



Final Title VI Service Equity Analysis

Better Bus Onondaga System Redesign

August 2026

Central New York Regional Transportation Authority
Recipient ID: 1778

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

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Related Reports:

Preliminary Title VI Service Equity Analysis dated March 2026

Better Bus Onondaga Public Hearing Summary of Comments dated May 20, 2026

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.

In 2022, Centro procured Arcadis, a design, engineering, and management consulting company as its on-call planning consultant. In 2024, the Arcadis team and its subcontractors were tasked with Onondaga County's system redesign, dubbed "Better Bus: Onondaga" as a part of Centro's broader Bus Rapid Transit (BRT) initiative.

The purpose of this report is to provide an equity evaluation of the updated proposed service changes under the Better Bus: Onondaga system redesign. A public hearing was held on April 23, 2026, during which time several public comments were made that warranted further review of the initial proposed system (Phase I). All public comments and feedback related to the Public Hearing were reviewed by Centro staff and additional changes were submitted to the consultant team.

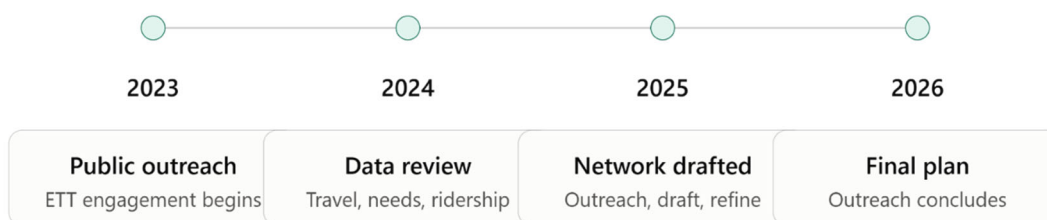
The final service design includes the Bus Rapid Transit (BRT) routing which will operate as regular fixed route service until the official launch, tentatively planned for 2028. BRT will include enhanced stations/stops and increased trip frequency. This service change does not pertain to Syracuse University service, Shopper service, Syracuse City School District trippers, or intercity service to Auburn and Oswego.

Background

Better Bus Onondaga is the result of a multi-year planning process spanning 2023 to 2026. It began in 2023 with public outreach for Exploring Tomorrow's Transit (ETT) in conjunction with the Syracuse Metropolitan Transportation Council (SMTC). ETT was an effort to better understand the community's diverse needs and expectations around public transit.

In 2024, Centro and its consultants conducted a review of travel patterns, customer needs, and ridership data to inform planning decisions. Throughout 2025, both public and operator outreach was conducted leading to the development of a draft network. Following additional rounds of public engagement, refinements to the network based were made based on community feedback.

Public outreach continued during the winter of 2026 while the initial service equity analysis was completed and presented to the Board of Members for approval. This final service design is the result of the comments and feedback received at the Public Hearing and is intended to be the final version of the revised network.



Graphic created with Claude.ai

Better Bus Onondaga Service Plan

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

The goals of the redesigned network are:

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

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

- 15 major routes with improved frequency, including significant service increases on South Ave, Salina St, James St, and Erie Blvd;
- 54,000 more people have access to service every 30 minutes or better;
- More frequent weekend service to key destinations, including shopping, medical facilities, and grocery stores;
- 3 new MOVE on-demand zones to provide flexible service in Liverpool, Carrier Circle, and Fayetteville/Manlius; and
- Better connections to major shopping destinations (Shop City, Destiny USA, Walmart in East Syracuse and Camillus) and schools (Syracuse University and Onondaga Community College).¹

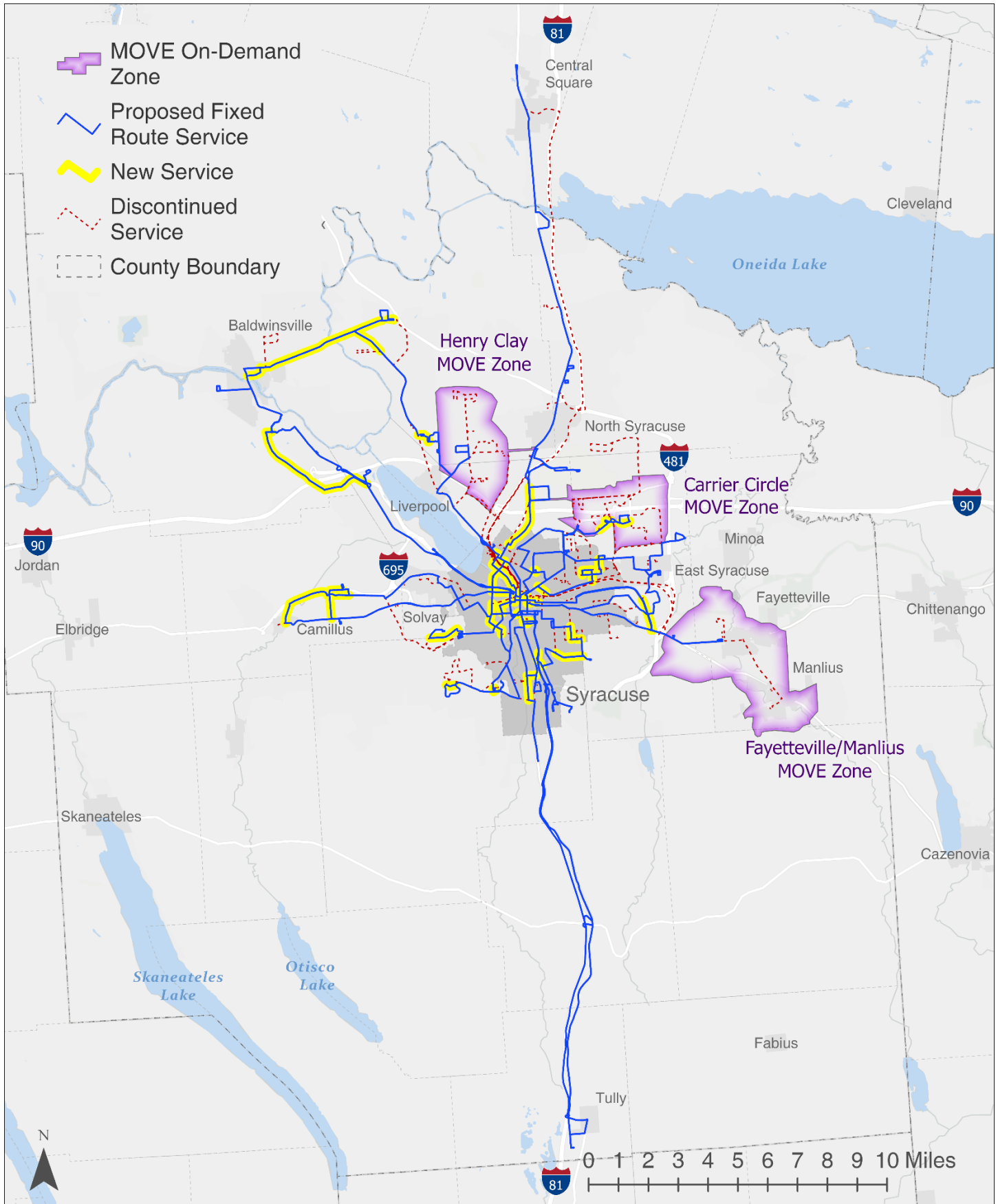
Based on customer comments and oral testimony at the Public Hearing, revisions were made to the Phase I service proposal including:

- Returning service to Midland Ave. in Syracuse;
- Adding commuter service to Crossroads Park Dr. in Liverpool;
- Returning service to Downer St. in Baldwinsville;
- Returning service to Florida Rd. in Mattydale;
- Returning service to Drumlins Golf Course in Syracuse;
- Returning service to the Brewerton Park-N-Ride and Central Square; and
- Extending service hours to the Regional Transportation Center.

The Phase II service plan proposes adding frequency on the Bus Rapid Transit (BRT) routes and the addition of a City Loop. The City Loop will directly connect OCC with Syracuse University, Shop City, and Destiny without going through the downtown Hub, providing direct connections between the southwest, southeast, northeast, and northwest neighborhoods of Syracuse. The inclusion of the City Loop in Phase II will depend on customer demand and available staffing.

¹ Source: Arcadis/Foursquare ITP <https://centro-fitp.hub.arcgis.com/>

Map 2: Onondaga County Proposed System with New and 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; or
- When a segment of one route is moved to another route, but the revenue hours or miles do not change by 25%.

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

Results of Major Service Change Test

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

Table 1: Revenue Service Changes

Metric	Current Service	Proposed Service Phase I	% Change	Proposed Service Phase II	% Change from Current	% Change PI to PII
Revenue Hours	147,360	204,553	38.8%	251,582	71%	23%
Revenue Miles	1,829,462	2,446,621	33.7%	3,075,883	68%	26%
Drivers	71	99	39.4%	121	70%	22%

Data provided by Adam Recchia, Foursquare ITP, August 6, 2026.

Adverse Effects

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

Disparate Impact Policy

Centro defines a disparate impact as occurring when the absolute difference between the percentage of minority and non-minority persons affected is at least 30%. When a disparate impact is identified, Centro will consider modification of the proposal in order to avoid, minimize, or mitigate the impacts. This Disparate Impact Policy is applied to all major service, and fare changes.

Disproportionate Burden Policy

Centro defines a disproportionate burden as occurring when the absolute difference between the percentage of low-income and non-low-income persons affected is at least 34%. When a disproportionate burden is identified, Centro will consider modification of the proposal to avoid, minimize, or mitigate the impacts. This Disproportionate Burden Policy is applied to all major service and fare changes.

Public Engagement in Policy Development

The CNYRTA Title VI Objectives, Major Service Change Policy, Disparate Impact Policy, and Disproportionate Burden Policy are available on the Centro website where public feedback is continuously asked for. The policies were most recently amended in the summer of 2025 after a period of public comment in which no objections to the policy definitions, thresholds, or otherwise were received.

Board of Members Approval

The Title VI Policies (Major Service Change Policy, Disparate Impact Policy, Disproportionate Burden Policy) were presented to the Board of Members on August 22, 2025. After discussion, a Motion was made, seconded, and carried unanimously as Motion No 2793. As per the Service Equity Analysis requirements, a copy of the meeting minutes (abridged) demonstrating the Board's consideration, awareness, and approval of the policies is found below.

3584

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

PUBLIC OUTREACH

Better Bus Onondaga was developed around a firm foundation of rider, community, and stakeholder engagement. Customers were engaged throughout the planning process and their feedback informed the draft and final service designs. The Social Media outreach strategy included posting details of the service changes, public meetings, and public hearings on Facebook, Instagram, X, and LinkedIn. Customers were encouraged to submit written comments through Centro's social media channels, and via telephone, email, and fax. The public comment period closed on April 30, 2026.

Open Houses / Pop-Up Events / Ride-Along

Phase 1 Open Houses introduced the Better Bus project to the public, shared study findings using display boards and binders, distributed project flyers to attendee, and captured public opinions on feedback forms. There were over 1,150 hits to the Better Bus website and more than 140 surveys were completed.

Location	Date & Time	Attendance
Cecile Community Center 174 W Seneca Turnpike Syracuse, NY 13205	Tuesday, Feb 4, 2025 4:30 PM – 7:30 PM	5 attendees
Salt City Market 484 S Salina St Syracuse, NY 13202	Wednesday, Feb 5, 2025 12:00 PM – 2:00 PM	13 attendees
North Syracuse Junior High School 5353 W Taft Rd North Syracuse, NY 13212	Wednesday, Feb 5, 2025 4:00 PM – 6:00 PM	3 attendees
Fairmount Community Library 406 Chapel Dr Syracuse, NY 13219	Thursday, Feb 6, 2025 12:00 PM – 2:00 PM	0 attendees
Interfaith Works 1010 James St Syracuse, NY 13203	Thursday, Feb 6, 2025 3:30 PM – 5:30 PM	15 attendees
East Syracuse Village Hall 204 N Center St, East Syracuse, NY 13057	Friday, Feb 7, 2025 11:30 AM – 1:30 PM	4 attendees
Destiny USA 1 Destiny USA Dr Syracuse, NY 13204	Friday, Feb 7, 2025 4:30 PM – 6:30 PM	12 attendees



An additional meeting was held with stakeholders on Thursday February 6, 2025, including staff from the Onondaga County Planning Department, SMTC, Downtown Committee, Centro, and the City of Syracuse.

