DATE: November 13, 2026
TO: Authority Members
FROM: Nicholas F. Laino
RE: November 20, 2026

Governance Committee – 9:00 AM
Audit & Finance Committee – 9:30 AM
Board Meeting – 10:00 AM

AGENDA

1- Chairman's Report
   a. Reading of Minutes, October 23,2026– Regular Meeting, CNYRTA & Subsidiaries
   b. Reading of Amended Minutes, August 28,2026
   c. Future Committee Meetings

2- Chief Executive Officer's Report – Christopher Tuff
   a. Legislative Matters
   b. Service Matters

3- Audit and Finance Committee Report
   Finance Report – Vice President of Finance – Melissa Brim

   a. Resolution –Minivan and Sedan Services A 2027-2032- Jason Smith

4- Governance Committee Report – Darlene Lattimore

5- Old Business

6- New 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

Julius L. Lawrence Jr.
Member – City of Syracuse

Heather Snow
Member – Oswego County

Louella Williams
Member – Onondaga County

Francis S. Saya III
ATU 580

Christopher Tuff
Chief Executive Officer

THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY
(and its Subsidiaries)
200 CORTLAND AVENUE, SYRACUSE, NEW YORK
MINUTES OF THE AUGUST 28, 2026, BOARD MEETING

MEMBERS PRESENT:	NICHOLAS LAINO, Chair ANTHONY DAVIS, Vice Chair DARLENE LATTIMORE, Secretary NEIL BURKE ROBERT CUCLICH JULIUS LAWRENCE HEATHER SNOW LOUELLA WILLIAMS FRANK SAYA, Non-Voting Member
MEMBERS ABSENT:	TINA FITZGERALD, Treasurer
STAFF PRESENT:	CHRISTOPHER TUFF, Chief Executive Officer JACQUELYN MUSENGO, Executive Vice President GEOFF HOFF, VP of Fleet and Facilities BRUCE FONG, VP of Information Technologies MELISSA BRIM, VP of Finance BREN DAISS, VP of Communication & Business Planning CHRIS MORALLE, Associate VP of Human Resources JORGE BORDONHOS, Director of Fleet Maintenance CAITLIN MACCOLLUM, Sr Director of Procurement CHRISTOPHER KING, Procurement Manager TARA SPRAKER, Director of Capital Programs PAULA CUTRONE, Senior Manager of Transit Data and Equity JASON SMITH, Senior Procurement Analyst SUZANN HENSLEY, Internal Control Manager MATT KAVANAGH, Desktop Support Specialist
PUBLIC PRESENT:	STEVE HELMER BRAD HUNT BARRY SHULMAN DEBBIE SHULMAN MARIO COLONE JOE DISTEFANO

CALL TO ORDER At 10:08 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 September 25, 2026:
  - Audit and Finance Meeting – 9:00 AM
  - Board Meeting – 9:30 AM

APPROVAL OF THE JULY 31, 2026, BOARD MEETING MINUTES - MOTION NO.

Motion – Neil Burke
Seconded – Heather Snow
Carried Unanimously

CHIEF EXECUTIVE OFFICER'S REPORT – Mr. Tuff

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

COMMUNITY EVENTS

Mary Nelson Backpack giveaway
On August 15th, we provide transportation for the Mary Nelson Backpack giveaway. We provided a shuttle from the Hub to Meachem Field and back.

Ryan Phelps Speedway event
On August 16th, we partnered with Ryan Phelps, Lamar and Weedsport Speedway. We set up an information table to talk about Centro, recruitment and provided a chance for families to ride around the track on a bus.

Utica Tunnel Towers 5k walk & run
On August 16th, we provided transportation for the Utica Tunnel to Towers 5k walk and run. We provided a shuttle for participants to the start line.

Stuff-A-Bus – Back to school supplies
On August 19th, we partnered with the Salvation Army and the YMCA of CNY to collect school supplies. We parked the bus at the Northwest YMCA to collect supplies and delivered them directly to the Salvation Army.

New York State Fair – Governor's Day Event
On August 26, I was invited to attend the Governor's Event at the NYS Fair for Governor's Day and the kickoff of the 2026 New York State Fair. It was a great event to network with many of our partners in one location.

AMENDED AND RESTATED BY-LAWS FOR THE AUTHORITY AND CERATIN SUBSIDIARIES AND APPROVING RELATED CORPORATE GOVERNANCE ACTIONS FOR CENTRO OF CORTLAND INC. – RESOLUTION NO. 2702

Ms. MacCollum presented a Resolution to authorize contract award for the purchase of Clever Insights Software totaling $268,955.20. A copy of the Motion is attached to these Minutes.

A Motion to authorize contract award for the purchase of Clever Insights Software as recommended by the Audit and Finance Committee was raised.

Motion – Heather Snow
Seconded – Darlene Lattimore
Carried Unanimously

SENIOR STAFF REPORTS

Bren Daiss presented to the Board on Cortland County's Service Equity and Fare Equity findings. Over the past year since Centro began service in Cortland County, staff has implemented experimental service changes to increase efficiency and streamline operations. Paula Cutrone explained the equity analysis process, noting that findings showed no disparate impact on minority persons and no disproportionate impact on low-income persons.

RESULTS OF THE CORTLAND FARE EQUITY ANALYSIS – MOTION NO. 2864

Ms. Cutrone presented a Motion to approve the results of the Cortland Fare Equity Analysis. A copy of the Motion is attached to these Minutes.

A Motion to approve the results of the Cortland Fare Equity Analysis was raised.

Motion – Neil Burke
Seconded – Heather Snow
Carried Unanimously

Staff are also proposing the elimination of Cortland's monthly pass in the interest of fare parity throughout Centro's system. Legacy payment types would no longer be accepted as fare payment on Centro of Cortland buses. Ms. Cutrone presented the fare equity analysis conducted, which concluded that customers would save 67.5% on average by paying with cash, tap-to-pay, or by using a 10-ride pass. There is no disparate impact on minority customers in this analysis.

RESULTS OF THE CORTLAND SERVICE EQUITY ANALYSIS AND TO AUTHORIZE A PUBLIC HEARING – MOTION NO. 2865

Ms. Cutrone presented a Motion to approve the results of the Cortland Service Equity Analysis and to Authorize a Public Hearing. A copy of the Motion is attached to these Minutes.

A Motion to approve the Results of the Cortland Service Equity Analysis and to Authorize a Public Hearing was raised.

Motion – Anthony Davis
Seconded – Heather Snow
Carried Unanimously

Ms. Daiss then presented to the Board on the Better Bus: Onondaga system redesign plan and proposed changes. After collecting feedback from customers during the Public Hearing on April 23, 2026, Centro has updated its proposed Better Bus Onondaga service design. The updated system proposal reinstates fixed route service that was previously removed, extends service hours to the Regional Transportation Center, and adds a fixed route commuter service to support employment opportunities in the Crossroads Park Dr. area of Liverpool. Ms. Cutrone presented the equity analysis process, noting that findings showed no disparate impact on minority persons and no disparate impact on low-income persons.

RESULTS OF THE BETTER BUS ONONDAGA SERVICE EQUITY ANALYSIS – MOTION NO. 2866

Ms. Cutrone presented a Motion to approve the results of the Better Bus Onondaga Service Equity Analysis. A copy of the Motion is attached to these Minutes.

A Motion to approve the Results of the Better Bus Onondaga Service Equity Analysis was raised.

Motion – Louella Williams
Seconded – Heather Snow
Carried Unanimously

SERVICE MODIFICATIONS IN CNY CENTRO – RESOLUTION NO. 2703

Ms. Cutrone presented a Resolution to approve Service Modifications in CNY Centro. A copy of the Motion is attached to these Minutes.

A Motion to approve Service Modifications in CNY Centro was raised.

Motion – Julius Lawrence
Seconded – Neil Burke
Carried Unanimously

AUDIT AND FINANCE COMMITTEE REPORT

JULY 31, 2026, STATEMENT OF REVENUE AND EXPENDITURES – MOTION NO. 2867

Ms. Brim presented a Motion to approve the July 31, 2026, Statement of Revenue and Expenditures. A copy of the Statements and Motion are attached to these Minutes.00000000000000

A Motion to approve the July 31, 2026, Statement of Revenue and Expenditures as recommended by the Audit and Finance Committee was raised.

Motion – Louella Williams
Seconded – Robert Cuculich
Carried Unanimously

CLEVERINSIGHTS SOFTWARE PURCHASE – RESOLUTION NO. 2704

Ms. MacCollum presented a Resolution to authorize contract award for the purchase of Clever Insights Software totaling $268,955.20. A copy of the Motion is attached to these Minutes.

A Motion to authorize contract award for the purchase of Clever Insights Software as recommended by the Audit and Finance Committee was raised.

Motion – Julius Lawrence
Seconded – Darlene Lattimore
Abstained – Heather Snow
Carried Unanimously

BULK ENGINE OIL PURCHASE – RESOLUTION NO. 2705

Ms. MacCollum presented a Resolution to authorize contract award for Bulk Engine Oil Purchase 2026 to AeroMatte Corporation for approximately 4,500 gallons of engine oil at $22.50 per gallon. A copy of the Resolution is attached to these Minutes.

A Motion to authorize contract award for Bulk Engine Oil Purchase 2026 to AeroMatte Corporation as recommended by the Audit and Finance Committee was raised.

Motion – Darelene Lattimore
Seconded – Neil Burke
Carried Unanimously

TIRE LEASE 2027-2032– RESOLUTION NO. 2706

Mr. King presented a Resolution to authorize contract award for Tire Lease 2027-2032 to Bridgestone Americas Tire Operations for a five (5) year term commencing May 1, 2027. A copy of the Resolution is attached to these Minutes.

A Motion to authorize contract award for Tire Lease 2027-2032 to Bridgestone Americas Tire Operations as recommended by the Audit and Finance Committee was raised.

Motion – Julius Lawrence
Seconded – Darlene Lattimore
Carried Unanimously

LIFT EQUIPPED VEHICLE SERVICES A 2027-2032 – RESOLUTION NO. 2707

Mr. Smith presented a Resolution to authorize contract award for Lift Equipped Vehicle Services A 2027-2032 to Suburban Transportation, Inc. for a five (5) year term commencing March 1, 2027. A copy of the Resolution is attached to these Minutes.

A Motion to authorize contract award for Lift Equipped Vehicle Services A 2027-2032 to Suburban Transportation, Inc. as recommended by the Audit and Finance Committee was raised.

Motion – Darlene Lattimore
Seconded – Neil Burke
Carried Unanimously

LIFT EQUIPPED VEHICLE SERVICES B 2026-2031 – RESOLUTION NO. 2708

Mr. Smith presented a Resolution to authorize contract award for Lift Equipped Vehicle Services B 2026-2031 to Suburban Transportation, Inc. for a five (5) year term commencing November 1, 2026. A copy of the Resolution is attached to these Minutes.

A Motion to authorize contract award for Lift Equipped Vehicle Services B 2026-2031 to Suburban Transportation, Inc. as recommended by the Audit and Finance Committee was raised

Motion – Darlene Lattimore
Seconded – Neil Burke
Carried Unanimously

SUPERVISORY VEHICLES PURCHASE– RESOLUTION NO. 2709

Mr. Smith presented a Resolution to issue a purchase order to Albany Toyota in the amount of $138,041.32 for the purchase of four (4) Toyota Rav 4 Hybrids, Supervisory Vehicles. A copy of the Resolution is attached to these Minutes.

A Motion to authorize issuance of a purchase order for Supervisory Vehicle Purchase to Albany Toyota as recommended by the Audit and Finance Committee was raised.

Motion – Neil Burke
Seconded – Darlene Lattimore
Abstained – Heather Snow
Carried Unanimously

ACCEPTANCE OF GIFT – 1946 FAGEOL TWIN COACH HISTORIC BUS – RESOLUTION NO. 2710

Mr. Tuff presented a Resolution to authorize Acceptance of Gift – 1946 Fageol Twin Coach Historical Bus. A copy of the Resolution is attached to these Minutes.

A Motion to authorize Acceptance of Gift – 1946 Fageol Twin Coach Historical Bus as recommended by the Audit and Finance Committee was raised.

Motion – Julius Lawrence
Seconded – Darlene Lattimore
Carried Unanimously

OLD BUSINESS
Nothing to report

NEW BUSINESS
Nothing to report

EXECUTIVE SESSION – MOTION NO. 2868
A Motion was needed to move to Executive Session

Motion – Heather Snow
Seconded – Louella Williams
Carried Unanimously

No action taken in Executive Session

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

_____
Chairman

ATTEST:

_____
Secretary

THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY
(and its Subsidiaries)
200 CORTLAND AVENUE, SYRACUSE, NEW YORK
MINUTES OF THE OCTOBER 23, 2026, BOARD MEETING

MEMBERS PRESENT:	TINA FITZGERALD, Treasurer NEIL BURKE JULIUS LAWRENCE HEATHER SNOW LOUELLA WILLIAMS FRANK SAYA, Non-Voting Member
MEMBERS ABSENT:	NICHOLAS LAINO, Chair ANTHONY DAVIS, Vice Chair ROBERT CUCLICH DARLENE LATTIMORE
STAFF PRESENT:	CHRISTOPHER TUFF, Chief Executive Officer JACQUELYN MUSENGO, Executive Vice President GEOFF HOFF, VP of Fleet and Facilities BRUCE FONG, VP of Information Technology MELISSA BRIM, VP of Finance RAHMIN AZRIA, VP of Operations BREN DAISS, VP of Public Affairs & Planning CHRIS MORREALE, Associate VP of Human Resources DANIELLE SIMIELE, Director of Accounting DYLAN BORDONHOS, Desktop Support Specialist MARK ROMANO, Associate VP of Information Technology TARA SPRAKER, Director of Capital Programs LYNETTE PADUANO – Director of Marketing & Communications CHRIS KING - Procurement Manager JOSH GARDNER-Director of Specialized Transportation and Operational Technologies
PUBLIC PRESENT:	BRADLEY HUNT, Counsel

CALL TO ORDER

At 10:10 A.M. Mr. Burke called the meeting to order.

- Mr. Burke and the Board Members recited the Pledge of Allegiance
- MR. Burke noted a quorum was present

UPCOMING MEETINGS

- Mr. Burke announced the following meetings for November 20, 2026:
  - Governance Committee Meeting – 9:00 AM
  - Audit and Finance Meeting – 9:30 AM
  - Board Meeting – 10:00 AM

APPROVAL OF THE SEPTEMBER 25, 2026, BOARD MEETING MINUTES - MOTION NO. 2824

Motion – Tina Fitzgerald
Seconded – Julius Lawrence
Carried Unanimously

CHIEF EXECUTIVE OFFICER'S REPORT – Mr. Tuff

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

2026 Self-Advocacy of New York State (SANYS) Conference

I attended the annual SANYS Conference held in Albany, NY on October 16th. I spent the day attending sessions and participated in a panel with Board Member Tina Fitzgerald called "Self-Advocates and Transit Authorities Working Together". It was a great conference and panel. I appreciate Tina including us and allowing me to participate on the panel.

New York Public Transit Association (NYPTA) Conference

Syracuse hosted the NYPTA Conference this year. A group of staff and I attended the annual NYPTA Conference held from September 18th through September 20th. In attendance were Amber Miller, Paula Cutrone and Kahlil Franks, who completed their participation in the Public Transit Leadership Institute (PTLI) course offered through NYPTA. This is a yearlong course culminating in a presentation at the conference. The 2026-2027 PTLI course was launched at the conference and includes Chris Morreale and Theresa Prestigiacomo. We also awarded Mitch Pollock the Joe Boardman award, for his commitment to industry and to Centro. All participants did an outstanding job and represented Centro well.

I want to thank Mayor Owens, County Executive McMahon, and Assemblyman Magnarelli for helping welcome NYPTA attendees to Syracuse. I also want to thank Latavius Murray, who was our keynote speaker.

Community Involvement

Breast Cancer Awareness Month

On October 18th, we participated in the Making Strides Walk in Syracuse. The bus was on display and was a great backdrop for participants to take photos.

SENIOR STAFF REPORTS

BUSINESS DEVELOPMENT AND CORPORATE COMMUNICATIONS REPORT – Ms. Daiss

Ms. Daiss provided the Board with a ridership update for the month of September. Overall, regular service remained relatively flat compared to the same period last year while some contracted service experienced a slight decline.

Ms. Daiss also briefed the Board on the upcoming Public Hearing scheduled in Cortland on Wednesday, October 28th. She noted that this will be Centro of Cortland's first public hearing and emphasized the importance of clearly communicating to the community both the purpose of the hearing and Centro's standard public hearing process.

