

New York State Comptroller  
THOMAS P. DiNAPOLI

# Waiting for the Bus

Upstate Transportation Systems' On-Time  
Bus Performance

June 2026

Prepared by the Office of Budget and Policy Analysis

# Ridership and Service Area

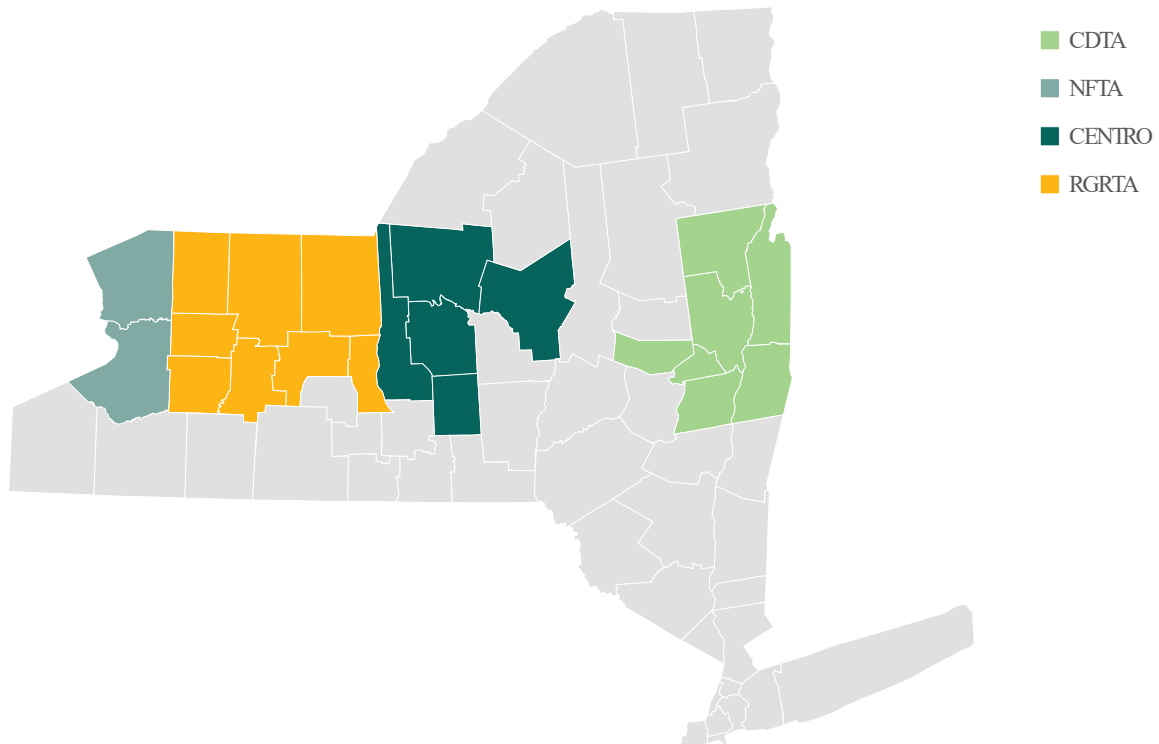
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## Major Upstate Public Transportation Authorities

Four major transportation authorities provide public transportation to the largest Upstate population centers.<sup>1</sup> Together, Niagara Frontier Transportation Authority (NFTA), Rochester-Genesee Regional Transportation Authority (RGRTA), Capital District Transportation Authority (CDTA) and Central New York Regional Transportation Authority (CENTRO) cover most counties along the I-90 corridor stretching between Western NY and the Capital District. These four transportation authorities combined serve areas encompassing about 5.6 million people and 22 counties in Upstate New York.<sup>2</sup> While NFTA has the service area with the most residents, CDTA provides the most individual bus trips of any of the systems.

The four major transportation authorities primarily provide bus and paratransit services, though some provide additional services such as parking, scooter and bicycle rentals or car sharing.<sup>3</sup> NFTA also operates a single 6.4-mile light rail system and owns and operates both the Buffalo Niagara International Airport (BUF) and the Niagara Falls International Airport (IAG).

**Figure 1: Regional Transportation Authority Service Areas**



Sources: CDTA, NFTA, CENTRO and RGRTA

Combined, these four transportation authorities employ over 4,500 workers, with NFTA (1,756) and RGRTA (1,153) employing the greatest numbers in 2025. In addition, the authorities own over 1,600 revenue vehicles that travelled over 38.0 million miles and provided over 47.7 million unlinked passenger trips in 2024.

**Figure 2: Selected Characteristics of Regional Transportation Authorities**

Authority	Service Area (sq miles)	Area Population	Annual Unlinked Passenger Trips	Annual Vehicle Revenue Miles	Revenue Vehicles	Employee Count in 2025	Number of Counties Served
NFTA	677	1,758,139	13,102,981	8,850,016	377	1,756	2
RGRTA	590	1,379,127	10,724,908	9,633,277	441	1,153	8
CDTA	745	1,395,805	16,580,413	13,654,696	489	945	7
CENTRO	691	1,055,017	7,296,742	5,842,574	319	711	5

Notes: All data are for the 2024 calendar year, with the exception of employee counts which are from 2025. NFTA ridership was adjusted to remove light rail passenger unlinked trips. Unlinked passenger trips are defined as the number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles regardless of how many vehicles they use to travel from their origin to their destination.

