

**CENTRAL NEW YORK
TRANSPORTATION AUTHORITY**

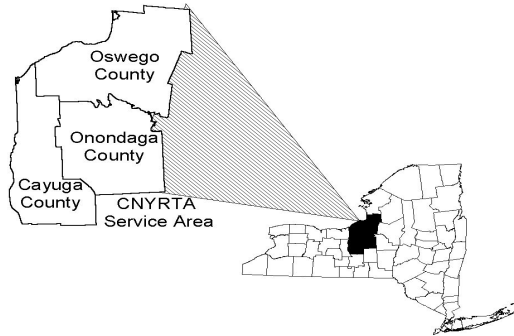
PO Box 820
200 Cortland Avenue
Syracuse, NY 13205-0820
(315) 442-3300
Web Site: www.centro.org

State Legislative Districts
Senate: 46, 48, 49, 53
Assembly: 111, 117-121

Base Fare: \$1.00
Last Increase: \$0.25 in 2/1995

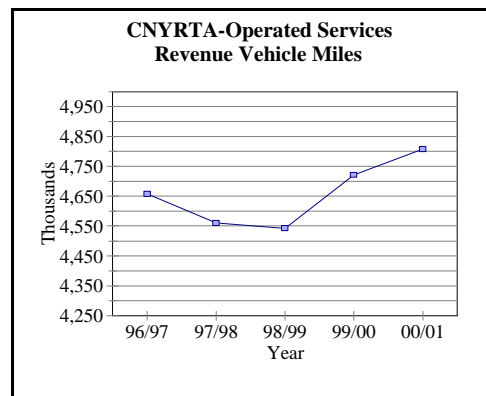
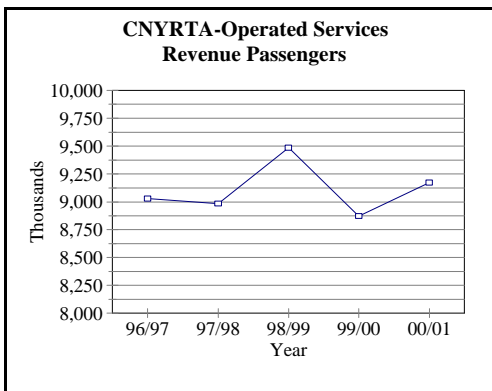
Central New York Regional Transportation Authority (CNYRTA) provides urban fixed route transit service in Onondaga County, ADA paratransit "Call-a-Bus" service and rural operations in Oswego and Cayuga Counties. CNYRTA also operates the William F. Walsh Regional Transportation Center, an intermodal transportation center serving urban, regional, and intercity transit providers as well as Amtrak. CNYRTA also operates a parking authority in the downtown Syracuse area.

Population in the CNYRTA service area, as reported in the Census, decreased by a slight 1.5 percent between 1990 and 2000. Over this same period employment was virtually unchanged, dropping by less than 1 percent in the region. The City of Syracuse, the core market for CNYRTA's urban fixed route bus system, CENTRO which accounts for 90.1 percent of all CNYRTA



decline in CENTRO ridership of 2.9 percent over that 10 year period.

Also contributing to the decline in ridership, perhaps even more substantially than the shifting demographics, was a substantial reduction in service miles, which declined by a 2.7 percent annualized rate over the 10 years. This service reduction, driven by operating budget problems, was primarily implemented in 1995



ridership, declined by 11 percent from 1990 to 2000. This population decline contributed to an annualized

when CNYRTA reduced service by as much as 25 percent.

| CNYRTA FY 00-01 Characteristics | Fixed Route Motor Bus | Paratransit Service | Rural Service | Total |
|--------------------------------------------|----------------------------------|--------------------------------|--------------------------|--------------|
| Revenue Passengers | 8,264,244 | 123,395 | 783,727 | 9,171,366 |
| Number of Vehicles | 158 | 17 | 30 | 205 |
| Number of Employees | 307 | 28 | 50 | 385 |
| Revenue Vehicle Miles | 3,170,600 | 432,369 | 1,204,708 | 4,807,677 |
| Revenue Vehicle Hours | 261,187 | 29,265 | 56,447 | 346,899 |
| Total Operating Revenue | 6,591,550 | 287,077 | 713,184 | 8,101,287 |
| Total Operating Expense | 20,961,725 | 1,839,890 | 3,669,343 | 26,470,958 |
| Operating Expense /Rev. Vehicle Mile | 6.61 | 4.26 | 3.05 | 5.51 |
| Operating Expense / Rev. Vehicle Hour | 80.26 | 62.87 | 65.01 | 76.31 |
| Rev. Passengers / Rev. Vehicle Mile | 2.61 | 0.29 | 0.65 | 1.91 |
| Rev. Passengers / Rev. Vehicle Hour | 31.64 | 4.22 | 13.88 | 26.44 |
| Total Operating Revenue / Op. Expense | 0.31 | 0.16 | 0.19 | 0.31 |
| Operating Expense / Revenue Passenger | 2.54 | 14.91 | 4.68 | 2.89 |
| Total Op. Revenue / Revenue Passenger | 0.80 | 2.33 | 0.91 | 0.88 |