Ms. Daiss then introduced Centro's 2025-26 Annual Report, noting that this year's report features a revised format. She extended her appreciation to the Marketing & Comunications and Finance teams for their contributions to its completion.

INFORMATION TECHNOLOGY REPORT – Mr. Fong

Infrastructure Updates:

Service Development:

The infrastructure work in service development we started several weeks ago is near completion. The new cabinet and switch have been mounted, fiber has been run back to the server room, and the last remaining piece is to replace some old cat5 cables which will be taking place on Monday. Our next area for upgrade will be dispatch in operations.

Clever Hardware Upgrade:

We've run into a little bit of a snag with our Clever Hardware upgrade. We're running into power issues and working with buildings and grounds to rectify the situation. This power issue is also affecting another project we're working on with our B&G folks to upgrade their Siemens system.

Cybersecurity:

The Windows 25H2 upgrade we started several months ago is basically complete, we have one remaining system that will be upgraded sometime next week. This version will be supported until October of 2028.

Introduction:

I'd like to introduce Mark Romano who was hired October 1st as the AVP of IT. He will be my replacement when I retire in a few months.

CALL-A- BUS REPORT

Mr. Gardner presented the Call-A-Bus report. September was the end of the 2nd quarter and once again it was busy. Ridership continues to grow at all of our properties. Looking at each property individually Cortland 42%, Cayuga 18%, Oswego 5%, Onondaga 13%, Rome 34%, and Utica 13%. Overall Consolidated Rides taken is up 14% over prior year. That is an increase of 6994 rides taken for the quarter over previous year and 1438 over last quarter. Our Average ride rating is 4.9 out of 5 for the quarter. We held our quarterly Accessible Transportation Advisory Council (ATAC) meeting this month. We discussed ways to improve the MOVE app for customers and how drivers can better assist customers with visual impairments. This month we have hired two new staff members in Call-A-Bus department, they are continuing training and will be on the phones shortly.

AUDIT AND FINANCE COMMITTEE REPORT

THE 2026-2027 SECOND QUARTER FINANCIAL STATEMENTS– MOTION NO. 2825

Ms. Brim presented a motion to approve the 2026-2027 Second Quarter Financial Statements. A copy of the Statements and motion are attached to these Minutes.

A motion to approve the 2026-2027 Second Quarter Financial Statements, as recommended by the Audit and Finance Committee was raised and forwarded to the Board for approval.

Motion – Tina Fitzgerald
Seconded – Louella Williams
Carried Unanimously

CNYRTA TRANSIT ASSET MANAGEMENT PLAN 2026-2030– MOTION NO. 2826

Ms. Spraker presented a motion to approve CNYRTA Transit Asset Management Plan 2026-2030. A copy of the plan is attached to these Minutes.

A motion to approve the CNYRTA Asset Management Plan 2026-2030, as recommended by the Audit and Finance Committee was raised and forwarded to the Board for approval.

Motion – Julius Lawrence
Seconded – Heather Snow
Carried Unanimously

THIRD PARTY ADMINISTRATOR FOR MEDICAL SERVICES – RESOLUTION NO. 2676

Mr. King presented a resolution to authorize the contract award for the Third-Party Administrator for Medical Services to Excellus. A copy of the resolution is attached to these Minutes.

A motion to authorize the contract award for Third-Party Administrator for Medical Services to Excellus as recommended by the Audit and Finance Committee was raised and forwarded to the Board for approval.

Motion – Tina Fitzgerald
Seconded –Heather Snow
Carried Unanimously

PHONE AND INTERNET SERVICES– RESOLUTION NO. 2677

Mr. King presented a resolution to authorize a contract award for Phone and Internet Services to Data Network Solutions. A copy of the resolution is attached to these Minutes.

A motion to authorize the contract award for Phone and Internet Services to Data Network Solutions as recommended by the Audit and Finance Committee was raised.

Motion – Julius Lawrence
Seconded –Louella Williams
Carried Unanimously

SYRACUSE POLICE SECURITY SERVICES– RESOLUTION NO. 2678

Mr. King presented a resolution to authorize a contract award for Syracuse Police Security Services. A copy of the resolution is attached to these Minutes

A motion to authorize the contract award for Syracuse Police Security Services as recommended by the Audit and Finance Committee was raised.

Motion – Heather Snow
Seconded – Louella Williams
Carried Unanimously

PENSION COMMITTEE REPORT

Ms. Brim announced that at the Pension Committee meeting earlier this morning, Jim Gould and Tim Tindall from Alesco Advisors LLC presented the quarterly report regarding the investment of assets in the pension plans of the Authority (salaried and non-salaried). After a detailed and lengthy discussion, it was agreed that no action is recommended regarding the respective pension plans at this time.

OLD BUSINESS

Julius Lawrence updated the Board on the status of the Southwest Community Center and that there is a TNT meeting coming up.

ADJOURNED

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

_____
Chairman

ATTEST:

_____
Secretary

THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY
AUDIT AND FINANCE COMMITTEE
200 CORTLAND AVENUE, SYRACUSE, NEW YORK
MINUTES OF THE OCTOBER 23, 2026, AUDIT AND FINANCE COMMITTEE MEETING

MEMBERS PRESENT:	NICHOLAS LAINO, Chair TINA FITZGERALD, Treasurer NEIL BURKE JULIUS LAWRENCE HEATHER SNOW LOUELLA WILLIAMS FRANK SAYA, Non-Voting Member
MEMBERS ABSENT:	ANTHONY DAVIS, Vice Chair DARLENE LATTIMORE, Secretary ROBERT CUCLICH
STAFF PRESENT:	CHRISTOPHER TUFF, Chief Executive Officer JACQUELYN MUSENGO, Executive Vice President GEOFF HOFF, VP of Fleet and Facilities BRUCE FONG, VP of Information Technology MELISSA BRIM, VP of Finance RAHMIN AZRIA, VP of Operations BREN DAISS, VP of Public Affairs & Planning CHRIS MORREALE, Associate VP of Human Resources DANIELLE SIMIELE, Director of Accounting DYLAN BORDONHOS, Desktop Support Specialist MARK ROMANO, Associate VP of Information Technology TARA SPRAKER, Director of Capital Programs CHRIS KING, Procurement Manager JOSH GARDNER, Director of Specialized Transportation and Operational Technologies
PUBLIC PRESENT:	BRADLEY HUNT, Counsel

CALL TO ORDER

At 9:32 A.M., Chairman Laino called the meeting to order.

- Chairman Laino noted that a quorum was present.
- The next Committee meeting will be held on November 20, 2026

THE 2026-2027 SECOND QUARTER FINANCIAL STATEMENTS

Ms. Brim presented a motion to approve the 2026-2027 Second Quarter Financial Statements. A copy of the statements and motion is attached to these Minutes.

A motion to approve the 2026-2027 Second Quarter Financial Statements was raised and forwarded to the Board for approval.

Motion – Louella Williams
Seconded – Julius Lawrence
Carried Unanimously to the Board with a recommendation of approval.

CNYRTA TRANSIT ASSET MANAGEMENT PLAN 2026-2030

Ms. Spraker presented a motion to approve CNYRTA Transit Asset Management Plan 2026-2030 as recommended by the Audit and Finance Committee, was raised and forwarded to the Board for approval.

A motion to approve the CNYRTA Transit Asset Management Plan 2026-2030 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.

THIRD PARTY ADMINISTRATOR FOR MEDICAL SERVICES

Mr. King presented a resolution to authorize the contract award for the Third-Party Administrator for Medical Services to Excellus. A copy of the resolution is attached to these minutes.

A motion to authorize the contract award for Third-Party Administrator for Medical Services to Excellus was raised and forwarded to the Board for approval.

Motion – Julius Lawrence
Seconded – Heather Snow
Abstention – Nicholas Laino
Carried Unanimously to the Board with a recommendation of approval.

PHONE AND INTERNET SERVICES

Mr. King presented a resolution to authorize a contract award for Phone and Internet Services to Data Network Solutions. A copy of the resolution is attached to these minutes.

A motion to authorize the contract award for Phone and Internet Services to Data Network Solutions 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.

SYRACUSE POLICE SECURITY SERVICES

Mr. King presented a resolution to authorize a contract award for Syracuse Police Security Services. A copy of the resolution is attached to these minutes

A motion to authorize the contract award for Syracuse Police Security Services 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.

ADJOURNED

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

_____
Chairman

ATTEST:

_____
Secretary

TO: CNYRTA Board of Members
FROM: Christopher Tuff, Chief Executive Officer
RE: Monthly Summary Report – November 2026
DATE: November 12, 2026

NYPTA Legislative Meetings

Last month I gave an update on the NYPTA statewide ask for State Operating assistance. We have continued our meetings since we last met. On October 26th, we met with Senate Finance staff; on October 27th, we met with Assemblymember Kelles' staff; and on November 2nd, we met with Governor Staff and the Department of Budget.

Reaching Productivity Milestones (RPM)

In the two weeks after we last met, the team and I traveled to the outside properties to celebrate the employees for their years of service to the community and to announce our quarterly operator, maintenance, and administrative employee of the quarter.

Operator of the Quarter – Sheltera Brooks – Syracuse – 11 year employee

Maintenance employee of the Quarter – Keith Moss – Oneida – 3 year employee

Administrative employee of the Quarter – Mitch Pollock – Syracuse – 2 year employee

This quarterly session also includes a company-wide chili cook-off. This year, we had 17 chili entries across 5 locations. We held a vote at each property to select the people's choice winner. A select group also tasted all 17 chilies to select a grand champion.

The people's choice winners: Oswego – Norm Dana

Cayuga – Deborah Perkins

Utica – KC Martin

Syracuse – Kellee Clarke

Cortland – Gunnar Kress

Grand Champion – Gunnar Kress (Cortland)

Title VI Service Equity Analysis & Public Hearing Report

Cortland County Service Changes

November 2026

Central New York Regional Transportation Authority (CNYRTA)
Recipient ID: 1778

Bren Daiss – email: bdaiss@centro.org
Vice President of Public Affairs and Planning

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

Related Report: Cortland Title VI Fare Equity Analysis dated August 11, 2026, updated September 17, 2026

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DRAFT

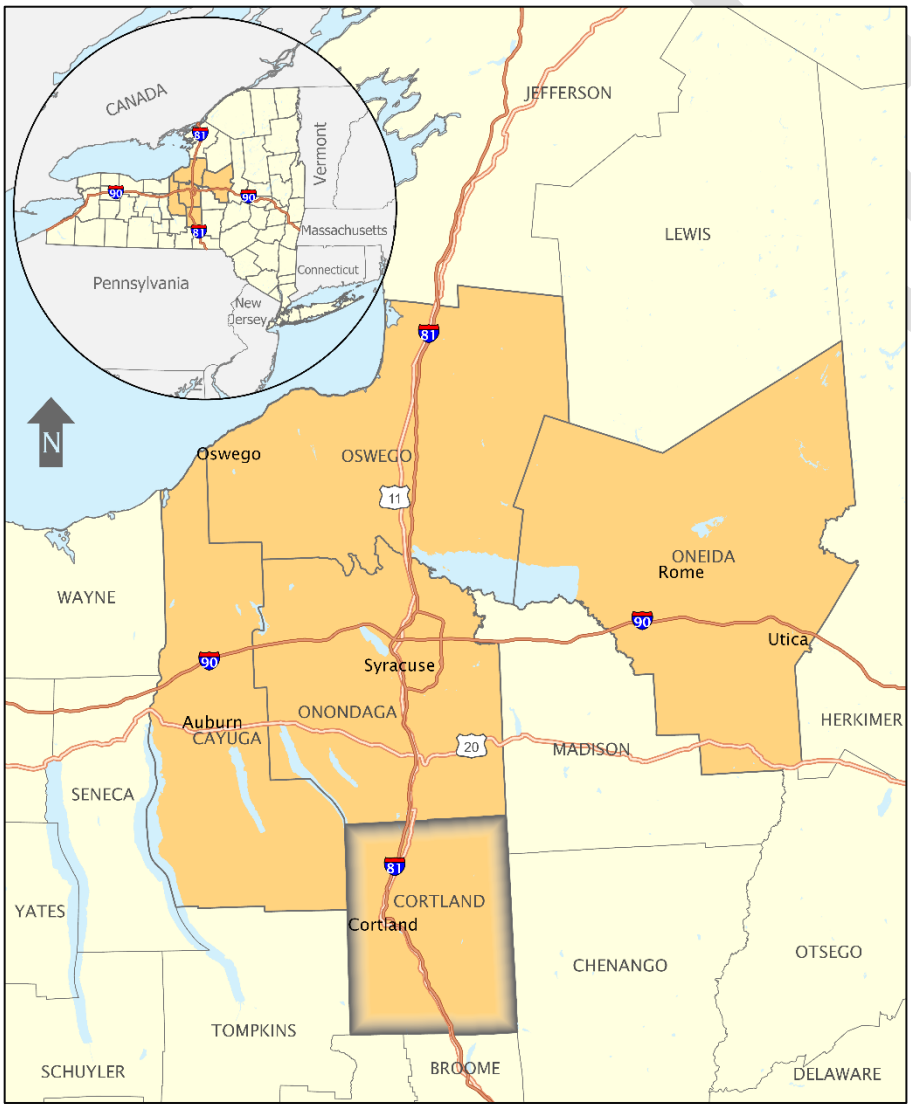
INTRODUCTION

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 experimental service changes enacted in Cortland County and to provide documentation of the public outreach, hearing, and comments received.

Map 1: Centro Service Area



Background

In 2024, Cortland County voted to join the Central New York Regional Transit Authority (CNYRTA) and for the CNYRTA to take over the operations of the public transit system, Cortland Transit. The service began operation under the Centro of Cortland subsidiary on March 31, 2025. Since then, several experimental service changes to improve the service have been made.

During Fiscal Year 26, the Centro of Cortland fixed route service operated 291,496 revenue miles and 16,926 revenue hours for a total of 52,692 rides given. The service operates Monday through Friday from 6am to 6pm and is closed New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day, and Christmas Day.

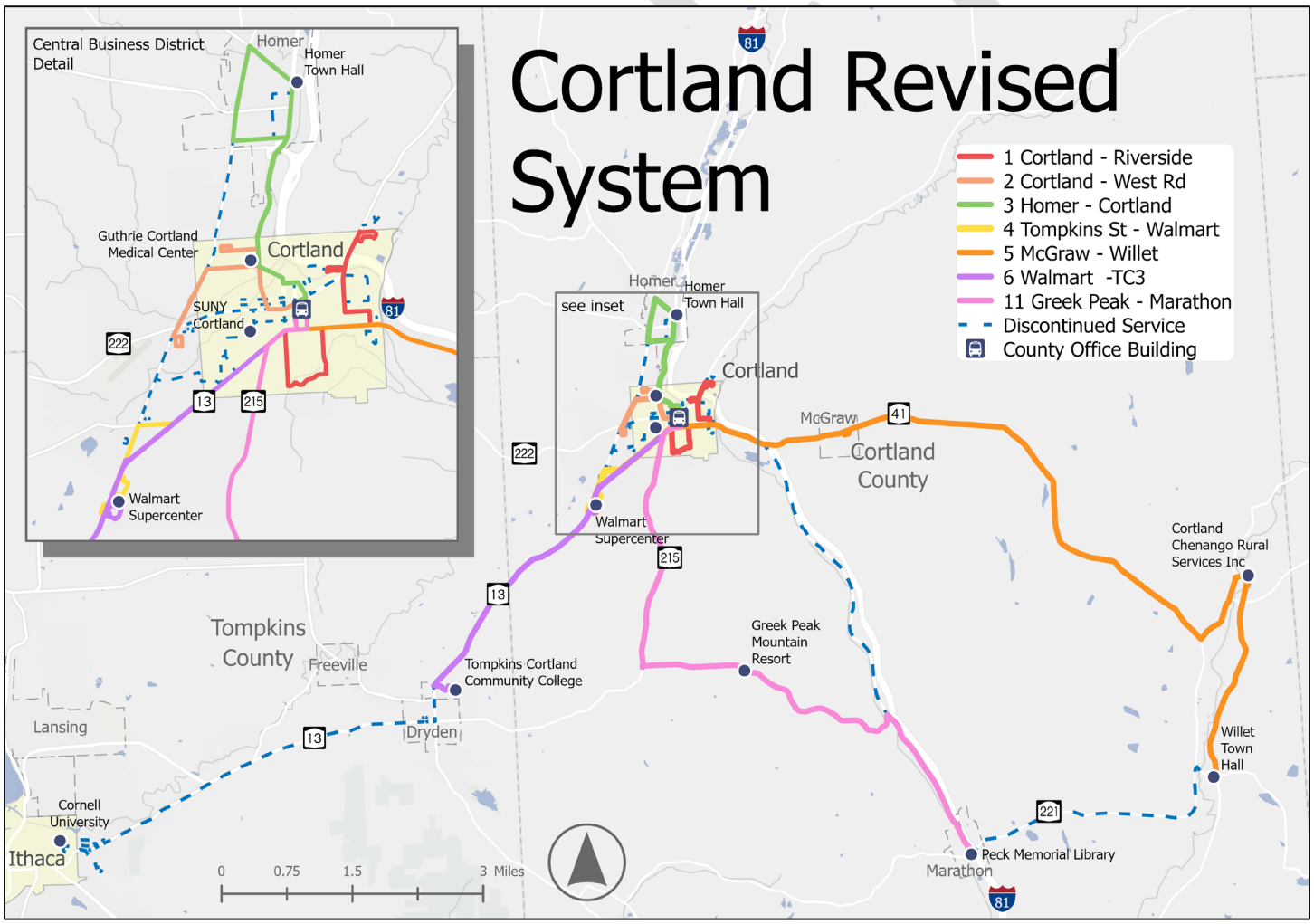
Centro of Cortland Service Plan

Service was retained to the core destinations within the City of Cortland and to Tompkins Cortland Community College (Tompkins County) while allowing for increased frequency of service. Deviations and route variations were eliminated creating direct routes across the city. The underutilized and cost prohibitive service traveling through Dryden to Cornell College in Ithaca was discontinued.