Sources: U.S. Department of Transportation [Annual Agency Profiles](#), Public Authority Reporting Information System (PARIS), CDTA, RGRTA, NFTA, and CENTRO

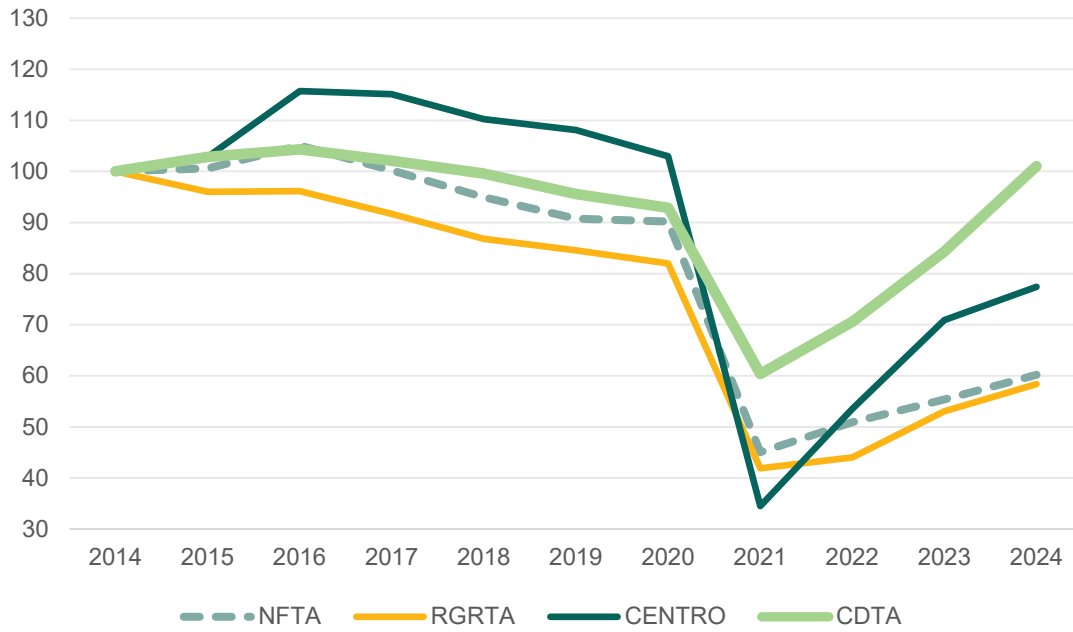
## Ten Year Ridership Trend

During the COVID-19 pandemic, transportation authorities faced significant challenges when their operations were disrupted, ridership plummeted and revenues were severely reduced. A previous [report](#) by the State Comptroller found that on a combined basis, the four transportation authorities reported ridership declines of 50.7 percent and declines in charges for services, which includes passenger fare revenue of \$81.7 million (65.9 percent) from the prior year.<sup>4</sup> During this period, these authorities stopped collecting fares in order to provide adequate social distancing, and ridership suffered as former riders were working from home or had their routes eliminated.<sup>5</sup>

Public Authorities Law and OSC Regulations require public authorities in New York to file reports detailing their operations, including financial, procurement, staffing and other information annually in the Public Authorities Reporting Information System (PARIS). PARIS has been collecting data since 2009 and is a joint data collection application shared between the Office of State Comptroller and the Authorities Budget Office.

The transportation authorities have had varied success in attracting riders back. While all the authorities have increased their ridership numbers since 2021, only CDTA managed to exceed its pre-pandemic ridership levels through 2024.<sup>6</sup> In fact, by 2024, CDTA provided almost 16.6 million trips, a gain of a little over 168,000 unlinked passenger trips compared to 2014. Prior to the pandemic, ridership for the transportation authorities was already in decline. In 2024 CENTRO provided almost 7.3 million trips, only about 77 percent of its 2014 ridership. NFTA and RGRTA have not fared as well, with only about 60 percent of its 2014 ridership level returning through 2024. NFTA had 13.1 million unlinked bus passenger trips in 2024, a drop of almost 8.7 million (39.8 percent) from 2014 levels (21.7 million trips). In 2024 RGRTA had about 10.7 million trips taken, a 41.7 percent decrease compared to 2014 (18.4 million trips).

**Figure 3: Transportation Authority Ridership Indexed to 2014 Levels**



Source: U.S. Department of Transportation [Annual Agency Profiles](#), OSC analysis.

Note: See Appendix D for Regional Authority Ridership 2014 to 2024.

# On-time Bus Performance

Residents in many Upstate communities rely on the four major transportation systems to get to work, school, shop, or run errands. For many, including those with disabilities, the elderly or students, it might be their exclusive transportation option. Even for those who have other options, buses operating on time is one of the largest factors (along with safety) that people consider when choosing to take public transit.<sup>7</sup> CDTA customer surveys reinforce the point that on-time performance is an important issue for riders.<sup>8</sup> A Mineta Transportation Institute at San Jose State University study looked at several components of transit reliability including on-time bus performance and found that it had a statistically significant impact on ridership.<sup>9</sup>

There is no universal metric widely accepted as a benchmark for gauging on-time bus performance. Transportation authorities develop their own standards for when a bus is considered on time with performance calculated as a percentage of buses that arrive and leave specific timepoints within these margins. Some buses have built in GPS capabilities that capture the data automatically, while some bus lines record the data manually by the bus driver noting when a bus arrives at a certain bus stop along the route. A bus can only be early or arrive past its scheduled time a certain number of minutes and still be considered on time.

## Are the buses on time?

Three of the four major transportation authorities have publicly stated on-time performance goals, and they range from CDTA’s goal of 80 percent to RGRTA’s 88 percent. NFTA’s goal is 84 percent, while CENTRO does not appear to have a publicly stated goal. These goals are comparable to other systems across the county that have set their on-time bus performance goal at 85 percent, including the Alexandria Transit Company (DASH) and the San Francisco Metropolitan Transportation Authority.<sup>10</sup> A bus in RGRTA can be deemed “on time” when it is up to 6 minutes late, while CDTA (up to 5 minutes) and NFTA (up to 4 minutes) have more narrow windows before a bus is considered late.

