

**MINUTES OF THE QUARTERLY MEETING OF THE
BOARD OF COMMISSIONERS OF
ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
AND ITS SUBSIDIARIES
February 1, 2024**

A. Roll Call and Determination of Quorum

The meeting was called to order at 12:05PM by Secretary Jerdine Johnson who determined that a quorum was present. Commissioner Rice attended via phone.

Present on Roll Call:

County of Monroe	Don Jeffries	=	5 votes
County of Monroe	Terrence Rice	=	5 votes
➤ County of Monroe	Judith Ahlfeld Seil	=	5 votes
➤ City of Rochester	William Ansbro	=	2 votes
➤ City of Rochester	Jerdine Johnson	=	2 votes
➤ City of Rochester	William McDonald	=	2 votes
➤ County of Genesee	Laurie Oltramari	=	2 votes
➤ County of Livingston	Susanne Carlock	=	2 votes
County of Ontario	Brian H. Young	=	3 votes
➤ County of Orleans	James R. Bensley	=	1 vote
➤ County of Seneca	Edward W. White	=	1 vote
County of Wayne	Michael P. Jankowski	=	3 votes
➤ County of Wyoming	Rich Kosmerl	=	1 vote
Transit Dependent Representative	Heather Bird	=	1 vote
Amalgamated Transit Union	Jacques Chapman	=	<u>0 votes</u>

Total Votes Possible	35
Total Votes Present	18
Votes Needed for Quorum	18

Others Present:

Scott Adair, Chief Financial Officer
Tracy Archie, Chief Diversity, Equity & Inclusion Officer
David Belaskas, Director of Engineering & Facilities Management
Ken Boasi, Director of Regional Operations
Jay Corey, Director of Transportation
Daniel DeLaus, General Counsel
Christopher Dobson, Chief Operating Officer
Justin Feasel, Director of Purchasing & Contract Administration
Tamarus Jeffries, Director of Maintenance
Laura Kenyon, Director of Communications and Customer Engagement
Rusty Korth, VP of Zero-Emission Strategies
Chris Mahood, Director of Information Technology
Sharon Muir-Eddy, Director of Budget

Kelly Parisi, Executive Assistant to the CEO
Corinda Reaves, Chief Customer & Community Experience Officer
Donna Schnapp, Director of Labor Relations
James Stack, Executive Director, GTCS
Miguel Velázquez, Chief Executive Officer

B. Adoption of the Agenda

On motion of Commissioner Kosmerl, seconded by Commissioner Ansbro, the Agenda was unanimously adopted.

C. Approval of Minutes

On motion of Commissioner Kosmerl, seconded by Commissioner Seil, the following minutes were unanimously approved.

- RGRTA Audit Committee Meeting Minutes of December 7, 2023
- RGRTA Regular Board Meeting Minutes of December 7, 2023
- RGRTA Compensation Committee Meeting Minutes of January 23, 2024

D. CEO Report

Miguel Velázquez, Chief Executive Officer, presented the CEO Report which included a presentation by Scott Adair, Chief Financial Officer on Financial Sustainability, Laura Kenyon, Director of Communications & Customer Experience on Customer Satisfaction and Christopher Dobson, Chief Operating Officer on Service Quality (power point presentation is attached to these Minutes).

Questions/Comments on Service Quality:

- *Commissioner McDonald asked about the On Demand Service and if the ridership is higher from when we had the fixed route service in those areas? Chris Dobson, COO stated the ridership is higher with On Demand service.*
- *Commissioner Kosmerl asked about the On Time Performance in Wyoming County and asked if it was around the hospital? Chris Dobson, COO stated that is correct. Commissioner Kosmerl noted that there was a lot of utility work being done around the hospital and could that have contributed? Ken Boasi, Director of Regionals stated that we are servicing a number of wheelchair customers in the northern part of Warsaw and that can impact On Time Performance.*
- *Commissioner Ansbro wanted to thank everyone for paying attention to the earlies.*

Questions/Comments on the Chief Executive Report

- *Commissioner Ansbro thanked the Authority for paying homage to Rosa Parks and celebrating Transit Equity Day. He also asked that Miguel Velazquez, CEO please explain that we are a public authority, and that we receive funds from the State and explain that a little. Miguel Velazquez, CEO stated there are two major pieces to our budget the Capital piece and those funds are received from the Federal Government and*

those funds are used to purchase capital assets such as buses and facilities. The other piece is our Operating Budget and is mostly comprised of State Funds or STOA (State Operating Assistance). This is the bulk of our operating revenue, and the majority of this comes from the States general fund, and it is very important for us to advocate each year since this general fund can be used for anything.

On motion of Commissioner Seil, seconded by Commissioner McDonald, the CEO Report was accepted by unanimous vote.

E. Proposed Resolutions

Resolution Authorizing the Award of a Sole Source Contract for Software Maintenance and Software Licenses for Trapeze Products, RGRTA 1-2024

Resolution RGRTA 1-2024 was moved on motion of Commissioner McDonald, seconded by Commissioner Seil, the aforementioned Resolution, a copy of which is attached to these minutes, was unanimously approved.

F. Consent Resolutions

Resolution Authorizing the Temporary Suspension of Fares, RGRTA 2-2024

Resolution Making Determination and Findings Pursuant to Section 204 of the New York Eminent Domain Procedure Law for the Irondequoit Plaza II Connection Hub Project, RGRTA 3-2024

Resolution Authorizing the Disposal of Assets, RGRTA 4-2024

Resolutions RGRTA 2-2024 through RGRTA 4-2024 were moved on motion of Commissioner Kosmerl, seconded by Commissioner Oltramari, the aforementioned Resolutions, copies of which are attached to these minutes, were unanimously approved.

G. Calendar

Miguel Velázquez, CEO noted that the meeting in March is not the 1st Thursday, but actually the 14th.

H. Adjournment

On motion of Commissioner Ansbro, seconded by Commissioner Seil the Quarterly Board Meeting was adjourned at 12:42PM.

Respectfully submitted,

Jerdine Johnson, Secretary
Posted Date: February 15, 2024

CEO Report

Presented by: Miguel Velázquez
Chief Executive Officer



Chief Executive Officer Report

- TOPS Q3 Report
 - Financial Sustainability
 - Customer Satisfaction
 - Service Quality
- Comprehensive Plan Initiatives Update
- RTS Way – Employee Recognition
- Other Updates
 - Title VI

TOPS Report



TOPS

TRANSIT ORGANIZATION PERFORMANCE SCORECARD

SCORE
3rd Qtr.

FPI	FINANCIAL PERFORMANCE INDEX	26.0
CSI	CUSTOMER SATISFACTION INDEX	47.6
SPI	SERVICE PERFORMANCE INDEX	47.4
TOTAL		121.0

Strategic Pillars 2023-24 3rd Qtr.	Metric	Plan Goal	Actual 1st Quarter	Actual 2nd Quarter	Actual 3rd Quarter	Actual 4th Quarter	Earned Points	Goal Points	Max Points	Min Points
Financial Performance Index	End of Year Net Income (Deficit) Projection	\$0.0	\$0.0	\$367.0	\$367.0		26.00	20.00	26.00	14.00
	Total FPI Score						26.0	20.0	26.0	14.0
Customer Service Index	Net Promoter Score - RTS	35%	43%	42%	41%		44.64	37.20	48.36	26.04
	Customer Satisfaction - RTS Access	95%	94%	97%	98%		0.41	0.35	0.46	0.25
	Customer Satisfaction - RTS Genesee	95%	100%	100%	100%		0.46	0.35	0.46	0.25
	Customer Satisfaction - RTS Livingston	95%	100%	100%	100%		0.46	0.35	0.46	0.25
	Customer Satisfaction - RTS Ontario	95%	100%	99%	92%		0.29	0.35	0.46	0.25
	Customer Satisfaction - RTS Orleans	95%	100%	100%	100%		0.46	0.35	0.46	0.25
	Customer Satisfaction - RTS Seneca	95%	99%	96%	100%		0.46	0.35	0.46	0.25
	Customer Satisfaction - RTS Wayne	95%	100%	100%	100%		0.46	0.35	0.46	0.25
	Customer Satisfaction - RTS Wyoming	95%	100%	100%	100%		-	0.35	0.46	0.25
	Total CSI Score						47.6	40.0	52.0	28.0
Service Performance Index	On-Time Performance - RTS	91.5%	92.65%	92.34%	93.10%		42.91	36.00	46.80	25.20
	Ride Fulfillment - OnDemand		62.6%	52.5%	49.4%		-	-	-	-
	On-Time Performance - RTS Access	95.0%	95.5%	93.3%	94.5%		0.48	0.50	0.65	0.35
	On-Time Performance - RTS Genesee	94.0%	96.7%	94.0%	91.3%		0.37	0.50	0.65	0.35
	On-Time Performance - RTS Livingston	95.0%	100.0%	100.0%	100.0%		0.65	0.50	0.65	0.35
	On-Time Performance - RTS Ontario	93.0%	93.1%	93.5%	95.3%		0.62	0.50	0.65	0.35
	On-Time Performance - RTS Orleans	95.0%	98.0%	98.7%	98.9%		0.65	0.50	0.65	0.35
	On-Time Performance - RTS Seneca	97.0%	97.5%	98.5%	99.0%		0.60	0.50	0.65	0.35
	On-Time Performance - RTS Wayne	96.0%	99.1%	99.0%	99.8%		0.65	0.50	0.65	0.35
	On-Time Performance - RTS Wyoming	97.0%	97.2%	97.6%	96.8%		0.49	0.50	0.65	0.35
	Total SPI Score						47.4	40.0	52.0	28.0
TOPS Score							121.0	100.0	130.0	70.0

FY 24 – Q3

Financial Sustainability

Presented by: Scott Adair
Chief Financial Officer



Financial slides

December Financial Results:

- Projecting \$367K favorable to budget, no change from last month
- Mortgage Recording Tax shows slight uptick

Items we are watching at this time:

- Staffing levels
- Workers Compensation expenses
- Development of the 2024-2025 Operating Budget
 - Diesel Fuel SWAP \$2.54/gallon

Financial Report

RGRTA - Consolidated Budget Status Report (000's) - FY 2023-2024				
12/31/2023				
<u>Revenues</u>	<u>Budget 2023-24</u>	<u>FYTD 12/31/2023</u>	<u>Projected 3/31/2024</u>	<u>Budget Variance</u>
Total Locally Generated	\$ 39,267	\$ 16,631	\$ 39,783	\$ 516
Total Government Subsidies	\$ 73,101	\$ 59,125	\$ 74,443	\$ 1,342
Mortgage Tax	\$ 12,143	\$ 8,616	\$ 10,643	\$ (1,500)
Grand Total Revenue	\$ 124,511	\$ 84,371	\$ 124,868	\$ 358
<u>Expenses</u>				
Personnel				
Salary & Wages	\$ 61,208	\$ 45,231	\$ 61,208	\$ -
Fringe Benefits	\$ 27,900	\$ 18,732	\$ 27,904	\$ (4)
Total Personnel	\$ 89,109	\$ 63,963	\$ 89,113	\$ (4)
Non-Personnel				
Services	\$ 11,573	\$ 7,281	\$ 11,520	\$ 54
Fuel/Lubricants	\$ 7,108	\$ 4,450	\$ 7,108	\$ -
Parts	\$ 4,612	\$ 3,042	\$ 4,612	\$ -
Other	\$ 12,109	\$ 7,225	\$ 12,149	\$ (40)
Total Non-Personnel	\$ 35,402	\$ 21,996	\$ 35,389	\$ 14
Grand Total Expenses	\$ 124,511	\$ 85,959	\$ 124,501	\$ 9
Net Income/Deficit From Operations & Subsidies	\$ -	\$ (1,588)	\$ 367	\$ 367

FY 24 – Q3

Customer Satisfaction Index

Presented by: Laura R. Kenyon
Director of Communications & Customer Experience



Customer Satisfaction Index

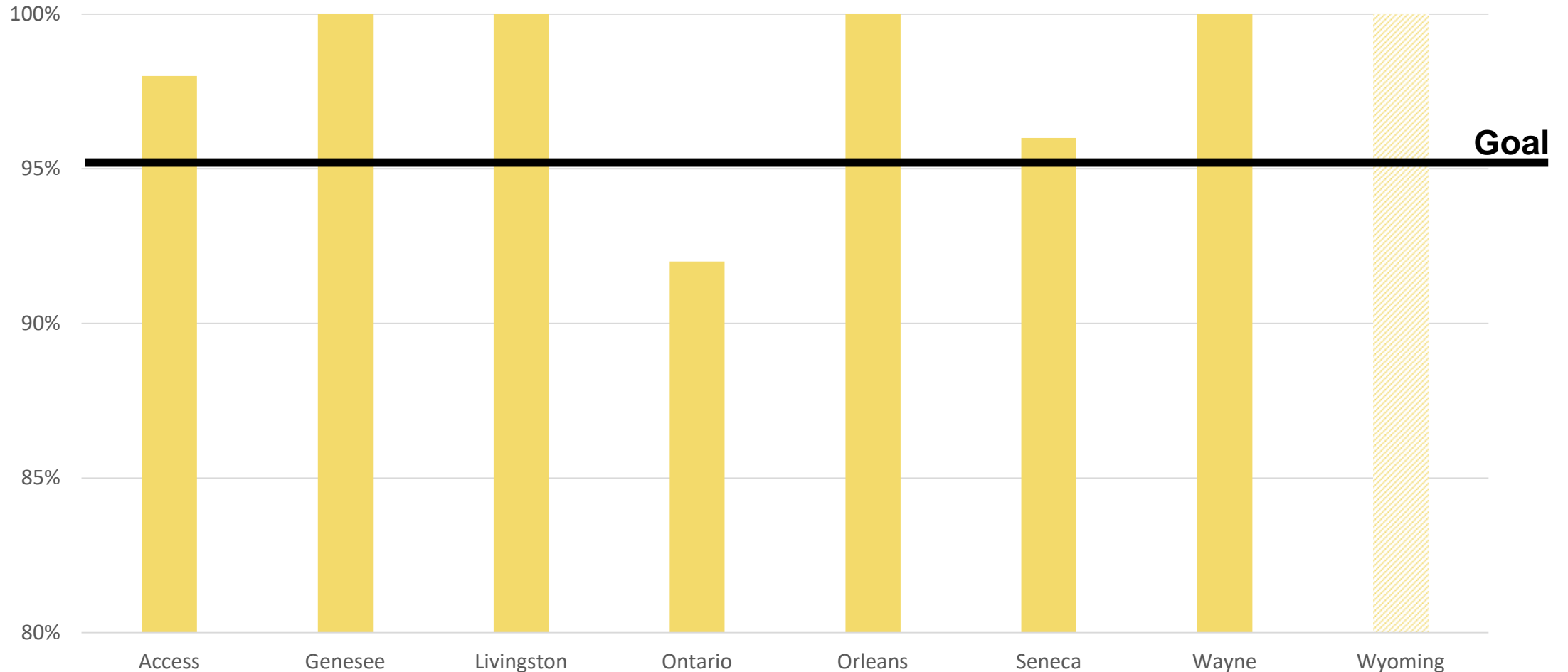
- Q3 Results
- Customer Service Index & Net Promoter Score
 - Survey Insights
- Market Research FY 25
- Summary

