------------------------|------------------------|
| Onondaga Capital Improvements | | | | | |
| Building | \$ 6,970 | \$ 2,376 | \$ 268 | \$ - | \$ 230 |
| Land Improvement | 271 | 20 | - | - | - |
| Equipment | 78 | - | 75 | - | - |
| Bus Transit Way Lines/Busway | 2,200 | 10,055 | 15,000 | - | - |
| Fixed Route Buses | - | 20,000 | - | 31,500 | 16,391 |
| Paratransit Vehicles | 1,540 | 1,154 | 1,875 | 1,298 | 1,586 |
| Office Equipment | 350 | 525 | 325 | 325 | 325 |
| Service/Support Vehicles | 286 | 1,180 | 575 | - | - |
| Systems | 510 | 566 | - | 10,000 | - |
| Shelters | - | 1,875 | - | - | - |
| Building - Unfunded | - | 2,500 | - | - | - |
| Land Improvement - Unfunded | - | 60 | - | 900 | - |
| Fixed Route Buses - Unfunded | - | - | - | 500 | - |
| Equipment - Unfunded | - | - | 350 | - | - |
| Office Equipment - Unfunded | 54 | - | - | - | - |
| System - Unfunded | 2,000 | - | - | - | - |
| Total Onondaga Capital Improvements | 14,259 | 40,311 | 18,468 | 44,523 | 18,532 |
| Oneida Capital Improvements | | | | | |
| Building | 400 | 19,444 | 36,000 | - | - |
| Land Acquisition | 5,000 | - | - | - | - |
| Equipment | - | 52 | - | - | - |
| Service/Support Vehicles | 195 | 660 | - | - | - |
| Building - Unfunded | - | 4,000 | - | - | - |
| Total Oneida Capital Improvements | 5,595 | 24,156 | 36,000 | - | - |
| Cortland Capital Improvements | | | | | |
| Building | - | 300 | - | - | - |
| Fixed Route Buses | - | 2,145 | - | - | - |
| Equipment | 674 | - | - | - | - |
| Service/Support Vehicles | 175 | - | - | - | - |
| Shelters | 200 | - | - | - | - |
| Systems | 500 | - | - | - | - |
| Building - Unfunded | - | - | 2,500 | 30,000 | 20,000 |
| Fixed Route Buses - Unfunded | - | - | - | 1,500 | 2,250 |
| Paratransit Vehicles - Unfunded | - | - | 2,145 | - | - |
| Total Cortland Capital Improvements | 1,549 | 2,445 | 4,645 | 31,500 | 22,250 |
| Oswego Capital Improvements | | | | | |
| Building | - | - | - | 150 | - |
| Fixed Route Buses | - | 2,000 | - | - | - |
| Equipment | - | - | 23 | - | - |
| Service/Support Vehicles | - | 190 | - | - | - |
| Systems | - | 14 | - | - | - |
| Total Oswego Capital Improvements | - | 2,204 | 23 | 150 | - |
| Cayuga Capital Improvements | | | | | |
| Building | - | - | - | 150 | - |
| Equipment | - | - | 35 | - | - |
| Service/Support Vehicles | - | 190 | - | - | - |
| Systems | - | 25 | - | - | - |
| Total Cayuga Capital Improvements | - | 215 | 35 | 150 | - |
| Total Capital Improvements | \$ 21,403 | \$ 69,331 | \$ 59,171 | \$ 76,323 | \$ 40,782 |



CAPITAL IMPROVEMENT PROJECTIONS

The Authority has planned several significant future capital projects supported by projected capital grant funding available through state programs, the federal Infrastructure Investment and Jobs Act (IIJA), and anticipated future reauthorization bills. However, there are several projects in the coming years that remain either partially funded or unfunded, creating uncertainty in advancing critical infrastructure and operational improvements. Continued and increased investment from federal and state legislators is essential to ensure the Authority can fully deliver these projects, maintain a state of good repair, and meet growing service demands. Sustained funding support will be critical to preserving system reliability, enhancing safety, and advancing transportation initiatives that benefit the communities we serve. Key initiatives include:

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





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

One-House Bills

On March 11, the Senate and Assembly issued their one-house bills. The Assembly has proposed a 7.5% increase in STOA above 2025-2026 levels and added an additional \$126 million in capital funding above the executive budget for non-MTA systems, which includes \$26 million for NFTA rail project (totaling \$349.5 m). The Assembly also added an additional \$1 million for Centro to help fund the takeover Cortland County. The Senate has proposed a 15% increase over 2025-2026 levels, while also adding an additional \$52 million in capital funding above the executive budget for non-MTA systems, which includes \$26 million for NFTA rail project (totaling \$275.5 m). The Senate also added an additional \$1.3 million for RTS to help fund the takeover of Yates County. The Executive Budget was proposed with a 5.8% increase in STOA above 2025-2026 levels, and \$223.5 in capital funding.

Better Bus Onondaga

Senator Rachel May

On March 9th, Bren and I met with Senator May and Staff to go over the system redesign. This meeting was follow up to our budget request meeting on February 6th. The overview emphasized the importance of continued transit funding to support the project for Central New York. The Senator appreciated the meeting and liked the path we were taking to provide more frequent service to the community.

Fayetteville and Manlius

On March 12th, Steve, Bren, and I met with the communities of Fayetteville and Manlius to discuss the System redesign and its impact on their areas. This meeting was a follow-up to questions received by Assemblymember Stirpe regarding changes in the area from Manlius Mayor Chapman. During the meeting, we provided an overview of the entire project and then focused on Fayetteville-Manlius. We answered questions from the community, Town Council, and Mayor. By the end of the meeting, the group understood the changes and how the impact on their community is positive.



Preliminary Title VI Service Equity Analysis

Better Bus Onondaga Service Change

March 2026

Central New York Regional Transportation Authority
Recipient ID: 1778

Steven Koegel – email: skoegel@centro.org
VP Communications & Business Planning

Bren Daiss – email: bdaiss@centro.org
Associate VP Communications & Business Planning

Paula Cutrone – pcutrone@centro.org
Senior Manager of Transit Data and Equity

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

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INTRODUCTION

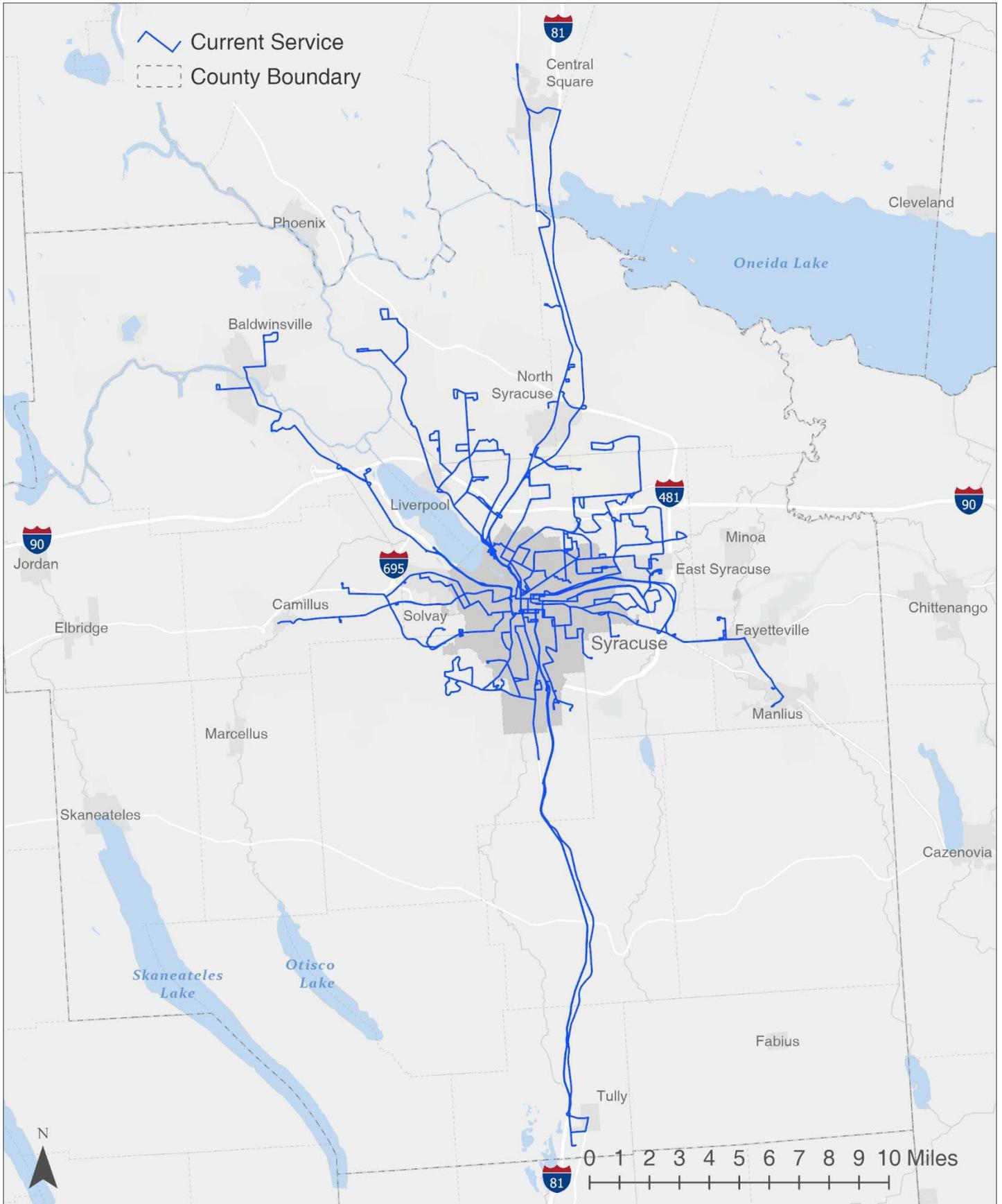
Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

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 purpose of this report is to provide an equity evaluation of the proposed service changes under the Better Bus Onondaga system redesign. This analysis pertains to Phase 1 of the system redesign. It includes the Bus Rapid Transit (BRT) routing which will operate as regular fixed route service until their official launch at a later date. This service change does include Syracuse University service, Shopper service, SCSD trippers, or intercity service to Auburn and Oswego.