**Figure 4: On-time Bus Standards and Goals**

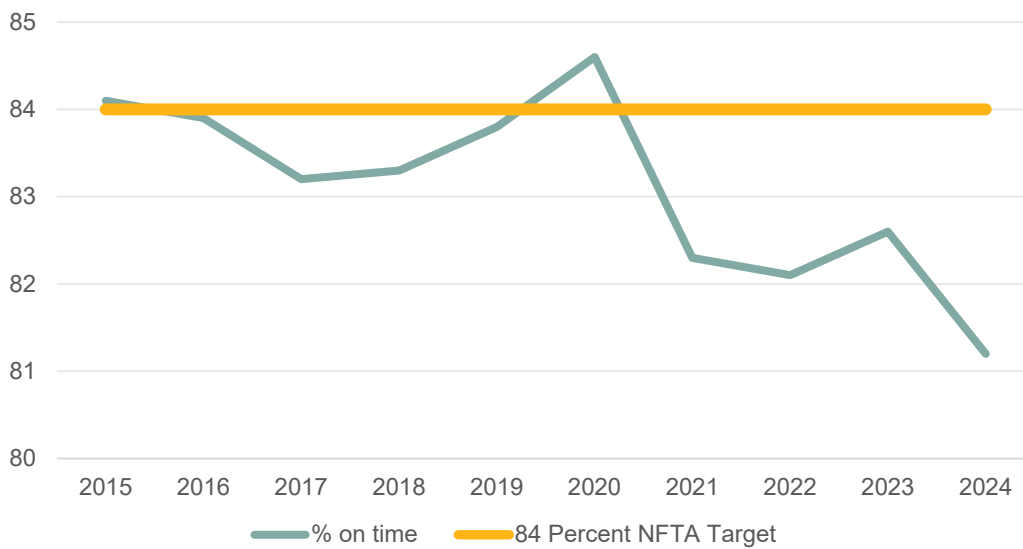
Transit System	On-time Standard		System Goal
	Minutes Early (Less than)	Minutes Late (Less than)	
NFTA	2	4	84 percent or higher than prior year's average performance
RGRTA	3	6	88 percent
CDTA	1	5	80 percent
CENTRO	-	-	None Available

Sources: [2025 Capital District Transportation Authority Transit Development Plan](#), [Rochester-Genesee Regional Transportation Authority On-time Performance Dataset Overview](#), [CDTA – Monthly Performance Reporting Definitions](#), [Niagara Frontier Transportation Authority Service Design Guidelines & Delivery Standards](#).

The service frequency can vary between the four transportation authorities and the type of route (i.e. Rapid Bus Transit vs. Local Trunk Route). For example, CDTA reports service frequency ranging from every 12 minutes to every 30 minutes or even an hour.<sup>11</sup> A trunk bus route is a main, high ridership route that then can feed into local, neighborhood or feeder routes. In comparison, a Rapid Bus Transit route uses enhanced lanes and other tools like traffic light priority, and further spaced bus stops.

NFTA provides transportation to residents of Erie and Niagara Counties in Western New York and their 1.8 million residents.<sup>12</sup> They have only met their 84 percent on-time goal twice from 2015 to 2024. NFTA’s on-time performance has declined since the pandemic to 81.2 percent in 2024. NFTA also has a goal of improving on-time bus performance from the previous year, which they accomplished in 2018, 2019 and 2020, 2023.

**Figure 5: NFTA On-time Performance**

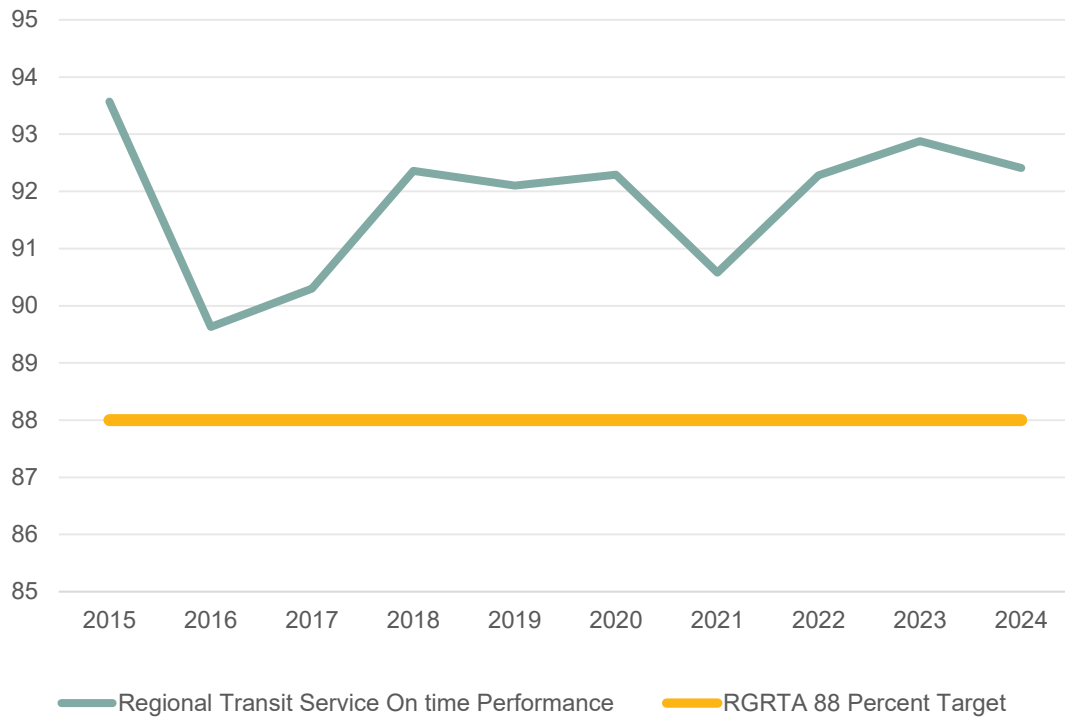


Source: 2015 to 2024 NFTA Annual Performance Reports

RGRTA provides transportation to eight counties in the Finger Lakes Region with an estimated population of almost 1.4 million residents.<sup>13</sup> While RGRTA has 10 subsidiaries, with nine providing services to different counties within their service area, 95.6 percent of RGRTA’s ridership comes from a single subsidiary, Regional Transit Service (RTS), which provides transportation in the city of Rochester and the surrounding area.<sup>14</sup> For more information about RGRTA’s corporate structure and ridership by subsidiary see the Appendix Figure A.