Q3 Customer Satisfaction Index

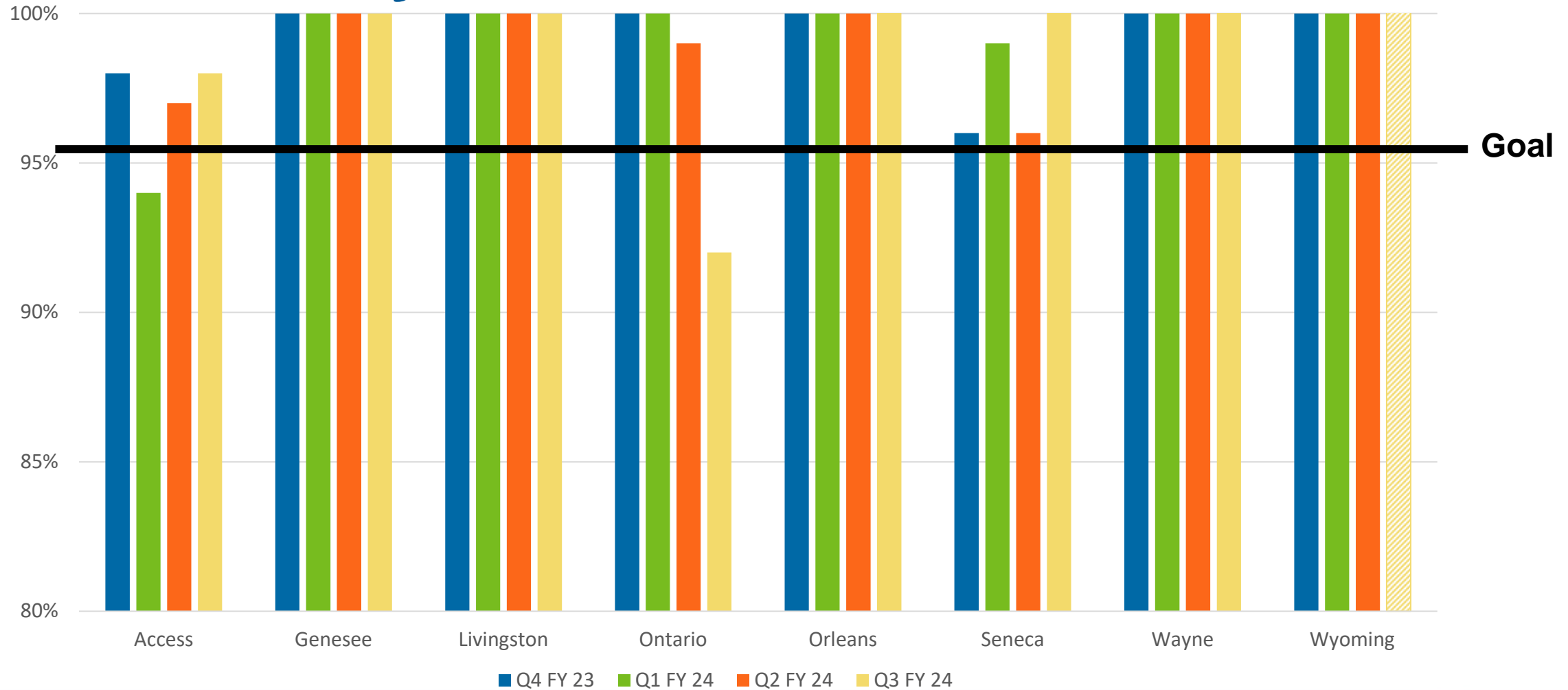
5 Strategic Pillars FY 24 – Q1	Metric	Plan Goal	Actual 1 st Quarter	Actual 2 nd Quarter	Actual 3 rd Quarter	Actual 4 th Quarter	Earned Points	Goal Points	Max Points	Min Points
Customer Service Index	Net Promoter Score (NPS) – RTS Monroe	35%	43%	42%	41%		44.64	37.2	48.36	26.04
	Customer Satisfaction – RTS Access	95%	94%	97%	98%		0.41	0.35	0.46	0.25
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	Customer Satisfaction – RTS Orleans	95%	100%	100%	100%		0.46	0.35	0.46	0.25
	Customer Satisfaction – RTS Seneca	95%	99%	96%	100%		0.46	0.35	0.46	0.25
	Customer Satisfaction – RTS Wayne	95%	100%	100%	100%		0.46	0.35	0.46	0.25
	Customer Satisfaction – RTS Wyoming	95%	100%	100%	100%		0.0	0.35	0.46	0.25
	Total CSI Score						47.6	40.0	52.0	20.0

RTS Access & Regionals

Customer Service Index: Q3 FY 24



RTS Access & Regionals: CSI Trends by Quarter



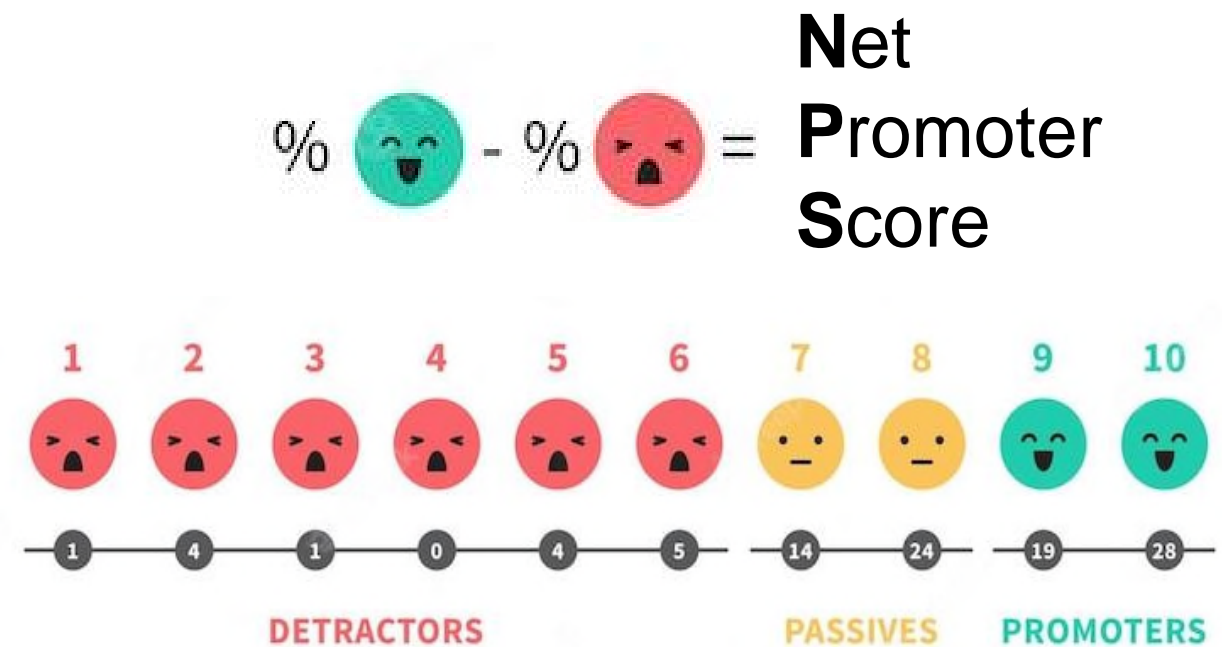
RTS Monroe: Net Promoter Score

NPS is measured by asking:

“How likely is it that you would recommend RTS to a friend or colleague?”

– Customers respond on a 10-point scale and are categorized as:

- **Promoters** (score 9-10) are loyal enthusiasts
- **Passives** (score 7-8) are satisfied but unenthusiastic customers
- **Detractors** (score 1-6) are unhappy customers who can damage a brand



RTS Monroe: Q3 Net Promoter Score

NPS: 41%

- Higher than 35% goal

	Base	Promoters (9-10)	Passives (7-8)	Detractors (0-6)	No response	Net Promoter Score
W 5 3	520	58%	24%	18%	5%	41%
W 5 2	509	59%	25%	17%	3%	42%
W 5 1	522	61%	22%	17%	0.6%	43%
W 5 0	518	61%	23%	16%	0.6%	45%
W 4 9	528	52%	31%	18%	*	34%
W 4 8	511	57%	24%	20%	*	37%
W 4 7	529	54%	27%	20%		34%
W46	515	55%	27%	18%	*	37%
W45	520	52%	26%	19%	*	33%
W44	523	51%	29%	20%	*	31%
W43	512	55%	25%	19%	1%	36%
W42	509	58%	26%	16%	*	42%
Total 42-53	6,216	56%	26%	18%	1%	38%

RTS Monroe: Service Aspects

Q: “Which one of the following aspects of a bus ride is most important to you?”

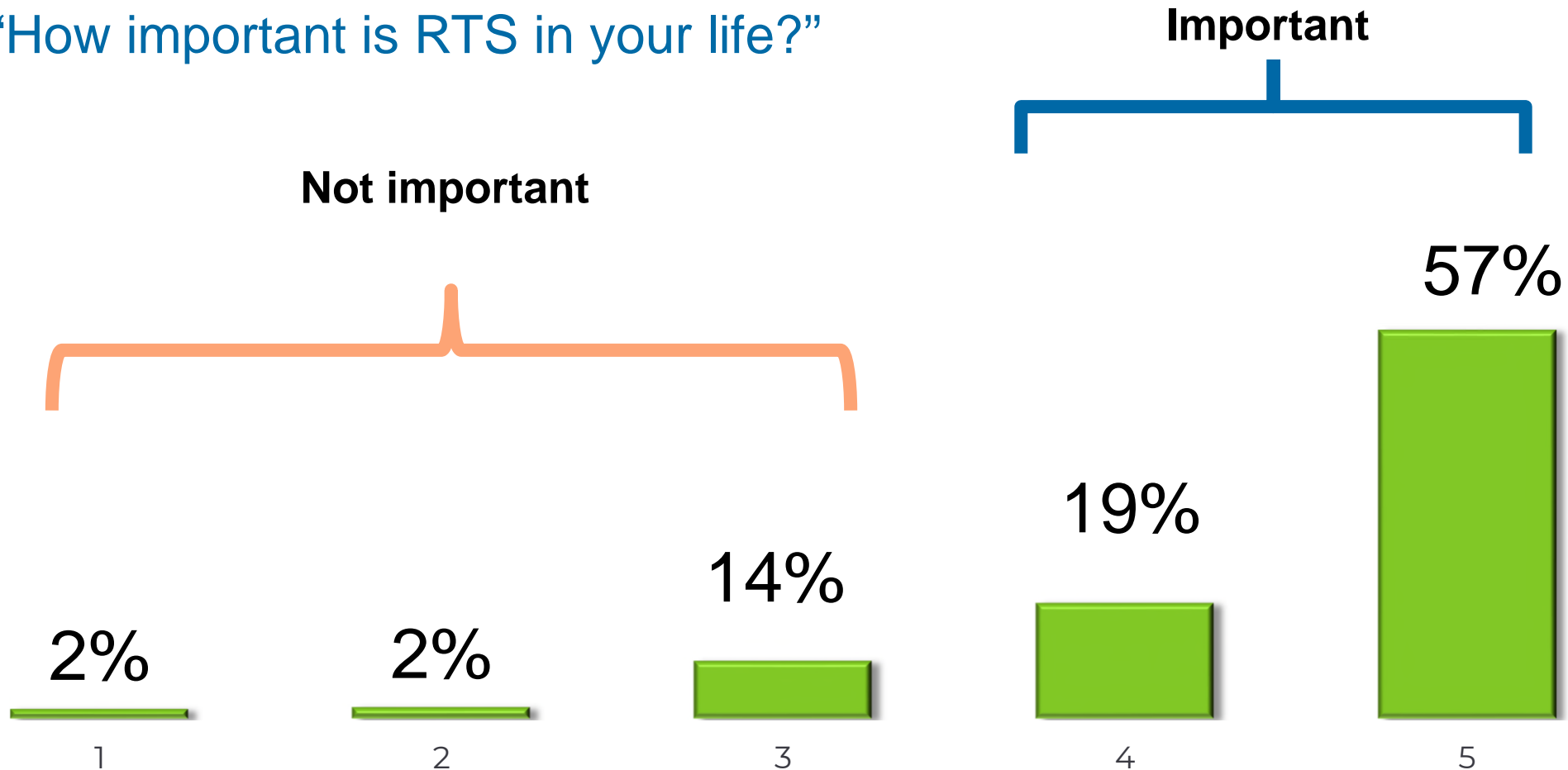
Top 5

1. On-time arrival
2. Cleanliness and Comfort
3. Safety and Security
4. Route Coverage
5. Operator Courtesy



RTS Monroe: Importance to Customers

Q: "How important is RTS in your life?"



RTS Monroe: RTS Way Values



FY 25 Market Research Plan Updates

- Digital Survey Pilot Complete
 - Through the RTS On Demand app
 - November 27 – December 10, 2023
- RFP for New Market Research Contract Issued
 - Anticipated Board Review in March
 - Anticipated Contract Start in April

Summary

- **Customer Satisfaction contributed 47.6 points to TOPS**
- **Working to improve our market research with the goal of better understanding Customers' needs.**

Customer Service Index

Questions?