DRAFT

Map 1: Onondaga County Current System



Better Bus Onondaga Service Plan

With the introduction of Bus Rapid Transit (BRT) in Syracuse, the Better Bus project will consider how fixed-route bus service and the introduction of other on-demand services could complement BRT and better fit the community's travel needs.

The goals of the redesigned network are:

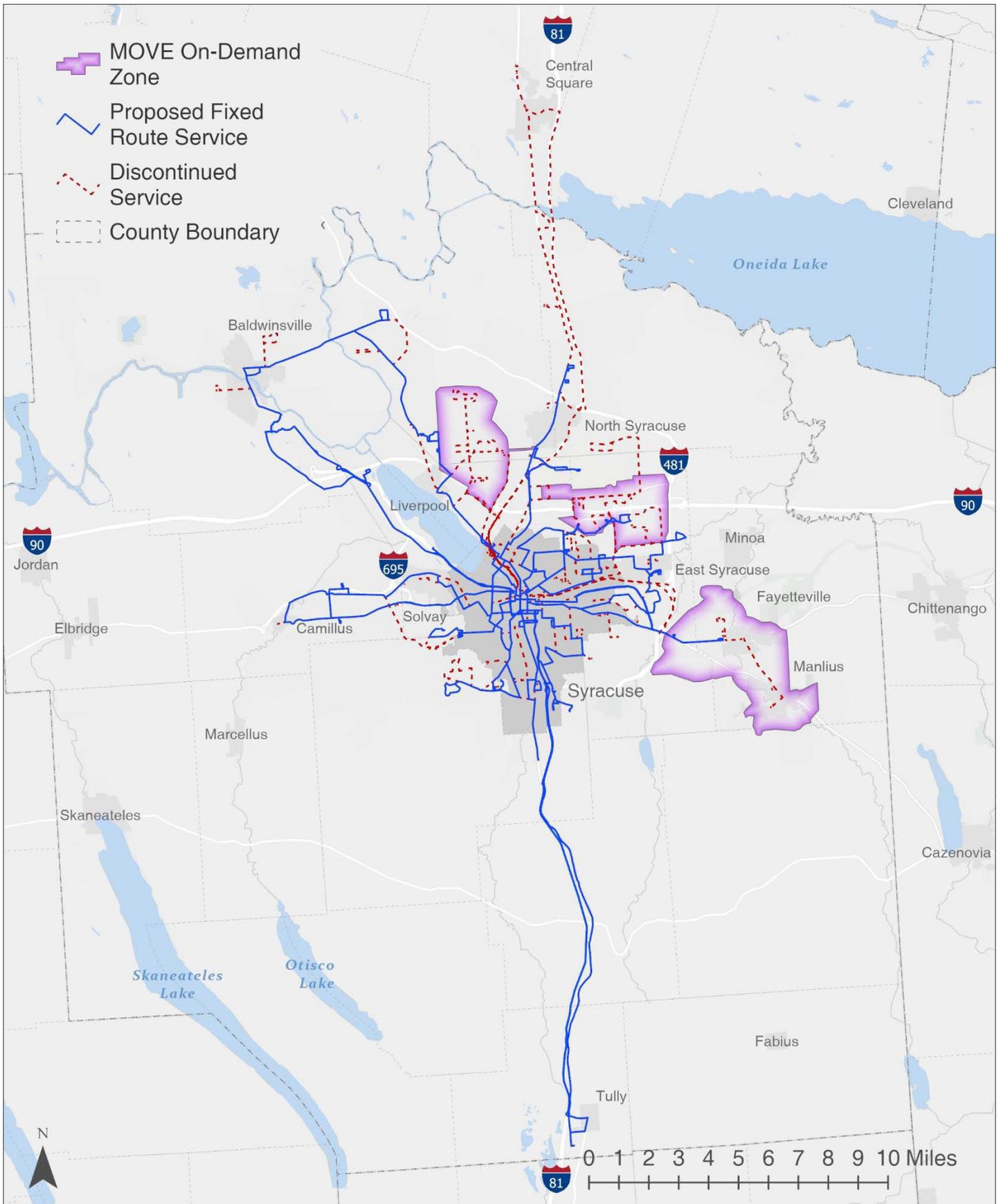
- Align the Centro network with present-day demand and travel patterns.
- Allow Centro to better meet community travel needs through delivery of more efficient and effective service.
- Adjust local service and integrate new modes such as microtransit to reallocate service within BRT corridors and promote BRT connectivity.

The revised Centro network was shaped by community feedback and evaluation of the current network to better meet travel needs. Service frequency will be enhanced across the region, with only minimal decreases in service in areas with lower ridership and demand:

- 15 major routes with improved frequency, including significant service increases on South Ave, Salina St, James St, and Erie Blvd.
- 54,000 more people have access to service every 30 minutes or better.
- More frequent weekend service to key destinations, including shopping, medical facilities, and grocery stores.
- 3 new MOVE on-demand zones to provide flexible service in Liverpool, Carrier Circle, and Fayetteville/Manlius.
- Better connections to major shopping destinations (Shop City, Destiny USA, Walmart in East Syracuse and Camillus) and schools (Syracuse University and Onondaga Community College).

Source: Arcadis/Foursquare ITP <https://centro-fitp.hub.arcgis.com/>

Map 2: Onondaga County Proposed System with Discontinued Route Segments



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 Program Policies (2025) provide policy thresholds and definitions for this analysis.

Major Service Change Policy

A Major Service Change is defined as an increase or decrease in service on a fixed route meeting at least one of the following criteria:

- 1) Changes the number of revenue hours operated on any individual route or combination of routes, by 25% or more.
- 2) Changes the number of revenue miles on any individual route or combination of routes, by 25% or more.
- 3) The implementation of a new transit route that provides at least 50% of its route miles without duplicating other routes.

Exceptions to these criteria include:

- School trippers, contracted service, or seasonal service
- Route detours due to circumstances beyond CNYRTA’S control, including but not limited to road and/or lane closures, construction, emergency service roadblocks, fiscal crisis, civil demonstrations, lack of winter maintenance including plowing, salting, and sanding that may lead to unsafe driving conditions, or any other uncontrollable circumstance
- Route detours due to natural disasters such as tornados, flooding, earthquakes, wildfires, or other natural disasters or human-caused catastrophic disasters that may force the suspension of transit service for public safety
- When a segment of one route is moved to another route, but the revenue hours or miles do not change by 25%.

All Major Service Changes are subject to a service equity analysis to evaluate the effects of service changes on minority and low-income populations. This includes an analysis of adverse effects relating to possible disparate impacts and disproportionate burden.

Results of Major Service Change Test

It is anticipated that both the fixed route revenue hours and revenue miles will increase by more than 25%, which qualifies the system redesign as a Major Service Change. The increases are comparable to pre-COVID service levels.

Table 1: Revenue Service Changes

| Metric | Current Service | Proposed Service | % Change |
|---------------|-----------------|------------------|----------|
| Revenue Hours | 147,360 | 201,700 | 36.9% |
| Revenue Miles | 1,829,462 | 2,364,885 | 29.3% |
| Drivers | 71 | 97 | 36.6% |

Data provided by Adam Recchia, Foursquare ITP, February 18, 2026.

Adverse Effects

Centro defines an adverse effect as a geographical or time-based change in transit service which includes but is not limited to span of service changes, frequency changes, route segment elimination, re-routing, or route elimination. An adverse effect is measured by the changes between the existing and proposed service levels that are 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. A 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 the absolute difference between the percentage of minority and non-minority persons affected is at least 30%. 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 is applied to all major service, and fare changes.

Disproportionate Burden Policy

Centro defines a disproportionate burden as occurring when the absolute difference between the percentage of low-income and non-low-income persons affected is at least 34%. When a disproportionate burden is identified, Centro will consider modification of the proposal to avoid, minimize, or mitigate the impacts. This Disproportionate Burden Policy is 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 asked for. The policies were most recently amended in the summer of 2025 after a period of public comment in which no objections to the policy definitions, thresholds, or otherwise were received.

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 August 22, 2025. After discussion, a Motion was made, seconded, and carried unanimously as Motion No 2793. 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.

THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY
(and its Subsidiaries)
200 CORTLAND AVENUE, SYRACUSE, NEW YORK
 MINUTES OF THE AUGUST 22, 2025, BOARD MEETING

| | |
|------------------|--|
| MEMBERS PRESENT: | ANTHONY DAVIS, Vice Chair DARLENE LATTIMORE, Secretary ROBERT CUCULICH JULIUS LAWRENCE HEATHER SNOW |
| MEMBERS ABSENT: | NICHOLAS LAINO, Chair TINA FITZGERALD, Treasurer NEIL BURKE LOUELLA WILLIAMS FRANK SAYA, Non-Voting Member |
| STAFF PRESENT: | CHRISTOPHER TUFF, Chief Executive Officer GEOFF HOFF, VP of Fleet and Facilities RAHMIN AZRIA, VP of Operations STEVE KOEGEL, VP of Communication and Business Planning BRUCE FONG, VP of Information Technologies MELISSA BRIM, VP of Finance BREN DAISS, Sr Director of Service Planning & Special Projects CHRIS MORREALE, Director of Human Resources DEREK SHERMAN, Director of Accounting CHRISTOPHER KING, Procurement Manager PAULA CUTRONE, Sr Manager of Transit Data and Equity JASON SMITH, Sr Procurement Analyst SUZANN HENSLEY, Internal Control Manager JEANNINE JOHNSON, Executive Assistant CASEY BROWN, Graphic Designer/Media Specialist |
| PUBLIC PRESENT: | BRAD HUNT, Legal Counsel MARIO COLONE TOM GEREMIA DESIREE GEREMIA MONTY FLYNN |

Mr. Koegel invited Ms. Cutrone to the table to present elements of the Authority's Title VI program that will be submitted in Late September to the Federal Transportation Administration.

Ms. Cutrone presented the following items, all of which required a Motion to approve.

TITLE VI PROGRAM POLICIES UPDATE EXECUTIVE SUMMARY – MOTION NO. 2793

A Motion to approve the Title VI Program Policies Update Executive Summary was raised. A copy of Title VI Program Policies Update Executive Summary is attached to these Minutes.

Motion – Robert Cuculich
 Seconded – Heather Snow
 Carried Unanimously

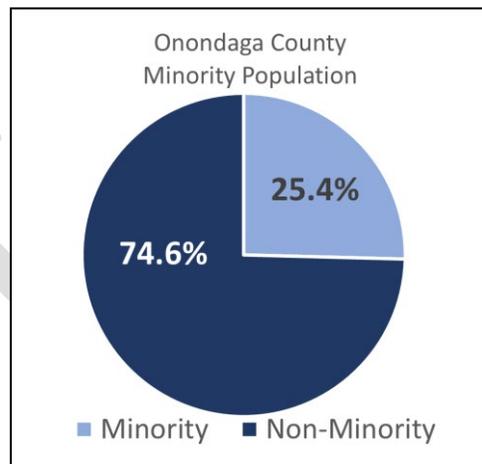
ANALYSIS FRAMEWORK

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 to assess the impacts to the residents of the affected areas. 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 populations 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.

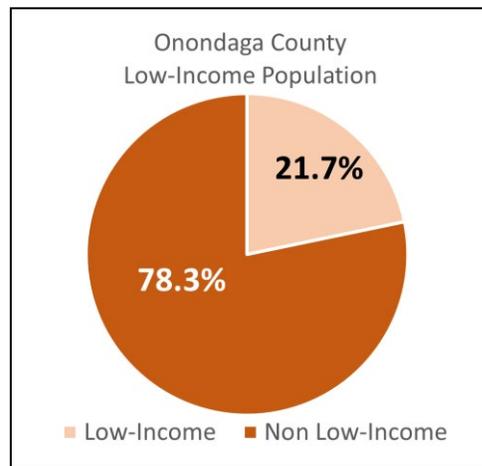


Data source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates
 Dataset: Hispanic or Latino Origin by Race (table B03002)
 Universe: Total population
 Geographic Level: Census block group

| Onondaga County Service Area | | | |
|------------------------------|---------------------|------------|----------------|
| Total Population | Minority Population | % Minority | % Non-Minority |
| 471,611 | 119,825 | 25.4% | 74.6% |

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 refers to persons whose income is at or below 150 percent of the U.S. Department of Health and Human Services (HHS) poverty guidelines in Oswego County. The data was downloaded from the data.census.gov website provided by the U.S. Census Bureau.



Data source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates
 Dataset: Ratio of Income to Poverty Level in the Past 12 Months (table C17002)
 Universe: *Population for whom poverty status is determined
 Geographic Level: Census block group

| Onondaga County Service Area | | | |
|------------------------------|-----------------------|--------------|------------------|
| Population* | Low-Income Population | % Low-Income | % Non-Low-Income |
| 451,437 | 98,156 | 21.7% | 78.3% |

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 (documented above) 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 were 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.

A walkshed analysis was conducted using current bus stops and the proposed bus stops in the redesigned system. Walksheds are a commonly used transit analytical tool which do not calculate buffers 'as the crow flies' but instead utilize a street network yielding a more representative walking area.

The current and proposed bus stops were separated into groups representing the population density categories of "urban" (at least 3,600 people per square mile) and "suburban/rural" (less than 3,600 people per square mile) as per Decennial Census 2020 data. Utilizing ArcGIS Pro's Network Analyst extension, service area layers were generated for both the current stops and the proposed stops. The urban stops were given a one-quarter mile buffer while the suburban/rural segments were given a one-half mile buffer. The buffers were merged, and boundaries dissolved to create a singular feature representing the maximum distance customers would be expected to walk in each system.

The walksheds (also referred to as a 'service corridor') were spatially intersected with the block group data for minority and low-income, respectively. The percentage of each block group within the service corridor was calculated. From those percentages, the approximate minority population and low-income population were calculated. The difference between the percentage minority and non-minority affected and low-income and non-low-income affected is depicted as the impact per Centro's Title VI Policies.

The buffers were dissolved to create solid coverage areas. The two coverage areas were intersected, and all overlapping areas removed. The areas which fell within the MOVE zones were also removed. The remaining area is considered the unserved area and the affected population. The impacts were calculated for the difference in coverage areas between the current and proposed stops for both minority and low-income. Above average minority and low-income block groups were flagged and are displayed in the maps below.

This spatial analysis was completed with the understanding that population may not be evenly distributed amongst block groups, but the percentages provide a better estimate of the population served rather than including the entire population for the whole block group. This is especially true in instances where only a small portion of the block group is included in the walkshed.

ASSESSING IMPACTS

Combined Fixed Route and MOVE On-Demand Service Analysis

The proposed fixed route service walkshed was combined with the MOVE zones to estimate the total population served.

Table 2: Current Fixed Route and Proposed Combined Service Minority Population

| | Total Population | Minority Population | % Minority | % Non-Minority | Absolute Difference |
|---|------------------|---------------------|------------|----------------|---------------------|
| Current Service Corridor | 238,436 | 86,731 | 36.4% | 63.6% | -27.3% |
| Proposed Service Corridor & MOVE Zones | 230,994 | 83,390 | 36.1% | 63.9% | -27.8% |
| Difference | -7,442 | -3,341 | -0.3% | 0.3% | -0.5% |

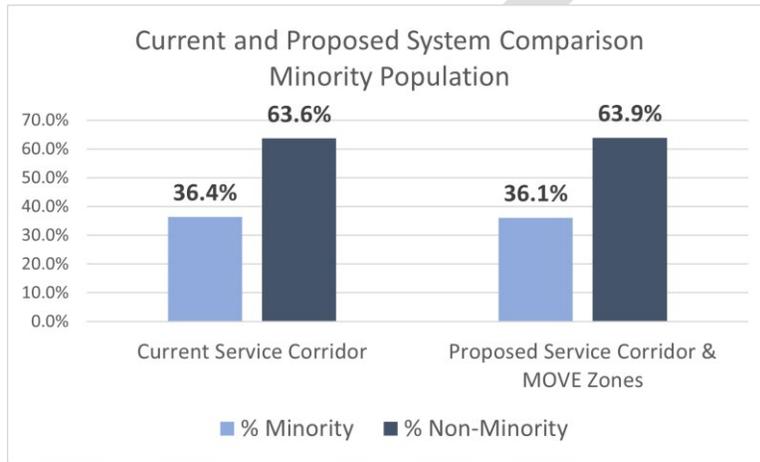
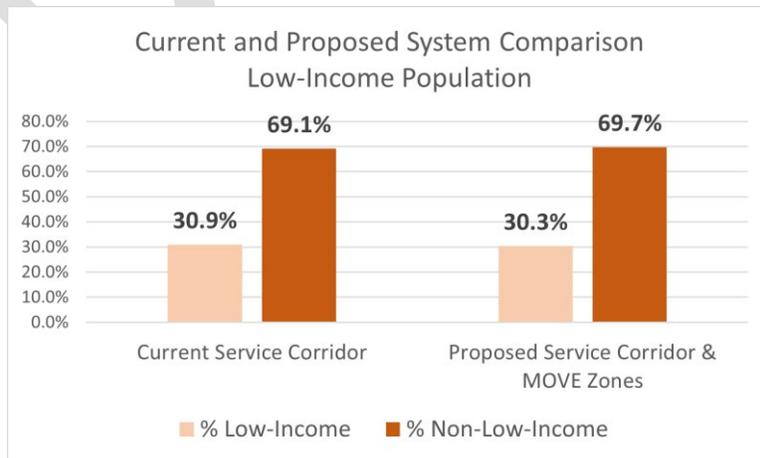