New York State Fair Outreach was performed by the consultants at the Transit Hub during the first weekend of the New York State Fair. The Transit Hub was chosen as it was more likely that the customers riding the bus to and from the Fair would already be familiar with the Centro system and presumably local to the area.



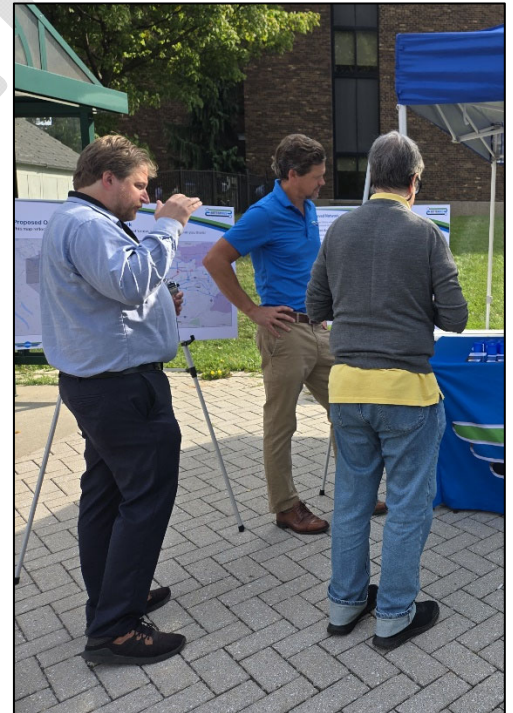
Approximately 200 bus riders received a card informing them that “big changes coming to bus service in Onondaga County” with a QR code to the interactive website (see example below).

Location	Date & Time
Downtown Transit Hub Pop-Up	Fri, Aug 22, 2025, 5:00 PM - 8:00 PM
Downtown Transit Hub Pop-Up	Sat, Aug 23, 2025, 11:00 AM - 3:00 PM
Downtown Transit Hub Pop-Up	Sun, Aug 24, 2025, 9:00 AM – 1:00 PM



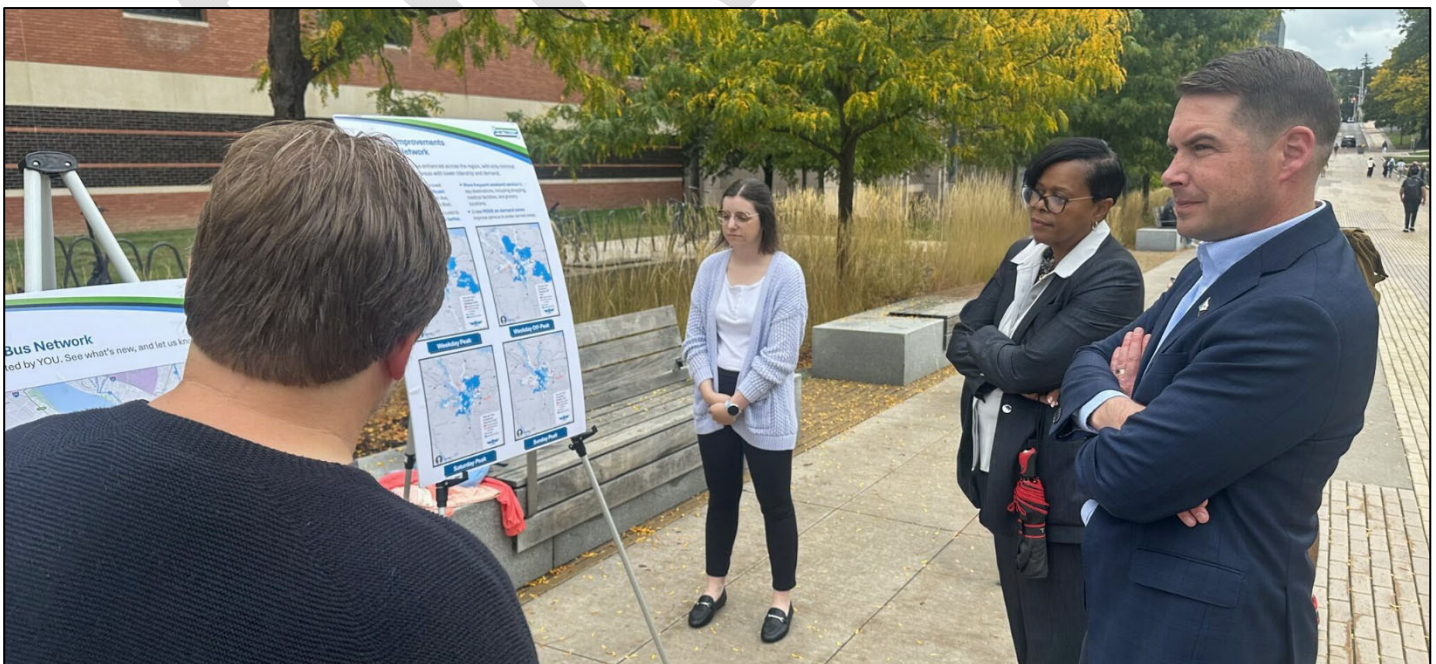
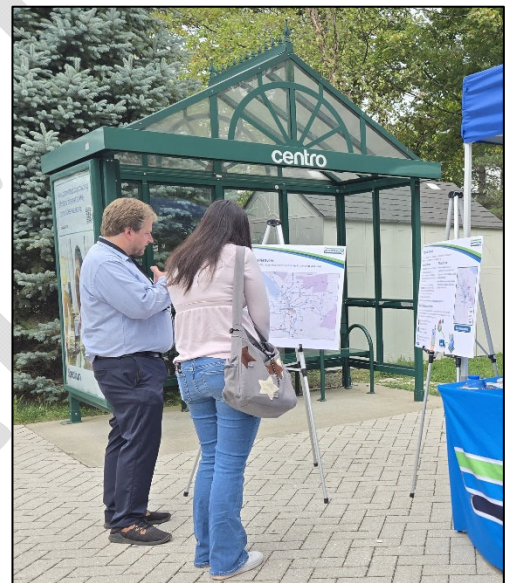
Phase 2 Pop-Up Events and Ride-Along Sessions introduced the Better Bus project to the public, shared the proposed network using display boards, route profile binders, and laptops/tablets, distributed project flyers to the public, encouraged the public to visit the project website, and encouraged the public to complete the print or digital feedback form. There was a total of 646 interactions with members of the public.

Location	Date & Time	Interactions
Onondaga Community College Pop-Up	Mon, Sept 22, 2025, 10:00 AM - 1:00 PM	51 interactions
SY36, Pattern 136 Ride-Along	Mon, Sept 22, 2025, 2:20 PM - 3:55 PM	39 interactions
SY82 Ride-Along	Mon, Sept 22, 2025, 4:10 PM - 6:04 PM	12 interactions
SY82 Ride-Along	Tues, Sept 23, 2025, 7:00 AM - 8:51 AM	10 interactions
SY36, Pattern 136 Ride-Along	Tues, Sept 23, 2025, 9:30 AM - 11:10 AM	15 interactions
Downtown Transit Hub Pop-Up	Tues, Sept 23, 2025, 3:30 PM - 7:00 PM	170 interactions
Shop City Pop-Up	Tues, Sep 23, 2025, 3:30 PM - 6:30 PM	20 interactions
SY62, Pattern 262 Ride-Along	Wed, Sept 24, 2025, 7:00 AM - 8:38 AM	15 interactions
SY62, Pattern 462 Ride-Along	Wed, Sept 24, 2025, 10:40 AM - 12:27 PM	10 interactions
Onondaga Community College Pop-Up	Wed, Sept 24, 2025, 10:00 AM - 1:00 PM	35 interactions



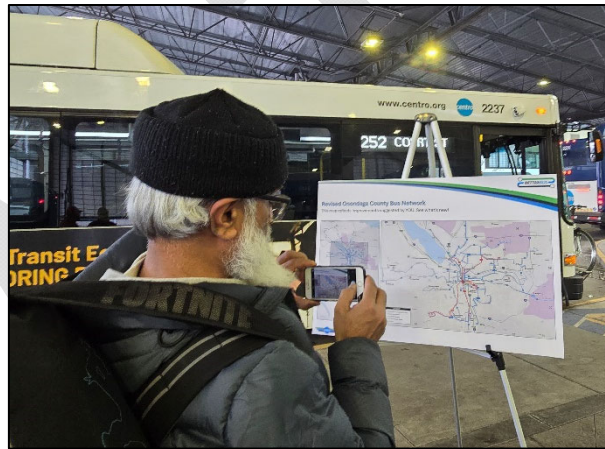


Location	Date & Time	Interactions
Downtown Transit Hub Pop-Up	Wed, Sept 24, 2025, 3:30 PM - 7:00 PM	75 interactions
Destiny USA Pop-Up	Wed, Sept 24, 2025, 4:00 PM - 7:00PM	28 interactions
Downtown Transit Hub Pop-Up	Thu, Sept 25, 2025, 7:00 AM - 10:00 AM	35 interactions
Syracuse University Pop-Up	Thu, Sept 25, 2025, 10:00 AM - 1:00 PM	50 interactions
SY20, Pattern 123 Ride-Along	Thu, Sept 25, 2025, 3:40 PM- 4:55 PM	27 interactions
SY20, Pattern 123 Ride-Along	Thu, Sept 25, 2025, 5:00 PM- 6:15 PM	30 interactions
Centro City of Syracuse Meeting	Fri, Sept 26, 2025, 2:00 PM - 3:00 PM	10 interactions
Destiny USA Pop-Up	Fri, Sept 26, 2025, 4:00 PM - 7:00PM	24 interactions



Phase 3 Pop-Up Events introduced the revised version of the network to the public and encouraged the public to give their feedback on the updated network. There was a total of 178 interactions with members of the public.

Location	Date & Time	Interactions
Downtown Transit Hub	Tuesday, March 10, 2026, 4:00 PM – 7:00 PM	39 interactions
Downtown Transit Hub	Wednesday, March 11, 2026, 7:00 AM – 9:30 AM	35 interactions
Fayetteville Towne Center	Wednesday, March 11, 2026, 10:00 AM – 12:30 PM	1 interaction
Downtown Transit Hub	Wednesday, March 11, 2026, 4:00 PM – 7:00 PM	68 interactions
Shop City	Thursday, March 12, 2026, 10:00 AM – 12:30 PM	12 interactions
Destiny USA	Thursday, March 12, 2026, 4:00 PM – 7:00 PM	23 interactions



Bus Operator Outreach

One of the key components during the planning stage of Better Bus Onondaga was engaging the Centro bus operators. The project consultants met with operators in the Syracuse Operator break room and asked them to fill out a questionnaire. The questions included their experience driving bus routes, their interactions with customers, challenges faced, what is working well, and what they would change. The questionnaire can be found on the following pages.

Date & Time

Tues, Sept 23, 2025, 9:00 am - 11:00 am

Wed, Sept 24, 2025, 1:30 pm - 3:30 pm

Mon, Feb 3, 2025, 1:00 pm – 3:30pm

Tues, Feb 4, 2025, 7:00 am – 9:30 am

Wed, Feb 5, 2025, 1:00 pm – 3:30pm





Better Bus Project – Driver Questionnaire

As you may have heard, Centro is embarking on a redesign of its Onondaga County network. Known as **Better Bus**, the project aims to better orient Centro services around today's travel patterns, current key destinations, and regional mobility needs.

As a driver, you have direct, on-the-street knowledge of how Centro is working. **We want to hear from you** about how to make Centro a more effective service.

Please complete the following questions and return to Dispatch at 200 Cortland Ave. Thank you for your valuable support!

Which route or routes are your favorite to drive? Why?

Which route or routes are your least favorite to drive? Why?

What are the questions that you most often hear from riders?



(continued on reverse)





Better Bus Project – Driver Questionnaire

What are the biggest challenges you typically face while driving?

In general, what’s working well at Centro – both for drivers and riders?

What would you change about Centro’s services?