FY 24 – Q3

Service Performance Index

Presented by: Chris Dobson
Chief Operating Officer



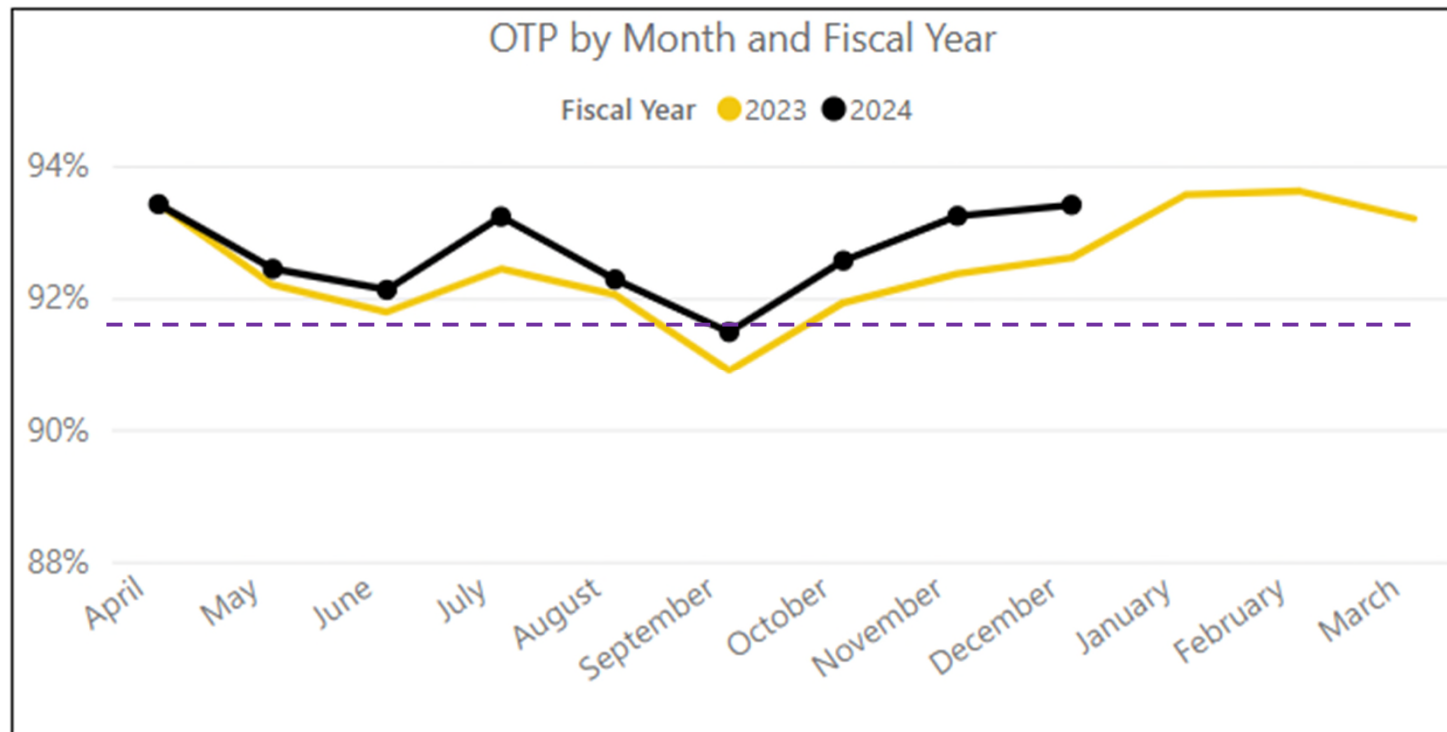
Service Performance Index

Strategic Pillars 2023-24 3rd Qtr.	Metric	Plan Goal	Actual 3 rd Quarter	Earned Points	Goal Points	Max Points	Min Points
Service Performance Index	On-Time Performance – RTS Monroe	91.5%	93.1%	42.91	36.00	46.80	25.20
	On-Time Performance – RTS Access	95%	94.5%	0.48	0.50	0.65	0.35
	On-Time Performance – RTS Genesee	94%	91.3%	0.37	0.50	0.65	0.35
	On-Time Performance – RTS Livingston	95%	100.0%	0.65	0.50	0.65	0.35
	On-Time Performance – RTS Ontario	93%	95.3%	0.62	0.50	0.65	0.35
	On-Time Performance – RTS Orleans	95%	98.9%	0.65	0.50	0.65	0.35
	On-Time Performance – RTS Seneca	97%	99.0%	0.60	0.50	0.65	0.35
	On-Time Performance – RTS Wayne	96%	99.8%	0.65	0.50	0.65	0.35
	On-Time Performance – RTS Wyoming	97%	96.8%	0.49	0.50	0.65	0.35
	RTS On Demand Ride Fulfillment	N/A	49.4%	Not Scored			
	Total SPI Score			47.4	40.0	52.0	28.0

OTP – RTS Monroe

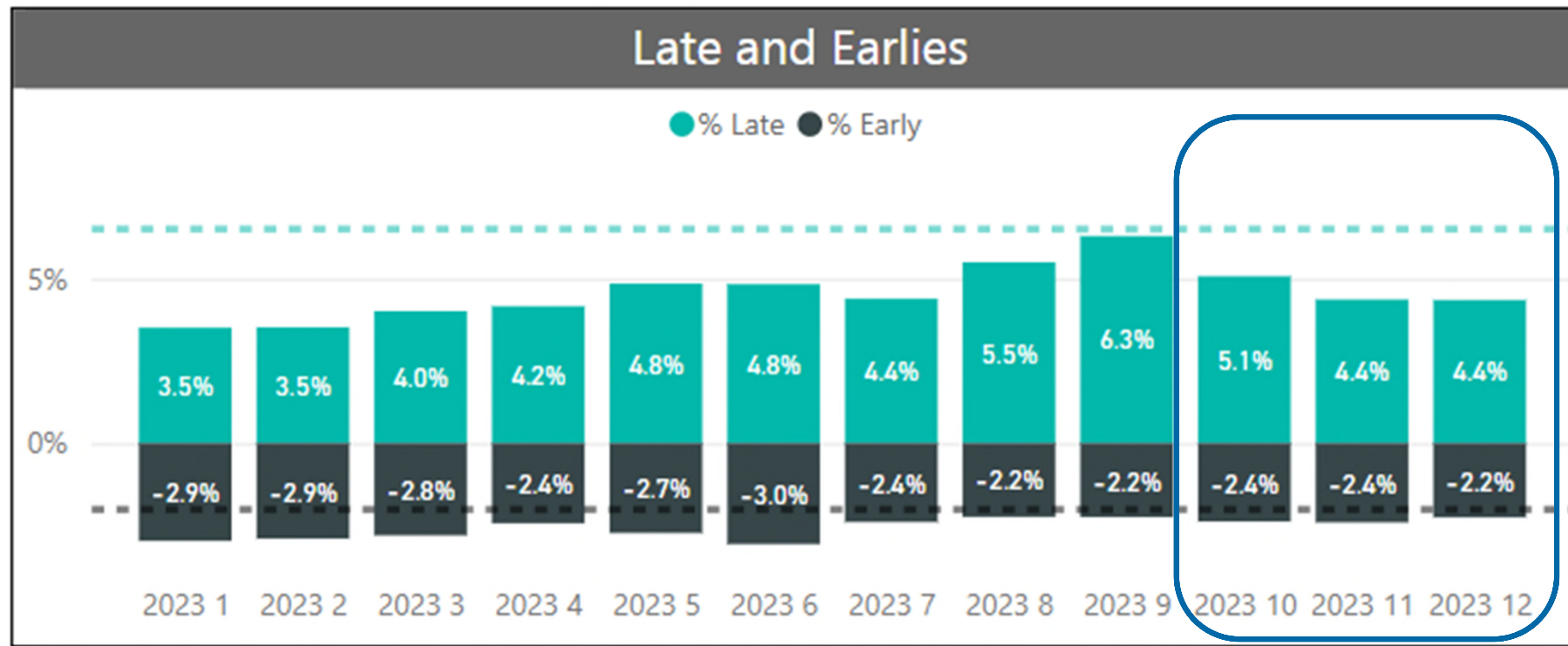
OTP RTS Monroe: Performance Trends

- Within Q3, monthly OTP ranged from 92.6% to 93.4% with a quarterly result of 93.1% vs. a goal of 91.5%



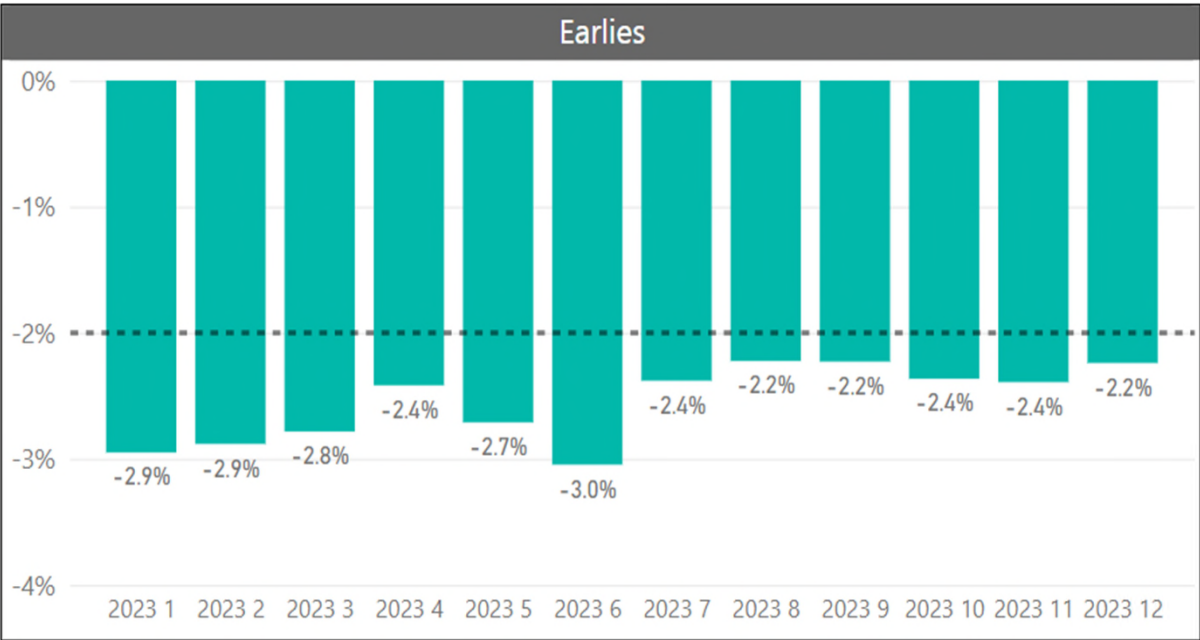
OTP RTS Monroe: Performance Trends

- Early departures for the quarter averaged 2.3%
- Lates averaged 4.6%, slightly better than same period prior year.

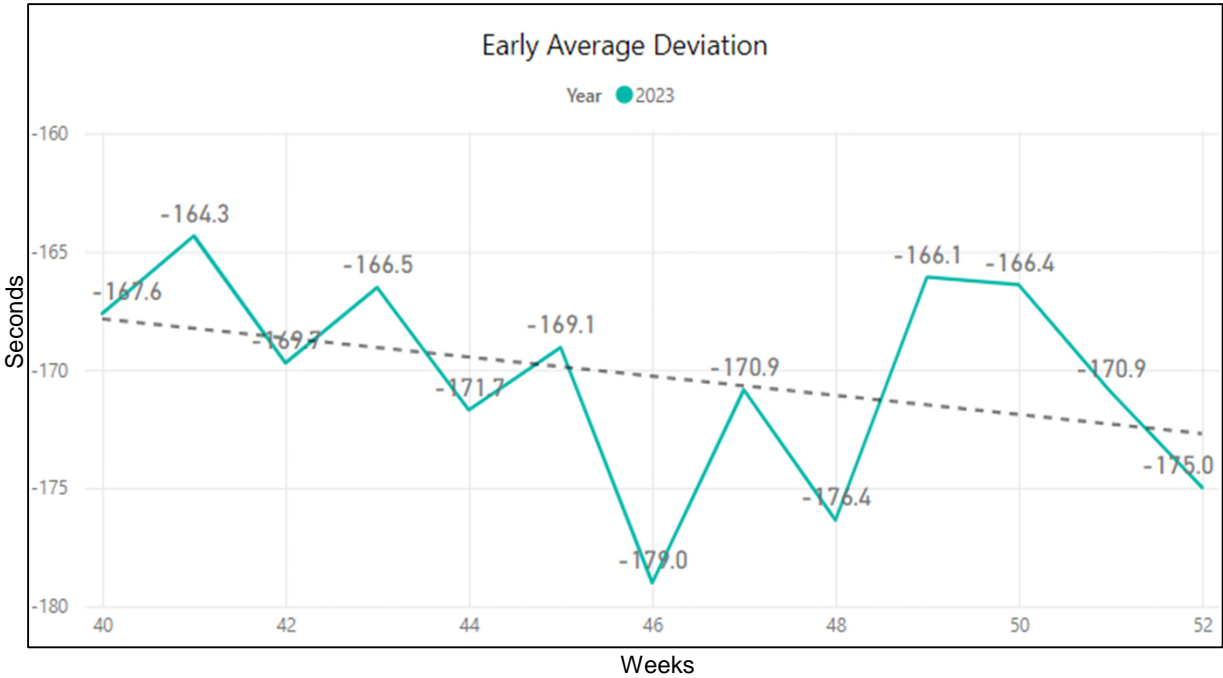


On-Time Performance Results - Earlies

Overall percentage early stable across the quarter.