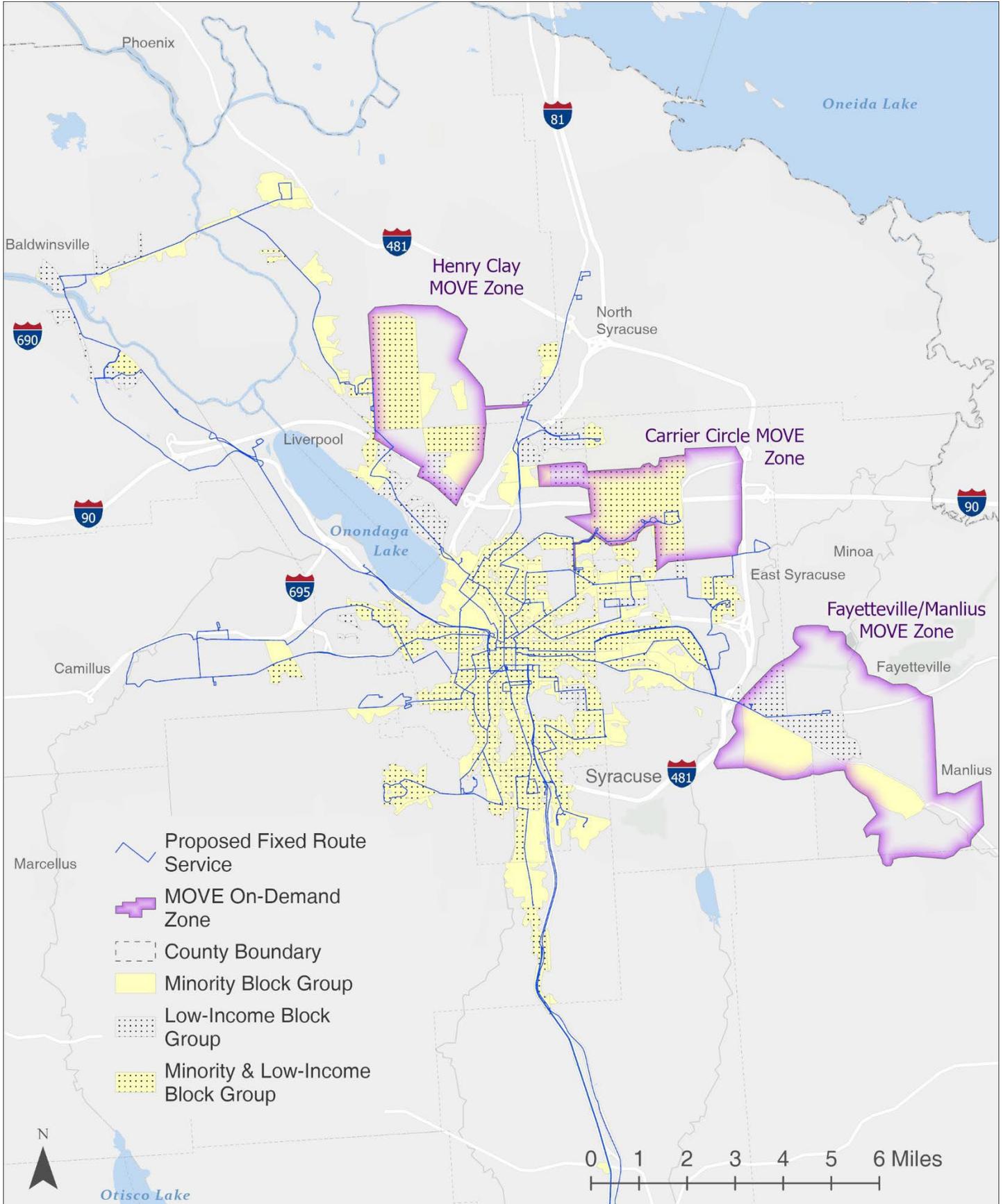
Table 3: Current Fixed Route and Proposed Combined Service Low-Income Population

| | Population * | Low-Income Population | % Low-Income | % Non-Low-Income | Absolute Difference |
|---|--------------|-----------------------|--------------|------------------|---------------------|
| Current Service Corridor | 225,758 | 69,770 | 30.9% | 69.1% | -38.2% |
| Proposed Service Corridor & MOVE Zones | 217,918 | 66,048 | 30.3% | 69.7% | -39.4% |
| Difference | -7,840 | -3,722 | -0.6% | 0.6% | -1.2% |

*Population for whom poverty status is determined



Map 3: Proposed Service Corridor and MOVE Zones with Walkshed Demographics



Fixed Route Service Analysis

Results of the walkshed for the current service and potential stops on the proposed fixed route service corridor. While there is a decrease in the population in the walkshed, the percentage of both minorities and low-income persons increases.

Table 4: Current and Proposed Fixed Route Service Minority Population

| | Total Population | Minority Population | % Minority | % Non-Minority | Absolute Difference |
|----------------------------------|------------------|---------------------|------------|----------------|---------------------|
| Current Service Corridor | 238,436 | 86,731 | 36.4% | 63.6% | -27.3% |
| Proposed Service Corridor | 197,653 | 78,089 | 39.5% | 60.5% | -21.0% |
| Difference | -40,783 | -8,642 | 3.1% | -3.1% | 6.3% |

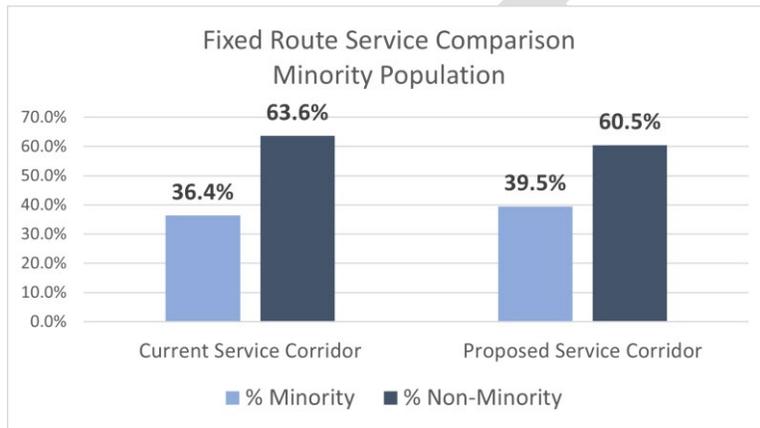
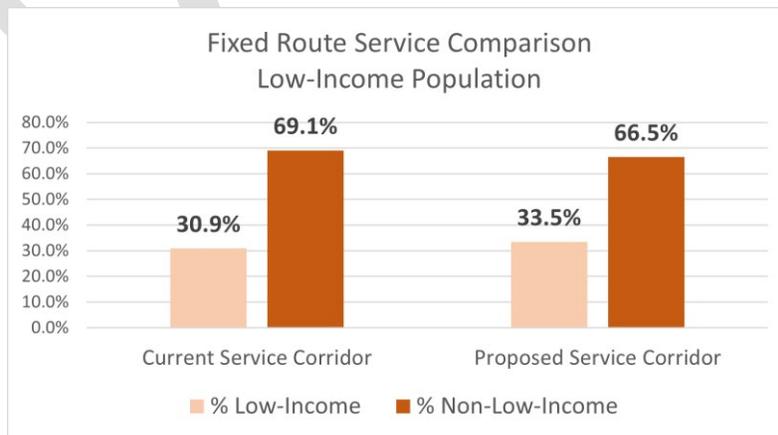


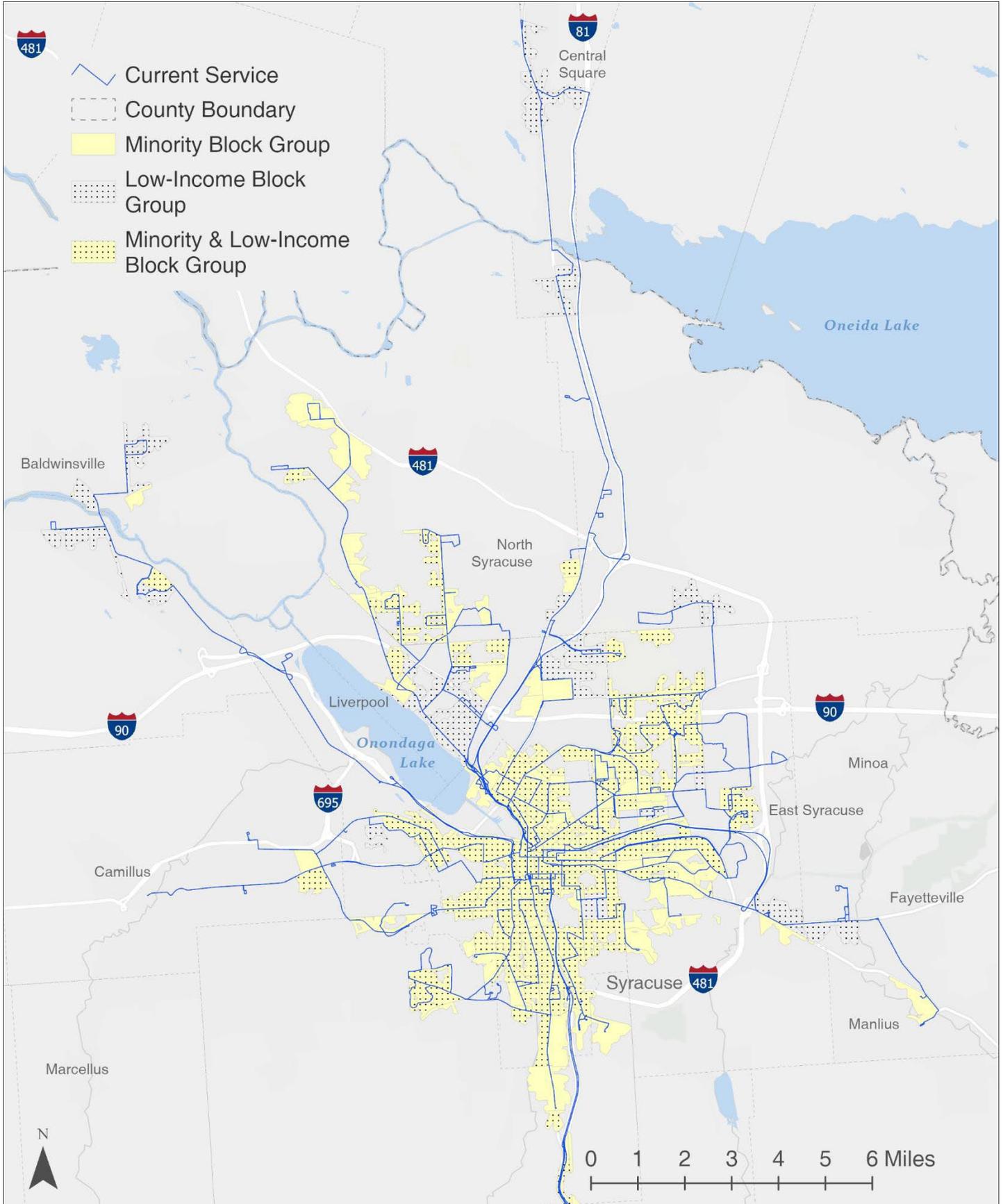
Table 5: Current and Proposed Fixed Route Service Low-Income Population