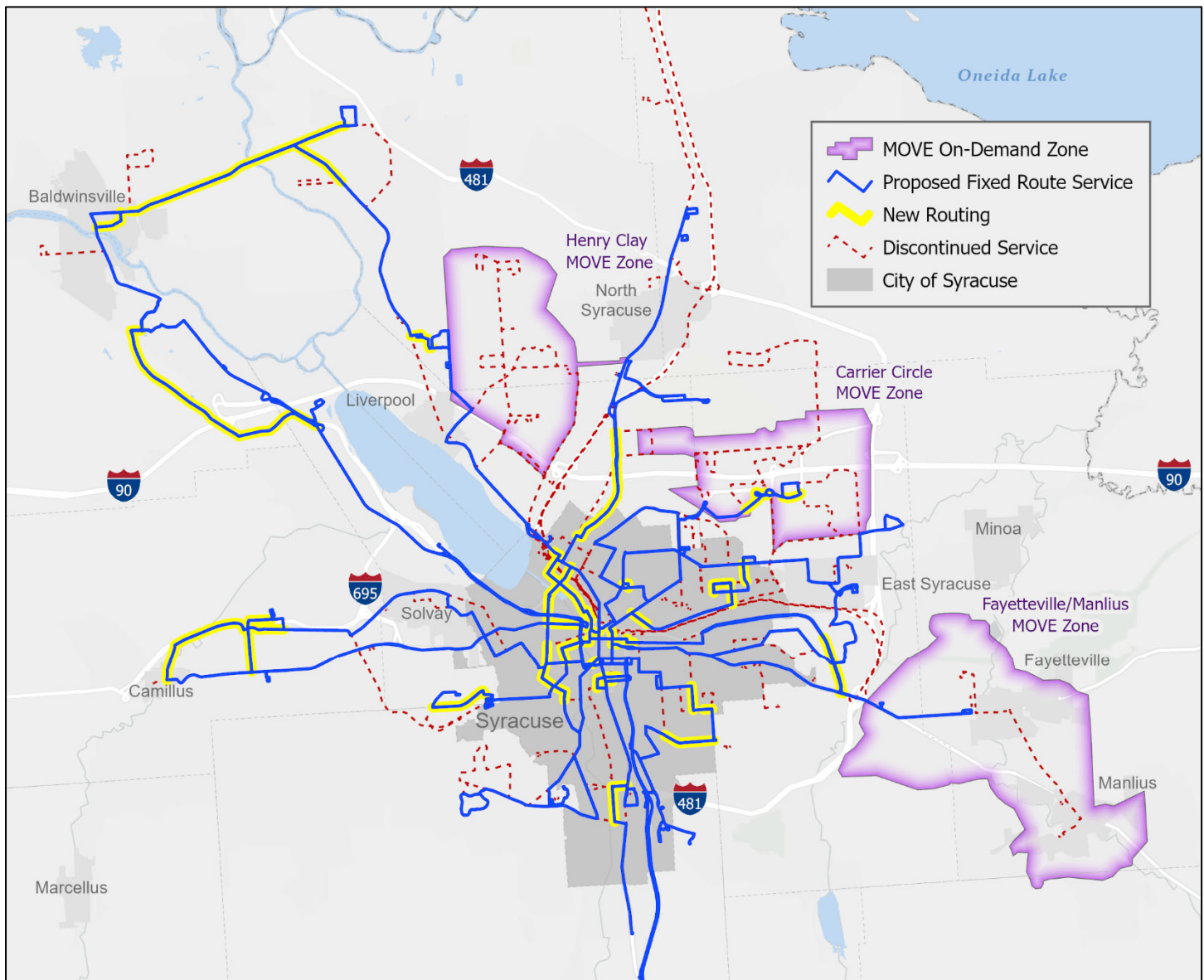


Initial Service Plan and Preliminary Service Equity Analysis

Centro and its consultants conducted a review of travel patterns, customer needs, and ridership data to inform planning decisions. A draft network was developed in 2025. The results of the three rounds of public outreach and two rounds of operator outreach aided in the refinement of the network.

A Service Equity Analysis was conducted on the refined network. There was neither a disparate impact nor a disproportionate burden as a result of the proposed service changes.

Map 3: Initial Proposed Service



The results of the Preliminary Service Equity Analysis were presented to the Board of Members on March 31, 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 Better Bus Onondaga proposed service changes and authorized a public hearing.

Initial Board of Members Approval

A motion (No. 2836) acknowledging the results of the service equity analysis and authorizing a public hearing was carried unanimously and is contained in the Board Meeting Minutes (excerpt below).

THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY
(and its Subsidiaries)
200 CORTLAND AVENUE, SYRACUSE, NEW YORK
MINUTES OF THE MARCH 31, 2026, BOARD MEETING

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

MEMBERS ABSENT: NEIL BURKE

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

PUBLIC PRESENT: BRAD HUNT, Legal Counsel
SUE KOEGEL

CALL TO ORDER At 2:10 P.M. Chairman Laino called the meeting to order.

- Chairman Laino and the Board Members recited the Pledge of Allegiance
- Chairman Laino noted a quorum was present

BUSINESS DEVELOPMENT AND CORPORATE COMMUNICATIONS REPORT – Mr. Koegel

Mr. Koegel presented the Ridership Report. A copy of which is attached to these Minutes and then asked Ms. Cutrone to come to the table to present the following Motion.

PRELIMINARY SERVICE EQUITY ANALYSIS AND AUTHORIZE PUBLIC HEARING – MOTION NO. 2836

Ms. Cutrone presented a Motion to accept the Preliminary Service Equity Analysis and authorize a Public Hearing. A copy of the analysis is attached to these Minutes.

A Motion to accept the Preliminary Service Equity Analysis and authorize a Public Hearing, was raised.

Motion – Darlene Lattimore
Seconded – Robert Cuculich
Abstained – Heather Snow
Carried Unanimously

A copy of the Preliminary Service Equity Analysis is attached to this Motion.

Public Hearing

The Legal Notice (**Attachment 1**) was published prior to the meeting, on April 9, 2026, in the newspaper of general circulation, The Post 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. Flyers were posted on the buses in the Onondaga 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 for Better Bus Onondaga was held on April 23, 2026, from 5 pm to 7pm at the Inspyre Innovation Hub by CenterState CEO, 235 Harrison St., Syracuse, NY 13202. A total of 50 community members were present. In attendance from Centro were the CEO, Chairman of the Board of Members, a Board Member representing the City of Syracuse, the Executive Vice President, three Vice Presidents, the Manager of Specialized Transportation and Systems Analyst, the Service Development Department, and

the Marketing and Communications Department.

Attendees were asked to sign-in (**Attachment 2**) and indicate if they would like to speak. A one-page fact sheet was made available for public hearing attendees (**Attachment 3**). Centro staff were available at four separate stations to discuss the changes and answer questions prior to and following the hearing.

A presentation was given by Bren Daiss, the Vice President of Public Affairs and Planning. The hearing was then opened for oral testimony at 6:00pm. The Director of Marketing and Communications, Lynette Paduano, was the moderator and timekeeper. After explaining the guidelines for the public comment period, each speaker was called to testify based on the interest expressed on the sign-in sheet. Public comments were made by 22 participants which were



recorded on the video and in a transcript generated from YouTube. The transcript of the oral testimony was included in the Public Hearing Public Comment Report. The public hearing was closed at 6:53pm.

Public comments were accepted through April 30, 2026. Comments were accepted via the centro.org website, email, phone, fax, mail, and social media (Facebook, Instagram, and X). Comments were focused on route changes, paratransit service, on-demand (MOVE), and span of service.

Based on the public comments and feedback received because of the public hearing, additional refinements were made to the proposed system redesign. A Service Equity Analysis was conducted comparing the current service to the proposed version of the system, the details of which are found in the following pages.

DRAFT

ANALYSIS FRAMEWORK

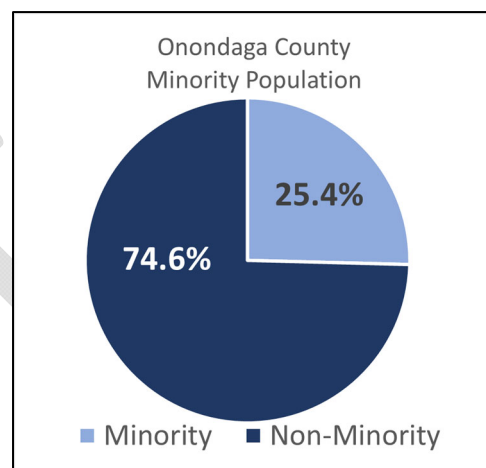
Demographic Datasets

Population data generated by the U.S. Census American Community Survey (ACS) 5-year estimates was selected as the source of data for both Minority and Low-Income Analysis as it is the best dataset available to assess the impacts to the residents of the affected areas. The geographic level selected is Census block group, which combines census blocks that begin with the same digit within the same census tract and is the smallest geography available for all 5-year estimates.

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

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

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

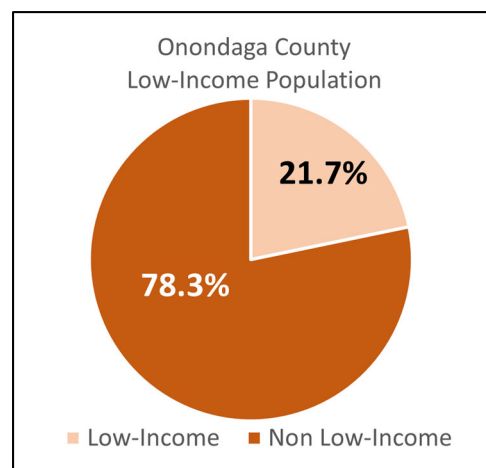


Onondaga County Service Area			
Total Population	Minority Population	% Minority	% Non-Minority
471,611	119,825	25.4%	74.6%

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

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

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



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

Step-by-Step Analytical Methodology

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

Data source: U.S. Census Bureau, 2020 TIGER/Line Shapefiles

Dataset: Block group shapefiles (downloaded from census.gov)

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

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

The current and proposed bus stops were separated into groups representing the population density categories of "urban" (at least 3,600 people per square mile) and "suburban/rural" (less than 3,600 people per square mile) as per Decennial Census 2020 data. Utilizing ArcGIS Pro's Network Analyst extension, service area layers were generated for both the current stops and the proposed stops. The urban stops were given a one-quarter mile buffer while the suburban/rural stops were given a one-half mile buffer. The population density categories and the buffer distances are specified in the CNYRTA Service Standards and Policies (dated August 12, 2025) under the Service Availability metric. The walkshed buffers were merged, and boundaries dissolved to create a singular feature representing the maximum distance customers would be expected to walk in each system.

The walkshed 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 the service corridor was calculated. From those percentages, the approximate minority population and low-income population were calculated. The difference between the percentage minority and non-minority affected and low-income and non-low-income affected is depicted as the impact per Centro's Title VI Policies.

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

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

ASSESSING IMPACTS

Combined Fixed Route and MOVE On-Demand Service Analysis

The proposed fixed route service walkshed was combined with the MOVE zones to estimate the total population served by the new system. The total population decreases slightly as does the percent of minority and low-income persons served (less than 1 percent).

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

	Total Population	Minority Population	% Minority	% Non-Minority	Absolute Difference
Current Service Corridor	238,436	86,731	36.4%	63.6%	-27.3%
Proposed Service Corridor & MOVE Zones	237,446	84,906	35.8%	64.2%	-28.5%
Difference	-990	-1,825	-0.6%	0.6%	-1.2%

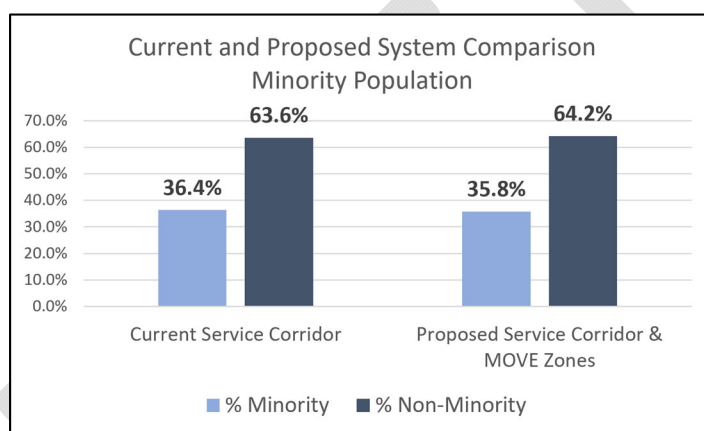
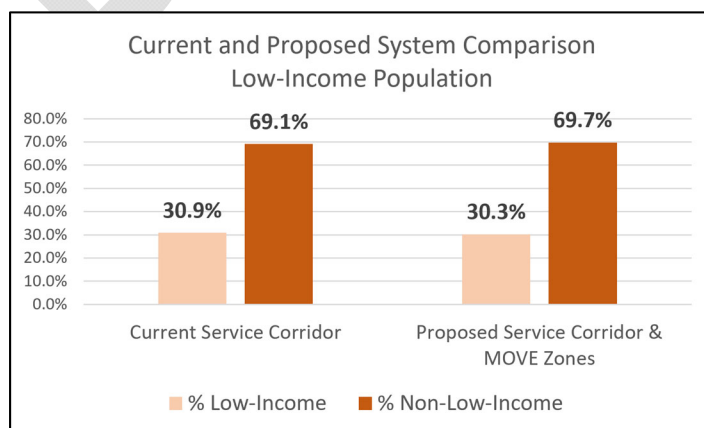


