

Budget Report for Central New York Regional Transportation Authority
Run Date: 01/03/2012
Fiscal Year Ending 03/31/2013
Status: CERTIFIED
Budget & Financial Plan:
Budgeted Revenues, Expenditures, And Changes In Current Net Assets

	Last Year (Actual) 2011	Current Year (Estimated) 2012	Next Year (Adopted) 2013	Proposed 2014	Proposed 2015	Proposed 2016
<u>REVENUE & FINANCIAL SOURCES</u>						
Operating Revenues						
Charges for services	\$12,528,100	\$14,356,000	\$15,337,900	\$15,568,900	\$15,803,300	\$16,041,200
Rentals & Financing Income	\$471,800	\$467,800	\$483,100	\$572,000	\$577,700	\$583,500
Other Operating Revenues	\$406,800	\$788,700	\$709,400	\$780,300	\$788,100	\$796,000
Nonoperating Revenues						
Investment earnings	\$39,700	\$22,000	\$24,200	\$26,600	\$26,900	\$27,100
State subsidies / grants	\$27,531,100	\$27,261,000	\$27,302,200	\$27,629,000	\$27,915,200	\$28,160,800
Federal subsidies / grants	\$9,525,400	\$6,597,700	\$6,482,100	\$6,913,300	\$7,073,900	\$6,964,200
Municipal subsidies / grants	\$3,256,100	\$3,267,000	\$3,283,000	\$3,283,000	\$3,283,000	\$3,283,000
Public authority subsidies	\$0	\$0	\$0	\$0	\$0	\$0
Other Non-Operating Revenues	\$5,579,300	\$5,139,500	\$5,300,000	\$5,363,600	\$5,428,000	\$5,493,100
Proceeds from the issuance of debt	\$0	\$0	\$0	\$0	\$0	\$0
Total Revenues & Financing Sources	\$59,338,300	\$57,899,700	\$58,921,900	\$60,136,700	\$60,896,100	\$61,348,900
<u>EXPENDITURES</u>						
Operating Expenditures						
Salaries and Wages	\$24,324,100	\$23,573,478	\$27,411,800	\$28,091,400	\$28,793,700	\$29,533,700
Other Employee Benefits	\$31,303,600	\$31,725,884	\$28,512,700	\$29,083,000	\$29,674,600	\$30,401,600
Professional Services Contracts	\$1,030,500	\$1,108,007	\$1,113,200	\$1,124,300	\$1,135,500	\$1,146,900
Supplies and Materials	\$7,423,700	\$8,161,931	\$8,625,300	\$8,797,800	\$9,000,100	\$9,213,500
Other Operating Expenditures	\$6,798,900	\$6,170,179	\$6,992,700	\$7,062,600	\$7,168,500	\$7,276,000
Nonoperating Expenditures						
Payment of principal on bonds and financing arrangements	\$0	\$0	\$0	\$0	\$0	\$0
Interest and other financing charges	\$46,300	\$12,600	\$4,400	\$1,800	\$0	\$0
Subsidies to other public authorities	\$0	\$0	\$0	\$0	\$0	\$0
Capital asset outlay	\$9,348,800	\$16,668,500	\$39,309,700	\$12,718,700	\$7,412,700	\$16,377,800
Grants and Donations	\$0	\$0	\$0	\$0	\$0	\$0
Other Non-Operating Expenditures	\$0	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$80,275,900	\$87,420,579	\$111,969,800	\$86,879,600	\$83,185,100	\$93,949,500
Capital Contributions	\$8,057,900	\$15,001,700	\$35,378,700	\$11,446,800	\$6,671,400	\$14,740,000
Excess (deficiency) of revenues and capital contributions over expenditures	(\$12,879,700)	(\$14,519,179)	(\$17,669,200)	(\$15,296,100)	(\$15,617,600)	(\$17,860,600)

The authority's budget, as presented to the Board of Directors, is posted on the following website: <http://www.centro.org/BudgetInformation.aspx>

Additional Comments:

In the three fiscal years prior to the current year (SFY2011/12), there were reductions in the Statewide Mass Transit Operating Assistance (STOA) program in the approved state budgets, followed by further midyear reductions in STOA in the middle of each of those years. Those continuous reductions drastically impacted the CNYRTAs finances in those years and continue to have a serious fiscal impact. Although STOA was (thankfully) not cut again in FY2011/12, when the current lowered level is coupled with the concurrent and continuing severe fall in the mortgage recording tax (MRT) due to the unceasing economic recession and its impact on commercial and residential real estate markets, the net result is that the CNYRTA has had to raise fares twice and cut/adjust services multiple times over the past several years. The MRT, which has now fallen six years in a row and is at a level which is fully \$2.5 million lower than its high point in FY2006/07, has multiple uses but primarily functions as an additional source of transit operating subsidies and as the sole source of required local share to match federal and state capital grants. Last year at this time, the CNYRTA was projecting a multimillion dollar budget gap for the current year (FY2011/12). That gap was again filled largely by the major fare increase implemented in each of the Authoritys transit operations in May of 2011 (regular adult cash fare in the Syracuse area is now \$2) coupled with significant service reductions, including weeknights, Saturdays and curtailments on specific routes. The use of additional federal capital grant funds to offset preventive maintenance (PM) activities within the operating budget as a gap closer in FY2011/12 and FY2012/13 was and is not an option, due to a large bus replacement (approximately \$31,000,000 for 74 heavy duty CNG and diesel transit buses) in 2012. For the coming FY2012/13 budget year for which this report is being submitted, the CNYRTA is projecting a significant (but manageable) operating budget gap of slightly less than \$1 million (excluding GASB 45 OPEB expense charges of approximately \$12.4 million). We anticipate that STOA, at best, will remain flat in FY2012/13, and the MRT is projected to decline for a 7th straight year. In the past several years, the CNYRTA has taken extreme actions to balance its revenue streams with its expenses, but other factors beyond its control (such as expiration of the CNG usage rebate under federal law and continued decline of the mortgage recording tax revenues) have eroded the fiscal benefits of those unprecedented actions. Another fare increase will not be practical in light of the fare increases in May of 2009 and May of 2011. Note: Actual and estimated postretirement benefit charges required by GASB are included in the other employee benefits lines in each of the six years shown.