Featured service improvements include:

1. 6/30/2025
   COR 5 – discontinue loop to increase efficiency
   End route in Willet; customers can board in either direction
2. 6/30/2025
   COR 11 – NEW route
   Service to Virgil, Greek Peak, Messengerville, and Marathon
3. 6/30/2025
   COR 6 – end at TC3, bypass SUNY Cortland
   Increased frequency, maximized connections with TCAT
4. 6/30/2025
   COR 7 – discontinue service to Cornell/Ithaca
   Customers can transfer to TCAT at TC3 to travel to Ithaca
5. 3/2/2026
   COR 1,2,3,4 – eliminate looping, streamline routes
   Increased frequency, added 2 round trips per day
6. 6/29/2026
   COR 1 – extend route past Riverside Plaza
   Customer request to serve commercial and recreational area

Map 2: Cortland 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

The revenue hours and miles were calculated for each individual route and the combined routes for each of the service periods between March 31, 2025, and July 1, 2026. Although the change in both revenue miles and revenue hours for the combined routes does not meet the major service change threshold, it was important to us to look at the individual route changes.

The below tables depict the percent change between the initial service and current service. The increase in revenue miles on the 1 Cortland – Riverside, the elimination of the Route 7, and the addition of the 11 Greek Peak – Marathon all constitute major service changes.

Table 1: Revenue Hour Changes

Route	Mar 2025	Jun 2026	% Change
1 Cortland - Riverside	10.67	10.50	-1.6%
2 Cortland - West Rd	10.67	10.50	-1.6%
3 Homer - Cortland	10.67	10.50	-1.6%
4 Tompkins St - Walmart	10.67	10.5	-1.6%
5 McGraw - Willet	5.33	5.33	0.0%
6 Walmart - TC3	10.5	9.92	-5.5%
Route 7	3.33	0	**-100%**
11 Greek Peak - Marathon	0	4.67	**100%**
Combined Routes	*61.84*	*61.92*	*0.1%*

Table 2: Revenue Mile Changes

Route	Mar 2025	Jun 2026	% Change
1 Cortland - Riverside	121.82	161.49	**32.6%**
2 Cortland - West Rd	159.79	155.87	-2.5%
3 Homer - Cortland	160.67	147.50	-8.2%
4 Tompkins St - Walmart	129.47	146.2	12.9%
5 McGraw - Willet	186.08	195.31	5.0%
6 Walmart - TC3	233.62	255.46	9.3%
Route 7	93.49	0	**-100%**
11 Greek Peak - Marathon	0	148.25	**100%**
Combined Routes	*1,084.94*	*1,210.08*	*11.5%*

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Adverse Effects Definition

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.

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.

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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.

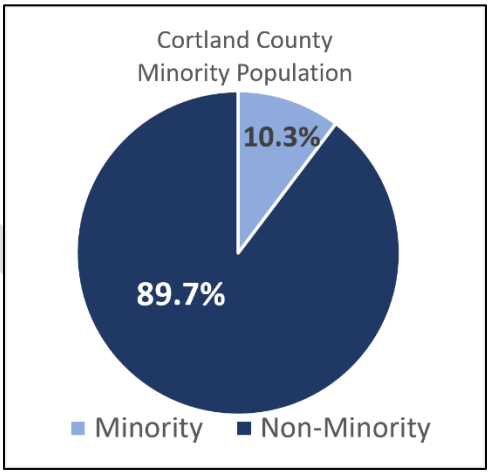
Motion – Robert Cuculich
Seconded – Heather Snow
Carried Unanimously

ANALYSIS FRAMEWORK

Demographic Datasets

Stop level ridership is not available due to the lack of Automatic Passenger Counters and electronic fareboxes. 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.



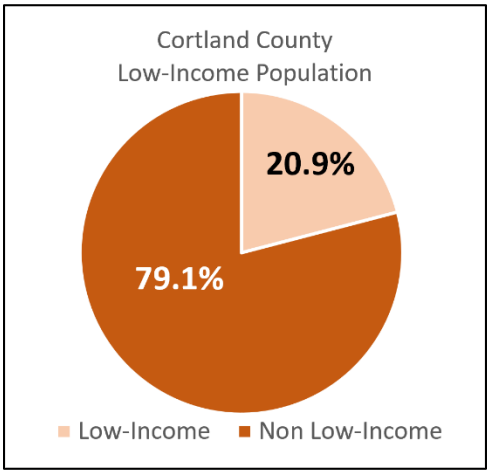
For this analysis, minorities are defined as any populations self-identified as any category other than 'white only' per Census race classifications as well as those who consider themselves Hispanic (including those self-identified as 'white only' with Hispanic ethnicity). The data was downloaded from 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

Table 3: Cortland County Minority Population

Total Population	Minority Population	% Minority	% Non-Minority
46,401	4,779	10.3%	89.7%

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 Cortland 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

Table 4: Cortland County Low-Income Population

Population*	Low-Income Population	% Low-Income	% Non-Low-Income
42,878	8,979	20.9%	79.1%

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Step-by-Step Analytical Methodology

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

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

The block group shapefile was joined to each of the two ACS tables in Pro and the results 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.

The bus lines for the original service (03-2025) and revised service (06-2026) were broken into segments representing the population density categories of "urban" (at least 3,600 people per square mile) or "suburban/rural" (less than 3,600 people per square mile) as per Decennial Census 2020 data. The urban segments were given a one-quarter mile buffer while the suburban/rural segments were given a one-half mile buffer. The segment buffers were merged, and boundaries dissolved to create a feature representing the maximum distance customers would be expected to walk for both the original and revised service.

The combined line buffers (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 each of the service corridors was calculated. Above average minority block groups are over the 10.3% county average while above average low-income block groups are over the 20.9% county average. From those percentages, the approximate minority population and low-income population were calculated using tabulate intersection and summary statistics. 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 original and revised service corridors were intersected to determine which of the original areas are no longer covered under the revised service. The unserved area is considered the affected area for this analysis.

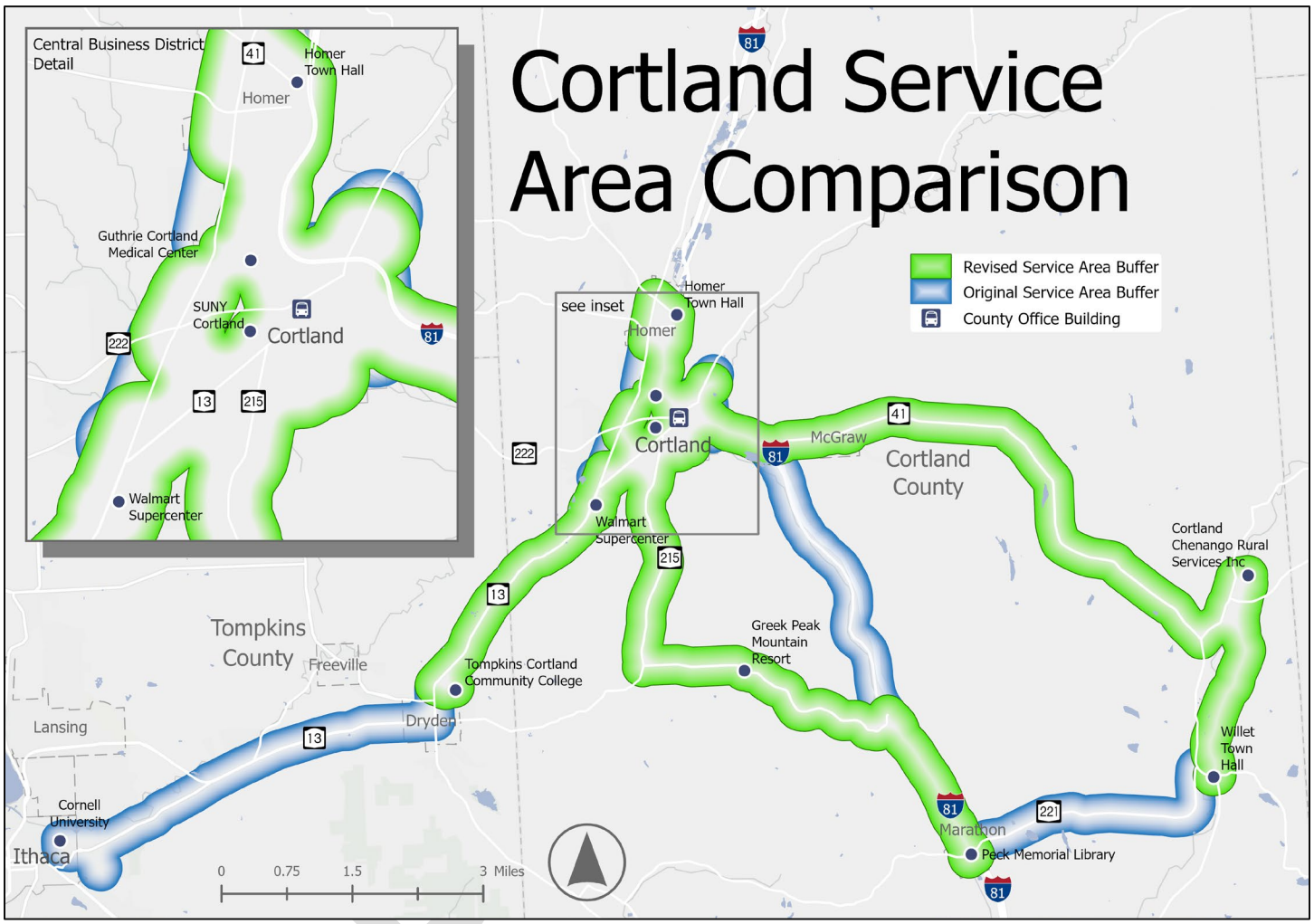
This spatial analysis was completed with the understanding that population may not be evenly distributed amongst block groups, but the percentages provide a better estimate of the population served rather than including the entire population for the whole block group. This is especially true in instances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

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ASSESSING IMPACTS

The map below compares Centro's original Cortland service area (blue) with the revised service area (green), which is layered on top. Areas where blue remains visible are no longer within the service area and are considered the affected service area, since bus service is no longer available there under Centro Service Standards. As the map shows, these areas include portions of Route 13 between Dryden and Ithaca, the corridor between McGraw and Marathon, and the stretch between Marathon and Willet, along with a few small fringe areas around Cortland and Homer shown in the inset.

Map 3: Original and Revised Service Area Comparison

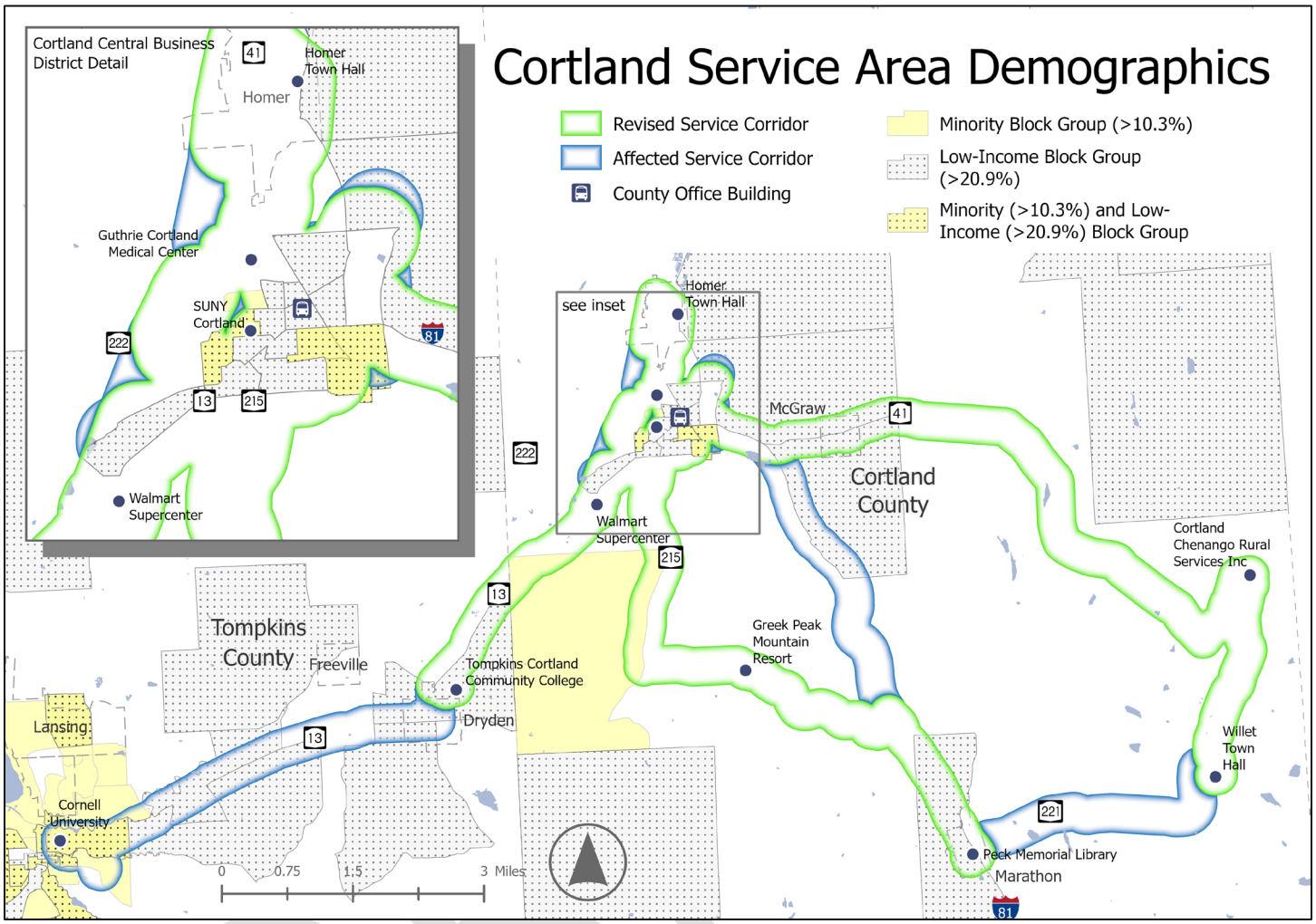


Demographic Analysis

A geospatial analysis of the revised service corridor (service area buffer) and the affected service corridor was completed to determine which Census Block Groups within those areas exceed the Cortland County thresholds for Minority (>10.%) and/or Low-Income (>20.9%) residents.

Using the data from the geospatial analysis, a demographic analysis of the affected population was conducted to determine if there is a disparate impact or disproportionate burden due to the service changes.

Map 4: Revised and Affected Service Corridor Demographics



The data analysis below represents the approximate number of persons residing within the corridors as described in the step-by-step analytical methodology. The absolute difference between the percentage of minority and non-minority person affected is -16.2%. The impacts are less than the 30% threshold therefore there is no disparate impact.

Type of Service Change	Table 5: Impact of Service Change on Minority Population				
	Total Population	Minority Population	% Minority	% Non-Minority	Absolute Difference
Route Segment & Route Elimination	14,057	5,885	41.9%	58.1%	-16.2%

The absolute difference between the percentage of low-income and non-low-income person affected is -23.4%. The impacts are less than the 30% threshold therefore there is no dispoportionate burden.