Over the last 5 years, from FY 96-97 through 00-01, CENTRO ridership has actually stabilized, increasing by a slight annualized .5 percent. From FY 99-00 to 00-01, ridership increased by 2.3 percent.

In 1993 two private bus operators, one based in Oswego County and the other in Cayuga County, were no longer able to provide public transit services. CNYRTA accepted the responsibility for the services previously provided in these two counties by the private operators.

The ridership in the Oswego County saw increase by 1.6 percent annualized rate from 1990 to 2000 while service in Cayuga County declined at an annualized rate of 3.1 percent. Revenue miles increased substantially for both of these rural systems, Oswego services increased by an annualized 7.2 percent and Cayuga by an annualized 3.2 percent respectively over the ten year span. When CNYRTA took over for the private operator in Oswego County in 1993, it provided additional services and saw ridership increase in response to that increase.

Over the five period from FY 96-97 to 00-01 these rural services, combined, experienced a 2.4 percent annualized decline in ridership corresponding with a much more stable 1.88 percent increase in service miles. From 99-00 to 00-01 ridership on these services jumped 16 percent but remained below the 96-97 level. Revenue miles of service increased by a modest 2.4 during FY 00-0. The increases in the vehicle miles, especially in the regional operations where route deviations are more prevalent, may reflect the broader usage of their services.

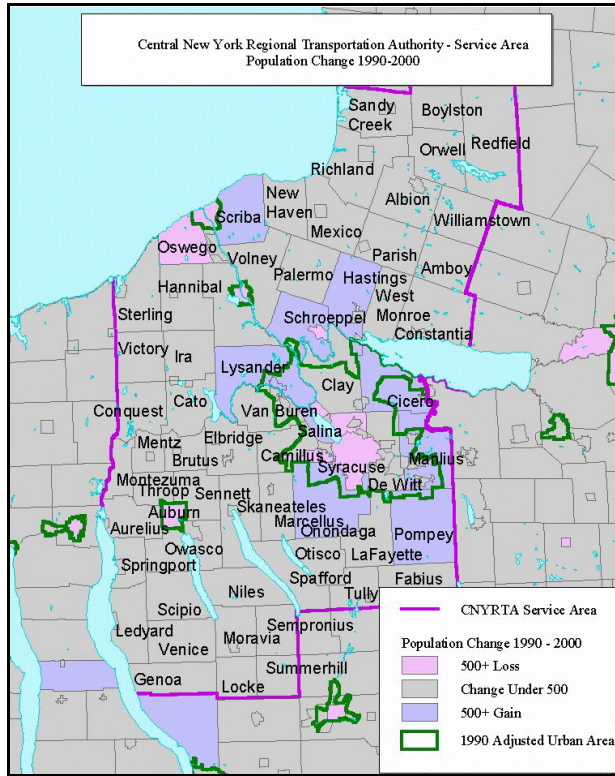
Call-a-Bus, the paratransit component of the CNYRTA system, has grown substantially, at an annualized 3.5 percent rate, over the 10 year period from 1990 to 2000. Over the five year period from FY 96-97 to 00-01, ridership on this service grew even more rapidly, by an annualized 12.5 percent. In FY 00-01 Call-a-Bus served more than 123,000 ADA eligible passengers, an increase of 39 percent.

The increasing use of this paratransit service has driven an increase in the miles of service. However the miles of service has not increased as dramatically as ridership, with a total increase of 3.3 percent from 1990 to 2000. Revenue miles for Call-a-Bus increased at a faster annualized rate of 6.9 percent over the 5 year period and a relatively steep jump in FY00-01 of 10.8 percent.