This analysis focuses on RTS’s on-time performance, which has consistently exceeded RGRTA’s 88 percent goal and had the best on-time performance of the systems analyzed. Their performance has had some variability but is consistently above 89 percent, with a low of 89.6 percent in 2016 and a high of 93.6 percent in 2015. The other subsidiaries of RGRTA have similar or better on-time performance (see Appendix C for additional information about the on-time bus performance of the other RGRTA subsidiaries).

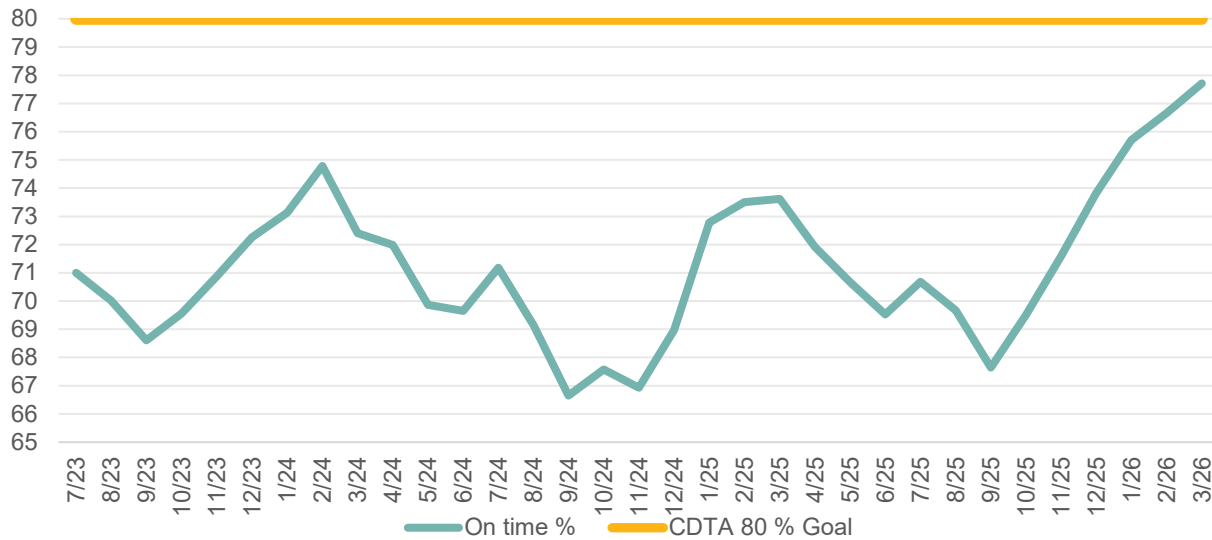
**Figure 6: RTS On-time Bus Performance**



Source: [RGRTA Subsidiary's Yearly Average of Percent of Buses Running on Time: Beginning 2009](#)

CDTA provides transportation to the Capital Region of New York, with seven counties served with an estimated population of almost 1.4 million residents.<sup>15</sup> CDTA has a [performance dashboard](#) on its website, which provides on-time bus performance data on a monthly basis over a recent 24-month period; however, historical data are not available, and long-term service trends cannot be evaluated as a result. On-time performance between July 2023 and January 2026 varied from a low of 66.7 percent and a high of 77.7, lower than the goal of 80 percent and lower than the other two systems analyzed. Notably, CDTA's performance tends to be higher in the colder months.

**Figure 7: CDTA On-time Bus Performance**

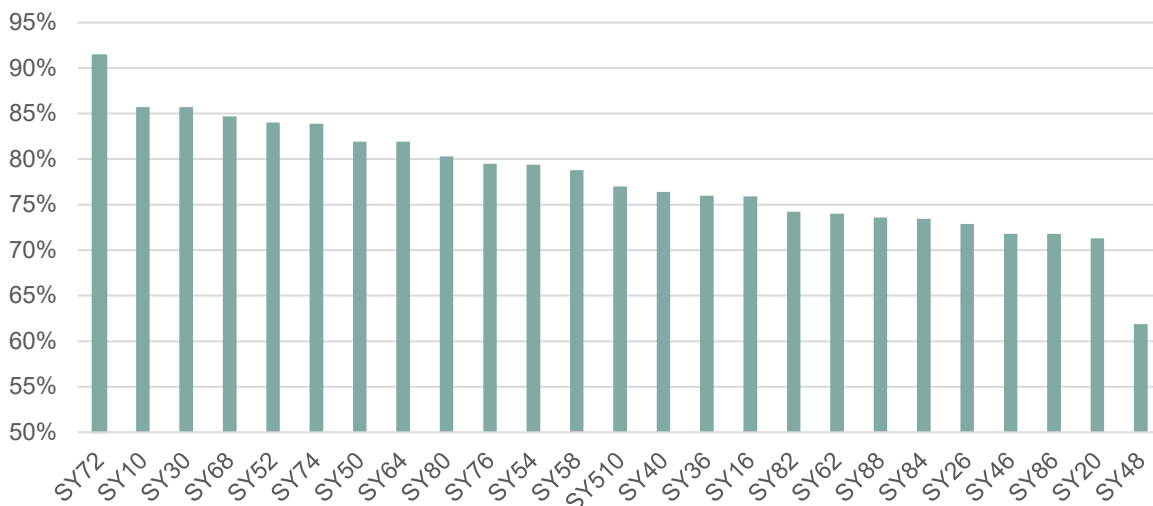


Note: CDTA reports monthly on-time performance. Public data is only available for the most recent 24 months.