| | Population * | Low-Income Population | % Low-Income | % Non-Low-Income | Absolute Difference |
|----------------------------------|--------------|-----------------------|--------------|------------------|---------------------|
| Current Service Corridor | 225,758 | 69,770 | 30.9% | 69.1% | -38.2% |
| Proposed Service Corridor | 184,749 | 61,873 | 33.5% | 66.5% | -33.0% |
| Difference | -41,009 | -7,897 | 2.6% | -2.6% | 5.2% |

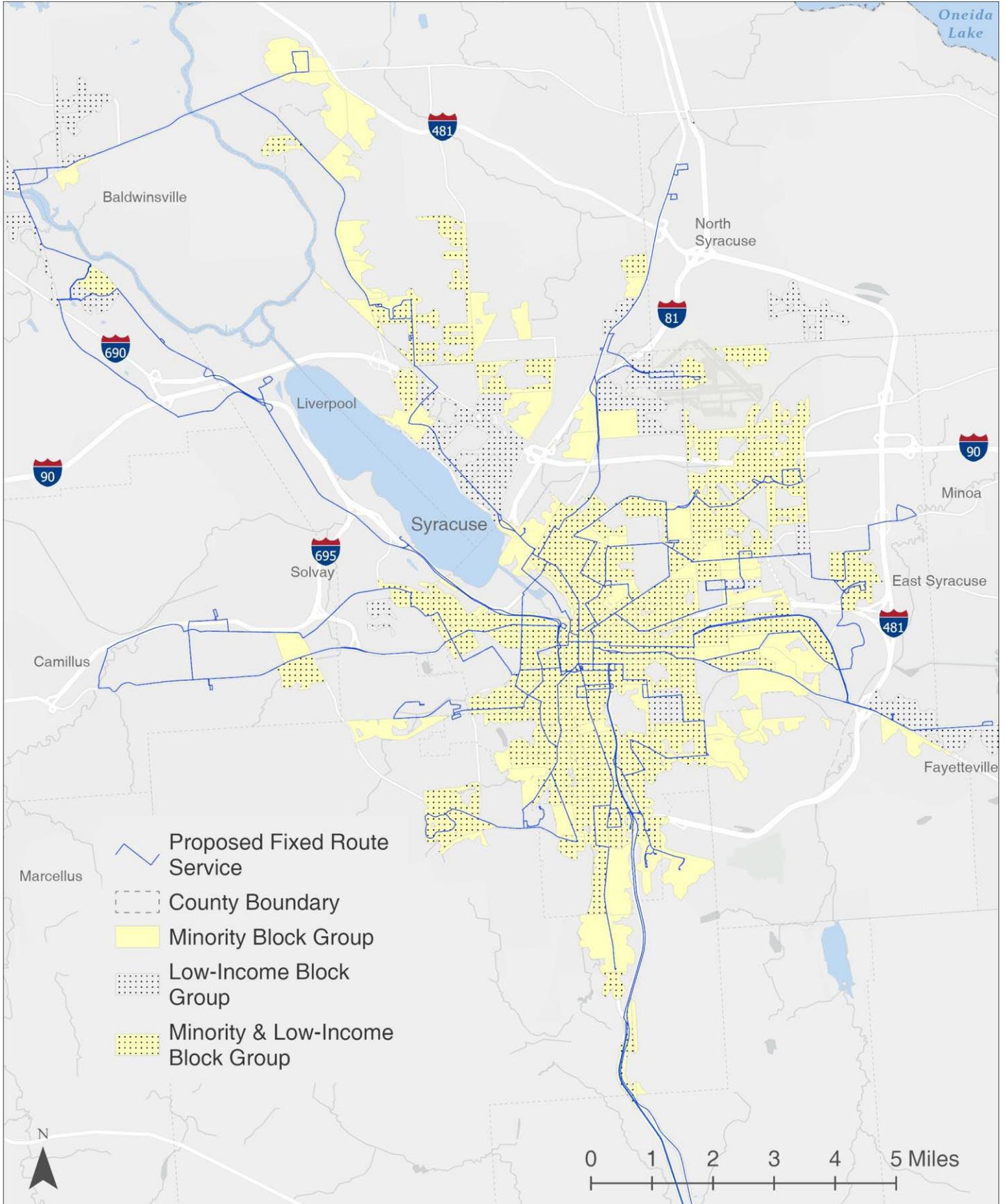
*Population for whom poverty status is determined



Map 4: Current Fixed Route Service with Walkshed Demographics



Map 5: Proposed Fixed Route Service with Walkshed Demographics

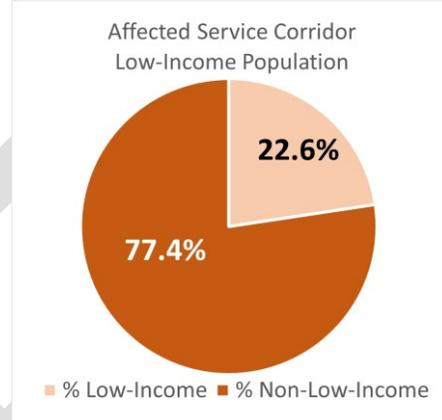
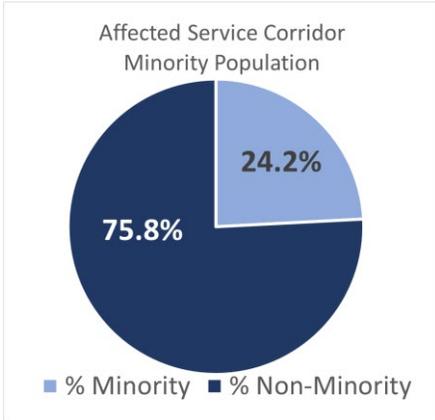


Affected Fixed Route Service Analysis

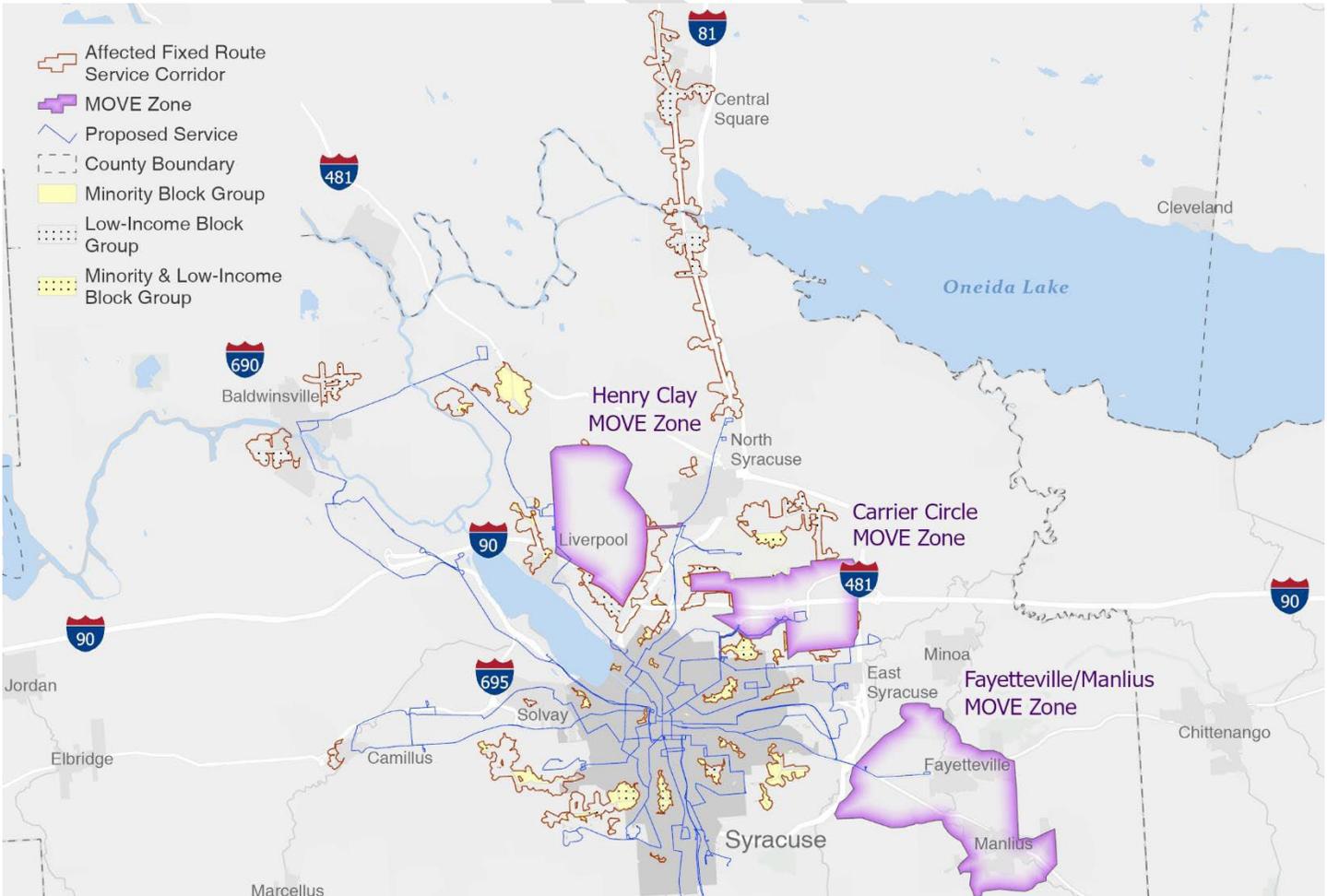
Table 6: Affected Fixed Route Service Demographics