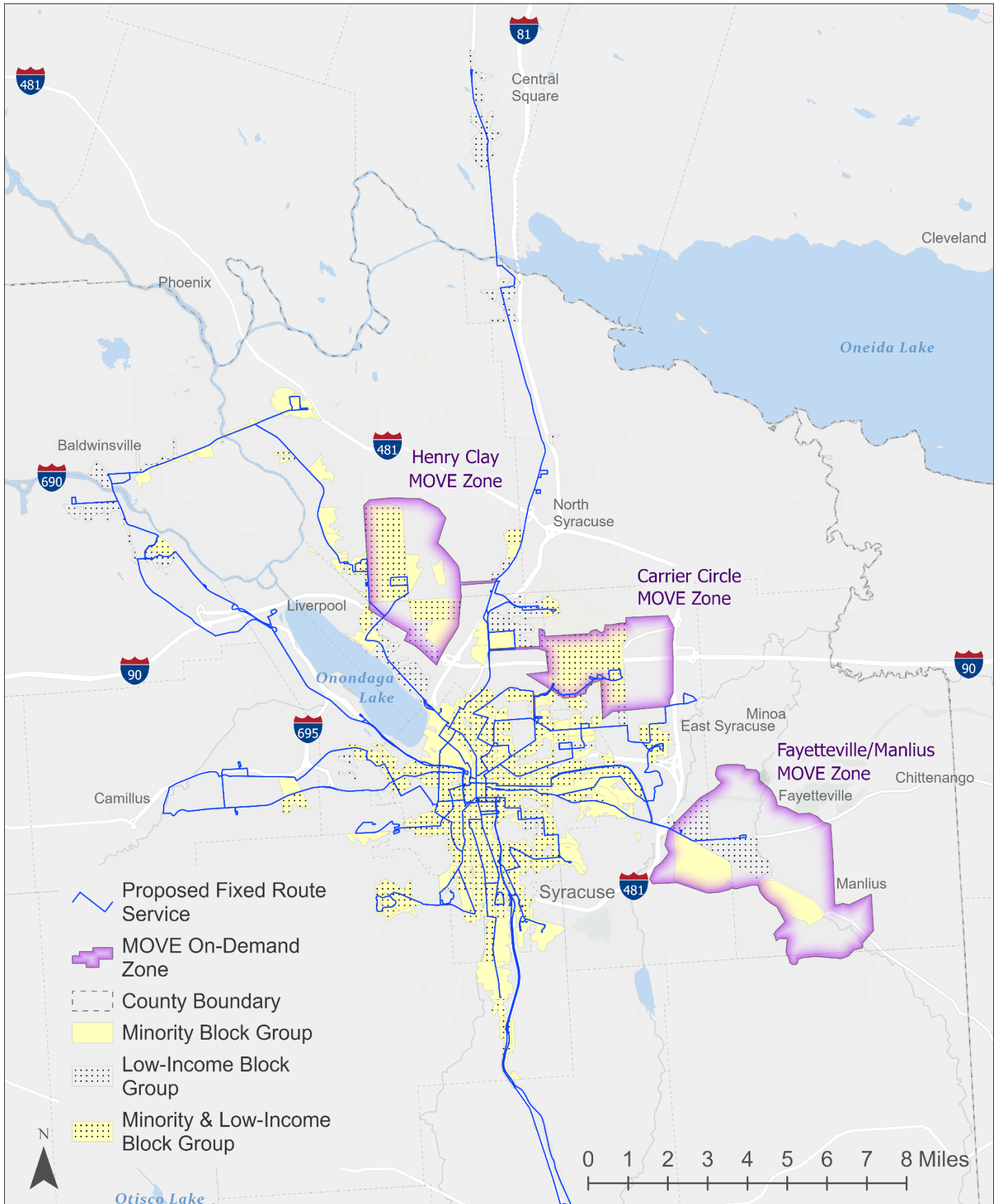
Table 3: Current Fixed Route and Proposed Combined Service Low-Income Population

	Population *	Low-Income Population	% Low-Income	% Non-Low-Income	Absolute Difference
Current Service Corridor	225,758	69,770	30.9%	69.1%	-38.2%
Proposed Service Corridor & MOVE Zones	224,289	67,930	30.3%	69.7%	-39.4%
Difference	-1,469	-1,840	-0.6%	0.6%	-1.2%

*Population for whom poverty status is determined



Map 4: Proposed Service Corridor and MOVE Zones with Walkshed Demographics



Fixed Route Service Analysis

The walkshed for the current service was compared to the walkshed of the proposed fixed route service corridor. While there is a decrease in the population in the walkshed, the percentage of both minorities and low-income persons increases by slightly more than 2%.

Table 4: Current and Proposed Fixed Route Service Minority Population

	Total Population	Minority Population	% Minority	% Non-Minority	Absolute Difference
Current Service Corridor	238,436	86,731	36.4%	63.6%	-27.3%
Proposed Service Corridor	206,040	80,065	38.9%	61.1%	-22.3%
Difference	-32,396	-6,666	2.5%	-2.5%	5.0%

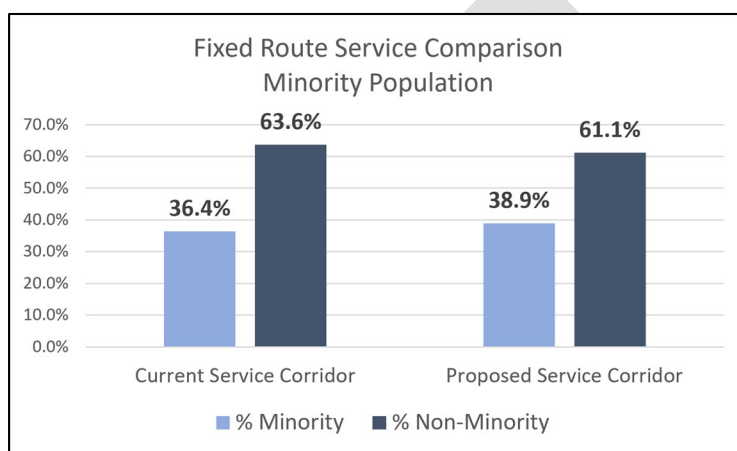
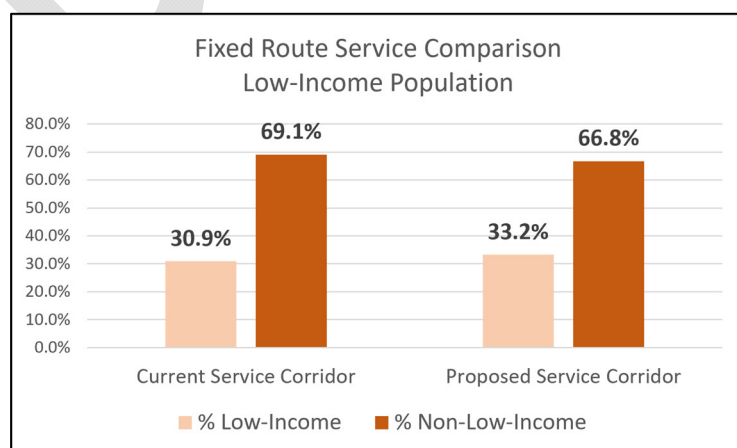


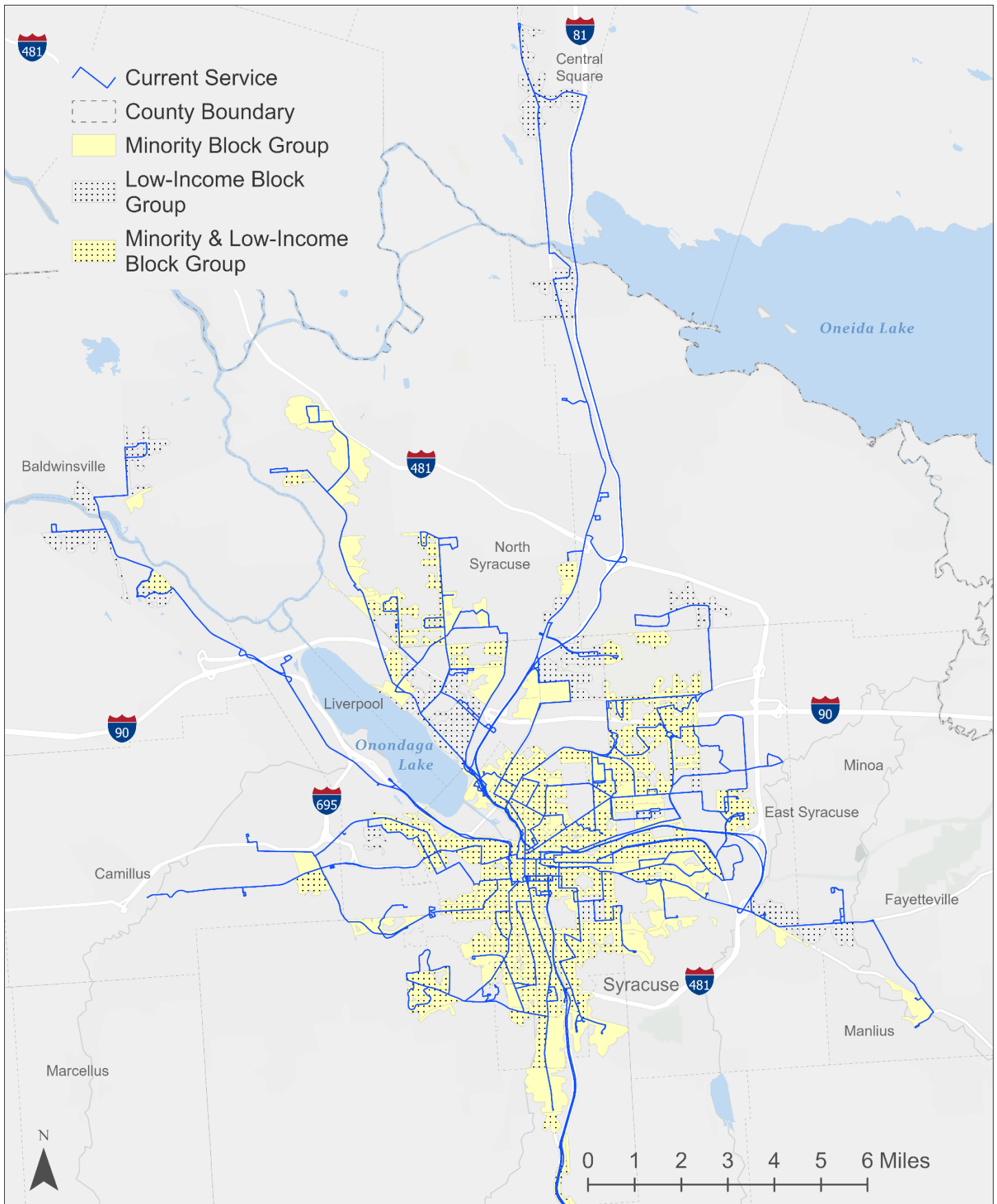
Table 5: Current and Proposed Fixed Route Service Low-Income Population

	Population *	Low-Income Population	% Low-Income	% Non-Low-Income	Absolute Difference
Current Service Corridor	225,758	69,770	30.9%	69.1%	-38.2%
Proposed Service Corridor	193,045	64,152	33.2%	66.8%	-33.5%
Difference	-32,713	-5,618	2.3%	-2.3%	4.7%