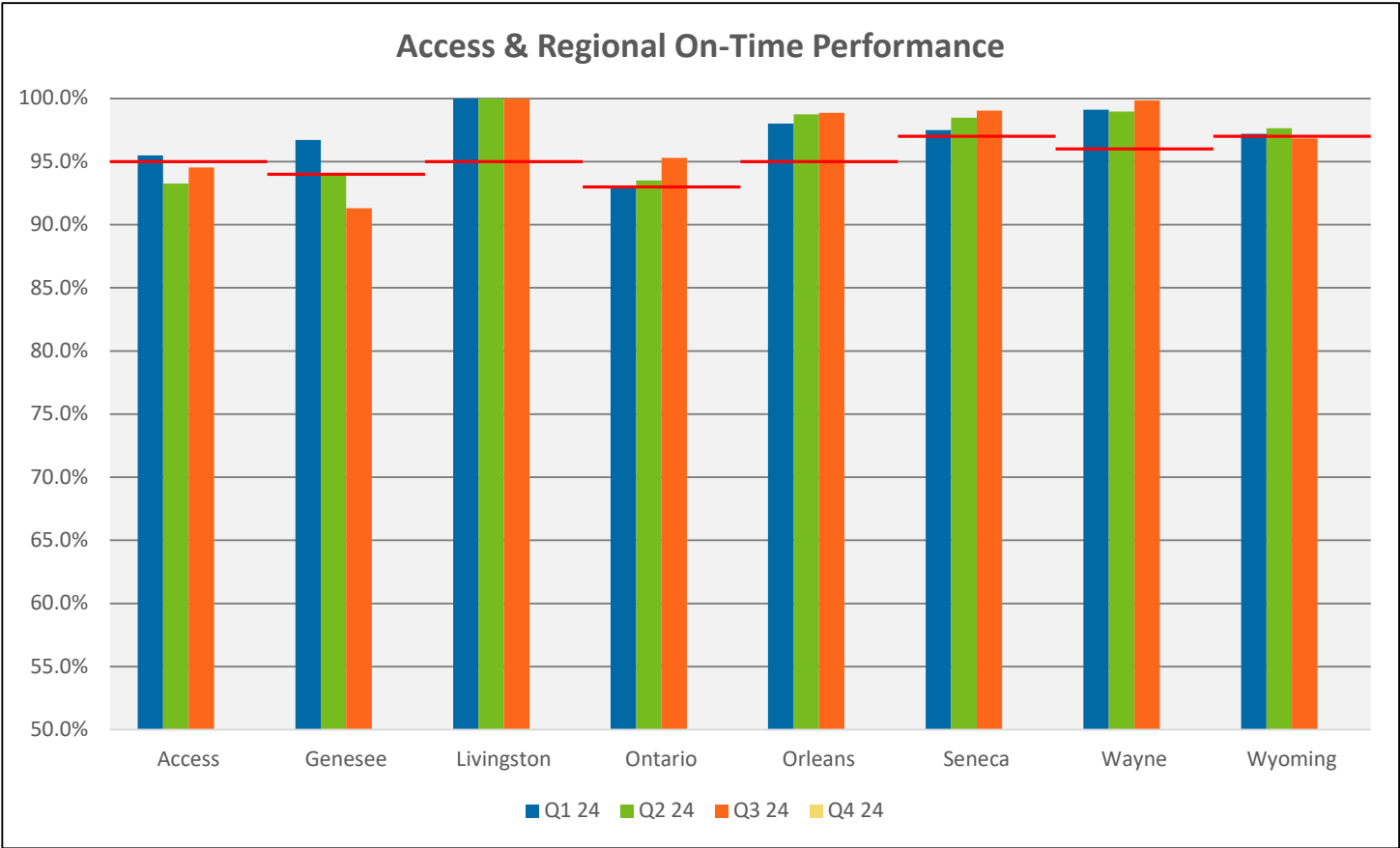
Deviation to schedule is an average of 170 seconds



OTP – RTS Access & Regional Operations

OTP RTS Access and Regionals

- Q3 OTP exceeded goal 5 out of 8 companies

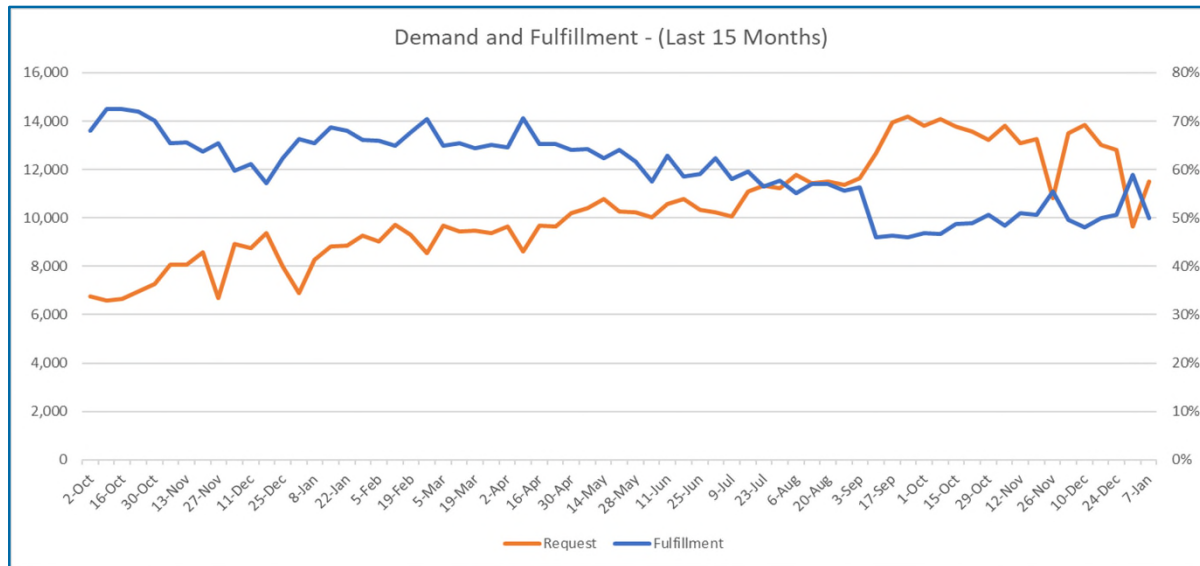


RTS On-Demand Ride Fulfillment

RTS On Demand Fulfillment & Ridership

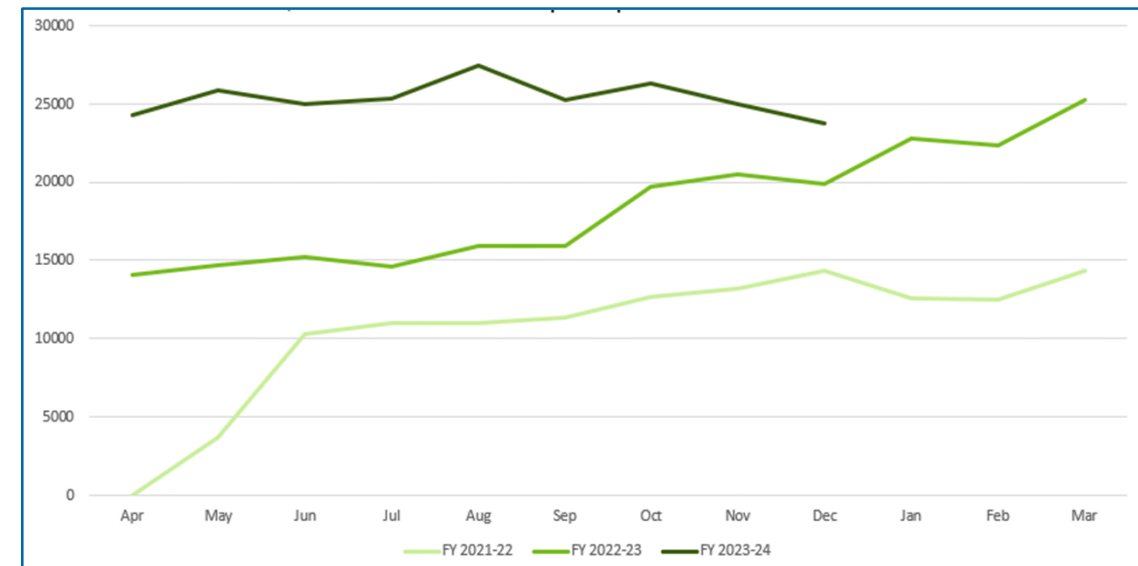
- Overall Q3 49.4%
- Within Q3, Ride Fulfillment ranged from 47.8% to 50.5%. Stable across the quarter.

Demand & Fulfillment



- Significant Demand growth with a spike in September and has since leveled and remained
- Increased demand has lowered fulfillment to around 50%

Ridership



- Ridership has grown exponentially, however due to constraints on supply it is expected to remain level at approximately 25,000 customers per month.

Summary

- 47.4 points out of 40.0, representing solid performance.
- The desire for RTS On Demand service remains high, with 25,000 trips completed each month and a fulfillment rate of 49.4%.
- 6 of 9 companies met or exceeded the on-time performance goal.

Service Performance Index

Questions?



TOPS

TRANSIT ORGANIZATION PERFORMANCE SCORECARD

		SCORE 3rd Qtr.
FPI	FINANCIAL PERFORMANCE INDEX	26.0
CSI	CUSTOMER SATISFACTION INDEX	47.6
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TOTAL		121.0

Chief Executive Officer Report

- TOPS Report
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 - Customer Satisfaction
 - Service Quality
- Comprehensive Plan Initiatives Update
- RTS Way – Employee Recognition
- Other Updates
 - Title VI

Comprehensive Plan Initiatives Update

PILLAR: ENGAGE EMPLOYEES ON THE RTS WAY

Implement new HCM system to improve access and ease of use for employees

Sustain a work environment that attracts, develops, and retains the best and brightest by identifying and addressing workplace policies, processes, practices, and behaviors that act as barriers to diversity and inclusion

Develop strategy to implement updated Public Transportation Agency Safety Plan



RTS Way program refresh

Introduce program to provide additional training for managers and supervisors

PILLAR: ENSURE FINANCIAL SUSTAINABILITY

Analyze the operating cost of different zero-emission vehicle types to inform the development of future budgets

Continuous review of our long term capital funding needs

Design and build a new facility for RTS Access

Build a new facility for RTS Wyoming

Design and build a new facility for RTS Seneca

Design a new facility for RTS Genesee

Identify a site for a new facility for RTS Wayne

Design and build a new bus storage facility for RTS Ontario

Construction of Hylan Drive Connection Hub

Construction of New Connection Hub Near Irondequoit Plaza

Establish system-wide 15-year strategic plan for RTS facilities

PILLAR: ENHANCE THE CUSTOMER EXPERIENCE & DELIVER SAFE, QUALITY SERVICE



Conduct study to evaluate feasibility of a local circulator route in rural villages and cities



Conduct study on the need for and feasibility of on-demand service in the regional counties



CAD/AVL replacement and implementation of contactless fares for RTS Access

Conduct origin and destination study to identify travel behaviors of customers in the new transit system

PILLAR: DEMONSTRATE CLIMATE LEADERSHIP

Design and build a new facility to help us meet New York's goal of having a zero-emission bus fleet by 2035

Purchase Hydrogen Fuel Cell buses and vans, and a fueling station for demonstration project

Update zero-emission transition plan

23 Initiatives

Chief Executive Officer Report

- TOPS Report
 - Financial Sustainability
 - Customer Satisfaction
 - Service Quality
- Comprehensive Plan Initiatives Update
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RTS Way Recognition- December



The RTS Way
Bringing our Values to Life Every Day

Pam A. Senior Accountant
Aaron B. Bus Operator, RTS Monroe
Randy B. Bus Attendant, RTS Wayne
Nicole B. Health & Well-Being Specialist
Jaime B. Transportation Specialist, RTS Ontario
Catriena B. Road Supervisor
Andrea C. Supplier Diversity Coordinator
Miranda C. Director of Accounting Services
Sarah C. Manager of Procurement
Caleb C. Dispatcher, RTS Access
Kelle C. Bus Operator, RTS Monroe
Katrina D. Accounting Clerk
Tony D. Bus Operator, RTS Monroe
Jeff D. Bus Operator, RTS Monroe
Sara F. Procurement Analyst I
Justin F. Director of Purchasing & Contract Administration
Jose F. Safety and Security Specialist
Brian F. Senior Accountant

Glenn G. Garage Supervisor
Jennifer G. Transportation Specialist, RTS Ontario
Krystle H. Director of People
Brandon H. Cyber Security Administrator
Randy J. Radio Controller/Dispatcher, RTS Monroe
Dakota K. Bus Operator, RTS Ontario
Ranjana K. Supervisor of Payroll
Modesti K. Bus Operator, RTS Access
Denise K. Regional Manager, RTS Orleans
Rusty K. VP of Zero-Emission Strategies
Carl L. Road Supervisor
Rene L. Accounting Specialist
Karen L. Manager of Accounting Services
Dale L. Bus Operator, RTS Ontario
Kevin M. Safety and Security Specialist
Paul M. Small Vehicle Operator
Sharon M. Director of Budget
Andrea N. Payroll Specialist

Chuck O. Manager of Regional Maintenance
Cheryl P. Radio Controller/Dispatcher RTS Monroe
Mary P. Bus Operator, RTS Livingston
Sokkhoun P. Procurement Analyst II
Annette R. Bus Operator, RTS Wayne
Linda R. Workforce Development Specialist
LaTonya R. Secretary of Transportation
Enio R. Bus Operator, RTS Access
Rick R. Courier
Josh R. Radio Controller/Dispatcher, RTS Monroe
Devon S. Bus Operator, RTS Monroe
Rick S. Bus Operator, RTS Seneca
Danielle S. Transportation Specialist, RTS Ontario
Dawn S. Paralegal and Compliance Manager
Nijheah T. Customer Service Representative
Marcus T. Road Supervisor
Melissa T. Associate Accountant
Chris W. Technician I, RTS Monroe

Employee Recognition

RTS Monroe Bus Operator of the Month & Quarter:

December- Luigi Di Vincenzo

Q3- Luigi Di Vincenzo



Chief Executive Officer Report

- TOPS Report
 - Financial Sustainability
 - Customer Satisfaction
 - Service Quality
- Comprehensive Plan Initiatives Update
- RTS Way – Employee Recognition
- Other Updates

Other Updates

- Recorded PSA with Monroe County Sheriff Todd Baxter to promote safety with free bus service on New Year's Eve.
- Attended holiday open house held by Rep. Morelle and NYS Empire State Development.
- NYS Budget Advocacy:
 - NYPTA meeting with Sen. Cooney on Green Transit Working Group proposal
 - NYPTA response to Governor Hochul's budget proposal
 - Preparing for Transit Awareness Day (lobby day) in Albany

Transit Equity Day



Other Updates: Title VI

- Title VI Service Change Evaluations
 - Q3 2023-24—There were no fixed route service changes that met the Authority's Title VI policy for Major Service Changes.