| Total Population | Minority Population | % Minority | % Non-Minority | Absolute Difference |
|------------------|-----------------------|--------------|------------------|---------------------|
| 28,938 | 6,995 | 24.2% | 75.8% | -51.7% |
| Population* | Low-Income Population | % Low-Income | % Non-Low-Income | Absolute Difference |
| 28,174 | 6,373 | 22.6% | 77.4% | -54.8% |

*Population for whom poverty status is determined



Map 6: Affected Fixed Route Service



The minority and Low-Income populations were calculated for each of the 303 unserved areas shown in the above map. The areas were filtered for minority or low-income populations greater than 1.

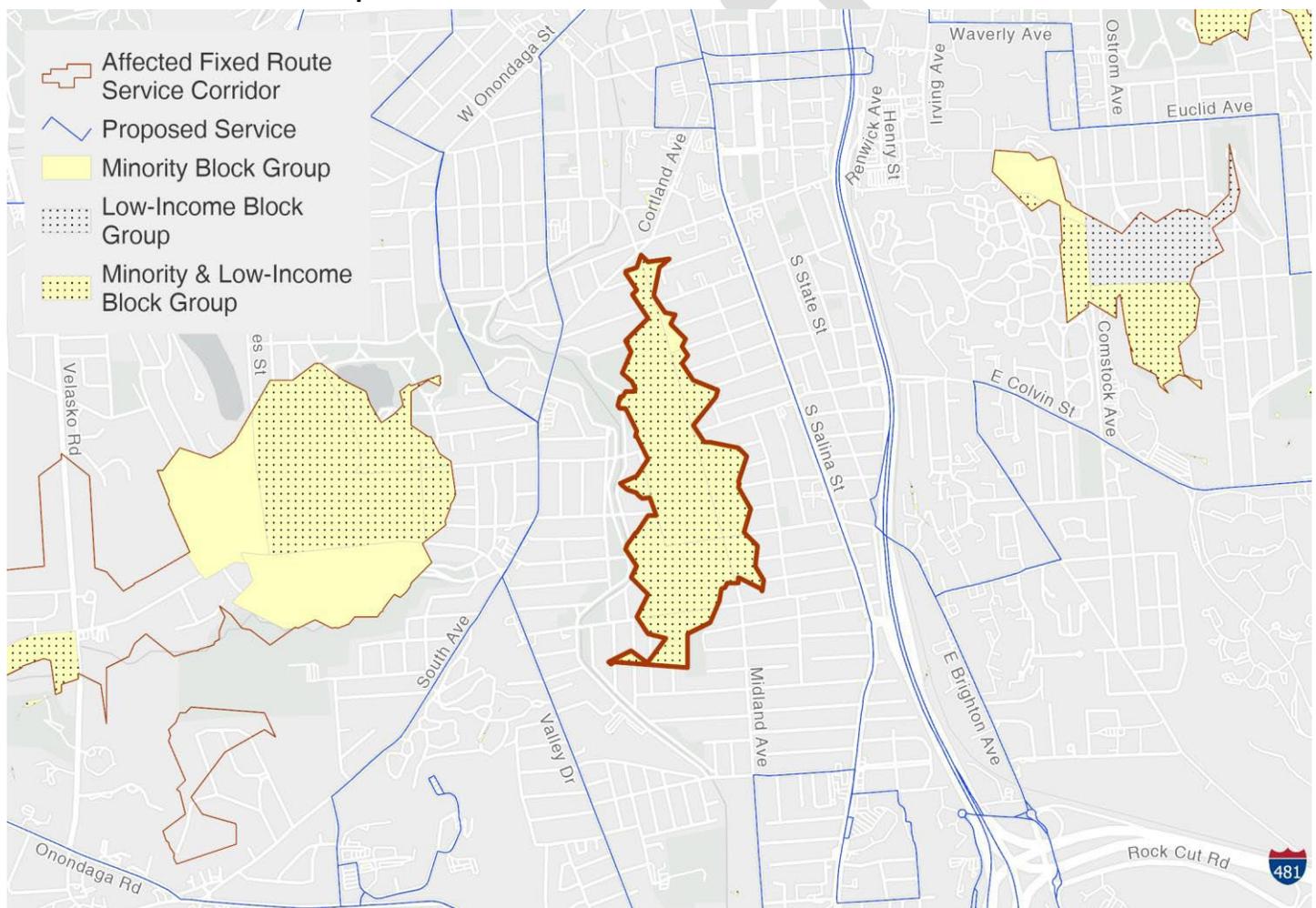
There are 65 areas with at least one minority person. Only three of those areas have a minority impact exceeding 30%.

Area #1: population estimate = 1; minority estimate = 1; resulting in a ratio of 100% minority and a 100% impact.

Area #2: population estimate = 4; minority estimate = 3; resulting in a ratio of 75% minority and a 50% impact.

Area #3: population estimate = 1,306; minority estimate = 1,011; resulting in a ratio of 77% minority and a 54% impact. Due to the size of the population, this area was analyzed further. The location is on and surrounding Midland Ave from Cortland Ave in the north to W. Corning Ave in the south. Customers would need to travel to either South Ave or S. Salina St., approximately 1/3-1/2 mile (+/-) as the crow flies.

Map 7: Affected Fixed Route Service in Midland Ave Area



There are 57 areas with at least one low-income person. Only one of those areas has a low-income impact exceeding 34%.

Area #1: population estimate = 4; low-income estimate = 3; resulting in a ratio of 75% low-income and a 50% impact.

MOVE On-Demand Service Analysis

MOVE is an innovative form of transportation that connects riders with other transit services. The app-based technology matches multiple riders headed in a similar direction into a single vehicle, allowing for quick and efficient shared trips. With the success of MOVE in the City of Rome, it is anticipated that this method of small-scale, on-demand public transportation will be a suitable replacement for underutilized fixed route service in the Henry Clay, Carrier Circle, and Fayetteville/Manlius Areas.

