

# Central New York Regional Transportation Authority

## Proposed Operating & Capital Budget Fiscal Year 2026-27



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

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## INTRODUCTION

### OUR MISSION

To be a driving force moving communities forward.

### OUR VISION

Mobility solutions that help people achieve more.

### OUR VALUES

Respect – Dignity and kindness always

Integrity – Do good, be good

Safety – Everyone's responsibility

Excellence – Holding ourselves to the highest standard

Service – Passion for the community



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

### ABOUT CENTRO

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

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

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

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



## BOARD OF MEMBERS

**Nicholas F. Laino**

**Chairman**

Oneida County

**Darlene DeRosa Lattimore**

**Secretary**

Cayuga County

**Neil Milcarek-Burke**

City of Syracuse

**Robert F. Cuculich**

Onondaga County

**Heather Snow**

Oswego County

**Julius L. Lawrence**

City of Syracuse

**Louella Williams**

Onondaga County

**Frank Saya \***

ATU Business Agent

**Anthony Q. Davis Sr.**

**Vice Chairman**

City of Syracuse

**Tina Fitzgerald**

**Treasurer**

Governor's Office

**Open Seat**

City of Rome

**Open Seat**

Onondaga County

**Open Seat**

Onondaga County

**Open Seat**

Onondaga County

**Open Seat**

Cortland County

\* Non-Voting Member

## GOVERNANCE STRUCTURE

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

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

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

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

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

## COMMITTEES

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



## RELATIONSHIP TO NEW YORK STATE

### HISTORY

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

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

### LEGAL STATUS

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

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

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

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

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

#### CNY Centro, Inc.

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





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

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

**Centro of Oneida, Inc.**

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

**Centro of Oswego, Inc.**

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

**Centro of Cayuga, Inc.**

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

**Centro of Cortland, Inc.**

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

**Centro Parking Inc.**

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

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

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



## FINANCIAL POLICIES

### CASH MANAGEMENT

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

### RESERVES

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

### INVESTMENT MANAGEMENT

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

### INDEPENDENT AUDIT

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

### DEBT MANAGEMENT

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





## FUNDING PROFILE - OPERATING

### UNSUBSIDIZED GENERATED REVENUE

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

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

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

### GOVERNMENTAL SUBSIDIZED REVENUE

#### Federal Sources of Operating Funds

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

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

#### State Sources of Operating Funds

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

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

#### Local Sources of Operating Funds

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

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



## DEDICATED FUNDING

### MORTGAGE RECORDING TAX (MRT)

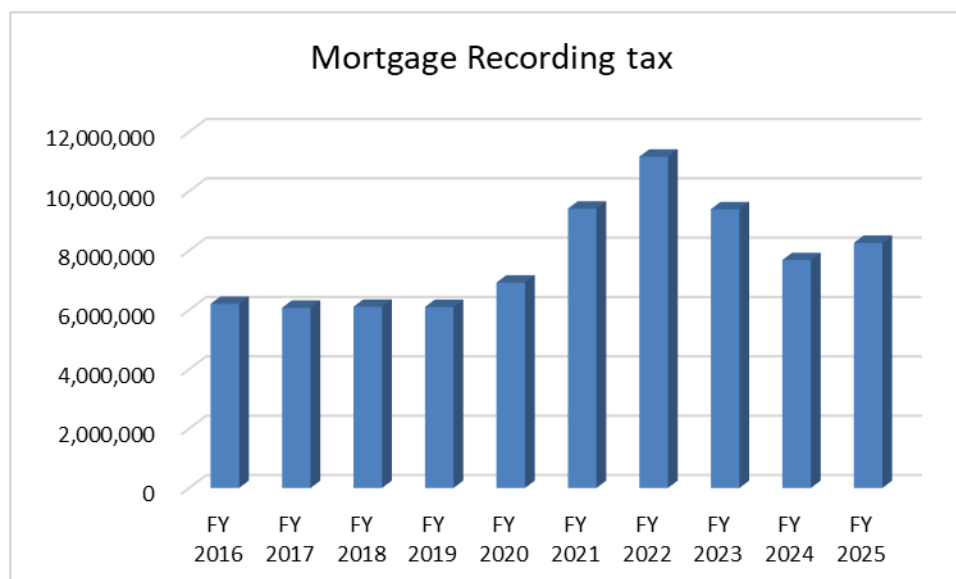
The Central New York Regional Transportation Authority (CNYRTA) receives revenue from the additional mortgage recording tax of 0.25% (¼ of 1%) imposed on mortgages recorded within its participating counties (Onondaga, Cayuga, Oswego, Oneida, and Cortland). The tax is paid by the mortgagee when the mortgage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

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

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

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

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



## FINANCIAL PLANNING

### ANNUAL OPERATING BUDGET PROCESS

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

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

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

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

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

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



## FINANCIAL OPPORTUNITIES AND CHALLENGES

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

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

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

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

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





## BUDGET OVERVIEW

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

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

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



## 2026-27 OPERATING BUDGET

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

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

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

### SUMMARY 2026-27 OPERATING BUDGET

(\$ Thousands)

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

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

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

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



## 2026-27 OPERATING BUDGET

(\$ Thousands)

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





## REVENUE ASSUMPTIONS

### OPERATING REVENUE

(\$ Thousands)

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

#### Regular Line Passenger Revenue

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

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

#### Special Line Passenger Revenue

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

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

#### Advertising & Other Revenue

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

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



## NON-OPERATING REVENUE

(\$ Thousands)

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

### Operating Assistance

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

Federal assistance totaling \$7 million, including:

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

State assistance totaling \$57.9 million, including:

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

Local assistance totaling \$3.2 million, including:

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

### Mortgage Recording Tax (MRT) Revenue

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

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

### Investment Revenue

Investment revenue is budgeted at \$450 thousand. Budget assumptions include:

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



## EXPENSE ASSUMPTIONS

### PERSONNEL EXPENSES

(\$ Thousands)

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

#### Salaries and Wages

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

#### Other Employee Benefits & Payroll Taxes

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

#### Healthcare Benefits

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

#### Workers' Compensation

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

#### Pension Benefits

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



## NON-PERSONNEL EXPENSES

(\$ Thousands)

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

### Risk Management

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

### Purchased Transportation

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

### Materials & Supplies

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

### Services

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



### Fuel

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

### Utilities & Other Expenses

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

## PERSONNEL PROJECTIONS

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

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

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



## OPERATING BUDGET PROJECTIONS

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

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

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

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

## SUMMARY MULTI-YEAR OPERATING BUDGET PROJECTIONS

(\$ Thousands)

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





## MULTIP-YEAR OPERATING BUDGET PROJECTIONS

(\$ Thousands)

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



## FUNDING PROFILE – CAPITAL

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

### FEDERAL PROGRAMS

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

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

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

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

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

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

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

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

### STATE PROGRAMS

#### Accelerated Transit Capital (ATC) Program

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

#### Modernization and Enhancement Program (MEP)

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

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



## CAPITAL IMPROVEMENT PLAN

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

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

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

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

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

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



## 2026-27 FUNDED CAPITAL BUDGET

(\$ Thousands)

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

## 2026-27 UNFUNDED CAPITAL BUDGET

(\$ Thousands)

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



## MULTI-YEAR CAPITAL FUNDING PROJECTIONS

(\$ Thousands)

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

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

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

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

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