Source: [CDTA Monthly Performance Data](#)

CENTRO provides transportation to five counties in the Central New York Region and serves almost 1.1 million residents, the fewest of all the systems.<sup>16</sup> The authority recently provided limited publicly available on-time bus performance data as part of a study evaluating the system.<sup>17</sup> The study included on-time bus performance data for 25 individual bus routes.<sup>18</sup> Publicly available information does not include what time period this data is from and how the system is measuring on-time performance. Routes’ on-time bus performance ranges between 61.9 to 91.4 percent.<sup>19</sup> The system does not appear to have a publicly reported performance goal.

**Figure 8: CENTRO On-time Bus Performance by Route**



Source: CENTRO Better Bus Study, Current Network Needs [Study Findings | Centro Better Bus](#)

# Funding

## 2024 Funding for Upstate Transportation Authorities

The four transportation authorities are heavily reliant on public funding. The largest revenue source for them is the State, which contributes between 48.7 percent (NFTA) to 63.3 percent (CENTRO) of funding. After State funds, the dependency on different funding streams for the authorities diverge: NFTA and RGRTA are more dependent on local government support (more than 24.4 percent) while CDTA and CENTRO rely on directly generated funds, including fares, as the second largest source of funding. Federal subsidies/grants account for between 9.1 percent to 15.2 percent of revenues.

**Figure 9: 2024 Operating Expenses and Funds Expended by Source**

Authority	Total Expenses	State Government Funds	Local Government Funds	Federal Government Funds	Directly Generated Funds	Fare Revenue	Fare Revenue as % of Expenses
NFTA	\$155,971,261	48.7%	24.4%	12.5%	14.5%	\$24,101,777	15.5%
RGRTA	\$122,882,052	49.6%	24.7%	9.1%	16.6%	\$17,336,909	14.1%
CDTA	\$135,035,185	57.2%	9.6%	15.2%	18.0%	\$21,545,894	16.0%
CENTRO	\$79,923,371	63.3%	4.0%	15.1%	17.6%	\$11,303,820	14.1%

Note: Does not include Capital funds. Some fare revenue may be used to pay for capital expenses. Directly generated funding comes from fares, rental income, or other directly generated revenue streams.

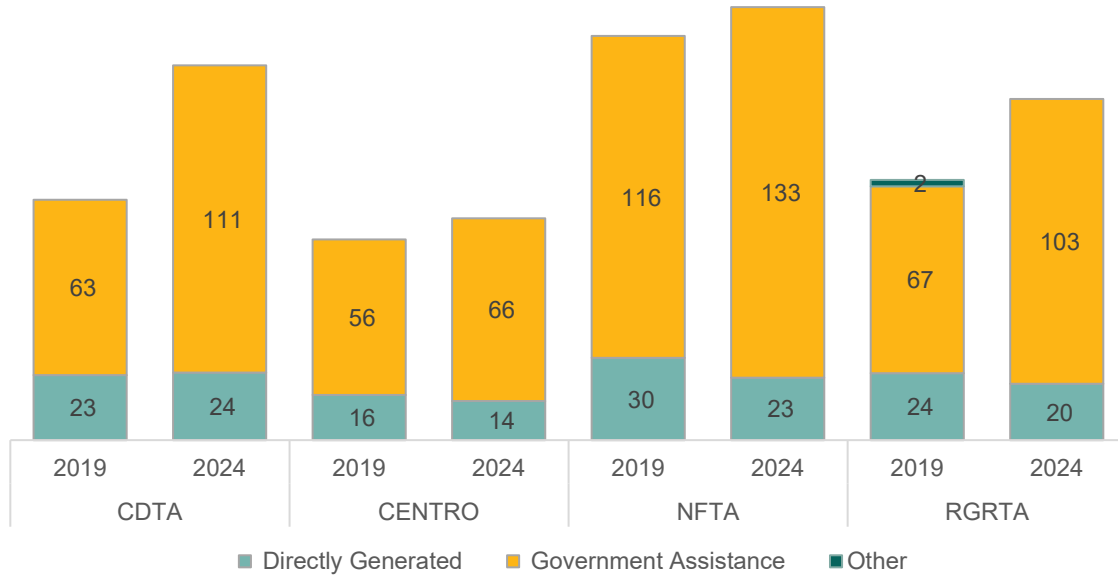
Source: [U.S. Department of Transportation](#)

Collectively, operating funding for the four major transportation authorities increased from \$398.4 million in 2019 to \$493.8 million in 2024, a \$95.4 million (24 percent) increase. State funding increased by \$96.5 million (57.4 percent) with small increases of \$10.4 million (14 percent) in local funding and \$3.2 million (5.3 percent) in federal funding. The growth in governmental assistance was partially offset by decreases in directly generated funds of \$12.3 million (13.2 percent) and in the case of RGRTA, a loss of \$2.4 million in other revenues that they received in 2019 but no longer received in 2024.

While overall operating revenue has increased, led by State investment, the larger budgetary picture may be precarious for some of the authorities. With the expiration of pandemic era federal relief aid and ridership still lagging pre-pandemic levels, some of the transportation authorities have been experiencing financial shortfalls. In response to a \$2.7 million budget deficit in 2025, CDTA cut services and reduced frequency on certain bus lines (even as its ridership levels have recovered).<sup>20</sup> In 2025, RGRTA noted that without additional State support

or the ability to bring in additional local revenues, they would have to resort to service cuts to their least utilized routes.<sup>21</sup>