Map 8: MOVE Zones

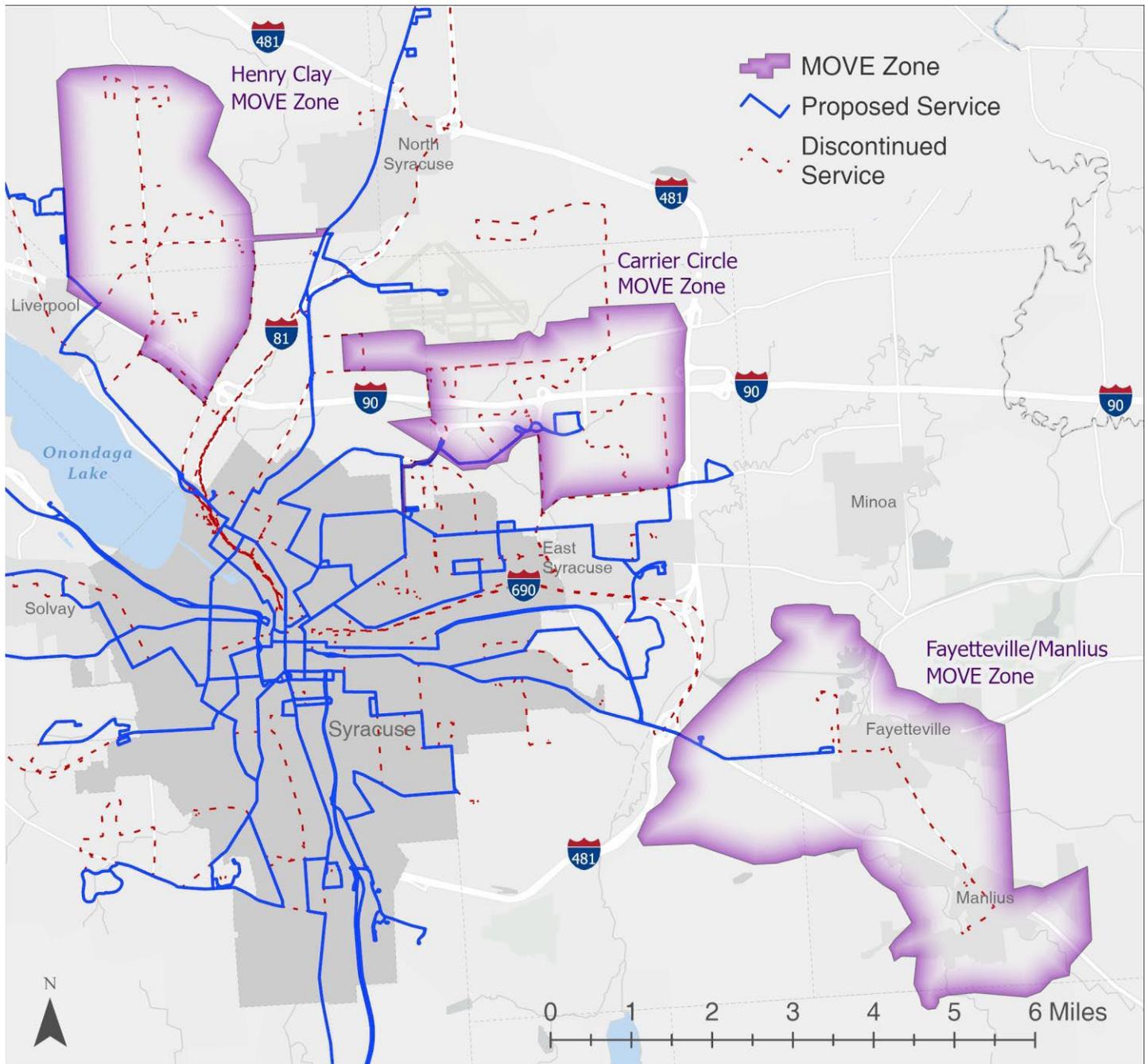
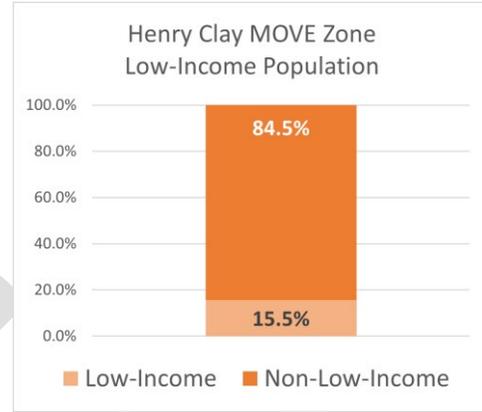
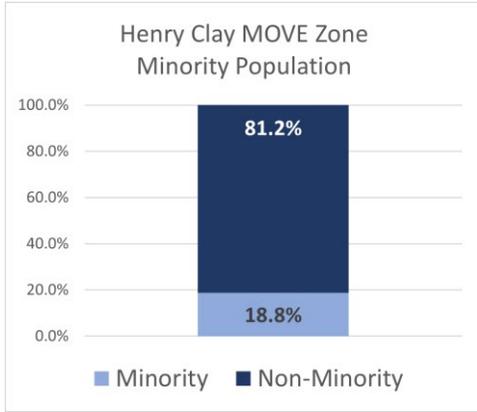


Table 7: Henry Clay MOVE Zone Demographics

| Total Population | Minority Population | % Minority | % Non-Minority | Absolute Difference |
|------------------|-----------------------|--------------|------------------|---------------------|
| 14,591 | 2,739 | 18.8% | 81.2% | -62.5% |
| Population* | Low-Income Population | % Low-Income | % Non-Low-Income | Absolute Difference |
| 14,458 | 2,246 | 15.5% | 84.5% | -68.9% |

*Population for whom poverty status is determined



Map 9: Henry Clay MOVE Zone

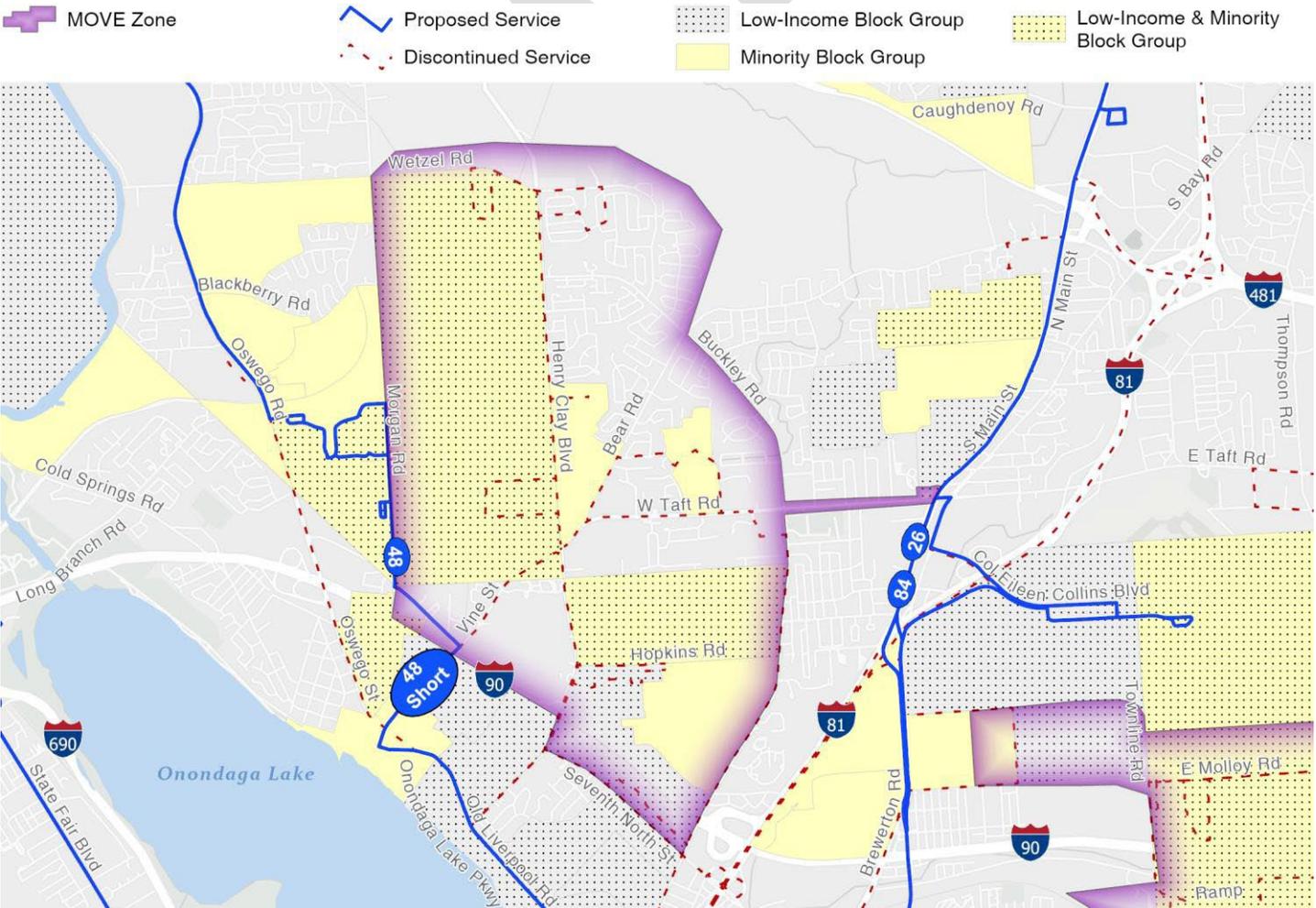
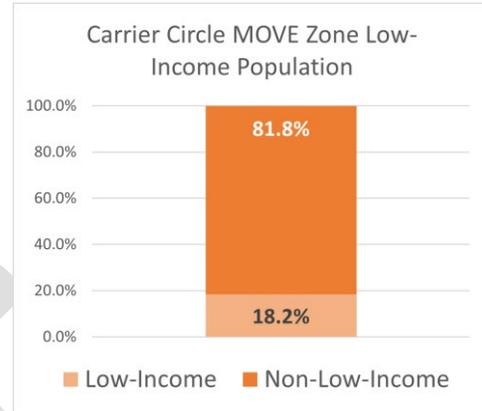
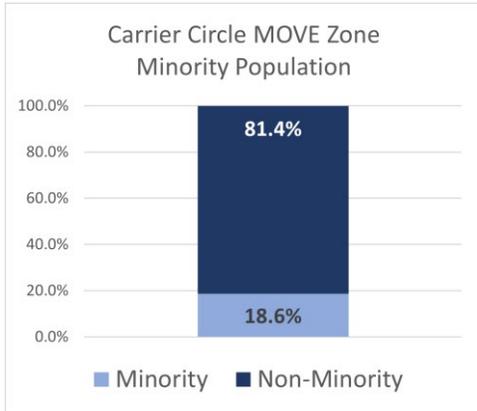


Table 8: Carrier Circle MOVE Zone Demographics

| Total Population | Minority Population | % Minority | % Non-Minority | Absolute Difference |
|------------------|-----------------------|--------------|------------------|---------------------|
| 3,884 | 721 | 18.6% | 81.4% | -62.9% |
| Total Population | Low-Income Population | % Low-Income | % Non-Low-Income | Absolute Difference |
| 3,848 | 702 | 18.2% | 81.8% | -63.5% |

*Population for whom poverty status is determined



Map 10: Carrier Circle MOVE Zone

- MOVE Zone
- Proposed Service
- Low-Income Block Group
- Low-Income & Minority Block Group
- Discontinued Service
- Minority Block Group