CEO Report

Questions?



**ROCHESTER
GENESEE REGIONAL
TRANSPORTATION
AUTHORITY**

BOARD OF COMMISSIONERS AGENDA ITEM COVER SHEET

Board Meeting Date:	February 1, 2024
Presenter:	Christian Mahood
Subject:	Resolution Authorizing the Award of a Sole Source Contract for Software Maintenance and Software Licenses for Trapeze Products
Background:	<p>The Authority utilizes specialized software products from Trapeze, which support an array of critical functions for RTS Monroe, and RTS Access.</p> <p>These software products support a variety of critical functions including:</p> <ul style="list-style-type: none">• Development of RTS Monroe fixed-route bus schedules• Development of bus operator work assignments• Logging and management of reservations for RTS Access customers• Dispatching and routing of RTS Access paratransit vehicles• Management of data on bus stop locations and on-street assets• Tracking, management and maintenance oversight of the Authority's assets, including the RTS Monroe and RTS Access bus fleets, non-revenue vehicles, fixed assets and support equipment• Customer access to RTS schedule information via the Customer Service telephone system <p>The Authority has determined that Trapeze continues to be the sole source supplier of the required maintenance and software licensing services due to the proprietary nature of the software and the unique knowledge and skills required to provide these services.</p> <p>Pursuant to Public Authorities Law, contracts awarded on a sole source basis and having a value in excess of \$1 million are required to be submitted to the New York State Office of the State Comptroller (OSC) for review and approval. The total cost of this 5-year contract is \$2,215,540 and thus is subject to OSC approval. OSC requires the Board of Commissioners approval prior to submission to them.</p> <p>The Authority determined that Trapeze, Inc. appears to be responsible firm and that the prices they offered are fair and reasonable.</p>
Financial Impact:	<p>The total cost of the 5 year agreement is \$2,215,540, to be paid in accordance with the pricing schedule presented in Attachment A to the resolution.</p> <p>Funding for this contract will be provided for in the Authority's 2024-2025 Operating Budget and in future operating budgets.</p>

Recommendation:

That the Chief Executive Officer or his designee be authorized to enter into a 5-year contract with Trapeze Inc. for software maintenance for all Trapeze Inc. products in an amount not to exceed \$2,215,540.

This contract is subject to review and approval by OSC prior to execution.

Resolution: RGRTA 1-2024

RESOLUTION AUTHORIZING THE AWARD OF A SOLE SOURCE CONTRACT FOR SOFTWARE MAINTENANCE AND SOFTWARE LICENSES FOR TRAPEZE PRODUCTS

WHEREAS, the Rochester Genesee Regional Transportation Authority (the "Authority") utilizes twenty (20) specialized software products from Trapeze, which supports an array of critical functions for RTS Monroe and RTS Access; and

WHEREAS, the Authority desires to continue a multi-year sole source contract with Trapeze under which the Authority will pay a fixed annual fee for the ongoing maintenance service for all products; and

WHEREAS, the Authority has determined that Trapeze continues to be the sole source supplier of the required maintenance and software licensing services due to the proprietary nature of the software and the unique knowledge and skills required to provide these services; and

WHEREAS, Trapeze, Inc. is the only entity with access to the necessary information to provide maintenance with respect to the software it has licensed to the Authority; and

WHEREAS, the Authority determined that Trapeze, Inc. appears to be responsible firm and that the prices included in Attachment A are fair and reasonable; and

WHEREAS, pursuant to Public Authorities Law, contracts awarded on a sole source basis and having a value in excess of \$1 million must be submitted to the New York State Office of the State Comptroller (OSC) for its approval.

NOW, THEREFORE, BE IT RESOLVED, that the Chief Executive Officer or his designee is authorized to enter into an agreement for software maintenance services covering all software products licensed from Trapeze, Inc. in an amount not to exceed \$2,215,540 and for a term ending on March 31, 2029, subject to the review and approval of OSC; and

BE IT FURTHER RESOLVED that the Chief Executive Officer or his designee are hereby authorized, empowered and directed, for and on behalf of the Authority, to perform any and all actions and to execute any and all documents on behalf of the Authority as they may deem necessary, appropriate or advisable to carry out the intent and purposes of the foregoing resolutions.

CERTIFICATION

The undersigned hereby certifies that the above is an excerpt from the Minutes of a Quarterly Meeting of the Rochester-Genesee Regional Transportation Authority, which was held on February 1, 2024, and that the Resolution is still in full force and effect.

Jerdine Johnson, Secretary

Date: February 1, 2024
Rochester, New York

ATTACHMENT A

Page 1 of 1

RESOLUTION AUTHORIZING THE AWARD OF A SOLE SOURCE CONTRACT FOR SOFTWARE MAINTENANCE AND SOFTWARE LICENSES FOR TRAPEZE PRODUCTS

Description (User)	Product Name	Year 1	Year 2	Year 3	Year 4	Year 5
Asset Management (EAM)	EAM - FA	\$98,136	\$103,042	\$108,195	\$113,604	\$119,285
Demand Response (Back Office Add-ons)	INFO Server-PASS - Cancel/Confirm and Callbacks	\$8,104	\$8,510	\$8,935	\$9,382	\$9,851
	PASS-DriverMate	N/A	\$4,798*	\$13,828	\$14,520	\$15,246
	PASS-MON	\$15,788	\$16,578	\$17,407	\$18,277	\$19,191
	PASS APPS	N/A	\$3,262*	\$5,138	\$5,395	\$5,665
	PASS SMS/EMAIL	N/A	\$3,390*	\$5,340	\$5,607	\$5,887
	PASS WEB	N/A	\$4,870*	\$7,671	\$8,054	\$8,457
	PASS-WEBCARE	N/A	N/A	\$2,734	\$2,870	\$3,014
	PASS	\$27,234	\$28,596	\$30,025	\$31,527	\$33,103
	PASS-EZWallet	N/A	N/A	\$16,816	\$17,657	\$18,540
Fixed Route Scheduling & Planning (FX & PLAN)	BLOCKBUSTER	\$20,405	\$21,426	\$22,497	\$23,622	\$24,803
	FX	\$37,499	\$39,374	\$41,343	\$43,410	\$45,581
	FX-MON	\$15,581	\$16,360	\$17,178	\$18,037	\$18,939
Fixed Route Traveler Information (INFO)	INFO-AGENT	\$31,357	\$32,924	\$34,571	\$36,299	\$38,114
Operations Management (OPS)	OPS	\$85,930	\$90,227	\$94,738	\$99,475	\$104,449
	OPS MON	\$5,709	\$5,994	\$6,294	\$6,609	\$6,939
	OPS SIT	\$4,826	\$5,068	\$5,321	\$5,587	\$5,866
	OPS Work Rules	\$8,087	\$8,491	\$8,916	\$9,362	\$9,830
	OPS-WEB	\$9,942	\$10,439	\$10,961	\$11,509	\$12,084

* These items are prorated to pick up where software maintenance ends for an expiring contract and is then converted to this contract.

Resolution Authorizing the Award of a Sole Source Contract for Software Maintenance and Software Licenses for Trapeze Products

RGRTA 1-2024

*Presented by Christian Mahood,
Director of Technology Innovation*

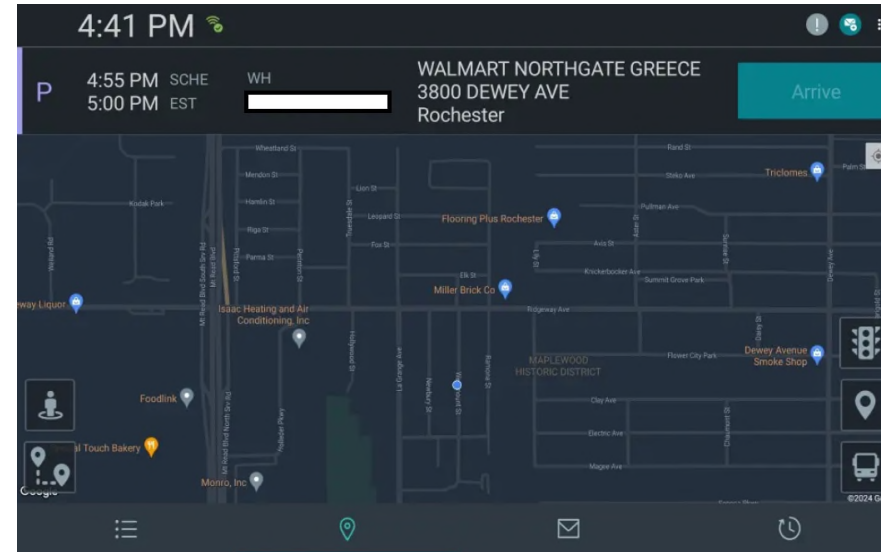


Background

- The Authority started using Trapeze software in 1998.
 - The Authority has been on 5-year maintenance plans since 2004.
- We have increased our usage of Trapeze software to over 20 different software modules.
 - Integrated into multiple software platforms for data sharing and seamless transfer.
 - Highly customized foundation for our scheduling and system planning functionality and daily operations.

Departments Using Trapeze Software

- RTS Scheduling Department
- RTS Customer Service
- RTS Operations
 - RTS Radio Control / Dispatch
 - RTS Maintenance
- RTS Access
 - RTS Access Customer Service
 - RTS Access Dispatch
 - RTS Access Maintenance



Other RTS Software Systems Interfaced with Trapeze:

- Conduent OrbCAD (CAD/AVL)
- UKG Platform
- Customer Service Salesforce CRM system
- Infor/Lawson Financial Platform
- Interactive Voice Recorder (IVR)
- Where's My Bus Platform
- Transit Center Digital Display System

Attributes	Employee Code	Badge Number	Employee Name	Seniority	Assignment Display										Next Diabetic Date	Next OBS Date
	2926	2926	Ugliarolo, Rudy M.	52												12-03-2014
	3027	3027	Torres, John	71												01-27-2015
	3241	3241	Medina, John	109												12-26-2014
	3261	3261	Brant, David	115												06-10-2015
	3152	3152	Burno, Alfred	123												02-09-2015
	3303	3303	Falcon, Hector	124												01-24-2015
	3495	3495	Davis, John L.	152												
	3494	3494	Turnipseed, Gary	154												
	3511	3511	Jackson, Lashonda	161												
	3562	3562	Jordan, Allen	166												
	3581	3581	Ross, David	171												
	3620	3620	Rodriguez, Carlos	184												
	3622	3622	Grayer, Andre	185												
	3625	3625	Estrada, Isabel	187												
	3654	3654	Erick, Lena	190												
	3662	3662	Green, Lakisha	200												
					A: 05:00 - 05:05 -											

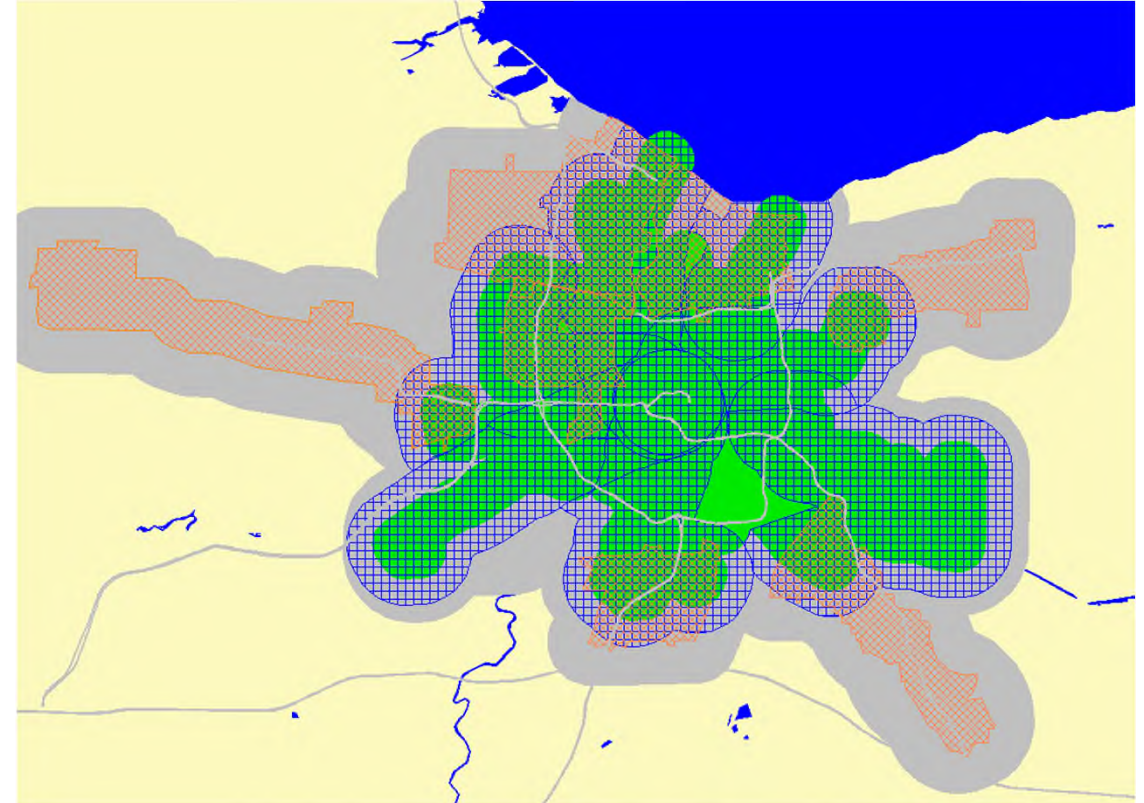
Software Maintenance Contract Benefits

Trapeze's Software Maintenance Provides:

- Continuous releases with fixes
- Annual upgrades with enhancements
- Full Access to Customer Support
 - End user training and assistance.