**Figure 10: Operating Funds Expended, 2019 and 2024  
(In Millions \$)**

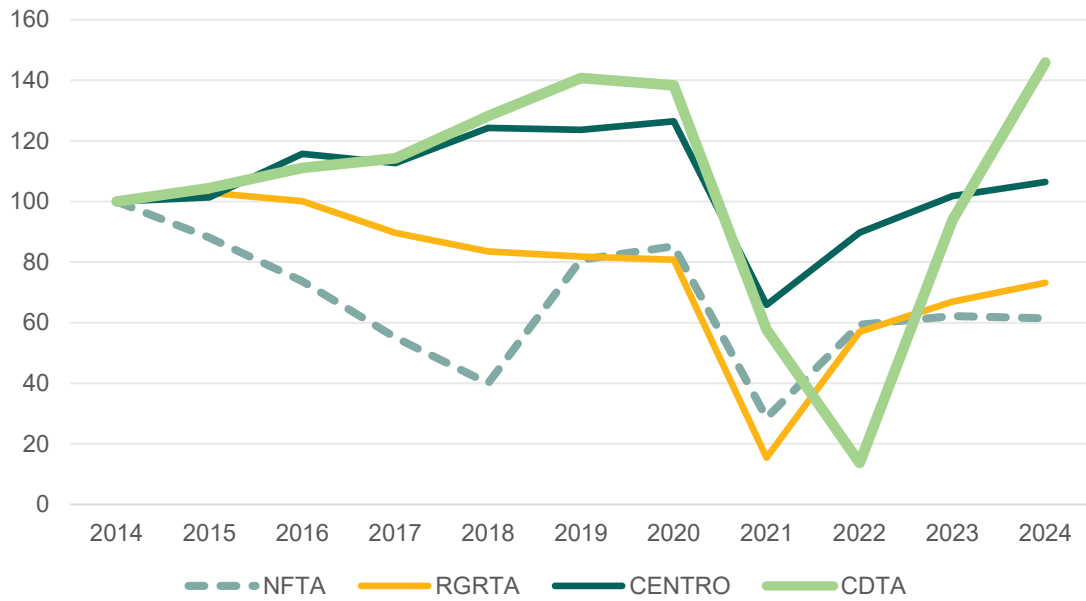


Note: Does not include Capital funds. Some fare revenue may be used to pay for capital expenses.

Source: U.S. Department of Transportation [Annual Agency Profiles](#)

Overall funding increases mask the stagnation or decline of the Authorities' self-generated revenue. Authorities generate direct funds through various sources including transit fares, parking fees, or rental income. In general, trends in revenue seem to reflect trends in ridership, with all authorities seeing sharp decreases during the period of 2021-2022 and are now slowly rebounding. Similar to ridership, CDTA is the only system whose directly generated revenue in 2024 is above that of 2014 along with a slight increase for CENTRO. NFTA and RGRTA continue to struggle and are still below what they generated in 2014.

**Figure 11: Directly Generated Funds Indexed to 2014**



Note: Does not include Capital funds. Some fare revenue may be used to pay for capital expenses. Directly generated funding comes from fares, rental income, or other directly generated revenue streams.

Source: [U.S. Department of Transportation](#)

# Strategies to Reduce Wait Times

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The four transportation authorities are using different tools to improve on-time bus performance. NFTA undertook a bus stop balancing study in 2022.<sup>22</sup> The study examined each bus route, and if a stop should be maintained, eliminated or if a new stop should be added, based on criteria including ridership at the stop, key destinations, transfer opportunities, and the physical condition of the bus stop.<sup>23</sup> NFTA's 2026 Transit Development Plan indicated that the study was completed for several routes and that some stops would be eliminated.<sup>24</sup>

RGRTA performs annual surveys of riders and employees and utilizes the Transit Organization Performance Scorecard (TOPS).<sup>25</sup> TOPS is used to measure, monitor, and report overall performance in four different areas: financial sustainability, customer satisfaction, service quality (including on-time bus performance), and employee engagement. Surveys produce a customer satisfaction index, which gauges 11 different aspects of customer service, including on-time bus performance. These results can help RGRTA decide where to focus resources to improve both on-time bus performance as well as the general customer experience.

CDTA also uses a data-driven model to help improve its on-time bus performance. The Authority's Transit Development Plan included potential strategies to improve customer experience including splitting up routes. CDTA recognizes that on-time bus performance is an important metric and an area of opportunity.<sup>26</sup> Other strategies CDTA identified to help improve performance include recalibrating running and layover times. They have also considered removing certain bus stops to improve on-time performance.

CENTRO is currently undergoing a system study and has announced some strategies to improve service reliability, including undergoing a system overhaul, which is expected to reduce wait times and improve reliability.<sup>27</sup> In March 2026, the bus schedules for several bus routes were modified to improve on-time bus performance. CENTRO is also working on launching bus rapid transit and recently was awarded a \$9.28 million federal grant for this purpose.<sup>28</sup> Similar to the other systems, CENTRO is also removing or spacing out bus stops to improve reliability. CENTRO currently operates 27 bus routes but has proposed a restructuring that would lower this to 20 routes.<sup>29</sup> The stated goal of this restructuring is to reduce wait times in the city of Syracuse, consolidating certain routes, while eliminating others.

# Conclusion

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The New York State Legislature created the four major transportation authorities during the 1960s and 1970s to meet the growing need for public transportation. While many of the authorities have ancillary business operations, at their core they provide transportation services to riders in their services areas, connecting people with opportunities. However, the performance of these authorities is varied. RGRTA, specifically their subsidiary RTS, is the only system that exceeds their target for on-time bus performance on a regular basis. NFTA has met their target of 84 percent or higher than the prior year, certain years but its performance remains inconsistent. Both CDTA and CENTRO provide limited data regarding their on-time bus performance, with CDTA only providing data on a rolling 24-month basis, which prevents a more comprehensive assessment of their trend. CENTRO has only shared limited data regarding their on-time performance, which was collected as part of a study to redesign their system, and does not provide an on-time metric.