Type of Service Change	Table 6: Impact of Service Change on Low-Income Population				
	Total Population*	Low-Income Population	% Low-Income	% Non-Low-Income	Absolute Difference
Route Segment & Route Elimination	9,223	3,534	38.3%	61.7%	-23.4%

**Population for whom poverty status is determined.*

Adverse Effects / Alternative Service

The adverse effects of this service change include route segment and full route elimination. The route segments were eliminated in areas with low to no ridership. The revenue mile and revenue hour changes were previously documented under the results of the major service change test.

The Route 7, which was eliminated, served the village of Dryden and Cornell University in Ithaca, NY (Tompkins County). It was determined that the service was duplicative of other local transit as well as operating deep into a county that is not part of our service area. Centro customers may board Tompkins Consolidated Area Transit (TCAT) Route 43 at Tompkins Cortland Community College to reach Dryden and Cornell/Ithaca. The number of trips connecting to TCAT service at TC3 was increased because of the service change.

Initial Board of Members Approval

The results of the initial Service Equity Analysis were presented to the Board of Members on August 28, 2026. As per Centro policy, the results were reported prior to any public discussion of said results. The Board acknowledged their acceptance of the presented information regarding the Centro of Cortland service changes. A motion (No. 28365) acknowledging the results of the service equity analysis and authorizing the public hearing in Cortland was carried unanimously and is contained in the Board Meeting Minutes.

THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY
(and its Subsidiaries)
200 CORTLAND AVENUE, SYRACUSE, NEW YORK
MINUTES OF THE AUGUST 28, 2026, BOARD MEETING

MEMBERS PRESENT:	NICHOLAS LAINO, Chair ANTHONY DAVIS, Vice Chair DARLENE LATTIMORE, Secretary NEIL BURKE ROBERT CUCLICH JULIUS LAWRENCE HEATHER SNOW LOUELLA WILLIAMS FRANK SAYA, Non-Voting Member
MEMBERS ABSENT:	TINA FITZGERALD, Treasurer
STAFF PRESENT:	CHRISTOPHER TUFF, Chief Executive Officer JACQUELYN MUSENGO, Executive Vice President GEOFF HOFF, VP of Fleet and Facilities BRUCE FONG, VP of Information Technologies MELISSA BRIM, VP of Finance BREN DAISS, VP of Communication & Business Planning CHRIS MORALLE, Associate VP of Human Resources JORGE BORDONHOS, Director of Fleet Maintenance CAITLIN MACCOLLUM, Sr Director of Procurement CHRISTOPHER KING, Procurement Manager TARA SPRAKER, Director of Capital Programs PAULA CUTRONE, Senior Manager of Transit Data and Equity JASON SMITH, Senior Procurement Analyst SUZANN HENSLEY, Internal Control Manager MATT KAVANAGH, Desktop Support Specialist
PUBLIC PRESENT:	STEVE HELMER BRAD HUNT BARRY SHULMAN DEBBIE SHULMAN MARIO COLONE JOE DISTEFANO

Bren Daiss presented to the Board on Cortland County's Service Equity and Fare Equity findings. Over the past year since Centro began service in Cortland County, staff has implemented experimental service changes to increase efficiency and streamline operations. Paula Cutrone explained the equity analysis process, noting that findings showed no disparate impact on minority persons and no disproportionate impact on low-income persons.

RESULTS OF THE CORTLAND FARE EQUITY ANALYSIS – MOTION NO. 2864

Ms. Cutrone presented a Motion to approve the results of the Cortland Fare Equity Analysis. A copy of the Motion is attached to these Minutes.

A Motion to approve the results of the Cortland Fare Equity Analysis was raised.

Motion – Neil Burke
Seconded – Heather Snow
Carried Unanimously

Staff are also proposing the elimination of Cortland's monthly pass in the interest of fare parity throughout Centro's system. Legacy payment types would no longer be accepted as fare payment on Centro of Cortland buses. Ms. Cutrone presented the fare equity analysis conducted, which concluded that customers would save 67.5% on average by paying with cash, tap-to-pay, or by using a 10-ride pass. There is no disparate impact on minority customers in this analysis.

RESULTS OF THE CORTLAND SERVICE EQUITY ANALYSIS AND TO AUTHORIZE A PUBLIC HEARING – MOTION NO. 2865

Ms. Cutrone presented a Motion to approve the results of the Cortland Service Equity Analysis and to Authorize a Public Hearing. A copy of the Motion is attached to these Minutes.

A Motion to approve the Results of the Cortland Fare Equity Analysis and to Authorize a Public Hearing was raised.

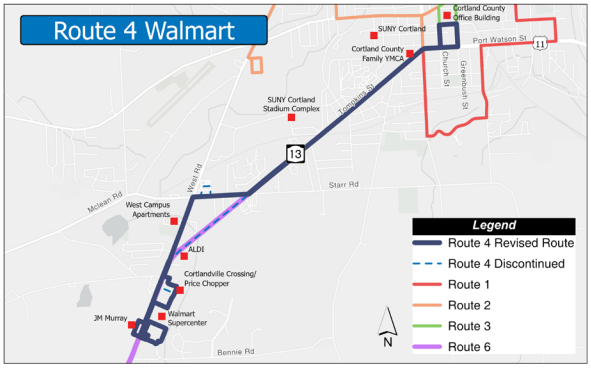
Motion – Anthony Davis
Seconded – Heather Snow
Carried Unanimously

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PUBLIC OUTREACH

The Centro of Cortland service changes were developed around a firm foundation of rider, community, and stakeholder engagement. The Social Media outreach strategy included posting details of the experimental service changes and public hearings on Facebook, Instagram, X, and LinkedIn. A tri-fold brochure (see below) was prepared by the Service Development Department highlighting the changes on the Cortland City routes (1-4) effective March 2, 2026. The brochure was distributed on buses throughout the Cortland fleet.

Route 4 Walmart



We have increased the frequency of direct service from popular origins to popular destinations and back again including:

Route 1 Riverside -
- Cortland City south and east sides to/from:
  - Cortland High School
  - Future site of Cortland County Mental Health facility on Port Watson and Pendleton
  - Riverside Plaza

Route 2 West Rd -
- Cortland City north and west sides including Friendship House to/from:
  - Groton Ave SUNY Campus
  - Hospital
  - Medical Centers on West Rd
  - Grand Union

Route 3 Homer -
- Village of Homer to/from:
  - Hospital
  - Connection to all routes at County Office Building

Route 4 Walmart -
- Connecting all City routes at County Office Building to/from:
  - Tompkins St SUNY Campus
  - Cortlandville Plaza
  - JM Murray
  - Walmart
  - Cortlandville Crossing

Now Hiring

Central New York's public transportation provider for over 50 years is currently seeking individuals that will help drive the success of the transportation industry in Cortland County.

Ideal candidates are self-motivated, energetic and passionate about working in the public transportation field. In addition, leadership qualities and exceptional interpersonal and communication skills are required.

Centro offers great pay and benefits and the chance to work in a professional environment.

To apply online or to download an application, go to: **www.centro.org/careers.**

If you have questions concerning employment at Centro, please contact:
Danielle Raineri - HR Associate
Phone: (315)442-3318
Email: Draineri@centro.org

Contact Centro

Email: cnyrta@centro.org
Call Center / Lost & Found:
(607) 605-5555
Call-A-Bus:
(315) 442-3434
Mail: 200 Cortland Ave, Syracuse, NY 13205

centro
www.centro.org

centro
Effective: March 2, 2026

Experimental Service Changes

More improvements to the Centro of Cortland City service are coming soon!

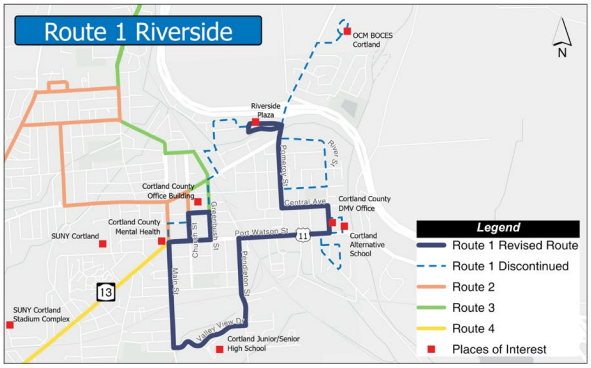
These changes apply to Routes 1, 2, 3, and 4 and will be evaluated for their effectiveness before becoming permanent.

- Streamlined routing allowing a 40-minute cycle instead of 45-minute.
- More direct service to destinations as requested by customers and community organizations.
- Buses will stay out of the SUNY Cortland campus, but will provide access to entry points along the main roads.
- Increased total trip count from 16 to 18 trips per day.

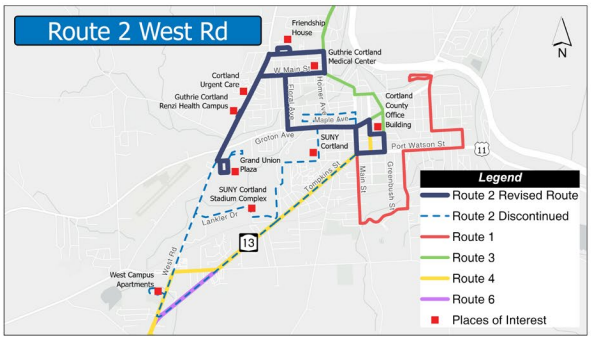
More details and maps of the service changes are available inside this brochure.



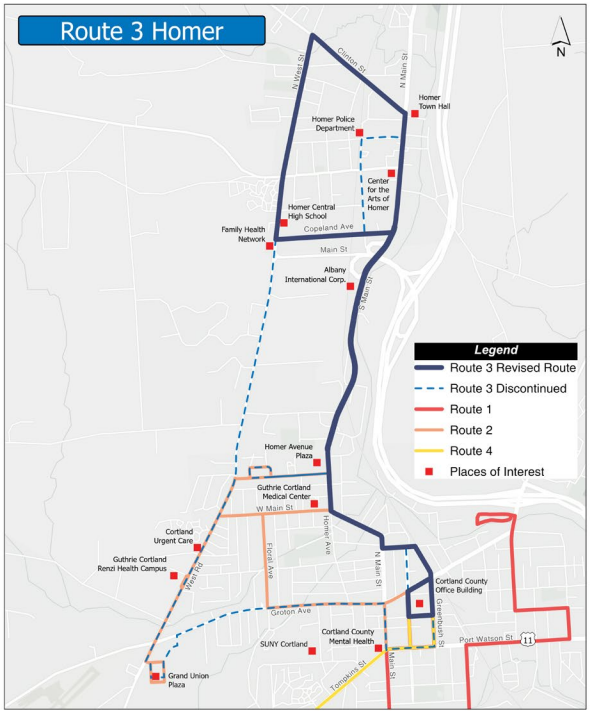
Route 1 Riverside



Route 2 West Rd



Route 3 Homer



Community and Stakeholder Engagement

The experimental service changes were developed with feedback from Centro Operations and Executive staff along with community members and stakeholders. Centro has engaged the Cortland community through a variety of outreach efforts, including but not limited to those described below.

- The Director of Service Development attended Mobility Meet Ups organized by Cortland County. The meetings were hosted at residential or public spaces during the Fall of 2025 to discuss Centro services, the changes that had been made (Routes 5, 6, 7, and 11), and the potential changes being considered (Routes 1-4). Additional Mobility Meet Ups were attended in the Winter of 2026 to discuss additional changes that were planned for Spring/Summer 2026.

- Service Development staff rode buses in Cortland on several days in October 2025 to collect stop level ridership information. During this time, customers provided feedback on the service.

- Between April 1, 2025, and March 31, 2026, Service Development staff rode randomly selected bus trips as part of the triennial sampling program. During these trips, staff would solicit and receive customer/driver feedback about the Cortland service. The decision to extend Route 1 to serve north of Riverside Plaza again was partially based on one of these customer interactions.

- The Director of Service Development also interacted with several County/City/academic stakeholders during Cortland Transportation Advisory Committee (TAC) meetings. The decision to extend Route 1 to serve north of Riverside Plaza again was partially based on feedback received from the Health Department at one of these meetings.

- Centro staff met with the Guthrie Cortland Medical Center (hospital) to hear and address their concerns about serving their facility. Staff also met with Greek Peak Mountain Resort to hear their request for service as an area employer and entertainment destination when considering adjusting the Route 5 and developing the Route 11.

These activities represent only a portion of Centro's ongoing outreach, and feedback is welcomed and considered through many other channels as well.

Public Hearing

The Legal Notice **(Attachment 1)** was published prior to the meeting, on October 14, 2026, in the newspaper of general circulation, the Cortland Standard.



The meeting information was posted on Facebook, Instagram, X, and LinkedIn. The homepage on the Centro website was updated to include the meeting information. The Public Notice flyer was posted on the buses in the Cortland service area. The Centro website's Public Hearing and Meetings page (https://www.centro.org/news-opportunities/public-hearings-meetings) was updated to include the date and time of the Public Hearing, the public notice, the public hearing presentation, and the public hearing handout.

The public hearing was held on Wednesday October 28, 2026, at 4:00 pm at Cortland County Office Building, 60 Central Ave., Cortland, NY 13045. The location was chosen as the Centro of Cortland Common Center (location where all buses convene to allow transfers) is located directly in front of the building. Centro staff were available to discuss the changes and answer questions prior to and following the hearing.

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Seven members of the community attended the hearing. Attendees were asked to sign-in **(Attachment 2)** and indicate if they would like to speak. A one-page fact sheet **(Attachment 3)** was distributed to all attendees which summarized the main service changes and the upcoming changes to the fareboxes. It also included details about how to submit public comments after the hearing.

The presentation of both service and fare changes was made by Bren Daiss, the Vice President of Public Affairs and Planning.

Following the presentation, the public comment period opened at 4:52 pm.

Oral Testimony

Three public hearing attendees elected to speak at the public hearing. The oral testimony transcription below is based on a review of the YouTube video and the corresponding auto-generated transcription. All attempts were made to accurately document the statements.



Speaker #1 - Shawna Grinnell: Um Shawna Grinnell, Executive Director of the Cortland Housing Assistance Council. Um, for the last probably five years, we have been trying to develop affordable senior housing. We found a site at 30 River Street about four years ago. Um, one of the draws was that it was near, you know, Main Street, restaurants, you know, shopping malls and everything. Also, it was on a bus route. Um, we've, it's been a long time coming, but we're finally starting construction. We're actually clearing some trees and so there's a 12 month construction. So, within next year at this time should be up. It's 53 units for seniors 62 years of age or older.

I just found out um last week I wasn't really paying attention I guess but last week found out that the bus no longer will go past 30 River Street. It cuts down Central Ave or whatever. Um I just want to make my point that you know I think it's very important to be able to have a bus available for the seniors. I understand it won't go into the driveway. You know, the um the riders would have to come up to the road. Um but that was a big draw for that site.

So, I would just like to say that I would like to you to reconsider. I mean, obviously there's no riders right now, but you know, when it's up and it's run, you know, the apartment's full, it might be nice to be able to offer that. I know there's other options. there's that dial a ride. But I just wanted to make my point that it would be, you know, good. I've also kind of heard that some of the hotels that are right next to that do tend to have guests that will, you know, ride the bus. So, I just want to make that point as well. So, I thank you for letting me speak. And as I said, I just want to say that it would be great to be able to add that back on to the route. Thank you.

Bren Daiss: Thank you. And then our next person is William. William, do you want us to bring the microphone to you?

DRAFT

Speaker #2 - William Wire: Yeah. I guess there's only one thing that I'd like to mention is about the passes. You know, if you buy a 10 ride pass, the pass ends when you come back to the COB. The next time you get on a bus, it counts as another ride. So where I live, I'd automatically be using four rides to get one way, you know, to get it to a place and back. So it would probably cost me more or for passes than a monthly pass does. Thank you. That's all I have to say.

Bren Daiss: Thank you. I have no one else on the list. Does anyone else want to speak? Can I get your name?



Speaker #3 - Xavier Gordon: Xavier. Frequent rider. Guess one of my big things with the redesign of route three used to go through more of church where I live and it was convenient to have a bus. But the new one it skips Church St, now I have to walk further down to hail the bus and uh as far as monthly passes being discontinued it is good to save money, but the inconvenience comes in having to frequently buy new passes that at like weekly intervals. Sometimes I can't be bothered to keep up with that if I'm busy with more stuff. Uh and I guess a route to Tully to transfer to Syracuse would be nice in the future one day. I know the issue with uh not having enough drivers is there. Maybe more hiring events down here would help. That's all I have to say.