During the SFY 2000-01 CNYRTA operated a total fleet of 205 buses, 195 or 95 percent which are fully ADA compliant. All of the fixed route fleet of 175 buses are fully ADA compliant. During this year CNYRTA increased their contingent of Compressed Natural Gas (CNG) buses by placing 78 new in service thereby bringing their total CNG fueled buses up to 108 further expanding what was already the largest alternative-fueled operation in upstate New York.

CNYRTA has conducted a strategic planning study –Regional Mobility Action Plan (ReMAP). In SFY 2000-01 implemented several route changes/additions to implement some of the recommendations of ReMAP. They were able to finance the service additions through the use of State and Federal Welfare to Work funding grants.

In FY 00-01 the overall costs of operating the system



| CNYRTA Service Area | FY 90-91 | FY 00-01 | % Change |
|-----------------------|------------|-----------|----------|
| Total Population | 673,057 | 662,676 | -1.54% |
| Pop. Over 65 | 85,552 | 88,978 | 4.00% |
| Pop. Under 19 | 194,498 | 191,768 | -1.40% |
| Employment | 313,396 | 312,808 | -0.19% |
| CENTRO Ridership | 10,755,915 | 8,264,244 | -23.17% |
| Cayuga Ridership | 364,084 | 273,906 | -24.77% |
| Oswego Ridership | 442,519 | 509,821 | 15.21% |
| Call-A-Bus Ridership | 90,866 | 123,395 | 35.80% |
| Rev. Miles CENTRO | 4,039,014 | 3,170,600 | -21.50% |
| Rev. Miles Cayuga | 419,566 | 556,493 | 32.64% |
| Rev. Miles Oswego | 345,494 | 648,215 | 87.62% |
| Rev. Miles Call-A-Bus | 418,650 | 432,369 | 3.28% |

increased by 2.5 percent over the previous year. The overall cost of employee wages and salary will hold generally constant until the final year of the contract where a lump sum increase will be provided to the employees. The cost of the salary and wage portion of this item increase only marginally by 0.8% but the overall increase was driven by the cost of fringe benefits which increase by 15.6% from the previous year. The increasing cost of health care and contractually mandated pension enhancements were the two primary elements driving this category.

The incorporation of 78 new CNG buses recently into the fleet helped to hold down the costs for parts and repairs.

Operating revenues decreased by a total of 5.8% from 1999-2000 levels led by a significant decrease in “Non-User” revenue and to a lesser extent a 3.3% and 1.5% drop in farebox and special reimbursement revenues respectively. The primary loss in revenue was due to a drop of more than \$300,000 non-passenger operating revenue, caused primarily by a decline in advertising revenues. A drop in farebox revenue could be partially attributable to the growth in the use of swipe cards with multi-ride discount incentives.

The SFY 2000-01 ratio of operating revenues to operating expenses, a measure of service economy, for CNYRTA was 30 percent. This measure declined a modest annualized 1.5 percent over the 5 year period from FY 96-97 through 00-01, peaking in FY 99-00 at 33.4 percent.

The operating cost per revenue vehicle mile, a measure of service efficiency for the CNYRTA system, was very stable across the the five year period, increasing at an annualized rate of .8 percent from \$5.42 to \$5.60 per revenue mile. This increase was well below the national inflation rate during this period of 2.35 percent.

CNYRTA passengers per mile, a measure of service effectiveness, increased from FY99-00 to 00-01 by 1.5 percent and was very stable over the 5 years 96-97 through 00-01, decreasing by less than 1 percent.

The CENTRO fixed route service, carrying 90 percent of CNYRTA riders parallel the total system trends described above.

Passengers per mile for the Call-a-Bus paratransit system, increased at an annualized rate of 5 percent since FY96-97. As noted above Call-a-Bus ridership rose at a much steeper rate than the revenue miles of service over this time period. Call-a-Bus service saw their operating expenses increase by 6% but their operating revenue increase by more than 29% during the same period leading to an improvement in the cost recovery ratio service economy measure which improved from 10.5 percent in 1996-97 to 15.6 percent in 2000-01, an annualized increase of 10.3 percent. The cost per vehicle mile measure also improved over the five year period dropping from \$4.57 per revenue mile in SFY 1999-00 to a \$4.26 in SFY 2000-01.

Rural services, in Oswego and Cayuga Counties, experienced a 5 year decline in passengers per mile of 4.2 percent, but showed a one year improvement in FY 00-01, with an 13.3 percent increase in this measure of service effectiveness. Cost per revenue mile increased by an annualized 3.4 percent from 96-97 to 00-01, but was down to \$3.05 per mile over the five year high of \$4.01 in 1997-98. The ratio of operating revenue to operating cost for these services declined by 7.8 percent over the 5 year period from 27.9 percent to 19.4 percent.