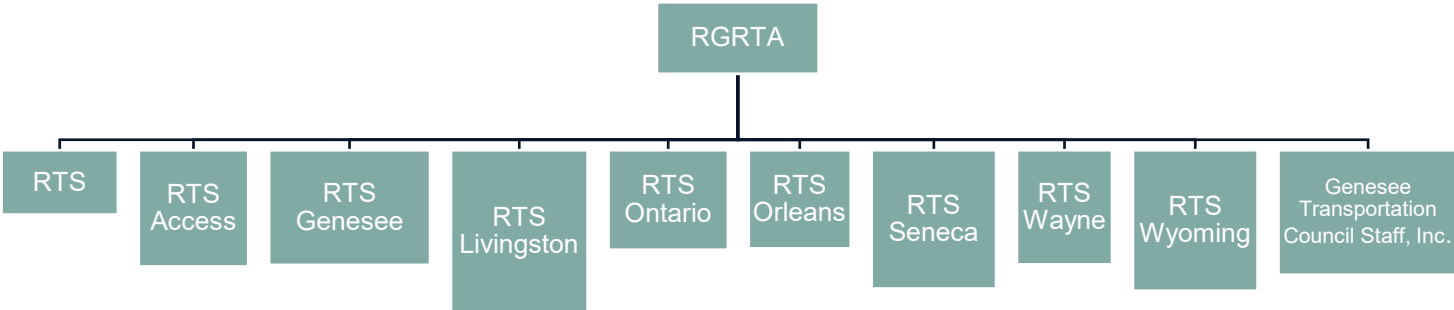
Riders could benefit from improvements in how information is shared and the frequency. Being more transparent and timelier with data could give residents and riders a better sense of how their local transportation authority is performing and meeting their needs. Currently, both RGRTA and NFTA only share information once a year regarding their on-time bus performance. CDTA shares information monthly, but shares data only for the last 24 months. As new data is added, historical data is removed.

Being able to track the on-time performance of buses is the first step to being able to improve performance. CENTRO should make data available on goals and more regularly release on time percentages. Each of the authorities should continue to examine their metrics and where they are falling short as well as the root causes of buses arriving too early or too late.

The four major transportation authorities need to be cautious when trying to improve on-time bus performance; if not done in a strategic way it could potentially drive riders away. For example, removing bus stops might improve on-time bus performance in the short run, but it can make transportation less convenient and less accessible for some residents, who might have to travel further to reach a bus stop. In addition, budgetary issues that some of the authorities are facing may make it difficult for them to focus on timely performance, but it is essential that they do so, as their riders are counting on the services they provide.

# Appendix

**Figure A: RGRTA Corporate Structure**



Source: [RGRTA 2025-2026 Comprehensive Strategic Plan & Financial Plan](#)

**Figure B: RGRTA Ridership by Subsidiary**

Subsidiary	2024 Ridership	% of System Ridership
Genesee	33,311	0.3%
Livingston	69,526	0.6%
Ontario	151,696	1.4%
Orleans	29,618	0.3%
RTS	10,253,425	95.6%
Seneca	43,709	0.4%
Wayne	101,006	0.9%
Wyoming	42,617	0.4%
<b>Grand Total</b>	<b>10,724,908</b>	<b>100%</b>

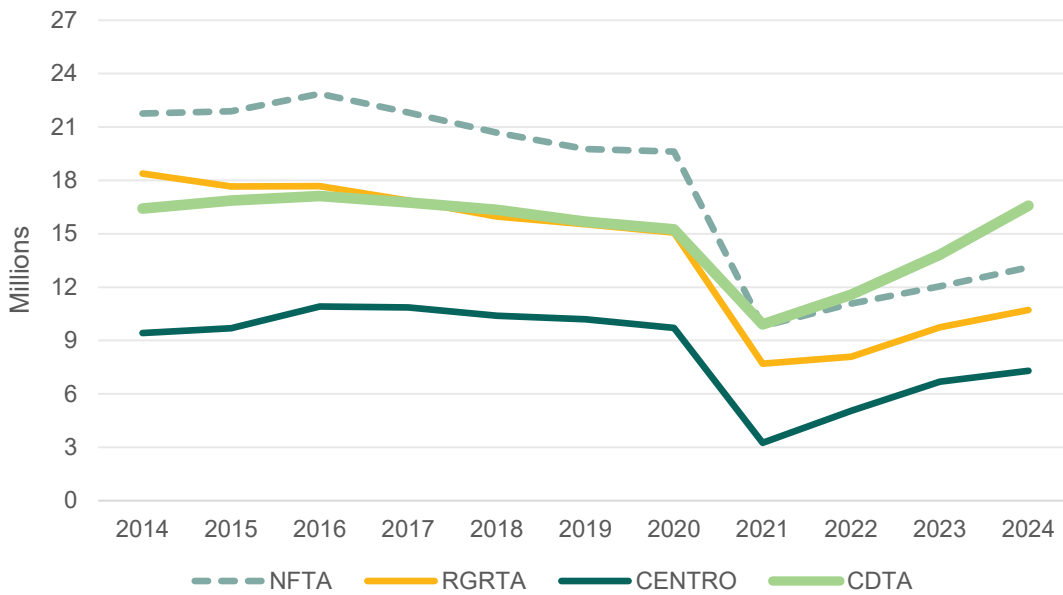
Source: U.S. Department of Transportation [Annual Agency Profiles](#)

**Figure C: RGRTA On-time Bus Performance by Subsidiary**

Subsidiary	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
RTS	93.57	89.63	90.30	92.36	92.10	92.29	90.58	92.28	92.88	92.41
RTS Access	93.29	96.54	96.26	96.13	95.18	96.14	96.00	96.38	94.84	94.86
RTS Genesee	94.11	94.10	90.10	87.07	91.98	97.17	95.83	95.21	94.74	89.93
RTS Livingston	95.04	96.98	88.54	88.49	90.97	97.98	96.32	100.00	100.00	100.00
RTS Ontario	85.22	94.30	91.38	94.22	95.58	95.06	95.68	93.68	94.28	94.44
RTS Orleans	91.55	94.96	95.68	95.13	96.54	98.29	96.19	97.32	98.53	94.97
RTS Seneca	96.93	98.92	99.55	99.05	99.57	99.95	100.00	99.49	98.26	98.26
RTS Wayne	95.98	96.64	98.19	98.30	98.02	98.50	96.95	98.68	99.22	99.83
RTS Wyoming	98.44	98.05	95.63	99.41	98.58	97.94	97.86	96.34	97.43	96.52