Bren Daiss: Thank you. Thank you. Anyone else? Okay. Awesome.

[END OF ORAL TESTIMONY]

With the completion of the oral testimony, the public hearing was closed at 4:58 pm. Centro representatives stayed on-site to answer questions from the attendees. The video of the public hearing was posted to the Centro YouTube channel on October 29, 2026, including a transcript of the proceeding.

Public Comments

Customers were encouraged to submit written comments through Centro's social media channels, and via telephone, email, and fax. Two public comments regarding the public hearing were received and documented by the Customer Service Department. The contents of the two comments along with the rest of the customer service records related to service and fare changes received since March 31, 2025, is included as **Attachment 4**. The public comment period closed on November 4, 2026.

DRAFT

CONCLUSION

This report documents the Title VI Service Equity Analysis required to support the service changes for the Centro of Cortland fixed route service. 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 experimental service changes in Cortland Couty. Minority and Low-Income populations will not be more adversely impacted than the rest of the population.

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

A resolution to make the experimental service changes permanent and to discontinue the Monthly Pass will be brought to the Board on November 20, 2026 (**Attachment 5** – to be updated with signed document). The service changes are already in effect; however, as per Centro's Title VI Policies, final public notice of the discontinuance of the Monthly Pass will be made at least ten days in advance of the effective date of the permanent change.

DRAFT

Attachment 1: Public Notice

Cortland Standard

See Proof on Next Page

AFFIDAVIT OF PUBLICATION

Cortland Standard
PO Box 150, Cortland, NY 13045
(518) 730-4551

State of New Jersey, County of Camden, ss:

I, Anjana Bhadoriya, of lawful age, being duly sworn upon oath depose and say that I am an agent of Column Software, PBC, duly appointed and authorized agent of the Publisher of Cortland Standard, a Daily newspaper of general circulation, printed and published in Cortland County, Cayuga County, Tompkins County, State of New York, designated by the County Clerk of Cortland County, Cayuga County, Tompkins County as a newspaper of record; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates.

Publication Dates:
- Oct 14, 2026

Notice ID: 4Nv4HcHzhDp1IEK6PgQR

Notice Name: Cortland Bus Service Public Hearing Notice

Publication Fee: $126.75

Anjana Bhadoriya

Agent

VERIFICATION

State of New Jersey
County of Camden

Signed or attested before me on this: 10/14/2026

Notary Public

Notarized remotely online using communication technology via Proof.

SHARONN E THOMAS-POPE
NOTARY PUBLIC
STATE OF NEW JERSEY
My Commission Expires January 23, 2027

Attachment 1: Public Notice

CORTLAND COUNTY
LEGAL NOTICE

CENTRAL NEW YORK REGIONAL TRANSPORTATION
PUBLIC HEARING NOTICE

The Central New York Regional Transportation Authority (Centro) will conduct a public hearing in Cortland County to receive public comments on experimental changes that have been made to bus service within the county, as well as the discontinuation of the Cortland monthly pass, effective January 1, 2027.

The service changes constitute a major service change to Centro's Cortland County bus routes under Centro's Major Service Change policy.

The public hearing will be held at the following location, date, and time:

Cortland County Office Building
60 Central Ave.
Cortland, NY 13045

Wednesday, October 28, 2026: 4-6 p.m.

Details regarding the service changes will be available on Centro's website no later than Friday, October 23, 2026, at: https://www.centro.org/news-opportunities/public-hearings-meetings

For this notice in an accessible format at no charge, in accordance with the ADA of 1990 and Limited English Proficiency regulations, or for additional accommodations, please contact Centro at (315) 442-3400.

Individuals whose interests may be affected by the changes are hereby notified and invited to attend the hearing to present comment, evidence, or objections regarding the changes.

Individuals who cannot attend the hearing in person, or who wish to provide comments in advance or following the hearing, may submit comments to Centro no later than **Wednesday, November 4, 2026** , through any of the following methods:

Social Media : Facebook, Instagram, and X: @GoCentroBus

Email : cnyrta@centro.org
Phone: (315) 442-3400
Mail : Central New York Regional Transportation Authority
200 Cortland Ave.
Syracuse, NY 13205
Fax: (315) 442-3337

Note: Following the conclusion of the public hearing, Centro will provide transportation from the Cortland County Office Building to locations served by the final regular Centro trips for attendees who remain after those trips have departed.

Cortland Bus Service Public Hearing Notice | Page 2 of 2

Sign-In Sheet

Centro Public Meeting: Cortland County Service Redesign & Fare Change Public Hearing
Cortland County Office Building - 60 Central Ave, Cortland, NY 13202

Date: Wednesday, October 28, 2026
4:00 PM

Print Name	Address	Email Address	Would you like to speak (Y/N) ?	What route(s) do you ride?
1. Melissa Potter	60 Central Ave, Cortland, NY 13201	Mpotter@cortlandcountyny.gov	NO	All
2. Lillian Jensen	60 Central Ave, Cortland, NY 13201	Ljensen@cortlandcountyny.gov	No	All
3. Alex Mikoulaj	26 N. Main St Cortland	info@ALLcortland.org	~~Yes~~	route 5
4. Jen Hillman	~~60 Cen~~ 18 Hickory Park Rd	hillman.jennifer@gmail.com	no	Route 1
5. Shawna Grinnell	36 Taylor St Cortland	sgrinnell@cortlandhousing.org	yes	–
6. Xavier Gordon	3 N. Church Street	Xaviergordon86@yahoo	yes	3 & 4
7. (William Wire)	13 CEDAR PLACE		Yes	2
8.				
9.				
10.				
11.				
12.				
13.				
14.				

Page 1

Attachment 3: Public Hearing Fact Sheet

Centro of Cortland
Proposed Service & Fare Changes

Background

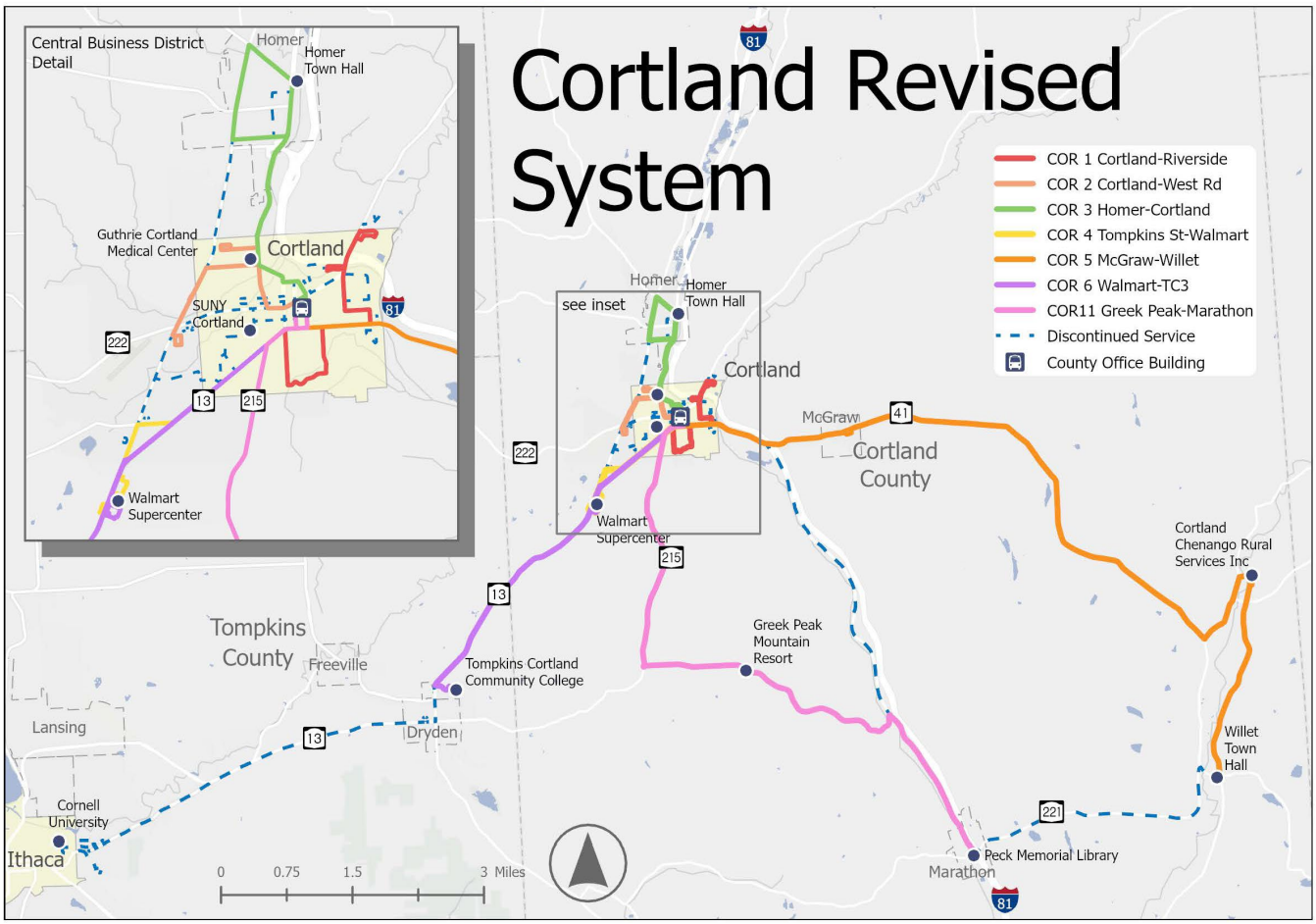
The Centro of Cortland subsidiary operation began on March 31, 2025. Since then, several experimental changes to improve the service have been made (refer to list at right).

Why is this a Major Service Change?

Increases or decreases in service by 25% or more require a Service Equity Analysis per Title VI of the Civil Rights Act of 1964. The following routes exceed the criteria:

- COR 7 -100% revenue miles/hours
- COR 11 +100% revenue miles/hours
- COR 1 +32.6% revenue miles

1. 6/30/2025
   COR 5 – discontinue loop to increase efficiency
   End route in Willet; customers can board in either direction
2. 6/30/2025
   COR 11 – NEW route
   Service to Virgil, Greek Peak, Messengerville, and Marathon
3. 6/30/2025
   COR 6 – end at TC3, bypass SUNY Cortland
   Increased frequency, maximized connections with TCAT
4. 6/30/2025
   COR 7 – discontinue service to Cornell/Ithaca
   Customers can transfer to TCAT at TC3 to travel to Ithaca
5. 3/2/2026
   COR 1,2,3,4 – eliminate looping, streamline routes
   Increased frequency, added 2 round trips per day
6. 6/29/2026
   COR 1 – extend route past Riverside Plaza
   Customer request to serve commercial and recreational area



Attachment 3: Public Hearing Fact Sheet

Centro of Cortland
Proposed Service & Fare Changes

What changes are being made to the farebox?

Centro of Cortland is being equipped with electronic fareboxes.

- Passes will be available for purchase on the bus and in the GoCentroBus app.
- Contactless credit cards and smart devices will be accepted through Tap-to-Pay.
- Tokens will no longer be accepted. They were a legacy payment through Cortland Transit and are not accepted by the farebox.
- Effective January 1, 2027, Monthly Passes will no longer be sold or accepted.

Why is the monthly pass being discontinued?

The Monthly Pass was a legacy payment through Cortland Transit that is not part of the Centro fare structure.

Monthly passes are created manually by the Revenue Collections Department. The passes can neither be sold nor accepted by the farebox.

Discontinuing the pass will achieve fare parity with the rest of the Centro locations and save the expense of creating, distributing, and processing the passes.

What other payment options will be available?

Cash & Coins	Single Ride Passes	Change Cards (for cash paid over the fare)	Day Pass (24-hours)
10-Ride Pass	MAX Pass (7 consecutive days)	Tap-to-Pay (credit card, smart devices)	Mobile Ticketing (GoCentroBus App)
Veterans Pass	Reduced Fare Pass	www.Centro.org	Vendor outlets

Available on the iPhone App Store

ANDROID APP ON Google play

How can I provide feedback on the proposed changes?

Comments are accepted through November 4, 2026, via our website at https://www.centro.org/about/contact-us, email at cnyrta@centro.org, telephone at (315) 442-3400, social media accounts (Facebook, X, and Instagram) @GoCentroBus, mail by writing to Centro, 200 Cortland Ave., Syracuse, NY 13205, or fax at (315) 442-3337.

Attachment 4: Cortland Service and Fare Change Customer Service Records

Event ID:	**26110600013**	**Created By:**	**tjones@centro.org**
Event Date:	11/6/2026	**Date Created:**	11/6/2026
Event Time:	3:45 PM	**Time Created:**	3:52 PM
Summary:	10-27-26 Cortland Public Hearing	**Service Mode:**	Bus Directly Operated
Type:	Customer Complaint	**Line:**	Cortland Public Hearing
Inquiry or Suggestion Topic:		**Exact Location Description:**	Cortland Public Hearing
Customer:	Erin Howard snz48@aol.com		

Details:

I am writing to express my concern about the recent cancellations and unreliability of Centro bus service in Cortland, and to advocate on behalf of my friend and the many other community members who depend on public transportation to meet their most basic needs.

My friend is a wheelchair user who relies heavily on the bus to get around Cortland, including traveling to chemotherapy appointments. Living on a fixed income, the $1 bus service has been a lifeline, making it possible to manage an already limited budget while maintaining some independence. Because healthcare transportation benefits only cover a limited number of medical trips, the bus is an essential part of ensuring access to ongoing medical care.

Over the past two months, repeated bus cancellations have had devastating consequences. My friend has struggled to access food and has missed nearly 10 chemotherapy appointments because alternative transportation options are limited and cannot reliably accommodate last-minute cancellations. No one undergoing cancer treatment should have to choose between missing potentially life-saving medical care and being unable to get where they need to go. Nor should anyone have to worry about whether they will be able to get home with food for the evening because the bus they depend on never arrives.

My friend sincerely wanted to attend the public hearing on Wednesday to share this experience firsthand. Unfortunately, doing so would mean risking another disruption to their chemotherapy schedule. I am writing in their place because I believe their experience deserves to be heard, especially when they are unable to participate without potentially compromising their health.

I urge Centro and the officials responsible for overseeing public transportation in Cortland to take these concerns seriously and to address the recurring cancellations that are leaving vulnerable residents without reliable access to medical care, groceries, and other necessities. I also ask that consideration be given to the particular challenges faced by wheelchair users, people with disabilities, older adults, and residents living on fixed incomes who may have few, if any, alternatives when a scheduled bus does not run.

Affordable public transportation is only meaningful if people can depend on it. A $1 fare is invaluable, but its benefits are undermined when the service itself is unreliable. Riders deserve dependable service, timely communication about cancellations, and a clear plan for preventing these disruptions from continuing.

Thank you for taking the time to consider these concerns. I respectfully urge you to listen to the experiences of the people who rely on this service every day and to make reliable transportation a priority.

Outcome: Pending response

Event ID:	**26100900002**	**Created By:**	**mwilliams@centro.org**
Event Date:	10/8/2026	**Date Created:**	10/9/2026
Event Time:	6:11 PM	**Time Created:**	2:07 PM
Summary:	10-08-26 Cort Public Hearing	**Service Mode:**	Not Applicable
Type:	Customer Inquiry or Suggestion	**Line:**	Cortland
Inquiry or Suggestion Topic:	Fares or Fare Media	**Exact Location Description:**	n/a
Customer:	John Berry berryjjb0983@aol.com		

Details:

i have received the information about the upcoming hearing. I would like to let you know that i am against canceling the monthly bus passes. I myself utilize this service in Cortland it is very convenient for me to get around and not cost me substantial resources that i cannot afford being on a fixed income. The 1/2 price pass is perfect for someone like me. Please take this email into consideration when it comes to making the final decision about the passes.

Outcome: Please provide the customer with information about the new fare media in Cortland and how this change will not have a negative financial impact on them. Also, please encourage the customer to attend our Public Hearing on this matter in Cortland on October 28.