Contract Terms:

- Total 5 year contract, through March 31, 2029
- Total contract valued at \$2,215,540



Note: Sole Source contracts in excess of \$1 million subject to New York State Office of the State Comptroller.

Recommendation

That the Chief Executive Officer or his designee be authorized to enter into a 5-year contract with Trapeze Inc. for software maintenance for all Trapeze Inc. products in an amount not to exceed \$2,215,540. This contract is subject to review and approval by OSC prior to execution.



**ROCHESTER
GENESEE REGIONAL
TRANSPORTATION
AUTHORITY**

BOARD OF COMMISSIONERS AGENDA ITEM COVER SHEET

Board Meeting Date:	February 1, 2024
Presenter:	Scott Adair
Subject:	Resolution Authorizing the Temporary Suspension of Fares
Background:	<p>The Authority sets fare rates for service on an annual basis.</p> <p>From time to time the Authority has waived fares on a temporary basis for a specific event. These events have typically been for health, safety and community celebratory reasons. As an example, the Authority has historically waived fares on New Years Eve as a public service.</p> <p>Now, the Authority would like to recognize Rosa Parks Birthday by celebrating Transit Equity Day. Transit Equity Day is a national event on February 4th. As a part of this recognition, we would waive fares to honor Rosa Park's heroic actions fighting discrimination in Public Transit.</p> <p>The Authority recommends that the temporary waiving of fares be at the discretion of the Chief Executive Officer (CEO) in order to efficiently respond to public service requests. The ability of the CEO to waive fares would be limited to three days per fiscal year.</p> <p>The Board of Commissioners would be notified by the CEO of the use of waived fares through a variety of communication tools such as phone calls, emails, or other appropriate method.</p>
Financial Impact:	The financial impact to waive fares is estimated to be less than \$20,000 per day.
Recommendation:	That the Board of Commissioners delegates to the Chief Executive Officer the authority to temporarily suspend or reduce fares across the Authority's service areas for temporary periods not to exceed three (3) days a fiscal year.

Resolution: RGRTA 2-2024

RESOLUTION AUTHORIZING THE TEMPORARY SUSPENSION OF FARES

WHEREAS, the Board of Commissioners has the power to set and change fares for service; and

WHEREAS, the Authority recognizes the value in the temporary suspension of fares for health, safety and community celebratory reasons; and

WHEREAS, the Chief Executive Officer, being responsible for the day-to-day decisions, is in the best position to evaluate and decide when such suspension is appropriate; and

WHEREAS, the cost to the Authority for such suspension is minimal and the suspension is in keeping with the mission and purpose of the Authority

NOW, THEREFORE, BE IT RESOLVED, that the Board of Commissioners delegates to the Chief Executive Officer the power to suspend fares for health, safety and community celebratory reasons for temporary periods not to exceed beyond three (3) days per fiscal year; and

BE IT FURTHER RESOLVED, that the Chief Executive Officer shall notify the Board of Commissioners of the decision to suspend fares as soon as reasonable depending on the event.

BE IT FURTHER RESOLVED that the Chief Executive Officer or his designee are hereby authorized, empowered, and directed, for and on behalf of the Authority, to perform any and all actions and to execute any and all documents on behalf of the Authority as they may deem necessary, appropriate or advisable to carry out the intent and purposes of the foregoing resolutions.

CERTIFICATION

The undersigned hereby certifies that the above is an excerpt from the Minutes of a Meeting of the Rochester-Genesee Regional Transportation Authority, which was held on February 1, 2024, and that the Resolution is still in full force and effect.

Jerdine Johnson, Secretary

Date: February 1, 2024
Rochester, New York



**ROCHESTER
GENESEE REGIONAL
TRANSPORTATION
AUTHORITY**

BOARD OF COMMISSIONERS AGENDA ITEM COVER SHEET

Board Meeting Date:	February 1, 2024
Presenter:	Daniel DeLaus
Subject:	Resolution Making Determination and Findings Pursuant to Section 204 of the New York Eminent Domain Procedure Law for the Irondequoit Plaza II Connection Hub Project
Background:	<p>The Authority currently has a Connection Hub located in Irondequoit Plaza ("the Plaza") located at 525 Titus Avenue in the Town of Irondequoit. The current owner of this location, Irondequoit Plaza Associates (IPA), intends to build at the location of the current hub, requiring the Authority to relocate the connection hub. The Authority is proposing to construct a new Connection Hub at 2111 Hudson Avenue, in the Town of Irondequoit.</p> <p>On November 29, 2023, the Authority held a public hearing to gather public comments with respect to the proposal to condemn real property located at 525 Titus Avenue and 2111 Hudson Avenue in the Town of Irondequoit to support the relocation and construction of a Connection Hub. The relocated Connection Hub would be constructed within an existing parking lot and would include two bus shelters, the designation of approximately four parking spaces for Authority use and RTS Monroe on-demand service, bicycle storage racks, and electric car charging.</p> <p>The Authority must comply with the New York State Eminent Domain Procedure Law ("EDPL") in planning and developing the project, which includes determining that the acquisition of real property for the project will serve the public use, benefit, and purpose and will not have an adverse impact on the surrounding neighborhood, and that the requirements of the EDPL have been satisfied. On December 7, 2023, the Authority as Lead Agency under the New York State Environmental Quality Review Act determined that the project will not result in any significant adverse environmental impact and authorized the execution of a Negative Declaration.</p> <p>The Authority has considered the public comments received at the public hearing along with the results of the studies that have been undertaken for the purpose of performing the analysis required by the EDPL. The Authority's analysis and review of the project, as described in detail in Attachment A to the proposed resolution, has resulted in the determination and findings as required under Section 204(b) of the EDPL: (1) the public use, benefit or purpose to be served</p>

	by the project; (2) the location of the project and reasons for selection of that location; (3) the general effect of the project on the environment and residents of the locality; and (4) other relevant factors.
Financial Impact:	There is no financial impact associated with this action.
Recommendation:	That the Board of Commissioners makes the determination and findings as set forth in Attachment A to the proposed Resolution.

Resolution: RGRTA 3-2024

RESOLUTION MAKING DETERMINATION AND FINDINGS PURSUANT TO SECTION 204 OF THE NEW YORK EMINENT DOMAIN PROCEDURE LAW FOR THE IRONDEQUOIT PLAZA II CONNECTION HUB PROJECT

WHEREAS, the owners of Irondequoit Plaza has asked the Rochester Genesee Regional Transportation Authority (the "Authority") to relocate the existing Irondequoit Plaza Connection Hub to accommodate their development plans at the site at 525 Titus Avenue; and

WHEREAS, the Authority proposes to construct the RTS Irondequoit Plaza II Connection Hub in an adjacent plaza to the south of the existing site at 2111 Hudson Avenue (the "Project"); and

WHEREAS, the Project involves the acquisition of (i) a 2.0-acre property at 2111 Hudson Avenue in the Town of Irondequoit, Monroe County, NY, and (ii) two (2) permanent easements for ingress and egress over portions of 2111 Hudson Avenue and 525 Titus Avenue in the Town of Irondequoit, Monroe County, NY, and Construction of two bus shelters, designation of approximately four parking spaces for Authority use and RTS Monroe on-demand service, bicycle storage racks, and electric car charging stations; the existing paved parking area would be resurfaced and/or reconstructed for the Project, and a small (approximately 200-square-foot) building would be added to the site within the existing paved area, connections to existing utility services, and some additional site improvements; and

WHEREAS, the Authority has assisted the Federal Transit Administration ("FTA") with FTA's compliance with the National Environmental Policy Act of 1969 ("NEPA"), which also applies to the planning and development of the Project, by developing information and analyses necessary to complete a NEPA Environmental Assessment of the Project dated August 12, 2022 (hereinafter the "EA"); and

WHEREAS, the Authority prepared and submitted the EA to FTA, which discusses and analyzes: (i) the purpose of the need for the Project; (ii) alternatives to the Project, (iii) each of the applicable potential impacts, including indirect and cumulative impacts, from the Project, including, but not limited to impacts to traffic and parking, community character, land use and zoning, energy use, waste disposal, socioeconomic factors, and archeological and historic resources; and (iv) such matters as are needed to assist FTA in satisfying its obligations under Section 106 of the National Historic Preservation Act, to satisfy the requirements of Section 4(f) of the U.S. Department of Transportation Act of 1966, and to satisfy the requirements of the New York State Historic Preservation Act of 1980; and

WHEREAS, FTA indicated that the Project is eligible for categorical exclusion; and

WHEREAS, pursuant to Article 8 of the Environmental Conservation Law, as amended, known as the New York State Environmental Quality Review Act and the regulations adopted pursuant thereto by the New York State Department of Environmental Conservation, 6 NYCRR Part 617, as amended (collectively, "SEQRA"), the Authority preliminarily classified the Project as an "Unlisted" action, completed Part 1 of a Short Environmental Assessment Form ("EAF") for the Project, and provided a copy of Part 1 of the Short EAF to all involved and interested agencies as defined under SEQRA for the purpose of undertaking a coordinated review of the Project, and

WHEREAS, the Authority has undertaken the required SEQRA review of the Project, including undertaking appropriate studies and analyses as more fully documented in the NEPA EA regarding potential impacts of the Project, and the Authority has also analyzed such impacts by causing the completion of the Short EAF,

including Parts 1, 2, and 3 thereof, and pursuant to resolution RGRTA 46-2023 adopted on December 7, 2023 determined that the Project will not have a significant adverse environmental impact, and that a Negative Declaration would be issued; and

WHEREAS, the Authority must comply with Article 2 of the Eminent Domain Procedure Law ("EDPL"), which requires, among other things, that the Board make certain determinations and findings; and

WHEREAS, notice of the EDPL public hearing was published in five successive issues of the Rochester Democrat and Chronicle during the period of November 15, 2023 through November 19, 2023, was posted at the Main Street Campus at 1372 East Main Street, Rochester, New York prior to the hearing, and was mailed via certified mail, return receipt requestion, to each affected landowner on November 8, 2023; and

WHEREAS, in accordance with Article 2 of the EDPL, the Authority conducted a public hearing on November 29, 2023 at 6:15 p.m. at the Irondequoit Public Library, Room 114/115, 1290 Titus Avenue, Rochester, New York 14617; and

WHEREAS, the transcript of the hearing and the written comments and documents submitted, along with all oral and written commentary, have been made a part of the record and given due consideration by the Authority together with each of the studies and analyses undertaken concerning the Project and the applicable laws, regulations, and guidance; and

WHEREAS, the Authority, having considered the foregoing, now desires to adopt and publish the Determination and Findings in accordance with the EDPL and any applicable laws, rules, or regulations.

NOW, THEREFORE, BE IT RESOLVED that:

1. The Whereas Clauses in this Resolution are incorporated by reference as specific findings of this Resolution and shall have the same effect as the other findings herein.
2. The Determination and Findings set forth in Attachment A annexed hereto are hereby adopted and incorporated by reference into this Resolution.
3. The Chief Executive Officer of the Authority is authorized and directed to cause this Resolution and attached Determination and Findings to be filed and distributed in accordance with applicable provisions of law.
4. The officers and employees of the Authority are hereby authorized, empowered, and directed, for and on behalf of the Authority, to perform any and all actions and to execute any and all documents on behalf of the Authority as they may deem necessary, appropriate, or advisable to carry out the intent and purposes of the foregoing resolutions.

CERTIFICATION

The undersigned hereby certifies that the above is an excerpt from the Minutes of a Quarterly Meeting of the Rochester-Genesee Regional Transportation Authority, which was held on February 1, 2024, and that the Resolution is still in full force and effect.

Jerdine Johnson, Secretary

Date: February 1, 2024
Rochester, New York

ATTACHMENT A
DETERMINATION AND FINDINGS PURSUANT TO ARTICLE 2 OF THE
NEW YORK STATE EMINENT DOMAIN PROCEDURE LAW FOR THE
RTS IRONDEQUOIT PLAZA II CONNECTION HUB PROJECT

I. DESCRIPTION OF PROJECT

Rochester Genesee Regional Transportation Authority's ("the Authority") acquisition by eminent domain of real property required for the relocation, construction, and operation of a connection hub for its Regional Transit Service at 2111 Hudson Avenue in the Town of Irondequoit, County of Monroe, and State of New York.

II. BACKGROUND

A. Description of RTS Irondequoit Plaza II Connection Hub Project

The Authority's subsidiary, Regional Transit Service, Inc. ("RTS"), offers public transportation services in the Town of Irondequoit (the "Town") and Monroe County. RTS currently operates a Connection Hub at Irondequoit Plaza at 525 Titus Avenue in the Town, which is one of the busiest connection hub areas for RTS. The owners of Irondequoit Plaza asked the Authority to relocate the existing Connection Hub to accommodate their development plans at the site.

The Authority is proposing to relocate and construct the connection hub in an adjacent plaza to the south of the existing site at 2111 Hudson Avenue in the Town. The project will involve the construction of two bus shelters, the designation of approximately four parking spaces for Authority use and RTS Monroe on-demand service, bicycle storage racks, and electric car charging stations; the existing paved parking area would be resurfaced and/or reconstructed for the Connection Hub, and a small (approximately 200-square-foot) building would be added to the site within the existing paved area, connections to existing utility services, and some additional site improvements.

The project will require the Authority to acquire: (i) an approximately 0.95-acre portion of a 5.53-acre parcel located at 2111 Hudson Avenue in the Town of Irondequoit, Monroe County, New York (part of Tax Map. No. 0.76.18-2-38.1) owned by HS Irondequoit LLC, and (ii) two (2) permanent easements for ingress and egress over portions of 2111 Hudson Avenue and 525 Titus Avenue in the Town of Irondequoit, Monroe County, New York (part of Tax Map. Nos. 076.14-5-10./A and 0.76.14-5-10./B) owned by Sky Irondequoit, LLC.