*Population for whom poverty status is determined



Map 5: Current Fixed Route Service with Walkshed Demographics



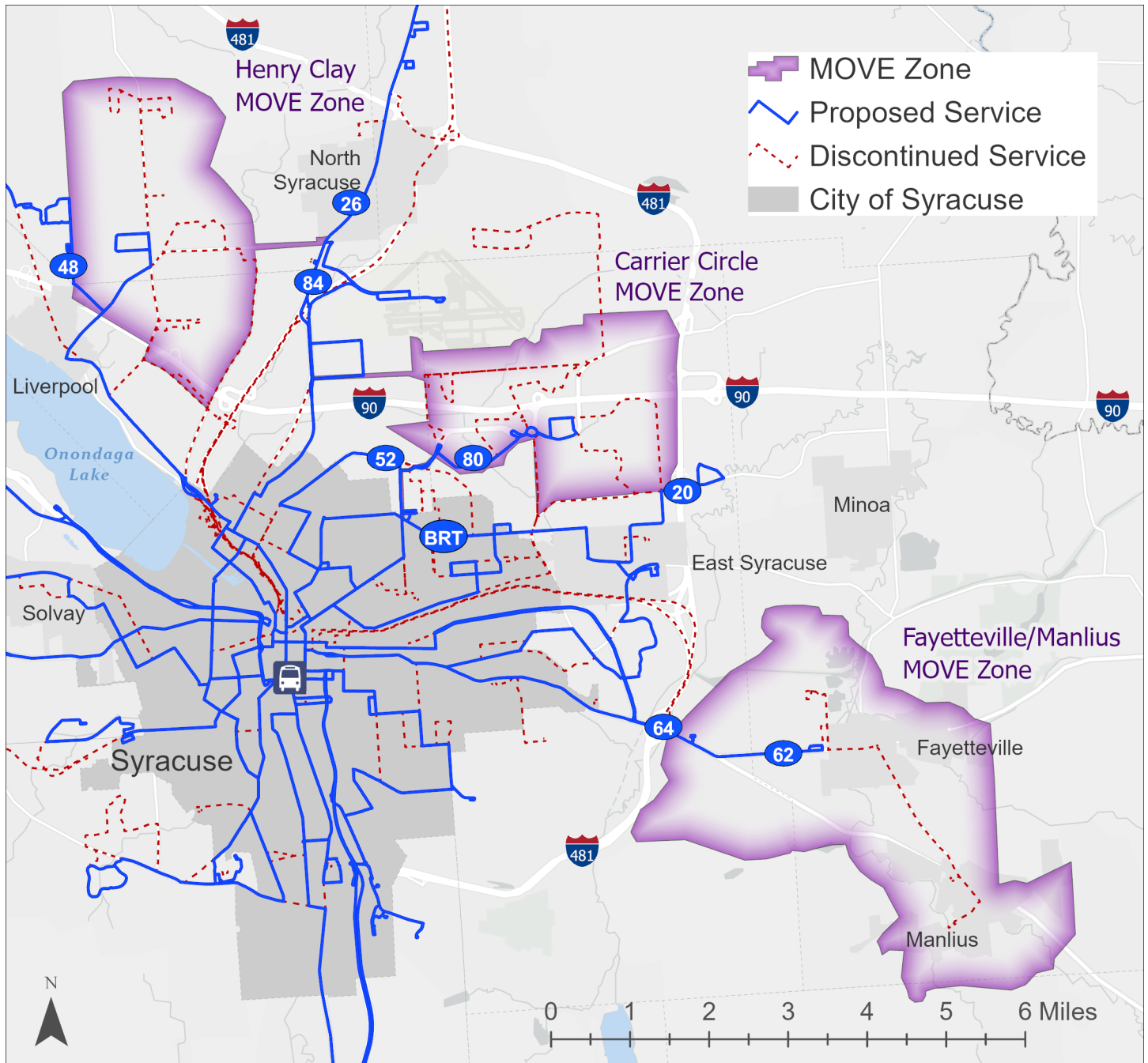
Map 6: Proposed Fixed Route Service with Walkshed Demographics



MOVE On-Demand Service Analysis

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

Map 7: MOVE Zones

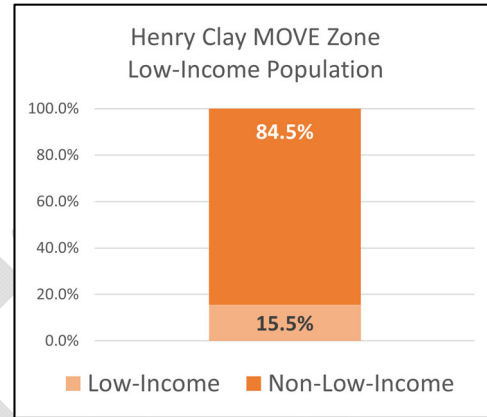
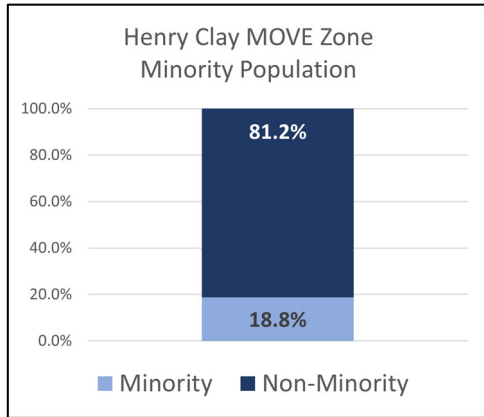


The boundaries of the MOVE zones were used to calculate the approximate demographics of the population of those areas. The following pages contain tables, graphs, and maps related to the demographics of the individual MOVE zones. The MOVE zones have lower percentages of minorities and low-income persons compared to the fixed route service.

Table 6: Henry Clay MOVE Zone Demographics

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

*Population for whom poverty status is determined



Map 8: Henry Clay MOVE Zone

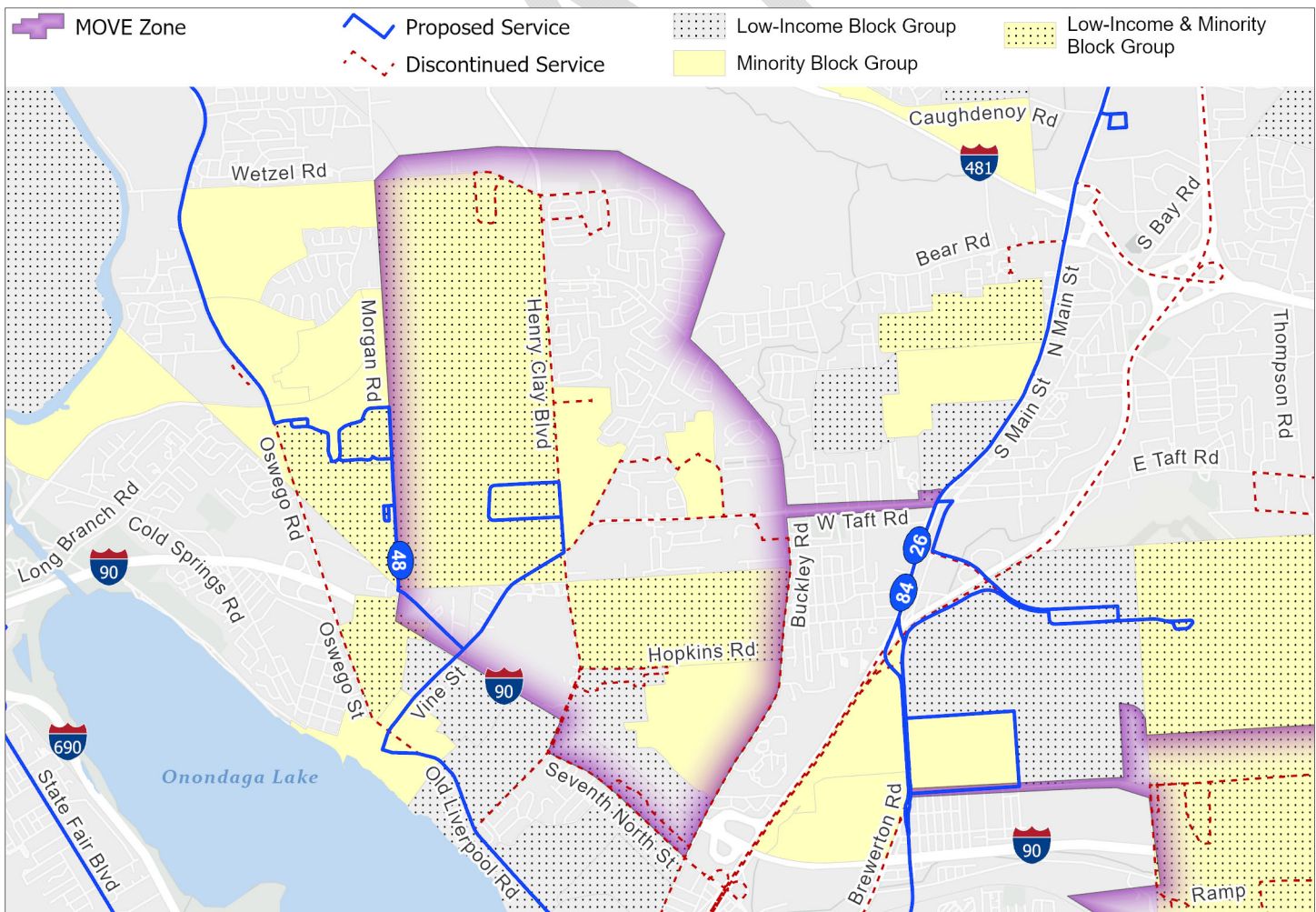
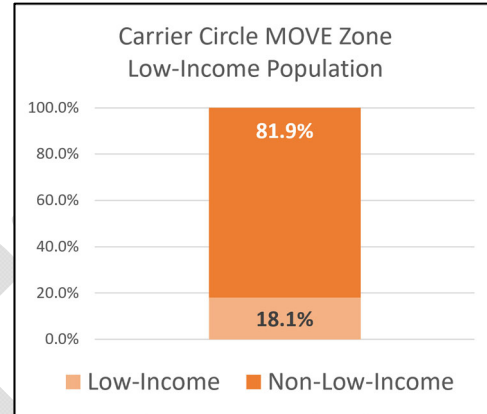
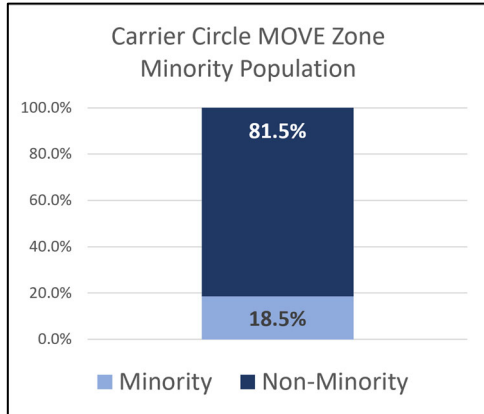


Table 7: Carrier Circle MOVE Zone Demographics

Total Population	Minority Population	% Minority	% Non-Minority	Absolute Difference
3,156	584	18.5%	81.5%	-63.0%
Total Population	Low-Income Population	% Low-Income	% Non-Low-Income	Absolute Difference
3,120	565	18.1%	81.9%	-63.8%