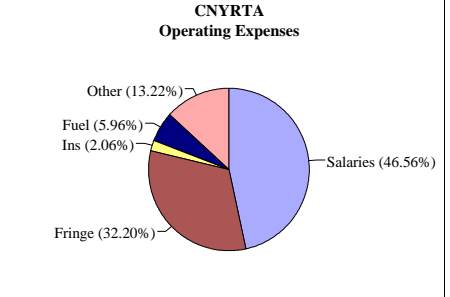
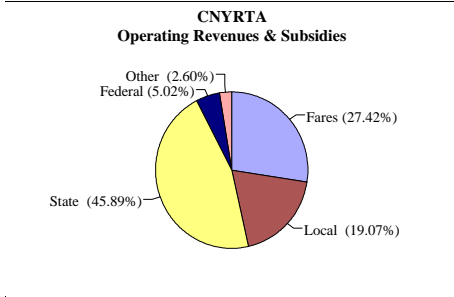
Financial Information (System Wide) - CNYRTA

Sources of Total System FY 00-01 Operating Funds

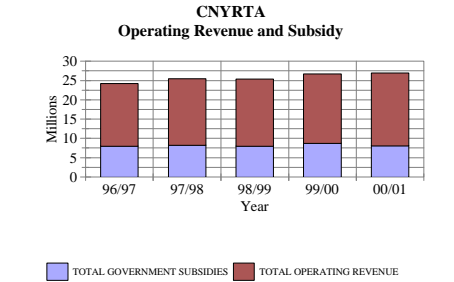
| | |
|--------------|---------------------|
| Fares | \$7,399,336 |
| Local | \$5,145,107 |
| State | \$12,380,663 |
| Federal | \$1,353,378 |
| Other | \$701,951 |
| Total | \$26,980,435 |

Summary of Total System FY 00-01 Operating Expenses

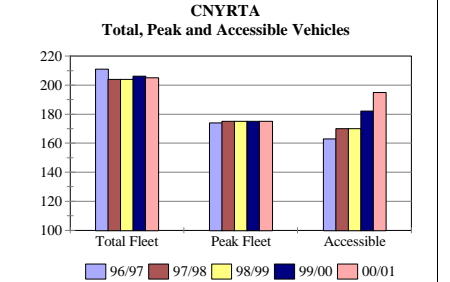
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|--------------|---------------------|
| Salaries | \$12,536,360 |
| Fringe | \$8,670,828 |
| Ins | \$555,761 |
| Fuel | \$1,604,606 |
| Other | \$3,560,374 |
| Total | \$26,927,929 |



Financial Trend Analysis over the past five years:

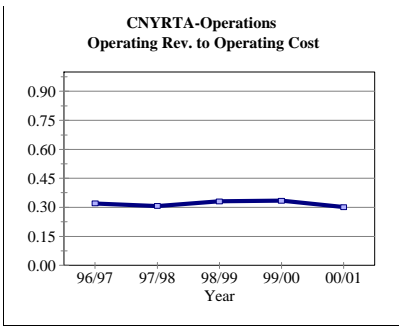
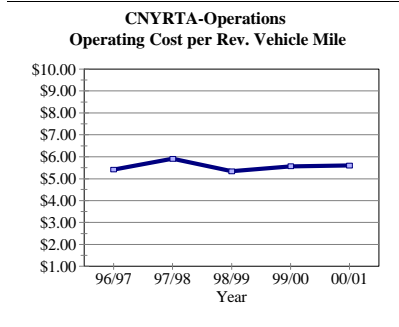
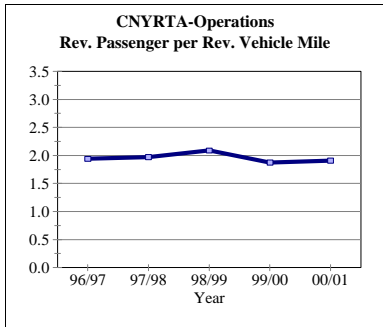