B. Project History

The Authority has undertaken a program to reimagine its RTS Monroe Service Area to promote growth and better meet the mobility needs of its customers in Monroe County. As part of the Reimagine RTS program, the Authority proposes to implement connection hubs, which will serve as first/last mile connections to extend the reach of the current fixed route network. The proposed connection hubs are envisioned as enhanced bus shelters that will incorporate parking and driving lanes, as appropriate, and will provide links to other transportation modes (e.g., bike-share or bike storage, parking for hired vehicle services, parking for private vans and shuttles, etc.) for customers to complete their journeys beyond the RTS service area.

As discussed, the Authority recently constructed a Connection Hub at Irondequoit Plaza at 525 Titus Avenue in the Town, the owners of Irondequoit Plaza asked the Authority to relocate the existing Connection Hub to accommodate their development plans at the site. To meet the needs of RTS and its passengers, RTS is proposing to relocate the Connection Hub to an adjacent plaza to the south of the existing site at 2111 Hudson Avenue in the Town.

The Authority prepared an Environmental Assessment ("EA") for the Project dated August 12, 2022 in accordance with the National Environmental Policy Act ("NEPA"). The EA was also prepared in accordance with Section 106 of the National Historic Preservation Act, Section 4(f) of the U.S. Department of Transportation Act of 1966, and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. In connection with the environmental review of the project, several studies were completed, including, but not limited to, traffic studies, a Phase I Environmental Site Assessment, and a Section 4(f) Evaluation. These studies were included as attachments to the EA. The Federal Transit Administration ("FTA") determined that the project is eligible for categorical exclusion in October 2023.

The Authority also prepared a Short Environmental Assessment Form ("EAF") pursuant to the New York State Environmental Quality Review Act ("SEQRA"). The Authority classified the project as an Unlisted Action and undertook a coordinated review of the proposed action under SEQRA. The Authority transmitted to each involved agency a letter indicating the Authority's intent to act as lead agency on June 23, 2023. No objections were received and, as a result, the Authority was duly designated as lead agency for purposes the SEQRA review on December 7, 2023. The Authority identified the relevant areas of environmental concern, took the necessary hard look at the potential environmental impacts of the project pursuant to SEQRA, and rendered a reasoned elaboration thoroughly analyzing such impacts by causing completion of the Short EAF, including Parts 1, 2 and 3 thereof, and incorporating into the EAF by reference, the EA including the studies and analyses undertaken pursuant to the EA. On December 7, 2023, the Authority adopted a Negative Declaration for the project, determining that the Project will not have a significant adverse environmental impact.

C. Notice

Notice of the EDPL public hearing held on November 29, 2023 was published in five successive issues of the Rochester Democrat and Chronicle during the period of November 15, 2023 through November 19, 2023 in accordance with the requirements of the EDPL. Further, notice of the public hearing was posted at the Main Street Campus at 1372 East Main Street, Rochester, New York prior to the hearing. Individual notices were mailed via certified mail, return receipt requested, to each affected landowner on November 8, 2023.

D. EDPL Public Hearing

In accordance with Article 2 of the EDPL, the Authority conducted a public hearing on November 29, 2023, at 6:15 p.m. at the Irondequoit Public Library, Room 114/115, 1290 Titus Avenue, Rochester, New York 14617. As mentioned above, notices of this public hearing were duly published as required under the EDPL, and all property owners and other interested parties were given advance notice of the hearing by certified mail.

The transcript of the hearing and written comments and documents submitted, along with all oral and written commentary, have been made part of the record and given due consideration. The record has been made available at the main office of the Authority.

Two people spoke at the public hearing and six written submissions were received through December 6, 2023 at 4 p.m. The majority of the comments related to: (1) the reason for the relocation of the Connection Hub; (2) the design of the Connection Hub; (3) safety; (4) traffic control devices along Hudson Avenue; and (5) the review of potential alternative sites. The EDPL does not require that the Authority address in its determination and findings any specific concern or objection raised at the November 29, 2023 public hearing. The Authority's response to all comments that were received during the November 29, 2023 Public Hearing were summarized

and responded to by the Authority. The document responding to said comments is available for review online at myRTS.com, is incorporated herein by reference, and all commentors and been emailed or mailed a copy of the document. All comments and questions received, along with the Authority's responses, and any final adjustments, are attached as Appendix I.

E. Location of Property Required for the Project

At the public hearing on November 29, 2023, the Authority specifically identified the properties that it seeks to condemn for the construction of the project, including tax maps and drawings showing the precise location of the properties. Set forth below is a description of each property, a brief description of the need for each property and present use of each property.

Current Owner	Address	Tax Map	Current Use	Proposed Use
HS Irondequoit, LLC	2111 Hudson Avenue	0.76.18-2-38.1	Commercial	Connection Hub
HS Irondequoit, LLC	2111 Hudson Avenue	0.76.18-2-38.1	Commercial	Easement for Ingress and Egress
Sky Irondequoit, LLC	525 Titus Avenue	076.14-5-10./A	Commercial	Easement for Ingress and Egress
Sky Irondequoit, LLC	525 Titus Avenue	076.14-5-10./B	Commercial	Easement for Ingress and Egress

III. FINDINGS

A. Public Need, Use, and Purpose (EDPL § 204[B][1])

Pursuant to Section 1299-ee of the Public Authorities Law, the Authority's purpose is the "continuance, further development and improvement and other services related thereto within the Rochester-Genesee regional transportation district," and the State Legislature has declared that "such purposes in are in all respects for the benefit of the people of the state of New York and the authority shall be regarded as performing an essential governmental function in carrying out its purposes and in exercising the powers granted by this title." The project is directly in furtherance of the Authority's statutory purpose, and will serve a public use, benefit, and/or purpose because it serves an important public need to preserve the existing operations and route structures along Hudson Avenue in the Town, one of the busiest connection hub areas for RTS averaging 330 Boardings per day.

As a result of the project, the existing Connection Hub will be relocated and improved to provide RTS riders with additional support elements and amenities, including shelters to protect passengers from the sun, rain, and snow, bicycle storage racks, and electric car charging stations. The project location within an existing parking lot adjacent to the Connection Hub will continue to allow riders to safely and efficiently board and disembark at a location that is compatible with the existing bus route structure in the Town and has no impact on existing traffic patterns along Hudson Avenue. The project will enhance the comfort, convenience, and safety of RTS passengers, thereby promoting transit ridership and better serving those individuals dependent on public transportation to travel in the Town. The improvement to mass transit and infrastructure

as part of the project is unquestionably a public purpose consistent with the Authority's enabling statute that will serve a public use and benefit.

B. Location and Reasons for Selection (EDPL § 204[B][2])

The location of the project is in the Town of Irondequoit, County of Monroe, and identifiable by the following street addresses and tax identification numbers: (i) 2111 Hudson Avenue (part of Tax Map. No. 0.76.18-2-38.1); and (ii) two (2) 525 Titus Avenue (part of Tax Map. Nos. 076.14-5-10./A and 0.76.14-5-10./B). Such location was determined based on its proximity to the existing Connection Hub to the north on 525 Titus Avenue, in order to minimize disruption of existing bus operations and routing along Hudson Avenue in the Town. The Authority selected the proposed location after considering certain alternative locations, but those locations were too far from the existing hub, and would potentially impact commercial property owners and a larger number of transit users, and significantly interrupt RTS's existing bus routes and schedules. The selected location for the project is in an existing parking lot associated with a Life Storage facility that based on the Authority's evaluation remains largely vacant and underutilized, which maximizes relocation and development opportunities for the Connection Hub, minimizes disruption to active businesses, and is more compatible with existing RTS operations and route structures in the Town. Locating the Connection Hub at 2111 Hudson Avenue remains the preferred location because it is consistent with the operational needs of RTS.

C. Environmental and Locality Effects (EDPL § 204[B][3])

The Authority thoroughly evaluated the environmental impacts of the project at its present location. The FTA determined that the project is eligible for categorical exclusion in October 2023.

By resolution duly adopted on December 7, 2023, together with the completed Parts 1, 2, and 3 of the Short EAF and attachments thereto, the Authority determined that the project is an Unlisted Action under SEQRA, and evaluated the significance of the potential adverse environmental impacts of the project by: (i) carefully reviewing and examining the responses to the Short EAF, and completing the analyses set forth in Parts 2 and 3 of the Short EAF for the Project, together with examining other available supporting information and documents concerning the Project to identify the relevant areas of environmental concern with respect to the potential impacts to air quality, groundwater and surface water, wetlands, land, historic, archaeological and other recognized and/or protected resources, threatened or endangered species, community character, potential cumulative impacts, if any, and other potential impacts as required by the applicable SEQRA regulations; (ii) considering the criteria set forth in 6 NYCRR. Section 617.7(c) of the Regulations; and (iii) thoroughly analyzing the identified areas of relevant environmental concern. The Authority found that (i) the project will not have a potential significant adverse impact on the environment; and (ii) will not require the preparation of an environmental impact statement with respect to the project, and as a result issued a Negative Declaration pursuant to SEQRA.

Based upon the information provided and the review undertaken as part of the EA and SEQRA process, the Authority finds that implementation of the project will not result in any significant adverse impact on the environment or the residents of the locality. The Project will positively impact the residents of the Town and customers of RTS by ensuring that a critical and heavily used Connection Hub will remain available on Hudson Avenue in the Town.

D. Other Relevant Factors (EDPL § 204[B][4]).

The Authority has given due consideration to the comments received at the November 2023 public hearing. Several commenters expressed concerns about crime and safety in the area of the relocated Connection Hub. RTS does not expect a change in the number of people moving through Irondequoit via public transit or using the hub. RTS has had a bus stop in this area for 25+ years and a Connection Hub for 2+ years. We are not aware of any requirement for law enforcement for that stop or hub in their history and anticipate safe operation will continue in the new location. The relocated Connection Hub does not involve any updates to the existing traffic control devices along Hudson Avenue, and there is an existing traffic light-controlled crosswalk on Hudson Avenue near Drake Drive that can facilitate pedestrian traffic between the northbound and southbound lanes of Hudson Avenue. RTS buses will continue to abide by all applicable vehicle and traffic laws, and the Authority has assessed the traffic pattern of the buses regarding the project and there are no concerns regarding traffic or pedestrian safety.

IV. CONCLUSION

The foregoing represents the Authority's Determination and Findings under Section 204(b) of the EDPL. The parcels and interests identified above are needed to relocate, construct, and operate the project. Without this occurring, interested parties will recognize none of the social or economic benefits associated with the project. The project location has been studied and approved by the relevant agencies. Therefore, the Authority is satisfied that, as required under Section 204(B) of the EDPL: (1) the public use, benefit, or purpose of the project has been established in the record; (2) the approximate location of the proposed public project has been established and an explanation of the reasons for the selection of that location has been provided; and (3) the general effect of the proposed project on the environment and the residents of the localities in which the project will be located has been comprehensively examined.

Accordingly, the Authority finds that the necessary justification exists to proceed to condemn the parcels and interests identified above.

**As authorized by the RGRTA pursuant to
Resolution of February 1, 2024**

Jerdine Johnson, Secretary

Appendix I: RGRTA Responses to IP-2 Connection Hub Public Comments

RGRTA sought public commentary on the [IP-2 Connection Hub project](#) in November and December 2023. Comments were submitted in person during a 11/29/23 public hearing held at the Irondequoit Public library, via the RGRTA website at [myRTS.com/contact-us](#), by calling RTS Customer Service at 585-288-1700, or via mailed letter to the RGRTA Legal Department. All comments on the project were due by Dec. 6, 2023 at 4pm. [View the legal notice](#), which was posted on myRTS.com starting 11/16/23 and ran in the Rochester Democrat & Chronicle from 11/15/23 – 11/19/23.

Below are RGRTA/RTS’s responses to received comments. This document is available for review online at myRTS.com. Commentors have been emailed or mailed a copy of this document.

All comments and questions received along with RGRTA’s responses, and any final adjustments will be submitted to the RGRTA Board of Commissioners for review in January 2024.

Commentor Name	Comment Submission Method	Date of Comment Submission	Question/Comment	RGRTA/RTS Response
Kathleen Lee	Public Hearing	11/29/23	<p>I'm worried about the people who want to go to Aldi's; because, as it is now, you have people that have pretty good access to a sidewalk and then to get across. Now, they're going to be going through quite a bit of traffic. And you said you had something to go to the store. I'm thinking that's Wegmans that's not across the street. And often, it's an older group that's coming off the bus. I see during the day when I'm out. You didn't in any way talk about the bus stop that's over on Titus. Is the bus stop on Titus going away? Because that's not a great thing either for people trying to get across the street.</p> <p>You just -- let's just walk into the street. I'm worried about the amount of traffic. When a gunshot indicator went into the Home Depot, I was, like: Great! Are we going to get a gunshot indicator now? I don't want a gunshot indicator that close to where I live, because that makes me concerned. It makes me worry about safety for everybody. There is a lot of kids that are walking around over there. I want them to be safe. I want them to be able to be a teenager and be safe. And this -- I mean, I'm just talking because I understand that I'm lucky that I have a car. I can drive myself where I want to go in this world and not everybody has that. And I want them to have access to fruit and vegetable and the whole bit, but I want them to be safe too. Thank you.</p>	<p>Thank you for sharing your concerns. The reason RTS is looking to build a new hub at 2111 Hudson Ave. is because the location of the current hub is in the area of another business’ expansion plans for 2024. Moving the hub allows customers and community continued access to public transit.</p> <p>The proposed Connection Hub will be located in front of LifeStorage Irondequoit, and will be similar to the current hub. A new sidewalk will be built to connect to Irondequoit Plaza.</p> <p>Regarding safety, we do not expect to see a change in the number of people moving through Irondequoit via public transit or using the hub. RTS has had a bus stop in this area for 25+ years and a Connection Hub for 2+ years. We are not aware of any requirement for law enforcement for that stop or hub in their history, and anticipate safe operation will continue in the new location.</p> <p>The proposed relocation of the hub does not involve any updates to the existing traffic-control devices along Hudson Ave. There is an existing traffic light-controlled crosswalk on Hudson Ave. near Drake Dr. that can facilitate pedestrian traffic between the proposed Hub and Aldi.</p> <p>Regarding stops on Titus Ave, there are no plans to update bus stops there or elsewhere in the area at this time.</p>
Mary DeSpirito	Public Hearing	11/29/23	<p>I really just have a number of questions and since you're not addressing questions today, I'll submit them online. But the volume, you don't address that in your plan. You don't address hours of operation in the plan. Security isn't addressed, if there are nighttime, you know, buses coming in late at night, there is no mention of security. The path that the buses take is a</p>	<p>Thank you for your feedback and questions. The reason RTS is looking to build a new hub at 2111 Hudson Ave. is because the location of the current hub is in the area of another business’ expansion plans for 2024. Moving the hub allows customers and community continued access to public transit.</p> <p>The proposed hub will be similar to the current hub and will include three bus bays, parking for five RTS On Demand vehicles, two heated shelters, lighting, and real-time traveler information. There</p>