*Population for whom poverty status is determined



Map 9: Carrier Circle MOVE Zone

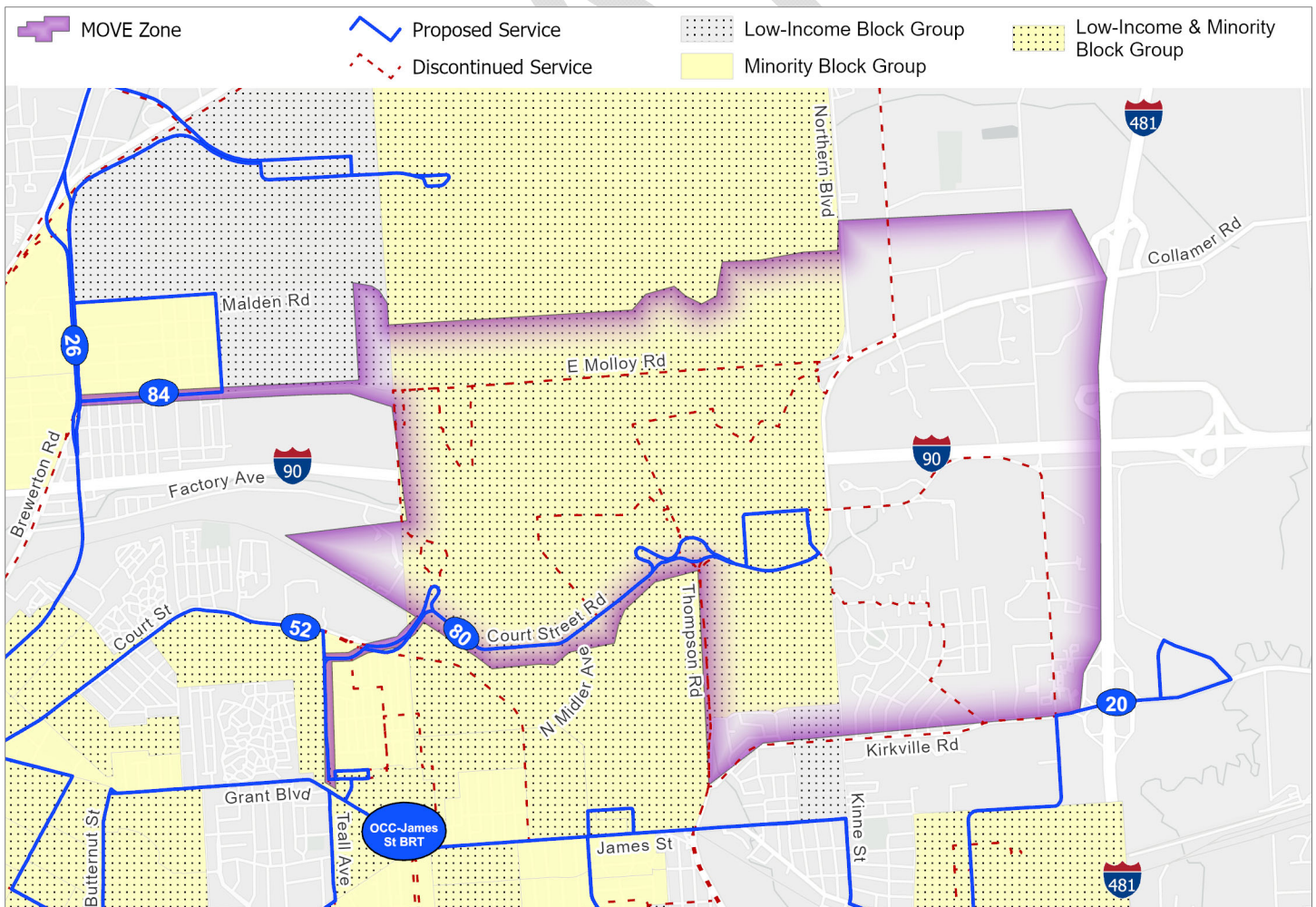
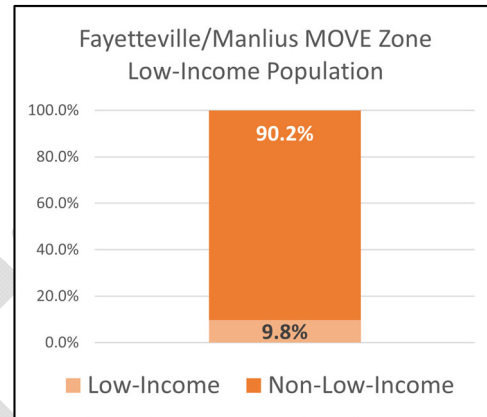
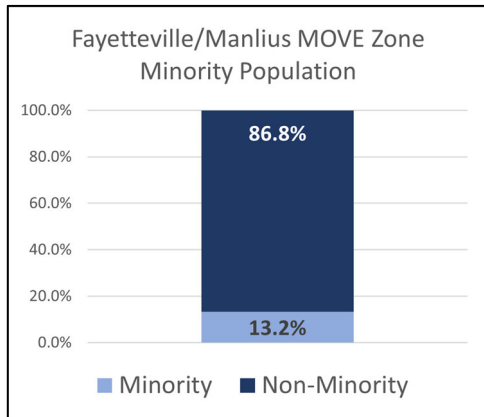
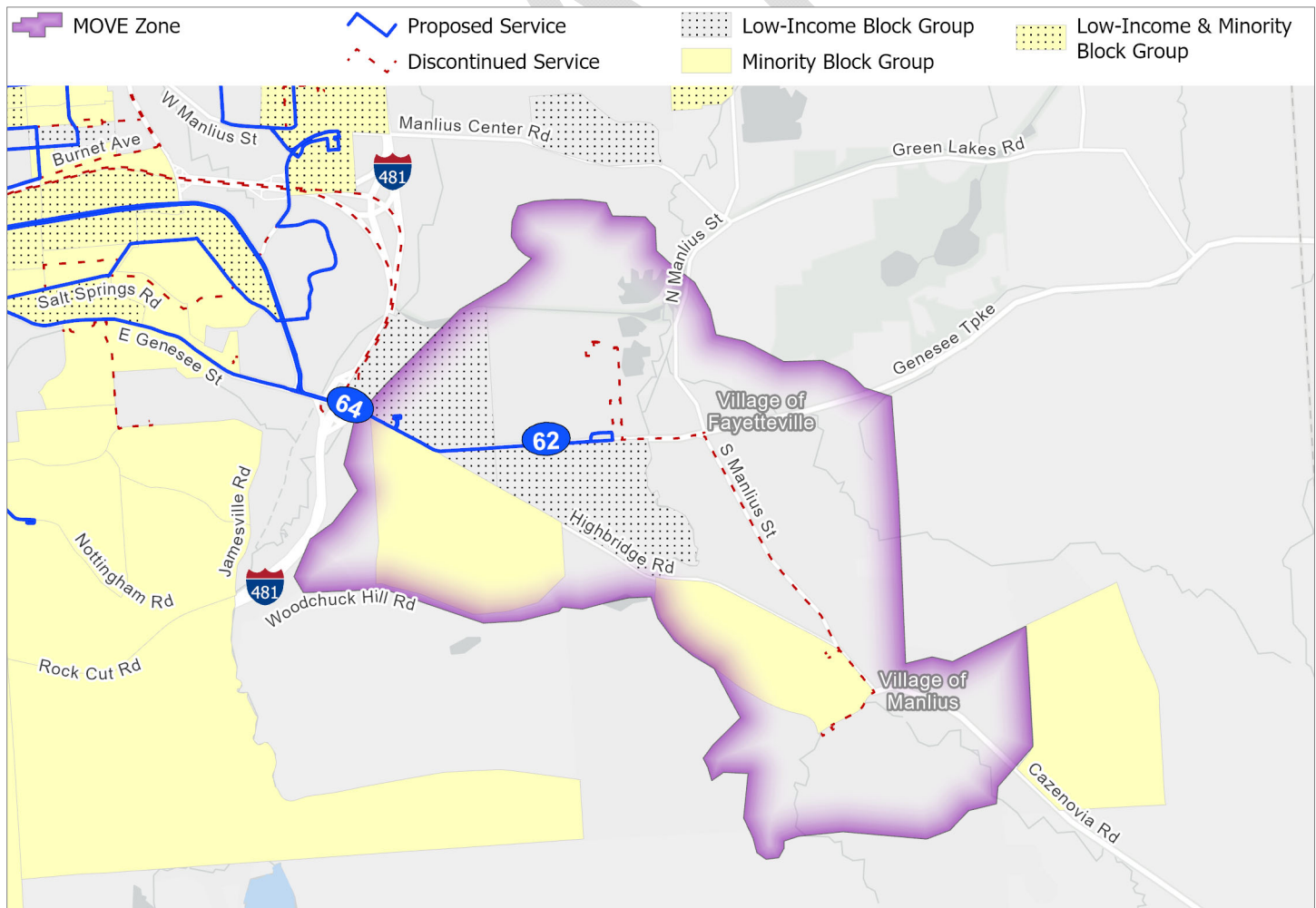


Table 8: Fayetteville/Manlius MOVE Zone Demographics

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

*Population for whom poverty status is determined

**Map 10: Fayetteville/Manlius MOVE Zone**

Affected Fixed Route Service Analysis

The walkshed for the proposed fixed route service and the MOVE zones were combined to create the proposed combined service corridor. The justification for combining fixed route service and the MOVE zones is that service is available to everyone within the MOVE zones. A customer who previously used the fixed route service that now has access to the MOVE service is considered as having access to transit services.

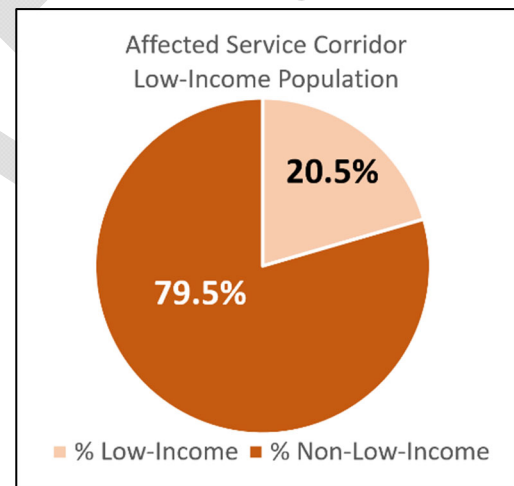
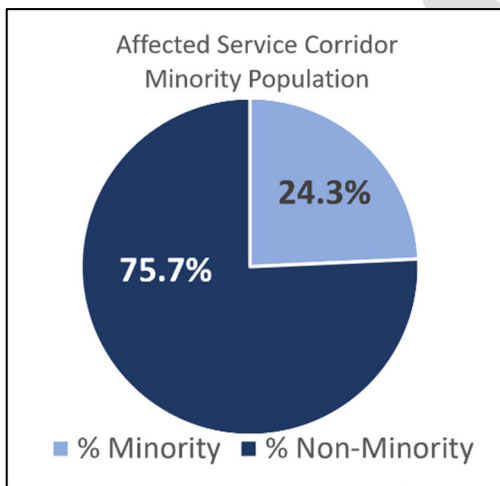
The combined service corridor was placed over (intersected) the current fixed route service walkshed. Any areas of the current walkshed that were not covered (served) are categorized as the affected fixed route service corridor.

Using the previously established methodology, the approximate population demographics were calculated for the affected fixed route service corridor.

Table 9: Affected Fixed Route Service Demographics

Total Population	Minority Population	% Minority	% Non-Minority	Absolute Difference
22,594	5,485	24.3%	75.7%	-51.4%
Population*	Low-Income Population	% Low-Income	% Non-Low-Income	Absolute Difference
21,910	4,491	20.5%	79.5%	-59.0%

*Population for whom poverty status is determined

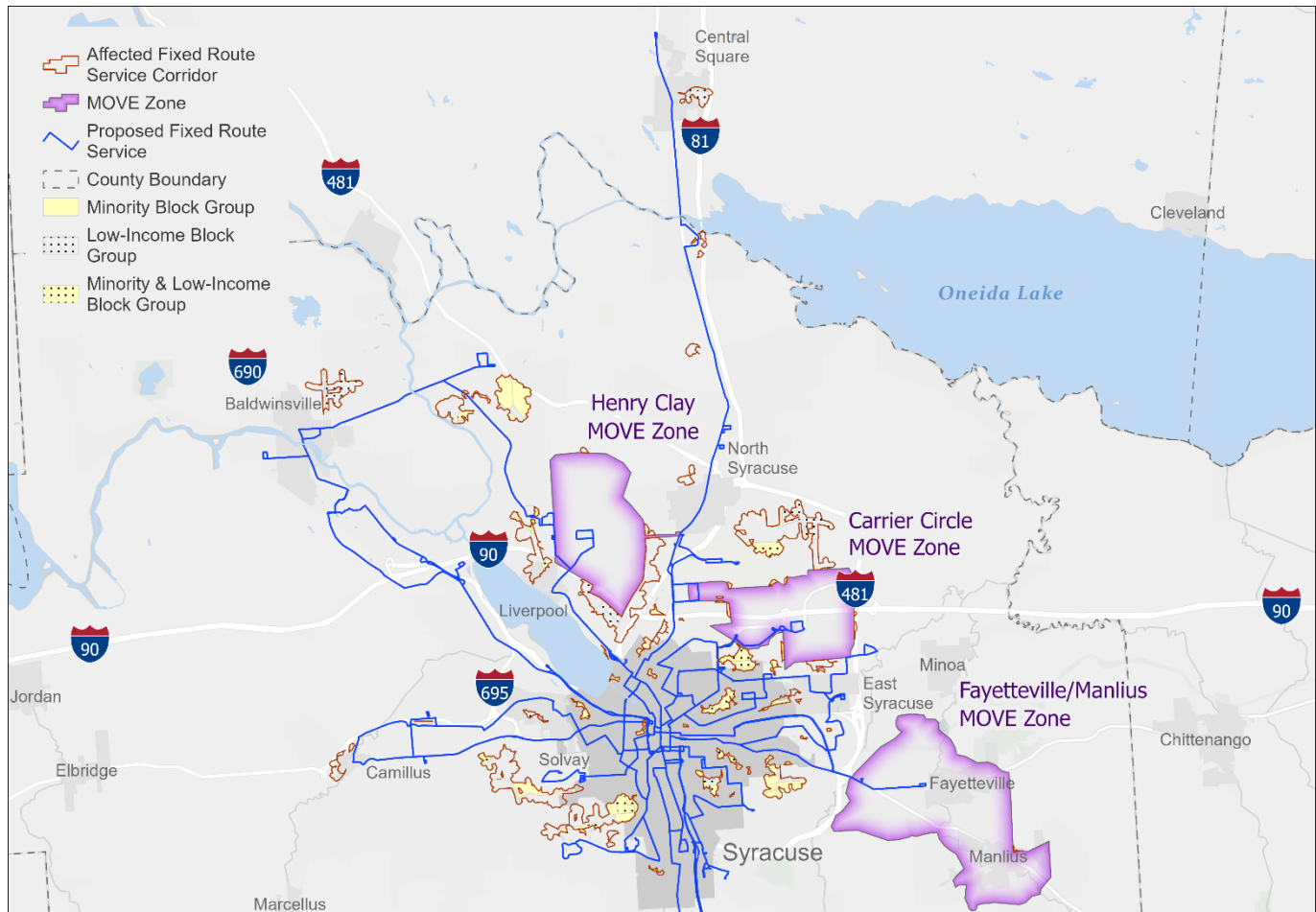


The absolute difference between the minority and non-minority population in the affected service corridor is **-51.4%**. This is below the 30% threshold therefore there is no disparate impact.