Fleet Characteristics over the past five years



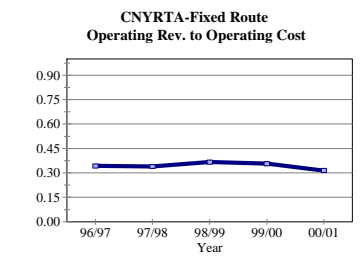
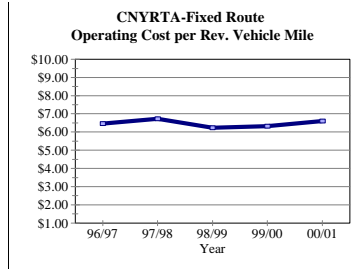
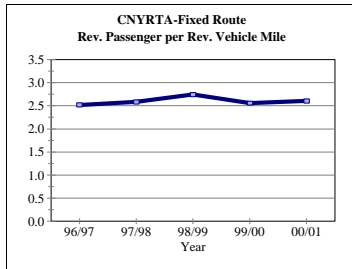
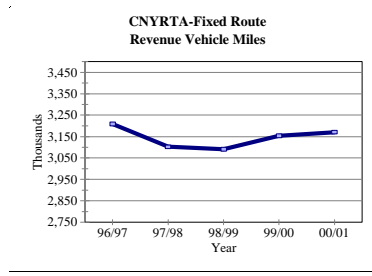
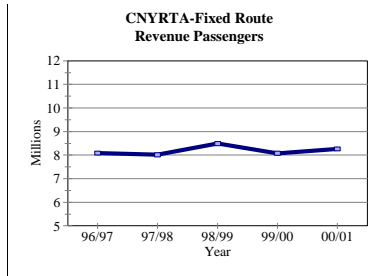
CNYRTA - System Total - Operations and Performance Statistics

| | 96/97 Actual | 97/98 Actual | 98/99 Actual | 99/00 Actual | 00/01 Actual | % Change 99 to 00 | Annualized % Change |
|---------------------|--------------|--------------|--------------|--------------|--------------|-------------------|---------------------|
| Rev. Passengers | 9,029,130 | 8,983,513 | 9,485,922 | 8,842,262 | 9,171,366 | 3.72% | 0.39% |
| Rev. Veh. Miles | 4,657,788 | 4,560,069 | 4,542,629 | 4,720,947 | 4,807,677 | 1.84% | 0.79% |
| Op. Cost | \$25,254,225 | \$26,925,784 | \$24,235,796 | \$26,281,483 | \$26,927,929 | 2.46% | 1.62% |
| Op. Rev. | \$8,075,330 | \$8,263,411 | \$8,025,511 | \$8,779,777 | \$8,101,287 | -7.73% | 0.08% |
| Rev. Pass/Rev. Mile | 1.94 | 1.97 | 2.09 | 1.87 | 1.91 | 1.85% | -0.40% |
| Op. Cost/Rev. Mile | \$5.42 | \$5.90 | \$5.34 | \$5.57 | \$5.60 | 0.61% | 0.82% |
| Op. Rev./Op. Cost | 31.98% | 30.69% | 33.11% | 33.41% | 30.09% | -9.94% | -1.51% |
| National CPI | 156.90 | 160.50 | 163.00 | 166.60 | 172.20 | 3.36% | 2.35% |
| NYSMA CPI | 166.90 | 170.80 | 173.60 | 177.00 | 182.50 | 3.11% | 2.26% |

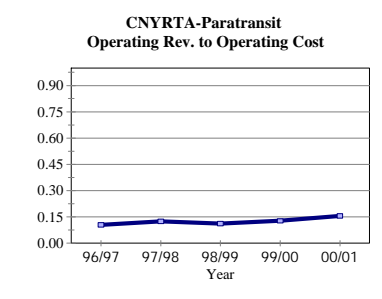
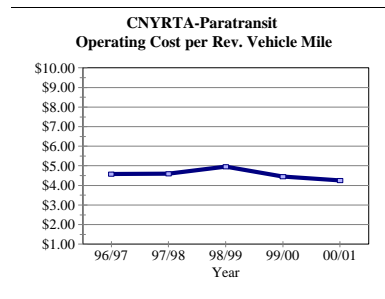
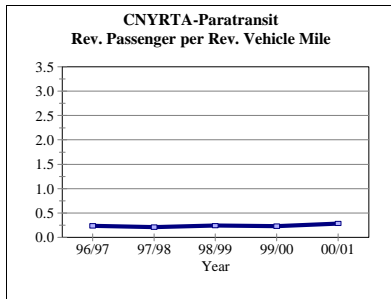
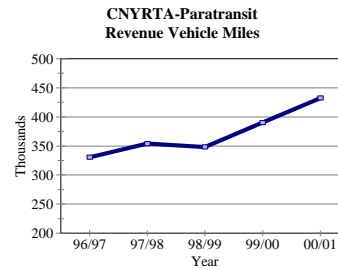
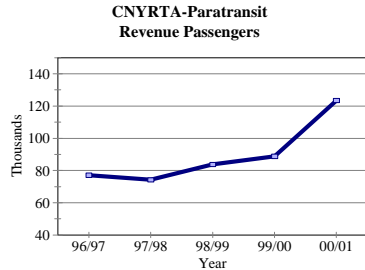