Attachment 4: Cortland Service and Fare Change Customer Service Records

Event ID:	**26073100003**	**Created By:**	**Qjenkins@centro.org**
Event Date:	7/31/2026	**Date Created:**	7/31/2026
Event Time:	11:33 AM	**Time Created:**	11:47 AM
Summary:	07-31-26 Home owner business owner does not want Centro bus stop in front of the house	**Service Mode:**	Not Applicable
Type:	Customer Complaint	**Line:**	
Inquiry or Suggestion Topic:	Other - put in description,Service or schedule,Stops and shelters	**Exact Location Description:**	2799 State Route 215 Cortland NY 13045
Customer:	Sarah Potter 2799 State Route 215 Cortland NY 13045	**Phone:**	607-745-8075
Details:	Centro is taking pictures of my home , I do not want Centro to put a bus stop in front of my home. I have a 8 year old child , livestock, and a dog who uses our yard . I don't random people standing in front of my home and my business. I have a business that I run out of my home as well .I don't want Centro bus stop being in front of my home where I also run my business. This could be damaging to my business. I have a farm with animals that are here I don't want for centro to place a bus stop in front of my barn where people may touch one of my animals. I don't want to be responsible if one of the people pet one of my animals and one of my animals bite them. I have done my due diligence and put everything in place to secure my barn here. I don't want people just wondering around my house. Not to mention the road is not the safest due to the curve it's totally blind . I have 3 gates and the speed limit over here is 55mph if the bus is stopped it is a chance		
Outcome:	Bus stop will not be installed at this location per Service Development, S. Amo.		
Event ID:	**26070900015**	**Created By:**	**mwilliams@centro.org**
Event Date:	7/5/2026	**Date Created:**	7/9/2026
Event Time:	8:00 AM	**Time Created:**	5:54 PM
Summary:	07-05-26 Cort Service request Cortland to Tully	**Service Mode:**	Bus Directly Operated
Type:	Customer Inquiry or Suggestion	**Line:**	
Inquiry or Suggestion Topic:	Service or schedule	**Exact Location Description:**	Cortland to Tully
Customer:	Xavier Gordon 3 N. Church Street, Cortland, NY 13045	**Phone:**	
Details:	Letter received on 7-9-26: To whom it may concern, I am a resident in Cortland County and a frequent rider. Today I am formally writing to request an additional bus route. Specifically, a route that starts in Cortland and ends in Tully. The proposed route would leave Cortland, at the County Office Building, and follow most of NY-381 through Homer, Little York, and Preble. After which, the route turns up Song Lanke Road, turns again onto Lake Road, following until reaching the Circle K Park-N-Ride in Tully. This route will allow riders from Cortland County to transfer to the SY 510 and travel towards Syracuse, thus providing a more affordable alternative to Greyhound, Trailways, and OurBus. Additionally, there are many stops that can be serviced by taking a route around the lakes, such as the Cortland Repertory Theatre, Song Mountain Resort, and Green Lake Beach. Please take this new route into consideration for future planning. it would be a great asset in further connecting Central New York		
Outcome:	We are mindful of the desire for a connection between Cortland and Syracuse. Currently, our staffing levels in Cortland prevent us from being able to add this service.		

Attachment 4: Cortland Service and Fare Change Customer Service Records

Event ID:	**26042800008**	**Created By:**	**mwilliams@centro.org**
Event Date:	4/28/2026	**Date Created:**	4/28/2026
Event Time:	5:02 PM	**Time Created:**	5:06 PM
Summary:	04-28-26 Cort pubic hearing request	**Service Mode:**	Bus Directly Operated
Type:	Customer Inquiry or Suggestion	**Line:**	
Inquiry or Suggestion Topic:	Service or schedule	**Exact Location Description:**	n/a
Customer:	Xavier Gordon xaviergordon86@yahoo.com		
Details:	To whom it may concern, Can we please hold a public hearing in Cortland Country regarding bus route redesigned? Specially on the possibility of adding routes.		
Outcome:	We currently hope to hold a Public Hearing in Cortland this summer or fall.		
Event ID:	**26030400002**	**Created By:**	**mwilliams@centro.org**
Event Date:	2/23/2026	**Date Created:**	3/3/2026
Event Time:	1:41 PM	**Time Created:**	8:49 PM
Summary:	03-03-26 Cortland-Syracuse inquiry	**Service Mode:**	Bus Directly Operated
Type:	Customer Inquiry or Suggestion	**Line:**	
Inquiry or Suggestion Topic:	Service or schedule	**Exact Location Description:**	Cortland to Syracuse
Customer:	Addi Ocon		
Details:	When will bus routes between Cortland and Syracuse become a thing? And when will the bigger busses be available in Cortland?(social media site inquiry)		
Outcome:	We are currently in the process of initial planning for a Cortland-Syracuse connection. There are several constraints and hurdles we must overcome to implement this service. Before we can begin to provide transit-style buses in Cortland, the		
Event ID:	**26022500007**	**Created By:**	**mwilliams@centro.org**
Event Date:	2/23/2026	**Date Created:**	2/25/2026
Event Time:	1:41 PM	**Time Created:**	10:34 AM
Summary:	02-25-26 Cort Serviced inquiry	**Service Mode:**	Bus Directly Operated
Type:	Customer Inquiry or Suggestion	**Line:**	
Inquiry or Suggestion Topic:	Service or schedule	**Exact Location Description:**	n/a
Customer:	Addi Ocon		
Details:	Received from social media platform. "When will bus routes between Cortland and Syracuse become a thing? And when will bigger buses be available in Cortland?"		
Outcome:	We are aware of the demand for Centro bus service between Cortland and Syracuse. Currently, we do not have the resources (drivers, buses, funding) to add any service. We will continue to evaluate our service in Cortland to look for improvements.		
Event ID:	**26021700006**	**Created By:**	**mwilliams@centro.org**
Event Date:	2/17/2026	**Date Created:**	2/17/2026
Event Time:	12:32 PM	**Time Created:**	6:53 PM
Summary:	02-17-26 Cortland redesign	**Service Mode:**	Bus Directly Operated
Type:	Customer Inquiry or Suggestion	**Line:**	route 4
Inquiry or Suggestion Topic:	Service or schedule	**Exact Location Description:**	Murray Center
Customer:	Lou Rzepka 35 Morningside Driver, Cortland, Ny	**Phone:**	607-745-3974
Details:	Lou is calling on behalf of the new routes that is going into effect March 2, 2026. This change will affect the way his son travels from work. Lou's son has a mental disability and currently takes the Route 4 bus at 2pm bus from the Murray Center home. He takes this bus Monday, Tuesday and Wednesday. The bus currently turns into rte 1 and continues to Route 13. His son gets off on Route 13 and Morningside Drive. He stated that new schedule is a safety concern. His son will now have to get off at the Riverdale Plaza and cross a very busy intersection at Clinton Ave.		
Outcome:	The customer's son may be eligible for CAB service. Another alternative is to check with JM Murray Center's transportation options. The JM Murray Center provides transportation to/from areas within Cortland County and may already have a route that goes along Route 13 in that area		

Attachment 4: Cortland Service and Fare Change Customer Service Records

Event ID:	**26021200011**	**Created By:**	**mwilliams@centro.org**
Event Date:	2/11/2026	**Date Created:**	2/12/2026
Event Time:	3:24 PM	**Time Created:**	3:28 PM
Summary:	2-12-26 Cortland redesign inquiry	**Service Mode:**	Bus Directly Operated
Type:	Customer Inquiry or Suggestion	**Line:**	
Inquiry or Suggestion Topic:	Service or schedule	**Exact Location Description:**	Moes
Customer:	Maureen Ryan mrnfoster@gmail.com 181 Main St. Cortland, NY 13045	**Phone:**	6074236642
Details:	Work So, when these designate bus stop start in Cortland you will be making it hard for people to get to work because in my situation, I work on the opposite side of the street from price shopper and that road has one cross walk, but it can be dangerous. I usually get the bus across from the place I live on south main and ride to the cob and get rt 4 my final destination is Moe's for work so if you look at the map and see how that road is not safe for walking no sidewalks out there		
Outcome:	The Route 4, like all Cortland routes, will stop to load or unload passengers at any and all safe locations along the route. This includes the location in front of Moes' that the customer is referring to. There is no change to that stop location.		

Event ID:	**25112500002**	**Created By:**	**mwilliams@centro.org**
Event Date:	11/20/2025	**Date Created:**	11/25/2025
Event Time:	6:42 PM	**Time Created:**	9:50 AM
Summary:	11-25-25 Cort- bus stop reinstate request	**Service Mode:**	Bus Directly Operated
Type:	Customer Inquiry or Suggestion	**Line:**	
Inquiry or Suggestion Topic:	Stops and shelters	**Exact Location Description:**	Dryden (30 W) Main Street Bus Stop
Customer:	Brianna Grace briannalgrace001@gmail.com 50 Owego Street Apt 15, Cortland NY 13045	**Phone:**	(607)2799868
Details:	Request to Reinstate Dryden (30 W) Main Street Bus Stop for Accessibility and Community Needs Dear Centro and whom it may concern, I am writing to provide feedback regarding the recent service changes that accompanied the replacement of the original Cortland transit bus route. Specifically, the removal of the centrally located stop in Dryden has created significant accessibility challenges for many riders. The only remaining stop within the town is located at Tompkins Cortland Community college on a steep, long, hill with no sidewalks, making it unsafe and inaccessible for many community members, including seniors, individuals with mobility limitations, and those traveling with strollers or groceries. Additionally, reaching this original stop from TC3 either requires using a car or separate bus service operated by a different company (tcat), which introduces an extra cost for riders who previously did not have to pay to access this stop in the village. The removed stop was not only centrally located, but it has recently received a rebuilt bus shelter, demonstrating its ongoing value to the community. In my opinion, as a student who frequently uses public transit in the community, restoring this stop would greatly improve transit accessibility, safety, and convenience for residents who rely on public transportation as their primary means of travel. I respectfully urge you to reconsider reinstating this stop as part of the route. This small change would have a significant positive impact on the daily lives of many people in Dryden and Cortland. Thank you for your time and consideration and I hope that this concern can be addressed.		
Outcome:	Thank you for the feedback. In order to increase the frequency and quantity of connections between Cortland and Dryden, we restructured the Route 6 to end at TC3 and no longer go into Dryden. We also worked closely with TCAT to ensure that we were making as many direct connections at TC3 as possible. We do not have the time in the schedule to serve Dryden and maintain these important connections.		

Attachment 4: Cortland Service and Fare Change Customer Service Records

Event ID:	**25091500003**	**Created By:**	**mwilliams@centro.org**
Event Date:	9/13/2025	**Date Created:**	9/15/2025
Event Time:	2:43 PM	**Time Created:**	7:52 AM
Summary:	09-13-25 Cort Service request	**Service Mode:**	Bus Directly Operated
Type:	Customer Inquiry or Suggestion	**Line:**	
Inquiry or Suggestion Topic:	Service or schedule	**Exact Location Description:**	N/A
Customer:	Heather Moore 4263 Homer Ave. Cortland , NY 13045	mattheather7631@yahoo.com	**Phone:** 315-870-5425
Details:	Bus/Schedule Matter Please get weekends in Cortland running I have been completely reliant on Centro since it came into business. A huge barrier to making it my usual source of transportation is the lack of weekends. Very few poor people work just Monday through Friday. And if we can't get busses on the weekends then that limits our choices. I can bet that weekends would even push weekday sales further as the convenience and confidence in the bus system grows.		
Outcome:	We currently do not have the resources to add weekend service in Cortland. Adding weekends is a consideration for the future.		

Event ID:	**25091100008**	**Created By:**	**mwilliams@centro.org**
Event Date:	9/10/2025	**Date Created:**	9/11/2025
Event Time:	10:50 AM	**Time Created:**	9:45 AM
Summary:	09-10-25 Cor service request	**Service Mode:**	Bus Directly Operated
Type:	Customer Inquiry or Suggestion	**Line:**	
Inquiry or Suggestion Topic:	Service or schedule	**Exact Location Description:**	Cortland to Tully
Customer:	Theresa Schlimmer 204 Grandview Avenue, Ithaca, NY 14850	tas.flower@gmail.com	**Phone:** 6073757640
Details:	Cortland Hello, my mom lives in Syracuse and my Dad lives in Cortland and we would love a bus between the two. or even a bus to Tully then a transfer to Cortland. Thanks o for your time, Theresa		
Outcome:	We are considering adding this service in the future.		

Event ID:	**25071000007**	**Created By:**	**Kbrown@centro.org**
Event Date:	7/10/2025	**Date Created:**	7/10/2025
Event Time:	10:04 AM	**Time Created:**	10:06 AM
Summary:	07-09-2025 COR Bus rte needed	**Service Mode:**	Bus Directly Operated
Type:	Customer Inquiry or Suggestion	**Line:**	
Inquiry or Suggestion Topic:	Other - put in description	**Exact Location Description:**	N/A
Customer:	Debbie Montemoyer	**Phone:**	6072204629
Details:	I would like the cortland rte 3 bus reinstated		
Outcome:	The Cortland Route 3 is currently running and has been since Centro took over in March 2025. Do we have details of what exactly the customer is looking for?		

Attachment 4: Cortland Service and Fare Change Customer Service Records

Event ID:	**25062600010**	**Created By:**	**mwilliams@centro.org**
Event Date:	6/23/2025	**Date Created:**	6/26/2025
Event Time:	1:53 PM	**Time Created:**	5:12 PM
Summary:	06-26-25 Cort Serv request Friendship house	**Service Mode:**	Bus Directly Operated
Type:	Customer Inquiry or Suggestion	**Line:**	
Inquiry or Suggestion Topic:	Service or schedule	**Exact Location Description:**	Friendship House
Customer:	Kathy Carnell		
Details:	We want a meeting about this change that you are doing about the bus at the Friendship House and to let us all know please when you have the meeting, please have it in the morning it is easier for people		
Outcome:	Service Development has met with Friendship House residents on two occasions.		
Event ID:	**25061100002**	**Created By:**	**mwilliams@centro.org**
Event Date:	6/11/2025	**Date Created:**	6/11/2025
Event Time:	8:31 AM	**Time Created:**	9:41 AM
Summary:	06-11-15 Marquita Williams	**Service Mode:**	Bus Directly Operated
Type:	Customer Inquiry or Suggestion	**Line:**	
Inquiry or Suggestion Topic:	Service or schedule	**Exact Location Description:**	N/A
Customer:	Pamela Seaman BelleandMidnight@aol.com 387 Route 38, Harford, NY 13784	**Phone:**	607-844-4248
Details:	HARFORD I am retiring in a few days and was counting on being able to ride the bus from Harford to Cortland but now that your company took over that option was taken away from me. PLEASE consider adding Harford to your route. I live right on Route 38 across from the Town Hall which would be a great spot for a bus to pick Harford folks up.		
Outcome:	Harford was served by First Transit as part of its service for the JM Murray Center. Centro does not provide that service.		

Attachment 5: Resolution

Resolution No._____
Date: _____

RESOLUTION TO AUTHORIZE SERVICE MODIFICATIONS IN CENTRO OF CORTLAND

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

WHEREAS, the CNYRTA took over service in Cortland County in March of 2025 and has since studied ridership and efficiency throughout the service area, and

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

WHEREAS, CNYRTA has made temporary changes to the Cortland service since launch to improve service, reliability, and ridership, and

WHEREAS, the Cortland fleet has been equipped with electronic fareboxes which will allow riders to purchase passes on the bus and through the GoCentroBus app, including Tap-to-Pay functionality; and

WHEREAS, the monthly ride pass, a legacy pass used by Cortland County, will not be accepted by the newly installed farebox and will therefore be discontinued as of January 1st, 2027, and

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

WHEREAS, outreach and a public hearing was held in Cortland concerning said changes and additional public feedback was received by email, phone, social media, and stakeholder meetings regarding these service changes, and

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

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MEMBERS OF THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY that the proposed system temporary changes of fixed route bus service in Cortland County be made permanent at the date of this resolution including:

- Maintaining service to core destinations within the City of Cortland and to Cortland County Community College (Tompkins County) while allowing for increased frequency of service
- Eliminating deviations and route variations to create direct routes across the City
- Discontinue the underutilized and cost prohibitive service traveling through Dryden to Cornell College in Ithaca
- Add service to new communities of Vigil, Greek Peak, Messengerville, and Marathon
- Eliminate looping and streamline all routes
- Extend routes to key destinations where applicable

and that the Cortland County legacy monthly passes be discontinued.

Resolution No._____
Date: _____

RESOLUTION TO AUTHORIZE SERVICE MODIFICATIONS IN CENTRO OF CORTLAND

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WHEREAS, the CNYRTA took over service in Cortland County in March of 2025 and has since studied ridership and efficiency throughout the service area, and

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WHEREAS, the Cortland fleet has been equipped with electronic fareboxes which will allow riders to purchase passes on the bus and through the GoCentroBus app, including Tap-to-Pay functionality; and

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- Add service to new communities of Vigil, Greek Peak, Messengerville, and Marathon
- Eliminate looping and streamline all routes
- Extend routes to key destinations where applicable

and that the Cortland County legacy monthly passes be discontinued.