Source: [Rochester-Genesee Regional Transportation Authority \(RGRTA\) Subsidiary's Yearly Average of Percent of Buses Running on Time: Beginning 2009](#)

**Figure D: Regional Transit Ridership 2014 to 2024**



Source: U.S. Department of Transportation [Annual Agency Profiles](#)

# Endnotes

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- <sup>1</sup> For purposes of this report, this is defined as entities that have been established in State Law, and have board members appointed by the Governor. Additionally, the report only focuses on State Regional Authorities outside the area covered by the Metropolitan Commuter Transportation District in the New York City Area.
- <sup>2</sup> At the publication of “Upstate Transportation Authorities Suffer Revenue Plunge”, the number of counties served by Upstate Transportation Authorities was 18. See footnote 4 for more information. Since then, Upstate Transportation Authorities have expanded their network:
- CDTA added Montgomery County as of August 28, 2022. For more information see: <https://www.cdfa.org/montgomery-county-service> (Accessed May 13, 2026)
- CDTA took over operations of Greater Glen Falls Transit (GGFT). GGFT operated in Warren, Washington and parts of Saratoga County. For more information see: <https://www.cdfa.org/news/cdfa-welcomes-warren-county> and <https://www.warrencountyny.gov/sites/default/files/cdfaflyer.pdf> (Accessed May 13, 2026)
- CENTRO added Cortland County as of March 31, 2025, for more information see: [https://www.centro.org/docs/default-source/press-releases/centro-begins-bus-service-in-cortland-county.pdf?sfvrsn=307efc6\\_1](https://www.centro.org/docs/default-source/press-releases/centro-begins-bus-service-in-cortland-county.pdf?sfvrsn=307efc6_1) (Accessed May 13, 2026)
- <sup>3</sup> CDTA, NFTA, CENTRO and RGRTA 2024 Audits.
- <sup>4</sup> Office of the New York State Comptroller, “Upstate Transportation Authorities Suffer Revenue Plunge,” at <https://www.osc.ny.gov/reports/upstate-transportation-authorities-suffer-revenue-plunge> (accessed April 17, 2026).
- <sup>5</sup> COVID Effects on Transit ridership:
- Federal Transit Agency. “Effects of the COVID-19 Pandemic on Transit Ridership and Accessibility,” at <https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-08/FTA-Report-0268-Effects-of-the-COVID-19-Pandemic-on-Transit-Ridership-and-Accessibility.pdf> (accessed April 17, 2026).
- Capital District Transportation Authority, press release, “CDTA Modifies Service to Support COVID-19 Mitigation Efforts,” March 20, 2020, at <https://www.cdfa.org/news/service-changes-begin-march-23> (accessed April 17, 2026).
- Capital District Transportation Authority, press release, “CDTA to Return Service to Major Routes,” July 6, 2020 <https://www.cdfa.org/news/service-changes-begin-july-12> (accessed April 17, 2026).
- <sup>6</sup> It should be noted, however, that CDTA’s network grew when it started operating in Montgomery County on August 22, 2022, operating five new routes around the city of Amsterdam: <https://www.cdfa.org/montgomery-county-service> (accessed April 8, 2026).
- <sup>7</sup> JianCheng Weng, et al., “How Does the State of Bus Operations Influence Passengers’ Service Satisfaction? A method considering the differences in passenger preferences,” (2023).
- <sup>8</sup> CDTA 2024 Performance Report <https://www.cdfa.org/sites/default/files/RPR%20FY24%20-%20Final.pdf> (accessed March 10, 2025).
- <sup>9</sup> Mineta Transportation Institute, “Does Transit Service Reliability Influence Ridership?” <https://transweb.sjsu.edu/research/2118-Transit-Reliability-Ridership> (accessed April 17, 2026).
- <sup>10</sup> See, for example: <https://www.dashbus.com/wp-content/uploads/September-KPI-Dashboards-4.pdf> (accessed April 17 2026) or See SEC. 8A.103 at [https://www.sfmta.com/sites/default/files/reports-and-documents/2017/12/sf\\_charter\\_-\\_article\\_8a\\_-\\_mta.pdf](https://www.sfmta.com/sites/default/files/reports-and-documents/2017/12/sf_charter_-_article_8a_-_mta.pdf).
- <sup>11</sup> For Service Frequency, schedules for the various systems were accessed including:
- For CDTA Service Frequency. Press Release (Service Changes Effective Sunday, May 24, 2026) <https://www.cdfa.org/news/may-2026-service-changes> (Accessed April 29, 2026)
- For CENTRO Service Frequency, Routes and Schedule. <https://www.centro.org/routes-schedules#top>. For example, Route 36 <https://www.centro.org/Route-Time-Tables/sy-36> (Accessed April 29, 2026)
- For NFTA Service Frequency <https://metro.nfta.com/schedules/routes>. For example, Route 49 Schedule <https://metro.nfta.com/schedules/route/49/timetable> (Accessed April 29, 2026)

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- For RGRTA Service Frequency <https://www.myrts.com/Maps-Schedules/RTS-Monroe/Schedule-pdfs>. For example, Route 8 Schedule, [https://www.myrts.com/Portals/0/Schedules/April%202026/RTS\\_8\\_E.Main\\_Freq.pdf?ver=-ZWQmRAtsCTErpk7sOXQxw%3d%3d](https://www.myrts.com/Portals/0/Schedules/April%202026/RTS_8_E.Main_Freq.pdf?ver=-ZWQmRAtsCTErpk7sOXQxw%3d%3d) (Accessed April 29, 2026)
- <sup>12</sup> NFTA DOT Agency Profile for 2024
- <sup>13</sup> RGRTA 2024 DOT Agency Profile
- <sup>14</sup> The only subsidiary that does not provide transportation service is Genesee Transportation Council Staff, Inc., which is an administrative host agency for Genesee Transportation Council.
- <sup>15</sup> CDTA 2024 DOT Agency Profile
- <sup>16</sup> 2024 CENTRO DOT Agency Profile
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