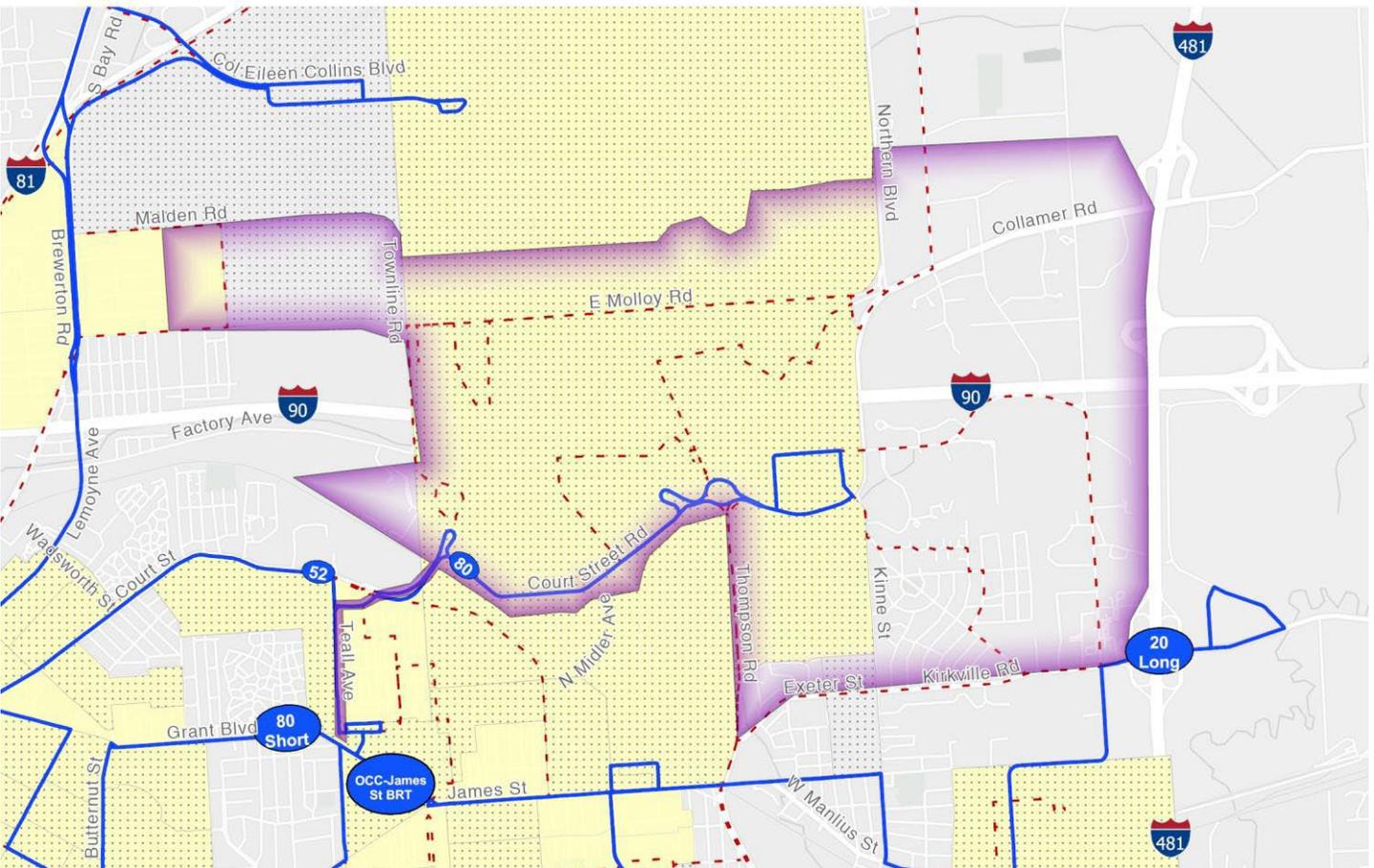
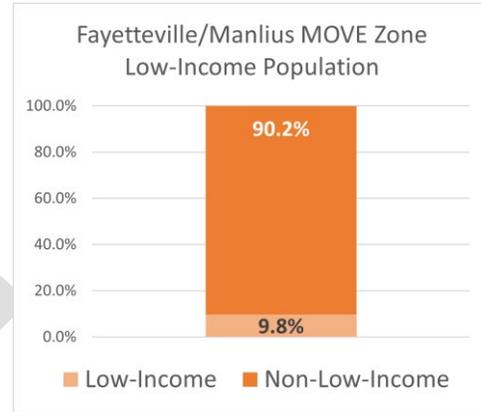
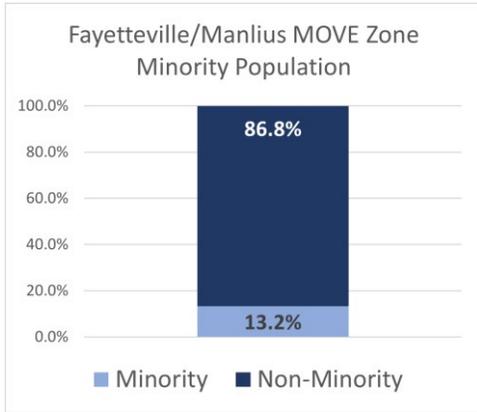


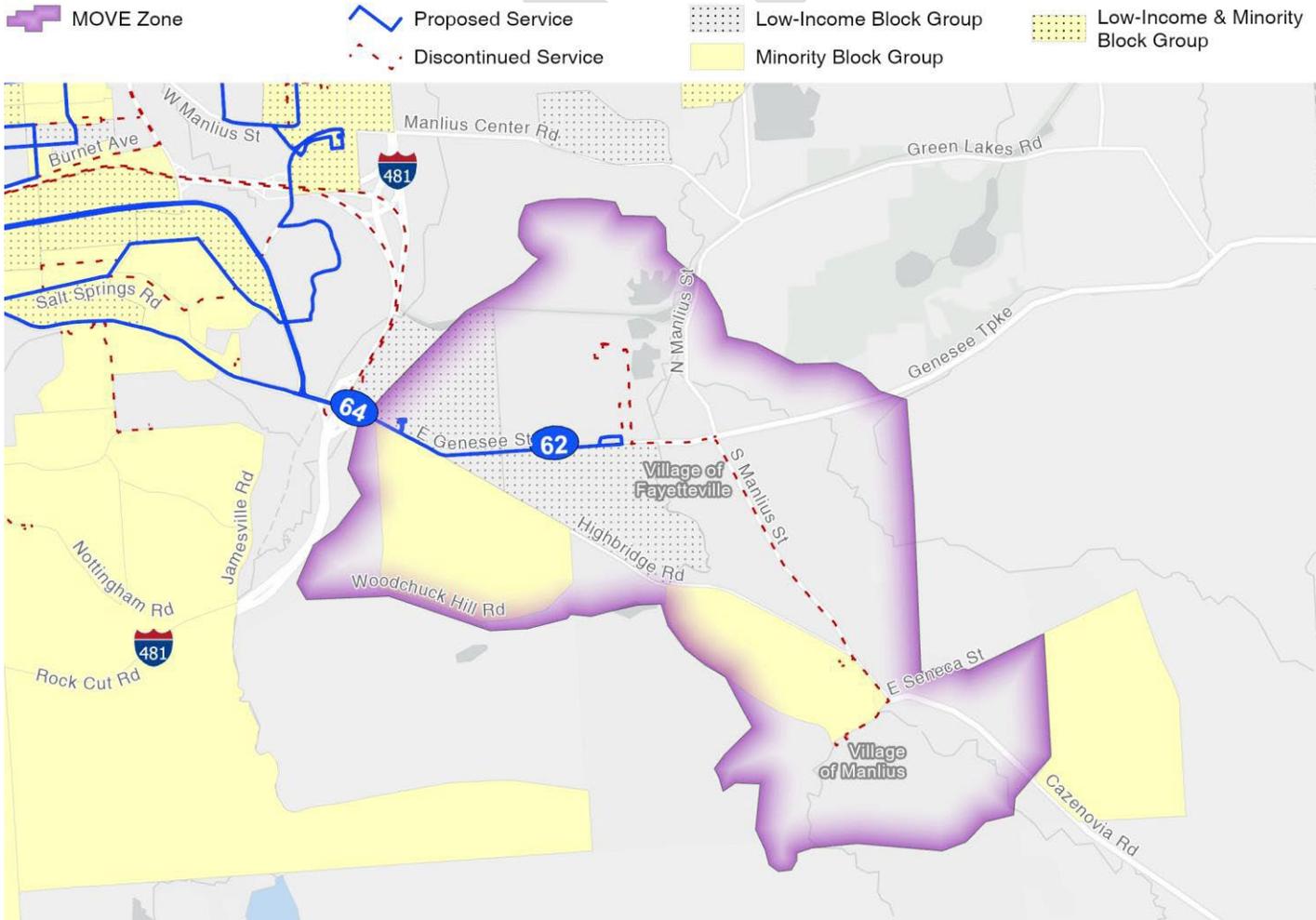
Table 9: Fayetteville/Manlius MOVE Zone Demographics

| Total Population | Minority Population | % Minority | % Non-Minority | Absolute Difference |
|------------------|-----------------------|--------------|------------------|---------------------|
| 18,329 | 2,419 | 13.2% | 86.8% | -73.6% |
| Total Population | Low-Income Population | % Low-Income | % Non-Low-Income | Absolute Difference |
| 18,297 | 1,794 | 9.8% | 90.2% | -80.4% |

*Population for whom poverty status is determined



Map 11: Fayetteville/Manlius MOVE Zone



CONCLUSION

This report documents the Title VI Service Equity Analysis required to support the Better Bus Onondaga system redesign. The modifications to current fixed route service were analyzed based on Centro's Title VI Policies and FTA's Circular 4702.1B.

There are neither disparate impacts nor disproportionate burdens associated to the Better Bus Onondaga system redesign. 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.

DRAFT