Audit and Finance Committee Agenda

Presented by Melissa Brim, Vice President of Finance
November 20, 2026

Board Actions Motions and Resolutions

MOTIONS:

October 31, 2026, Statement of Revenues & Expenditures – M. Brim
UMR 2027 Premiums Equivalent – C. Morreale
Delta Dental 2027 Premium Equivalent – C. Morreale
Centro of Oneida Medical Plan (Oneida/Rome Union Employees) – C. Morreale

RESOLUTIONS:

Mini Van and Sedan Services A 2027-2032 – J. Smith

SUPPLEMENTAL INFORMATION:

Statement of Revenues & Expenditures by Company
Investment Report
Mortgage Recording Tax (MRT) Report
Statement of Cash Flow
Procurement Summary
Capital Program Summary

ITEMS REQUIRING FUTURE BOARD ACTION:

November 30, 2026, Statement of Revenues & Expenditures
2027-28 Proposed Budget and Financial Plan
December 31, 2026, Statement of Revenues & Expenditures

STATEMENT OF REVENUES AND EXPENDITURES

Central New York Regional Transportation Authority
Statement of Revenues and Expenditures
From 04/01/2026 through 10/31/2026
(In Whole Numbers)

	Actual	Budget	Budget Change	% Change to Budget	Prior Year Actual	CY to PY Change	% Change CY to PY
Operating Revenue							
Regular Line Passenger Revenue	3,044,280	2,942,032	102,248	3.5%	2,816,263	228,017	8.1%
Special Line Passenger Revenue	4,624,454	4,567,208	57,246	1.3%	4,479,976	144,478	3.2%
Advertising & Other Revenue	1,684,043	1,401,103	282,941	20.2%	1,377,348	306,695	22.3%
Total Operating Revenue	9,352,777	8,910,343	442,434	5.0%	8,673,587	679,190	7.8%
Operating Expenses							
Salaries & Wages	23,703,163	26,262,665	2,559,503	-9.7%	23,091,592	611,570	2.6%
Other Employee Benefits & Payroll Taxes	2,304,309	2,701,358	397,050	-14.7%	2,313,631	(9,323)	-0.4%
Healthcare Benefits	9,089,011	9,483,753	394,743	-4.2%	7,941,586	1,147,425	14.4%
Workers Compensation	2,305,349	2,022,833	(282,515)	14.0%	1,809,743	495,605	27.4%
Pension Benefits	2,640,600	2,718,367	77,767	-2.9%	2,404,930	235,670	9.8%
Risk Management	3,014,966	3,008,330	(6,636)	0.2%	4,901,642	(1,886,676)	-38.5%
Purchased Transportation	4,042,015	3,714,450	(327,565)	8.8%	3,495,646	546,370	15.6%
Materials & Supplies	2,789,542	3,017,850	228,308	-7.6%	2,757,630	31,913	1.2%
Services	4,505,614	5,002,007	496,393	-9.9%	3,971,489	534,126	13.4%
Fuel	1,395,764	1,510,183	114,419	-7.6%	1,254,305	141,459	11.3%
Utilities	600,592	541,790	(58,803)	10.9%	389,688	210,905	54.1%
Other Expenses	255,475	422,907	167,432	-39.6%	219,251	36,224	16.5%
Total Operating Expenses	56,646,400	60,406,494	3,760,095	-6.2%	54,551,133	2,095,266	3.8%
Non-Operating Revenue							
Operating Assistance	40,851,251	45,865,509	(5,014,259)	-10.9%	41,810,883	(959,632)	-2.3%
Mortgage Tax Revenue	6,898,972	5,407,000	1,491,972	27.6%	6,244,308	654,664	10.5%
Gain/Loss on Disposal of Capital	22,910	29,167	(6,257)	-21.5%	80,993	(58,084)	-71.7%
Investment Revenue	835,545	307,458	528,087	171.8%	729,480	106,065	14.5%
Total Non-Operating Revenue	48,608,676	51,609,134	(3,000,458)	-5.8%	48,865,664	(256,987)	-0.5%
Operating Income (Loss)	1,315,054	112,983	1,202,071	1063.9%	2,988,118	(1,673,064)	-56.0%
Capital Contributions							
Federal Grants	2,024,289	0	2,024,289	0.0%	1,008,672	1,015,617	100.7%
State Grants	1,659,792	0	1,659,792	0.0%	175,594	1,484,198	845.2%
Total Capital Contributions	3,684,081	0	3,684,081	0.0%	1,184,266	2,499,815	211.1%
Non-Operating Expenses							
Depreciation Expense	8,353,430	0	(8,353,430)	0.0%	8,304,124	49,306	0.6%
Total Non-Operating Expenses	8,353,430	0	(8,353,430)	0.0%	8,304,124	49,306	0.6%
Change in Net Position	(3,354,294)	112,983	(3,467,278)	-3068.8%	(4,131,740)	777,445	-18.8%
Net Position - Beginning of Year	(88,546,636)	0	(88,546,636)	0.0%	(125,571,232)	37,024,596	-29.5%
Total Net Position - Beginning of Year	(88,546,636)	0	(88,546,636)	0.0%	(125,571,232)	37,024,596	-29.5%
Net Position - End of Year	(91,900,931)	112,983	(92,013,914)	-81440.17%	(129,702,964)	37,802,033	-29.1%

EXECUTIVE SUMMARY

Do the first seven months of FY 2027, the Authority continues to perform favorably against budget. Operating revenues were 5.0% over budget, while operating expenses were 6.2% under budget. Personnel savings associated with ongoing vacancies remain the primary driver of the favorable expense variance. Non-operating revenues were 5.8% under budget, primarily reflecting lower operating assistance as the Authority continues to manage the use of preventive maintenance funds. Workforce availability and rising healthcare and purchased transportation costs remain important financial and operational considerations.

STATEMENT OF REVENUES AND EXPENDITURES

As of October 31, 2026, the Authority reported consolidated operating income of $1.3 million, excluding capital contributions and non-operating expenses.

Operating Revenues

Total operating revenues were $9.3 million, exceeding budget by $442 thousand, or 5%, and $679 thousand, or 7.8%, over the same period in last year.

	Actual	Budget	Budget Change	% Change to Budget	Prior Year Actual	CY to PY Change	% Change CY to PY
Operating Revenue							
Passenger Revenues	7,668,734	7,509,240	159,494	2.1%	7,296,239	372,495	5.0%
Advertising & Other Revenue	1,684,043	1,401,103	282,941	20.2%	1,377,348	306,695	22.3%
Total Operating Revenue	9,352,777	8,910,343	442,434	5.0%	8,673,587	679,190	7.8%

Passenger revenues were 2.1% above budget and 5% higher than the prior year.

Regular line passenger revenues exceeded budget by 3.5% and were 8.1% above the prior year. Farebox revenue was $85 thousand, or 5.7%, over the prior year, while pass sales were $144 thousand, or 17.0%, over the prior year. Paratransit revenues were also $16 thousand, or 10.5%, over the prior year. These increases were partially offset by lower Jobs Plus revenue, which was $50 thousand below the prior year.

Special line passenger revenues were in line with budget and 3.2% above the prior year. A contractual rate increase for Syracuse University contributed to the year-over-year increase. This was partially offset by reduced SUNY Oswego service levels, reflecting enrollment and service demand.

Advertising and other revenues exceeded budget by 20.2% and increased 22.3% compared to the prior year. The favorable budget variance reflects higher FlixBus revenue, RTC parking revenue, miscellaneous revenue, and new Renewable Natural Gas (RNG) revenue, partially offset by lower Greyhound and Route 81 parking revenue. The year-over-year increase also reflects RNG revenue and higher FlixBus and RTC parking revenue.

Operating Expenses

Operating expenses totaled $56.6 million, which was $3.8 million, or 6.22%, below budget and $2.1 million, or 3.8%, above the prior year.

	Actual	Budget	Budget Change	% Change to Budget	Prior Year Actual	CY to PY Change	% Change CY to PY
Operating Expenses							
Personnel Expenses	40,042,432	43,188,977	3,146,546	-7.3%	37,561,482	2,480,949	6.6%
Non-Personnel Expenses	16,603,968	17,217,517	613,549	-3.6%	16,989,651	(385,683)	-2.3%
Total Operating Expenses	56,646,400	60,406,494	3,760,095	-6.2%	54,551,133	2,095,266	3.9%

Personnel expenses totaled $40.0 million and were $3.1 million, or 7.3%, under budget and $2.5 million, or 6.6%, over the prior year. All personnel expense categories were under budget except workers' compensation. The overall year-over-year increase reflects higher healthcare, workers' compensation, and pension costs, partially offset by lower other employee benefits and payroll taxes.

The personnel budget assumes full staffing throughout the fiscal year. Ongoing vacancies, particularly among bus operators, maintenance personnel, and administrative staff, remain the primary driver of the favorable budget variance. While vacancies reduce current personnel expenses, they also create operational challenges, including increased overtime and additional workloads for existing employees to maintain service levels.

Healthcare Benefit expenses were $395 thousand, or 4.2%, under budget and $1.1 million, or 14.4%, over the prior year. The year-over-year increase reflects a 50% increase in retiree healthcare costs, a 21.6% increase in Blue Cross Blue Shield HMO enrollment, and a 9.2% increase in prescription drug costs for active and retired employees.

Workers' Compensation expenses were $282 thousand, or 14.0%, over budget and 27.4% higher than the prior year. The increase reflects legacy self-insured claims and higher costs associated with current-year claims, despite a reduction in the total number of claims.

Pension expenses were in line with budget and 9.8% higher than the prior year. The year-over-year increase primarily reflects 401(a) plan expenses for a portion of May 2025 that were funded through the forfeited funds account in the prior year.

Non-personnel expenses totaled $16.6 million and were $614 thousand, or 3.6%, under budget and $386 thousand, or 2.3%, under the prior year. Risk management, purchased transportation, and utilities were over budget. Compared with the prior year, expenses were over prior year in all non-personnel categories except risk management.

Risk Management expenses were inline with budget and $1.9 million, or 38.5%, under the prior year. The year-over-year decrease primarily reflects lower self-insured claims related to prior-year events. Self-insured prior-year claims totaled approximately $1.0 million, compared with $3.0 million in the prior-year period, a decrease of approximately $2.0 million. This was partially offset by higher current-year self-insured claims.

Purchased Transportation expenses were $328 thousand, or 8.8%, over budget and $546 thousand, or 15.6%, over the prior year. The increase reflects continuous demand, with trips up 14.6% year over year.

Materials & Supplies expenses were $228 thousand, or 7.6%, under budget and $32 thousand, or 1.2%, over the prior year. The favorable budget variance was supported by lower spending on parts inventory, non-inventory parts, and building and grounds supplies. These savings were partially offset by higher spending on fluids and lubricants and obsolete parts. Compared with the prior year, higher fluids and lubricants costs were largely offset by lower obsolete-parts, non-inventory-parts, and building and grounds supply costs.

Services expenses were $496 thousand, or 9.9%, under budget and $534 thousand, or 13.4%, over the prior year. The favorable budget variance reflects lower spending in several service accounts, including CNG inspections and preventive maintenance, pits and drains, and security. These savings were partially offset by higher HVAC repair and sprinkler repair costs. The year-over-year increase primarily reflects higher HVAC and sprinkler repair costs, as well as CNG inspection and repair expenses that were not recorded in the prior-year period. These increases were partially offset by lower pits and drains and other outside service costs.

Fuel expenses were $114 thousand, or 7.6%, under budget and $141 thousand, or 11.3%, over the prior year. The favorable budget variance was primarily driven by lower compressed natural gas (CNG) and diesel costs, which were $96 thousand and $22 thousand under budget, respectively. These savings were partially offset by gasoline costs that were $24 thousand over budget. Compared with the prior year, higher gasoline and diesel costs increased expenses by approximately $98 thousand and $67 thousand, respectively, partially offset by lower CNG costs and utility transportation fees.

Utilities expenses were $59 thousand, or 10.9%, over budget and $211 thousand, or 54.1%, over the prior year. The budget overage primarily reflects higher gas and electric transportation fees, which were approximately $86 thousand over budget, along with higher gas and electric costs. These increases were partially offset by lower water and phone, cable, and internet expenses. Compared with the prior year, higher gas and electric transportation fees, gas and electric costs, and water expenses contributed to the increase.

Non-Operating Revenues

Non-operating revenues totaled $48.6 million, $3 million, or 5.8%, below budget and generally consistent with 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	40,851,251	45,865,509	(5,014,259)	-10.9%	41,810,883	(959,632)	-2.3%
Mortgage Tax Revenue	6,898,972	5,407,000	1,491,972	27.6%	6,244,308	654,664	10.5%
Gain/Loss on Disposal of Capital	22,910	29,167	(6,257)	-21.5%	80,993	(58,084)	-71.7%
Investment Revenue	835,545	307,458	528,087	171.8%	729,480	106,065	14.5%
Total Non-Operating Revenue	48,608,678	51,609,134	(3,000,458)	-5.8%	48,865,665	(256,988)	-0.5%

Operating assistance revenues were $5.0 million, or 10.9%, under budget and $960 thousand, or 2.3%, under the prior year. The variance reflects the Authority's continued management of federal and state preventive maintenance (PM) funds. PM utilization is reviewed regularly, with funds deployed as needed to support operating costs and preserve financial flexibility.

Mortgage tax revenues were $1.5 million, or 27.6%, over budget and $655 thousand, or 10.5%, over the prior year. The Authority will continue to monitor this revenue source, which can fluctuate with regional real estate activity.

Investment revenues were $528 thousand, or more than 100%, over budget and $106 thousand, or 14.5%, over the prior year. The Authority will continue to manage its investment portfolio to generate returns while maintaining sufficient liquidity for operating and capital needs.

INVESTMENT REPORT

Central New York Regional Transportation Authority
Inventory of Existing Investments
As of 10/31/2026
(In Whole Numbers)

Cash Investments	Institution	Interest Rate	Amount	Total
Unrestricted – Operating Funds				
Commercial Savings – General Fund	M&T Bank	3.00%	$10,625,555	
Commercial Savings – Farebox Collection	JP Morgan	1.35%	$1,259,375	
				$11,884,930
Board Designated - Funded Reserves				
Commercial Savings - Health Reserve	M&T Bank	1.95%	$252,498	
Commercial Savings - Insurance Reserve	M&T Bank	1.95%	$2,932	
Commercial Checking - Capital Reserve	JP Morgan	1.35%	$98,805	
Commercial Checking - Paratransit Reserve	JP Morgan	1.35%	$92,577	
				$446,812
Total Cash Investment Value				$12,331,742

Investments	Institution	Yield	Term	Market Value	Purchase Date	Maturity Date	Maturity Value
Operating Funds							
Treasury Bill - Operating Funds	JP Morgan	4.01%	3 mo.	$5,199,688	10/01/2026	12/31/2026	$5,234,000
Treasury Bill - Operating Funds	JP Morgan	4.04%	3 mo.	$5,249,578	10/28/2026	02/02/2027	$5,304,000
Board Designated - Funded Reserves							
Treasury Bill - Capital Reserve	JP Morgan	3.63%	6 mo.	$3,167,186	05/26/2026	11/19/2026	$3,173,000
Treasury Bill - Capital Reserve	JP Morgan	3.67%	9 mo.	$2,092,295	06/09/2026	03/18/2027	$2,125,000
Treasury Bill - Capital Reserve	JP Morgan	3.87%	6 mo.	$2,020,955	07/22/2026	01/21/2027	$2,039,000
Treasury Bill - Insurance Reserve	JP Morgan	3.78%	6 mo.	$4,493,750	06/22/2026	12/17/2026	$4,516,000
Treasury Bill – Health Ins. Reserve	JP Morgan	4.41%	12 mo.	$3,093,035	10/01/2026	09/30/2027	$3,216,000
Treasury Bill – Paratransit Reserve	JP Morgan	3.98%	12 mo.	$5,451,815	07/30/2026	07/28/2027	$5,610,000
Total Investment Values				$30,768,302			$31,217,000

MORTGAGE RECORDING TAX REPORT

	Actual Receipts YTD					Budget Variance YTD		
	FY-25	FY-26	FY-27	$ vs PY	% vs PY	FY-27 Bud	$	%
	4,839,364	6,516,920	6,756,264	239,344	3.7%	5,407,000	1,349,264	25.0%