CNYRТА- Operating and Performance Statistics by Mode - Fixed Route and Paratransit

| CNYRТА CENTRO | 96/97 Actual | 97/98 Actual | 98/99 Actual | 99/00 Actual | 00/01 Actual | % Change 99 to 00 | Annualized % Change |
|---------------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------------|------------------------|
| Rev. Passengers | 8,086,843 | 8,016,441 | 8,486,805 | 8,077,792 | 8,264,244 | 2.31% | 0.54% |
| Rev. Veh. Miles | 3,208,818 | 3,102,018 | 3,091,156 | 3,153,801 | 3,170,600 | 0.53% | -0.30% |
| Op. Cost | \$20,766,957 | \$20,877,176 | \$19,282,103 | \$19,962,687 | \$20,961,725 | 5.00% | 0.23% |
| Op. Rev. | \$7,116,897 | \$7,091,357 | \$7,069,479 | \$7,124,535 | \$6,591,550 | -7.48% | -1.90% |
| Rev. Pass/Rev. Mile | 2.52 | 2.58 | 2.75 | 2.56 | 2.61 | 1.77% | 0.85% |
| Op Cost/Rev Mile | \$6.47 | \$6.73 | \$6.24 | \$6.33 | \$6.61 | 4.45% | 0.53% |
| Op. Rev./Op. Cost | 34.27% | 33.97% | 36.66% | 35.69% | 31.45% | -11.89% | -2.13% |



| Call-A-Bus Paratransit | 96/97 Actual | 97/98 Actual | 98/99 Actual | 99/00 Actual | 00/01 Actual | % Change 99 to 00 | Annualized % Change |
|---------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------------|------------------------|
| Rev. Passengers | 77,138 | 74,185 | 83,748 | 88,828 | 123,395 | 38.91% | 12.46% |
| Rev. Veh. Miles | 330,665 | 354,047 | 348,255 | 390,275 | 432,369 | 10.79% | 6.93% |
| Op. Cost | \$1,512,632 | \$1,624,827 | \$1,726,620 | \$1,734,536 | \$1,839,890 | 6.07% | 5.02% |
| Op. Rev. | \$159,371 | \$203,696 | \$195,170 | \$221,875 | \$287,077 | 29.39% | 15.85% |
| Rev. Pass/Rev. Mile | 0.23 | 0.21 | 0.24 | 0.23 | 0.29 | 25.39% | 5.17% |
| Op. Cost/Rev Mile | \$4.57 | \$4.59 | \$4.96 | \$4.44 | \$4.26 | -4.25% | -1.79% |
| Op. Rev./Op. Cost | 10.54% | 12.54% | 11.30% | 12.79% | 15.60% | 21.98% | 10.31% |



CNYRTA - Operating and Performance Statistics by Mode - Rural

| CNYRTA Rural | 96/97 Actual | 97/98 Actual | 98/99 Actual | 99/00 Actual | 00/01 Actual | % Change 99 to 00 | Annualized % Change |
|---------------------|--------------|--------------|--------------|--------------|--------------|-------------------|---------------------|
| Rev. Passengers | 865,149 | 892,887 | 915,369 | 675,642 | 783,727 | 16.00% | -2.44% |
| Rev. Veh. Miles | 1,118,305 | 1,104,004 | 1,103,218 | 1,176,871 | 1,204,708 | 2.37% | 1.88% |
| Op. Cost | \$2,974,636 | \$4,423,781 | \$3,227,073 | \$3,336,401 | \$3,669,343 | 9.98% | 5.39% |
| Op. Rev. | \$799,062 | \$775,062 | \$760,862 | \$747,211 | \$713,184 | -4.55% | -2.80% |
| Rev. Pass/Rev. Mile | 0.77 | 0.81 | 0.83 | 0.57 | 0.65 | 13.32% | -4.24% |
| Op. Cost/Pass Mile | \$2.66 | \$4.01 | \$2.93 | \$2.83 | \$3.05 | 7.44% | 3.44% |
| Op. Rev./Op. Cost | 26.86% | 17.52% | 23.58% | 22.40% | 19.44% | -13.21% | -7.77% |