The absolute difference between the low-income and non-low-income population in the affected service corridor is **-59.0%**. This is below the 34% threshold therefore there is no disproportionate burden.

The map on the following page depicts most of the affected service corridor. Some areas are too small to distinguish the boundaries on the map. Of the remaining areas, areas of high minority and/or low-income populations are visible.

Map 11: Affected Fixed Route Service



Individual Affected Area Analysis

While the overall impact does not exceed Centro service standards, it is important to determine if any of the individual affected areas would do so. Using the previously established methodology, the population demographics were calculated for each of the 309 unserved areas. The areas were filtered for minority or low-income populations greater than one person.

There are 62 affected areas with at least one minority person. Only one of those areas has a minority impact exceeding 30%. The area in question has a population estimate of 12 with the minority estimate being 10; resulting in a ratio of 79.5% minority and a +59% percentage point difference between minority and non-minority persons. This area is 53,114 square feet in size (0.0019 square miles) mid-block on Berger Ave between Baldwin Ave (west), Wiman Ave (East), W Newell St (north), and W Ostrander Ave (south). It encompasses 4 whole residences and crosses over a section of four other residences.

There are 58 areas with at least one low-income person, but none of those areas has a low-income impact exceeding the 34% threshold.

CONCLUSION

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

There are neither disparate impacts nor disproportionate burdens associated to the Better Bus Onondaga system redesign. Minority and Low-Income populations will not be more adversely impacted than the rest of the population.

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

A resolution to move forward with the Better Bus Onondaga redesign will be brought to the Board on August 28, 2026 (**Attachment 4** – to be updated with signed document). The service changes are intended to go into effect in June/July 2027. As per Centro's Title VI Policies, final public notice of the changes in service will be made at least ten days in advance of the effective date of the permanent change.

DRAFT

Attachment 1: Public Hearing Notice

CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY PUBLIC HEARING NOTICE

The Central New York Regional Transportation Authority (Centro) will conduct a public hearing in Onondaga County to allow public comments regarding a proposed system redesign of its bus service within Onondaga County – scheduled to be implemented in June 2027. The service changes constitute a major service change to Centro's bus routes in Onondaga County according to Centro's Major Service Change policy.

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

INSPYRE Innovation Hub by CenterState CEO

235 Harrison St, Syracuse, NY 13202

Thursday, April 23, 2026, from 5-7pm

Centro will receive and consider all comments on these proposed changes prior to its proposed implementation in June 2027.

Details regarding the service changes will be made available on Centro's website at: <https://www.centro.org/news-opportunities/public-hearings-meetings> no later than Monday, April 20, 2026. For formats (FREE of charge) in accordance with the ADA of 1990 and Limited English Proficiency regulations, and for patrons requiring further accommodations, please contact Centro at (315) 442-3400.

Individuals whose interest would be affected by the proposed changes being considered are hereby notified and invited to attend the hearing to present such evidence, comment, or object as their interests require. Additionally, individuals who cannot attend the hearing in person or who want to provide comments may submit them to Centro no later than April 30, 2026, in any of the following ways:

Social Media: Facebook, Instagram, and X: [@GoCentroBus](#)
Email: cnyrta@centro.org
Phone: (315) 443-3400
Mail: 200 Cortland Ave., Syracuse, NY 13205
Fax: (315) 442-3337

Note: Attendees remaining after the final trip of their regular Centro route will be provided bus service by Centro from INSPYRE to all locations on those routes following the conclusion of the public hearing.



Attachment 1: Public Hearing Notice

THE POST-STANDARD

LEGAL AFFIDAVIT

INV#: 0011086331



CENTRO CLASSIFIED
MELISSA BRIM
PO BOX 820
SYRACUSE, NY 13205

Name: CENTRO CLASSIFIED

Sales Rep: Maria Nunez

Account Number: 5181

INV#: 0011086331

Date	Position	Description	P.O. Number	Ad Size	Total Cost
04/09/2026	Other Legals NY	CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY	4/23 public hearing notice	2 x 39.00 CL	78.37

State of New Jersey, County of Hunterdon ss. Maria Nunez, of the City of Flemington, in said County, being duly sworn, doth depose and says: this person is the principal clerk in the office of THE POST-STANDARD, a public newspaper, published in the City of Syracuse, Onondaga County, New York and that the notice, is an accurate and true copy of the ad as printed in said newspaper, was printed and published in the regular edition and issue of said newspaper on the following days, viz.:

Post-Standard 04/09/2026

Principal Clerk of the Publisher - Maria Nunez
An Authorized Designee of the President, Timothy R. Kennedy
Subscribed and sworn to before me this 09th day of April 2026



Online Notary Public. This notarial act involved the use of online audio/video communication technology. Notarization facilitated by SIGNiX®

Notary Public

FOR QUESTIONS CONCERNING THIS AFFIDAVIT,
PLEASE CONTACT MARIA NUNEZ AT
(315) 470-2051 OR Legals@Syracuse.com

Attachment 1: Public Hearing Notice

Ad Number:0011086331-01

Date	Position	Description	P.O. Number	Ad Size
04/09/2026	Other Legals NY	CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY PUBLIC	4/23 public hearing not	2 x 39.00 CL

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Mail: 200 Cortland Ave., Syracuse, NY 13205

Fax: (315) 442-3337

Note: Attendees remaining after the final trip of their regular Centro route will be provided bus service by Centro from INSPYRE to all locations on those routes following the conclusion of the public hearing.

Attachment 2: Public Hearing Sign-in Sheets

Sign-In Sheet

Centro Public Meeting: Onondaga County System Redesign
INSPIRE Innovation Hub by Centerstate CEO - 235 Harrison St, Syracuse, NY 13202

Date: Thursday, April 23, 2026
5:00 PM

Print Name	Address	Email Address	Would you like to speak (Y/N)?	What route(s) do you ride?
1. JULIUS LAWRENCE	325 W. KENNEDY	JLAWRENCE350@yahoo.com		46/246 Evening
2. Debbie Kimberly	Liverpool	Kimbl_30@yahoo.com		Henry clay
3. Gregory Hulbert	1426 Lodi	none	Yes	1200 noon 260
4. Miki Jackson	1115 Midland Ave			254
5. Jessica Stockham	131 Red Barn Circle	jstockham13@gmail.com	Yes (?)	40/86 Lewis
6. Victoria Garcia	press	victoria.garcia@spectrum.com	N	
7. JOE CALABRESE	5105 BALMOISE DR. FAYETTEVILLE NY	becalabrese105@gmail.com	N	
8. Jo Bennett			N	
9. John Fiermonte	1137 WADSWORTH STREET	JFiermonte@gmail.com	Y	San ARK Work
10. Mike Fiermonte	1137 Wadsworth Street	MFiermonte@gmail.com	N	Henry clay
11. Tracy Towers		Tracy.Towers@gmail.com	N	Henry clay
12. Roshawn Kershaw	—	roshawnc.kershaw@gmail.com	Y	54
13. Olive Hendrickson		Olivehendrickson@gmail.com	N	Sy 40 SU - Sun/ins
14. Cindy Betts				

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Attachment 2: Public Hearing Sign-In Sheets

Sign-In Sheet

Centro Public Meeting: Onondaga County System Redesign
INSPIRE Innovation Hub by Centerstate CEO - 235 Harrison St, Syracuse, NY 13202

Date: Thursday, April 23, 2026
5:00 PM

Print Name	Address	Email Address	Would you like to speak (Y/N) ?	What route(s) do you ride?
15. Kier Longhair	209 HIXSON AVE SYRACUSE, NY 13202	JOHNAT HOU11129.KE Longhair	Yes	52 & 36 - EXT - ALCOTTA BRIDGES
16. CHARLIE BLOED	704 ORR ST - #1 SYRACUSE, NY 13202	charliebloed4@gmail.com	N	Livapack Milland
17. Hugh Dawning	713 MATTY AVE MATTYDALE	hdauling22@gmail.com	YES	84, 26
18. John Sposato	120 Clifton Ave	pillow123@msu.com	N	20
19. Peter Parlockes	4185 111 High St 122 LP	pawpaw@com.com	Y	hinged 46
20. Yassiel Juneo	111 High St Syracuse, NY	cyassiel@yahoo.com	N	
21. Karbin Davis	1804 W Genesee St, Syracuse	KarbinMDavis@gmail.com	N	36 & 176
22. David Long Jensen	236 W. Clinton Ave, Syr	djensen@syrr.edu	Y	50 (Vag), 50/Erin Blvd, 50/Plasland, 50/Canfield, 50/26
23. Philip Pehin	131 Butler St. Syr. NY 13206	phil.pehin@gmail.com	Y	Westcott
24. Agnes McCray	311 North Ave	agnes.mccray@gmail.com	Y	James St. 180 Grant Blvd
25. Charles Hudson	311 North Ave		Y	James St. 180-26,
26. Shail Patel	472 South Salina St.	Shailpatel67@gmail.com	N	26, salina
27. Carlos Gonzalez	101 Jerome St.	Cj.gonzalez@gmail.com	Y	50/340, 40, Mathville, 343, 245 (RIP)
28.				

Page 2

Attachment 2: Public Hearing Sign-In Sheets

Sign-In Sheet

Centro Public Meeting: Onondaga County System Redesign
INSPIRE Innovation Hub by Centerstate CEO - 235 Harrison St, Syracuse, NY 13202

Date: Thursday, April 23, 2026
5:00 PM

Print Name	Address	Email Address	Would you like to speak (Y/N)?	What route(s) do you ride?
71. Cynthia St Bernard		CynthiaStBernard@gmail.com	Yes	
72. WENDELL VAN E PARS	313 E. WILLOW ST. SYRACUSE, NY.		YES.	HENRY CLAY.
73. Colleen Conn		snoapie729@gmail.com	NO	
74. CARL McLELLAN	525 GATTICK ST. SYR	NONE	NO	SAT SPRINGS
75. MARCILLE POSMIL	4803 NORSTON ST. SYRACUSE, NY 13208	MarcillePosmil@yahoo.com	YES	146 HENRY CLAY
76. JASON BEARD	117 IRVING AVE LIVERPOOL, NY 13088	BEARD JASON@HOTMAIL.COM	NO	HENRY CLAY
77. Giordana Vassell	411 West Colonial Street		yes	Henry Clay
78. Kenneth Wilson			Y	
79. John Carter	1902 W Genesee St	jason_mackey@yahoo.com	NO	Henry Clay
80. Faith Gray	509 University Ave, Sy, NY	faithgray10@gmail.com	yes	186 Henry Clay
81. MARK MURPHY	117 SUNSTRUCK DRIVE, SYRACUSE	MARKMURPHY@TWCN.ORG	NO	JAMES-SUMNER CRR
82. Luca Szaferak	142 Oakland St.	152atlantk7@gmail.com	NO	JAMES-SUMNER CRR
83. Derrick Blizard	142 Oakland St.	derrickblizard07@gmail.com	N	
84. Beata Karpinska	431 E. Fayette St., Sy	beata@ny.senior.org	Y	University
Phil Prehn	131 Katler St., Sy	phil.prehn@gmail.com	Y	University

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Attachment 2: Public Hearing Sign-In Sheets

Sign-In Sheet

Centro Public Meeting: Onondaga County System Redesign
INSPIRE Innovation Hub by Centerstate CEO - 235 Harrison St, Syracuse, NY 13202

Date: Thursday, April 23, 2026
5:00 PM

Print Name	Address	Email Address	Would you like to speak (Y/N)?	What route(s) do you ride?
85. Audrey Effros	147 Oakland St	aefros1003@gmail.com	Y	
86. Joey DiStefano	230 W Seneca St - Apt 506	joseph.p.distefano@gmail.com	N	49 western light
87. Frankie S.				
88. Julia Liebell-McLean	1004 Ackerman Ave	jel135@georgetown.edu	Y	49, 72, 68, 36, 84, 52, 16
89. J Smith	152 Fallas Ave	jeannie-smith@mac.com	N	176, 68
90. Martha Lamson	22 Bayberry Circle, Liverpool	marthalamson25@gmail.com		48
91. Allen Huang	101 Jensen St.	mebz2kmo@gmail.com	N	340, 40,
92. Charrell Ford		Chargray8@gmail.com		
93. Zina Ghanima	7 Bittersweet Ln, Fayetteville, NY	info@cutline.com	No	
94. M. HAHN	520 Broad St	hahnmat@gmail.com	No	340, 40, 348 348
95.				
96.				
97.				
98.				