	Actual FY-25	Actual FY-26	Actual FY-27	Actual vs PY	YTD vs PY	Budget FY 27	Actual Vs Budget	YTD Variance
April	537,226	690,885	834,882	20.8%	20.8%	660,000	26.5%	26.5%
May	622,405	884,530	945,766	6.9%	-40.0%	670,000	41.2%	33.9%
June	512,679	971,182	783,508	-19.3%	-69.2%	716,000	9.4%	25.3%
July	878,691	1,032,746	1,117,871	8.2%	-68.8%	849,000	31.7%	27.2%
August	739,495	771,460	1,111,515	44.1%	-74.5%	811,000	37.1%	29.3%
September	668,431	917,892	1,007,341	9.7%	-80.9%	792,000	27.2%	29.0%
October	880,437	1,248,226	955,381	-23.5%	-85.3%	909,000	5.1%	25.0%
November	824,214	954,897	0	-100.0%	-100.0%	860,000	-100.0%	7.8%
December	704,965	843,307	0	-100.0%	-100.0%	736,000	-100.0%	-3.5%
January	730,141	768,120	0	-100.0%	-100.0%	734,000	-100.0%	-12.7%
February	525,142	757,929	0	-100.0%	-100.0%	616,000	-100.0%	-19.1%
March	636,968	699,588	0	-100.0%	-100.0%	605,000	-100.0%	-24.6%
Totals	4,839,364	6,516,920	6,756,264			8,958,000		

County Receipts - October	FY-27	FY-26	$	%
Onondaga	565,000	626,252	(61,252)	-10%
Oswego	73,000	72,668	332	0%
Cayuga	112,164	228,704	(116,540)	-51%
Cortland	25,217	39,241	(14,024)	-36%
Oneida	180,000	281,360	(101,360)	-36%
Total	955,381	1,248,226	(292,845)	-23%

STATEMENT OF CASH FLOW

Central New York Regional Transportation Authority
Statement of Cash Flow
As of10/31/2026
(In Whole Numbers)

Cash Flows From Operating Activities:		
Operating Receipts from Fares, Contract Bill & Misc Items	$	2,221,400
Mortgage Tax Receipts		933,008
Payments to Vendors & Bank Fees		(1,275,745)
Payments for Employee Benefits		(1,055,859)
Payments of Payroll Related Wages & Liabilities		(3,318,245)
Net Cash Provided by (Utilized in) Operating Activities	**$**	**(2,495,442)**
Cash Flows From Capital Activities:		
Federal & State Grants Proceeds for Capital Additions		0
Federal Receipts for PM & Capital Operating Assistance		0
Purchases of Capital Assets		(151,468)
Net Cash Provided by (Utilized in) Capital Activities	**$**	**(151,468)**
Net Change in Cash from Operating & Capital Activities	**$**	**(2,646,909)**
General Fund Cash Balances - Beginning of Period	**$**	**14,745,914**
General Fund Cash Balances - End of Period*	**$**	**12,099,003**
Reserve Funds:		
Insurance Reserve		2,932
Health Insurance Reserve		252,498
Capital Reserve Fund		98,805
Paratransit Reserve		92,577
Invested Funds		30,768,303
Invested Funds (Restricted & Unrestricted)	**$**	**31,215,117**
Total Cash All Sources - End of Period:	**$**	**43,314,120**

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

PROCUREMENT

ACTIVE PROCUREMENTS REQUIRING BOARD ACTION
On Today's Agenda
Mini Van and Sedan Services A 2027-2032
Within 2 Months
Actuarial Services 2027-2032
Drug & Alcohol Testing and Physical Exam Services 2027-2032
Utica Facility Land Purchase
Within 6 Months
Printer Maintenance Services 2027-2032
Transportation Planning Consultant 2027-2032
Radiant Heating Modifications 2026
Bike Share Program 2027-2032

CAPITAL PROGRAMS AND PLANNING

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

Grant Activity Snapshot

Total Funding in Play: $78.92 million
In Development/Submission: $7.07 million
Under Review/Award Pending: $25.1 million
Awarded – Future Agreement Development: $44.75 million
Awarded – Agreement in Development: $2 million
Active/In Execution: None at this time.
Active Grant Efforts: 8

Grant Pipeline

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

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

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

Grant Development & Program Management

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

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

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

FEDERAL GRANT FUNDING

In Development/Submission

- FTA Section 5339(c) Low or No Emission and Buses and Bus Facilities Program: $7.07 million ($5,656,594 federal with $1,414,148 local match) for eleven (11) Cortland bus replacements. Applications due September 21, 2026.

Awarded – Future Agreement Development

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

STATE GRANT FUNDING

Under Review/Award Pending

- Innovative Mobility Initiative (CRP): $9.1 million under review, with potential transition to a federal passthrough program.
- Transit Ready NY: 100% state dedicated funding program administered by the NYSDOT to upgrade, modernize, and enhance public transportation services for capital expenditures. $16 million application in development to support BRT capital investments.

Awarded – Future Agreement in Development

- Congestion Mitigation and Air Quality (CMAQ): $8.75 million ($7,000,000 federal with $1,750,000 local match), to support BRT capital investments. Funds to transfer from FHWA to FTA Section 5307. Grant agreement development and execution anticipated in FFY 2027.

OTHER/LOCAL FUNDING INITIATIVES

In Development/Submission

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

Awarded – Agreement in Development

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

CAPITAL PLANNING & PROJECT DELIVERY

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

- Bus Rapid Transit (BRT) Planning
- 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

CNYRTA Medical Plan Renewal Premiums
November 20, 2026

UMR 2027 Premium Equivalent

OneGroup has completed the calculation of the 2027 UMR medical plan premium equivalent rates. The 2026 rates were developed conservatively due to instability in Centro's claims experience over the past several years. Current data indicates that Centro's claims experience has been growing steadily.

Due to an increase in claim costs, enrollment, and prescription drug expenses, the premium rates required to cover projected costs will need to rise. Therefore, it is recommended that the **2027 premium equivalent rates increase by 3.6% over the 2026 rates.**

Salaried **PPO 25/40 Coverage**	**UMR 2026 Monthly Premium**	**UMR 2027 Monthly Premium**	**Employee 2026 Weekly Contribution**	**Employee 2027 Weekly Contribution**	**Employee Weekly Increase**
Single	$ 1,123.14	$ 1,163.57	$ 38.88	$ 40.28	$ 1.40
Double	$ 2,182.98	$ 2,261.57	$ 75.56	$ 78.29	$ 2.73
Family	$ 3,136.84	$ 3,249.77	$ 108.58	$ 112.49	$ 3.91

Union **PPO 20/35 Coverage**	**UMR 2026 Monthly Premium**	**UMR 2027 Monthly Premium**	**Employee 2026 Weekly Contribution**	**Employee 2027 Weekly Contribution**	**Employee Weekly Increase**
Single	$ 1,153.11	$ 1,194.62	$ 39.92	$ 41.35	$ 1.43
Double	$ 2,241.25	$ 2,321.94	$ 77.58	$ 80.37	$ 2.79
Family	$ 3,220.41	$ 3,336.41	$ 111.48	$ 115.49	$ 4.01

MOTION

CNYRTA Dental Plan Renewal Premiums
November 20, 2026

Delta Dental 2027 Premium Equivalent

OneGroup has completed the calculation of the 2027 Delta Dental plan premium equivalent rates. Based on current projections, Centro's claims experience for 2026 is approximately 4.6% higher than expected.

To align premium funding with projected claims and maintain plan sustainability, it is recommended that the **2027 Delta Dental premium equivalent rates be increased by 4.6%.**

Coverage	Delta Dental 2026 Monthly Premium	Delta Dental 2027 Monthly Premium
Single	$ 65.87	$ 68.88
Double	$ 127.27	$ 133.08
Family	$ 182.55	$ 190.88

MOTION

Centro of Oneida's Medical Plan Renewal Premiums
November 20, 2026

Centro of Oneida 2027 Medical Plan (Oneida/Rome Union Employees):

Centro of Oneida's current Excellus medical plan is a group-rated plan. The proposed 2027 Excellus block-rated medical premiums for represented employees in Utica and Rome reflects a 13% increase over the 2026 premium rates.

Coverage	Excellus 2026 Monthly Premium	Excellus 2027 Monthly Premium	Employee 2026 Weekly Contribution	Employee 2027 Weekly Contribution	Employee Weekly Increase
Single	$ 1,536.90	$ 1,736.75	$ 53.20	$ 60.12	$ 6.92
Double	$ 3,073.82	$ 3,473.53	$ 106.40	$ 120.24	$ 13.84
Family	$ 3,995.94	$ 4,515.57	$ 138.32	$ 156.30	$ 17.98

Hybrid Excellus Plan Option

- **Doctor Visits and Prescription Benefits:** No changes to existing copayments.
- **Major Medical Services:** Transition to a deductible and coinsurance model.
- **Premium Increase:** 13% increase from 2026 rates

This option provides a more cost-effective premium increase while maintaining existing copayments for routine doctor visits and prescription benefits.

Coverage	Excellus Hybrid 2026 Monthly Premium	Excellus Hybrid 2027 Monthly Premium	Employee 2026 Weekly Contribution	Employee 2027 Weekly Contribution	Employee Weekly Increase
Single	$ 1,434.59	$ 1,621.14	$ 49.66	$ 56.12	$ 6.46
Double	$ 2,869.19	$ 3,242.29	$ 99.32	$ 112.23	$ 12.91
Family	$ 3,729.94	$ 4,214.98	$ 129.11	$ 145.90	$ 16.79

Important Note

Health insurance premium renewals for 2027 have increased significantly across New York State, with most community-rated insurance plans experiencing increases of 19% or more.

Resolution No. 3a
Date: November 20, 2026

RESOLUTION TO AUTHORIZE CONTRACT AWARD FOR MINIVAN AND SEDAN SERVICES A 2027-2032

WHEREAS, the Central New York Regional Transportation Authority (CNYRTA) has a need for a qualified vendor to provide minivan and sedan transportation services; and

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

WHEREAS, the Invitation for Bid was publicly let on July 28, 2026; and

WHEREAS, twenty-two (22) vendors were invited, of which nine (9) were sent to NYS Certified M/WBE firms and forty-four (44) bid packages were downloaded, and

WHEREAS, six (6) bids were received on August 24, 2026, with the lowest responsive and responsible bid received from Suburban Transportation, Inc.; and

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MEMBERS OF THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY, that the Chief Executive Officer or his designee is authorized to enter into a five (5) year contract with Suburban Transportation, Inc., for minivan and sedan transportation services. The contract would commence April 1, 2027.

FACT SHEET
MINIVAN AND SEDAN SERVICES A 2027-2032

PROJECT DESCRIPTION: The CNYRTA has a need for a qualified vendor to provide minivan and sedan transportation services.

ADVERTISEMENT: An Invitation for Bid was advertised on July 28, 2026, in the NYS Contract Reporter, Post Standard (Onondaga, Cayuga and Oswego County editions), Cortland Standard, Rome Sentinel, Utica Observer-Dispatch and the Minority Commerce Weekly.

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

PRICING RECEIVED:

Minivan and Sedan Services	Suburban Transportation	Safe Care Transportation	Blue Chip Transportation	Via Transportation	Best Ride Transportation Service	Cathay Express Transportation
Minivan: Monday-Saturday 9:00am to 6:00pm with (1) hr flexible/floating break	$54.95	$58.00	$60.88	$63.24	$100.00	$109.00
Sedan: Monday- Friday 5:30am to 2:30pm with (1) hr flexible/floating break	$54.95	$58.00	$60.88	$63.24	$100.00	$105.00
Sedan: Monday- Friday 7:00am to 5:00pm with (1) hr flexible/floating break	$54.95	$58.00	$62.74	$63.24	$100.00	$105.00
Sedan: Monday- Friday 6:00am to 3:00pm with (1) hr flexible/floating break	$54.95	$58.00	$60.88	$63.24	$100.00	$105.00
Sedan: Saturday 8:00am to 5:00pm with (1) hr flexible/floating break	$54.95	$58.00	$60.88	$63.24	$100.00	$109.00
Sedan: Seven (7) days per week including holidays- On a as needed basis from 5:00am to 12:30am.	$54.95	$58.00	$65.90	$63.24	$100.00	$119.00
Annual Escalators						
Year 2	3%	0%	2.6%	4%	2%	4%
Year 3	2%	3%	2.6%	4%	2%	4%
Year 4	3%	3%	2.5%	4%	2%	4%
Year 5	2%	3%	2.5%	4%	2%	4%

COMMENTS: Suburban Transportation, Inc., has provided specialized transportation services in the past for the CNYRTA with positive results.

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

RECOMMENDATION: Based upon evaluation of the bid documents staff recommends the contract award to Suburban Transportation, Inc., for a five (5) year term, commencing April 1, 2027.

Governance Committee Agenda

Presented by Suzann Hensley, Internal Control Manager, November 20, 2026

Board Actions Motions and Resolutions

MOTIONS & RESOLUTIONS:

None

SUPPLEMENTAL INFORMATION:

Internal Control Assessment
Internal Control Activities
Strategic Planning Update

Governance Report

TO: Christopher Tuff, Chief Executive Officer and CNYRTA Board of Members
FROM: Suzann Hensley, Internal Control Manager
RE: November Governance Report (November 20, 2026)
DATE: November 11, 2026

INTERNAL CONTROL ASSESSMENT

Public Authorities Law §2931 requires the CNYRTA to have a system of internal control that is in line with accepted internal control standards and a program of ongoing internal control management and review.

Overall, the control environment remains effective. No control deficiencies, fraud incidents, or material compliance concerns have been identified. Activities focused on monitoring key risks, evaluating control effectiveness, supporting strategic initiatives, and strengthening organizational compliance practices.

Management believes internal controls are reasonably designed and operating effectively to support the achievement of objectives, safeguard assets, promote compliance, and mitigate significant organizational risks.

INTERNAL CONTROL ACTIVITIES

The Internal Control Department continues to support activities that strengthen governance, compliance, accountability, and operational effectiveness across the organization. Key initiatives are summarized below.

Document Control:

Ongoing document control activities continue to support the periodic review and maintenance of policies and procedures, helping ensure authoritative documents remain current, accurate, and reflective of operational and regulatory requirements.

Website Transparency:

Efforts continue to ensure compliance with New York State Authorities Budget Office (ABO) transparency requirements through the timely review, update, and publication of required governance, financial, and operational information on the CNYRTA website. These activities support accountability, transparency, and public trust while helping ensure compliance with statutory reporting obligations.

Cybersecurity:

The IT Department continues to conduct phishing awareness testing and employee education activities to strengthen cybersecurity controls, increase awareness of emerging threats, and reduce organizational risk through proactive identification and reporting of suspicious emails. During Cybersecurity Awareness Month in October, employees who consistently identified and reported phishing test emails were recognized for their contributions to maintaining a strong control environment.

Trapeze Working Group:

The Trapeze Working Group remains active and continues to make progress toward standardizing business processes and expanding the use of Trapeze software functionality across the organization. Ongoing initiatives are focused on enhancing operational consistency, improving efficiency, and strengthening reporting capabilities to support informed decision-making.

Training and Awareness:

Internal control training was provided during operator training classes to strengthen awareness of internal control principles, promoted compliance with established policies and procedures, and support a culture of accountability and risk management.

Reaching Productivity Milestones (RPM):

The employee recognition program continues to acknowledge individuals and teams for achieving productivity and performance milestones. Recognizing positive performance reinforces accountability, encourages adherence to established processes, and promotes a culture where employees are engaged in supporting organizational objectives and maintaining an effective internal control environment.

STRATEGIC PLANNING UPDATE

The Strategic Planning Team continues to make progress in the development of the FY 2027-2028 Strategic Plan. Efforts to date have focused on refining strategic pillars, focus areas, goals, targets/milestones and key performance indicators, while incorporating stakeholder input to ensure alignment with objectives, operational needs and long-term sustainability.

Planning activities began in August with a review of the project roadmap, key milestones and the FY 2026-2027 Strategic Plan. Team members completed a Leadership Assessment that included a review of the CNYRTA Mission, Vision, and Values; a Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis; and a high-level Risk Assessment. The results of these activities informed the selection of five Strategic Pillars and fifteen Focus Areas that will serve as the framework for the next Strategic Plan. Current efforts are focused on finalizing goals and key performance indicators for each pillar.

Upon completion of the draft plan, Board members will be invited to provide input through a brief survey. The FY 2027-2028 Comprehensive Strategic Plan is targeted for completion by January 14, 2027, with the CNYRTA Annual Report to follow by May 3, 2027. The annual PARIS report remains due to the New York State Authorities Budget Office by June 29, 2027.