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Attachment 3: BB Onondaga Public Hearing Fact Sheet



Proposed Service Changes



What are the goals of Better Bus Onondaga?

Align the Centro network with present-day demand and travel patterns

Better meet community travel needs through the delivery of more efficient and effective service

Optimize local service and integrate new modes such as microtransit

What improvements have been made?

Routes have been streamlined resulting in:

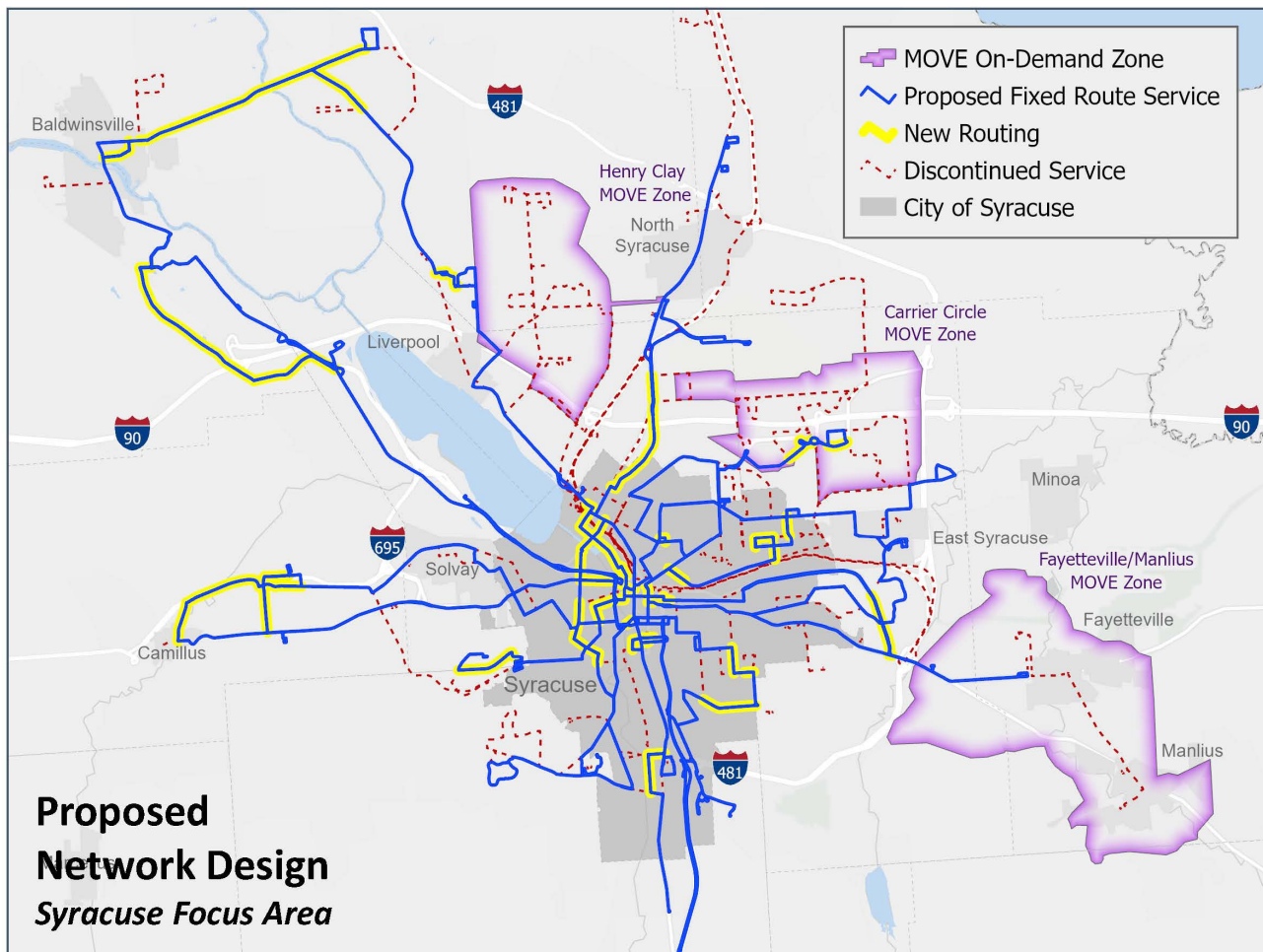
increased frequency on 15 major routes

30 minutes or less between trips for 42% of current riders

more weekend service to requested destinations

Designed connections to the future Bus Rapid Transit (BRT) network

Added 3 MOVE on-demand zones in Liverpool, Carrier Circle, and Fayetteville/Manlius offering weekday service from 6am – 6pm



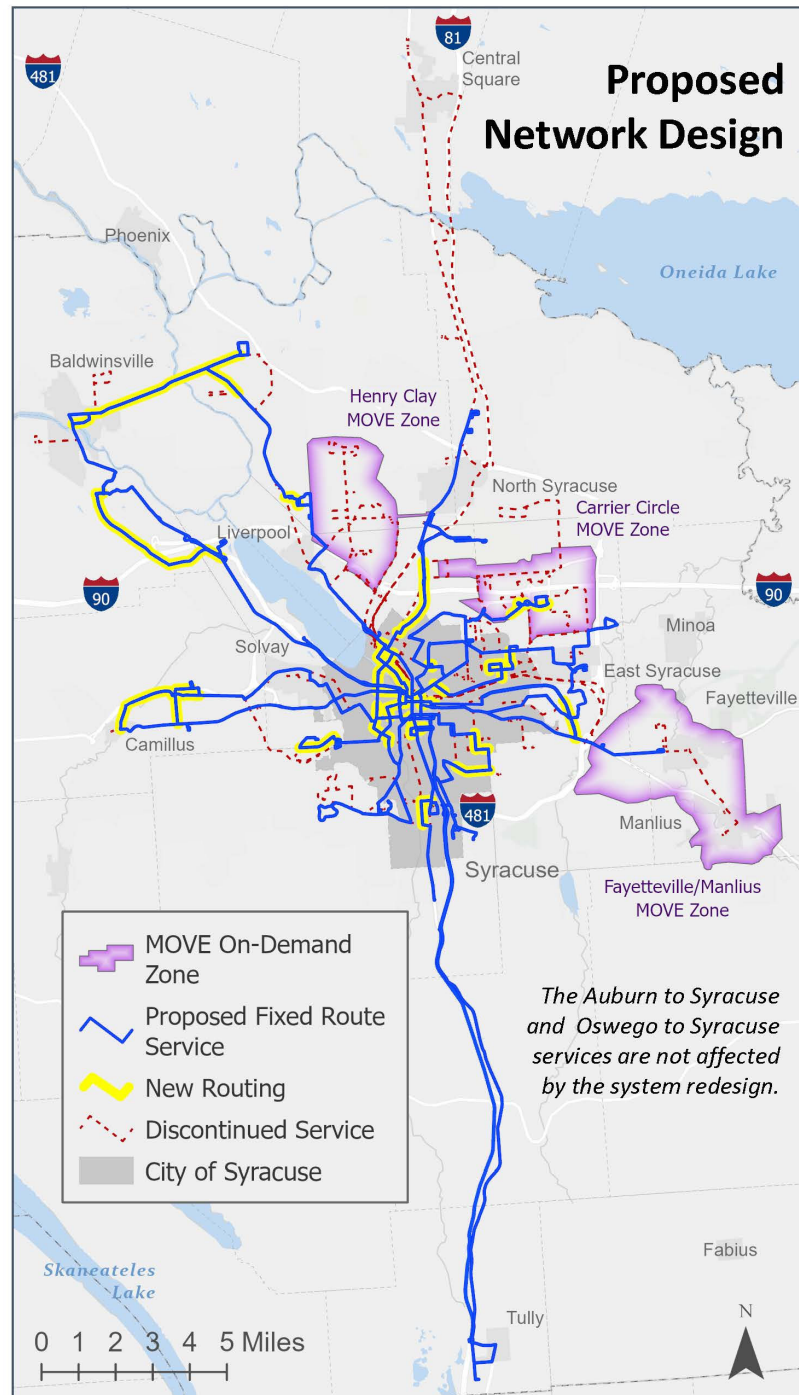
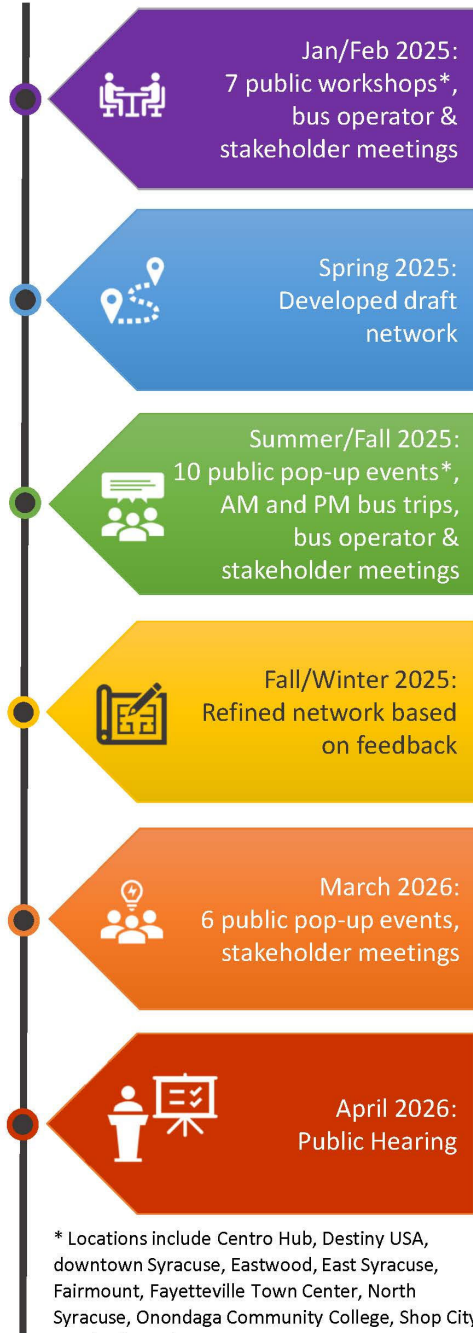
Attachment 3: BB Onondaga Public Hearing Fact Sheet



Proposed Service Changes



Public Engagement Timeline



How can I provide feedback on the proposed changes?

Comments are accepted until April 30, 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: Resolution to Authorize Service Modifications

Resolution No. _____

Date: _____

RESOLUTION TO AUTHORIZE SERVICE MODIFICATIONS IN CNY CENTRO

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

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

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

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

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

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

WHEREAS, these public comments, which were minimal, have been evaluated by CNYRTA Staff and adjustments were made, as possible, to the proposed Onondaga County system, and

WHEREAS a summary of these public comments was presented to the CNYRTA Board of members for review, and

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MEMBERS OF THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY that the proposed system redesign of fixed route bus service in Onondaga County takes place effective June, 2027, or soon thereafter including:

- Aligning the Centro network with present-day demand and travel patterns;
- Allowing Centro to better meet community travel needs through delivery of more efficient and effective service;
- Adjust local service and integrate new modes such as microtransit to reallocate service within BRT corridors and promote BRT connectivity;
- Maintained connections to the AUB38 commuter route; and
- Maintained connection to the OSW246 commuter route.