			<p>very heavily-traveled area within the Plaza. Even for cars with Summit there and M & T Bank there, it's often difficult on a Saturday for cars to get through that area. You know, there's a stop sign. There's another road that goes behind the Plaza. So I don't think all the logistics have been thought out. So . . . And, I'm concerned about loitering. These shelters are heated. You know, what's going to prevent this from being a congregation area, which we don't really see today where the shelters are. People come, they go to the stores, they get their groceries, they go to work; but, there really isn't loitering because it's not comfortable. So it sounds like you're making a very nice facility, but is it going to encourage loitering? But my other questions I will submit online.</p>	<p>will be a new sidewalk built to connect to Irondequoit Plaza. Please note that the current hub also has heated shelters, lighting, and real-time travel information.</p> <p>RTS reviewed several alternative sites to best serve the public and it was determined that 2111 Hudson was the only feasible location.</p> <p>Regarding safety, we do not expect to see a change in the number of people moving through Irondequoit via public transit or using the hub. RTS has had a bus stop in this area for 25+ years and a Connection Hub for 2+ years. We are not aware of any requirement for law enforcement for that stop or hub in their history, and anticipate safe operation will continue in the new location.</p> <p>RTS buses abide by all applicable vehicle and traffic laws. RTS has assessed the traffic pattern of the buses regarding the proposed project and there is no concern regarding traffic or pedestrian safety.</p> <p>RTS' public transit service to the Irondequoit Plaza Connection Hub is not expected to change. Service to this hub includes Routes 1 St. Paul, 2 North Clinton, and 4 Hudson, plus RTS On Demand service within Irondequoit Zone. Hours of operation for RTS routes can be found on myRTS.com; RTS On Demand service operating within the Irondequoit On Demand Zone is as follows: Monday through Friday, 5am - 10pm; Saturday, 6am - 10pm; and Sunday/Holiday, 6am - 10pm.</p> <p>The Irondequoit Connection Hub is located in one of seven On Demand Zones. On Demand Zones are located within Brockport, Greece, Henrietta, Irondequoit, Lexington Ave, Pittsford/Eastview, and Webster. More information, including hub locations, is available at myRTS.com.</p>
	myRTS.com	12/6/2023	<p>I have a number of questions/comment on your plan.</p> <ol style="list-style-type: none"> 1.The route you are proposing is dangerous. Buses making a left turn after entering Irondequoit plaza is not safe. The roadway is a PARKING LOT, not a road! 2. What is the origination point of these buses? Today buses from St. Paul, Clinton, Seneca and Hudson are routed to Irondequoit plaza. 3. What is your security plan? Irondequoit Police should not be burdened with policing the bus hub. Your plan is inviting loitering and panhandling. 4. What are the hours of operation? 5. What is your noise mitigation plan? 6.How many On Demand buses will be parked? 7.What is your plan to beautify the area ? 8.What will be housed in the building? 9.What is the benefit to the residents of Irondequoit? <p>Is On Demand service available to locations within Irondequoit.</p> <p>10. What criteria was used to select location? Was Pittsford Plaza considered as a hub location? There are more opportunities for your customers to work&shop in Pittsford.</p>	
Scott Fisher	myRTS.com	11/29/2023	<p>Does RTS plan to hold any other public meetings to engage the neighborhood on the design and implementation?</p> <p>Will there be any other safety improvements (ex: pedestrian/yield signage) added to alert motorists in the parking lot of RTS customers arriving/departing from the connection hub?</p> <p>What other amenities can RTS add to this connection</p>	<p>Thank you for your questions. In advance of the 11/29/23 public hearing, RTS asked for public feedback and engagement by posting information on myRTS.com, including an informational video about the project, posting information in the RTS Transit Center, on RTS social media platforms, and in the <i>Democrat & Chronicle</i> from 11/15/23 – 11/19/23. The comment period for feedback remained open through 12/6/23 at 4pm. RTS presented its plan to the Town of Irondequoit Planning board on November 13, 2023. No further public meetings are planned for this project.</p> <p>The new connection hub will have a new sidewalk that connects to Irondequoit Plaza. It will also feature two heated shelters, lighting, and real-time traveler information.</p>

			hub to improve the rider experience? For example, can RTS add a bus pass vending machine at the hub or reading material on different routes and how to ride guides?	Customers at this hub, and all our connection hubs, can purchase RTS Go passes and access trip planning and rider guides through the <i>Transit</i> app. More information is available at myRTS.com/Transit . RTS Go passes may also be purchased and reloaded at retail locations throughout Monroe County. Please visit myRTS.com/RTS-Go for more information.
Gina Cardarelli	myRTS.com	11/30/23	I've seen the information about the hub, and think the \$6 million project is not a productive improvement. I am a rider who uses this hub. It will not only move the buses further from the smaller plaza on the NW corner of Titus and Hudson and the shops of and surrounding I-Square, it will not mitigate any hassles of the current location. If anything, it will become more dangerous for solitary women, being further from the busier area of the plaza. The hubs that I also use at Skyview and Greece Ridge are very far from any sort of human traffic, and downright scary early in the morning. If the buses need to exit near Life Storage headed south on Hudson, there will be delays at rush hours such as 4-6pm. On my commute I cross Hudson at Diane Park, and evenings are a busy time to cross. I think the federal funding can be used in a better way. The Eastman Ave Hub is similar to this proposed hub, and still requires buses to do a tight turnaround and cross off W Ridge and back onto W Ridge.	<p>Thank you for your feedback. The reason RTS is looking to build a new hub at 2111 Hudson Ave. is because the location of the current hub is in the area of another business' expansion plans for 2024. Moving the hub allows customers and community continued access to public transit.</p> <p>RTS reviewed several alternative sites to best serve the public and it was determined that 2111 Hudson was the only feasible location. The distance between the current and the proposed hub is approximately 1,000 feet.</p> <p>Regarding safety, we do not expect to see a change in the number of people moving through Irondequoit via public transit or using the hub. RTS has had a bus stop in that area for 25+ years and a Connection Hub for 2+ years. We are not aware of any requirement for law enforcement for that stop or hub in their history, and anticipate that safe operation will continue in the new location.</p>
Michael Eveland	myRTS.com	12/1/2023	I believe the proposed relocation of the Irondequoit Connection Hub is a good one. That area of Irondequoit Plaza sees less traffic than the one currently utilized and the relocation will cut down on backups and potential collisions with other vehicles. The trouble I have is with the route to get there. By routing buses past the busiest section of Irondequoit Plaza's parking lot (Wegmans) you would be increasing the potential for traffic incidents instead of decreasing them. My suggestion is to route buses through the southern parking entrance (next to Summit, by CubeSmart monument sign) as this eliminates the increase in traffic past busy sections of the lot. I know asking Monroe County to install a traffic signal there is a pain but I believe it would make this a better, more successful project while also providing for the safety of other motorists and your customers.	<p>Thank you for sharing your thoughts. The reason RTS is looking to build a new hub at 2111 Hudson Ave. is because the location of the current hub is in the area of another business' expansion plans for 2024. Moving the hub allows customers and community continued access to public transit.</p> <p>Regarding safety, we do not expect to see a change in the number of people moving through Irondequoit via public transit or using the hub. RTS has had a bus stop in this area for 25+ years and a Connection Hub for 2+ years. We are not aware of any requirement for law enforcement for that stop or hub in their history, and anticipate safe operation will continue in the new location.</p> <p>RTS buses abide by all applicable vehicle and traffic laws. RTS has assessed the traffic pattern of the buses regarding the proposed project and there is no concern regarding traffic or pedestrian safety.</p> <p>The proposed relocation of the hub does not involve any updates to the existing traffic-control devices along Hudson Ave. There is an existing traffic light-controlled crosswalk on Hudson Ave. near Drake Dr. that can facilitate pedestrian traffic between the proposed Hub and Aldi.</p>
Michelle Halloran	myRTS.com	12/3/2023	Hello, with the proposed Hub in Irondequoit, what are the contingencies for upkeep and safety of Irondequoit residents given concerning safety events at main downtown site?	<p>Thank you for your question. The reason RTS is looking to build a new hub at 2111 Hudson Ave. is because the location of the current hub is in the area of another business' expansion plans for 2024. Moving the hub allows customers and community continued access to public transit.</p> <p>Regarding safety, we do not expect to see a change in the number of people moving through Irondequoit via public transit or using the hub. RTS has had a bus stop in this area for 25+ years and</p>

				<p>a Connection Hub for 2+ years. We are not aware of any requirement for law enforcement for that stop or hub in their history, and anticipate safe operation will continue in the new location.</p>
<p>Charlotte Harvey</p>	<p>myRTS.com</p>	<p>12/6/2023</p>	<p>Please define connection hub. Compare and contrast old and new hub. How will new hub impact traffic the number of people moving through Irondequoit? Will it have an impact on the work load of the Irondequoit police? How will it benefit and burden Irondequoit? Are further informational meetings to be held? How do we find out about them? Would you be willing to send a representative to come and speak to our board? Thank you for your time and careful consideration of our questions.</p>	<p>Thank you for reaching out to us. The reason RTS is looking to build a new hub at 2111 Hudson Ave. is because the location of the current hub is in the area of another business’ expansion plans for 2024. Moving the hub allows customers and community continued access to public transit.</p> <p>The proposed hub will be similar to the current hub and will include three bus bays, parking for RTS On Demand vehicles, two heated shelters, lighting, and real-time traveler information. There will be a new sidewalk built to connect to Irondequoit Plaza. More information about Connection Hubs can be found at myRTS.com/RTS-On-Demand/Connection-Hubs.</p> <p>Regarding safety, we do not expect to see a change in the number of people moving through Irondequoit via public transit or using the hub. RTS has had a bus stop in this area for 25+ years and a Connection Hub for 2+ years. We are not aware of any requirement for law enforcement for that stop or hub in their history, and anticipate safe operation will continue in the new location.</p> <p>RTS presented its plan to the Town of Irondequoit Planning board on 11/13/23. Additionally, RTS asked for public feedback and engagement by holding a public hearing on 11/29/23; posting information on myRTS.com, including an informational video about the project; posting information in the RTS Transit Center; on RTS social media platforms; and in the <i>Democrat & Chronicle</i> from 11/15/23 – 11/19/23. The comment period for feedback remained open through 12/6/23 at 4pm. No further public meetings are planned for this project.</p>



ROCHESTER
GENESEE REGIONAL
TRANSPORTATION
AUTHORITY

BOARD OF COMMISSIONERS AGENDA ITEM COVER SHEET

Board Meeting Date:	February 1, 2024
Presenter:	Scott Adair
Subject:	Resolution Authorizing the Disposal of Assets
Background:	<p>The Authority periodically retires assets after they reach the end of their anticipated service life, become obsolete, or are no longer suitable or necessary for the provision of public transportation services by the Authority.</p> <p>The Authority has determined that the items included in Attachment A have reached the end of their service life and are eligible for disposal.</p>
Financial Impact:	The Authority expects minimal revenue from the sale of the assets.
Recommendation:	That the Chief Executive Officer or his designee be granted authority to dispose of items listed in Attachment A to the resolution in accordance with the Authority's Surplus Property Disposition Policy and Procedures.

Resolution: RGRTA 4-2024

RESOLUTION AUTHORIZING THE DISPOSAL OF ASSETS

WHEREAS, the Rochester Genesee Regional Transportation Authority (the "Authority") periodically retires assets after they reach the end of their anticipated service life, become obsolete, or are no longer suitable or necessary for the provision of public transportation services by the Authority; and

WHEREAS, the Authority has determined that the items included in Attachment A have reached the end of their service life and are eligible for disposal.

NOW, THEREFORE, BE IT RESOLVED, that the assets listed in Attachment A are declared to be surplus and shall therefore be disposed of in accordance with the Authority's Surplus Property Disposition Policy and Procedures; and

BE IT FURTHER RESOLVED that the Chief Executive Officer or his designee is hereby authorized, empowered, and directed, for and on behalf of the Authority, to perform any and all actions and to execute any and all documents on behalf of the Authority as may be deemed necessary, appropriate or advisable to carry out the intent and purposes of the foregoing resolution.

CERTIFICATION

The undersigned hereby certifies that the above is an excerpt from the Minutes of a Quarterly Meeting of the Rochester-Genesee Regional Transportation Authority, which was held on February 1, 2024, and that the Resolution is still in full force and effect.

Jerdine Johnson, Secretary

Date: February 1, 2024
Rochester, New York

ATTACHMENT A

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Revenue Vehicles

Year	Subsidiary	Bus #	Manufacturer	Vin#
2016	RTS Genesee	R1502	Ford	1FDFE4FS3GDC10750
2016	RTS Genesee	R1504	Ford	1FDFE4FS7GDC10752
2014	RTS Livingston	R1311	International	5WEASAAM2EH795838
2014	RTS Livingston	R1312	International	5WEASAAM4EH795842
2014	RTS Livingston	R1313	International	5WEASAAM2EH795841
2014	RTS Livingston	R1314	International	5WEASAAMXE795845
2016	RTS Livingston	R1627	Ford	1FDFE4FS1GDC30754
2016	RTS Livingston	R1630	Ford	1FDFE4FS7GDC30757
2016	RTS Livingston	R1505	Ford	1FDFE4FS9GDC10753
2013	RTS Wayne	9340	Ford	1FDFE4FS4DDA36084
2013	RTS Wayne	9339	Ford	1FDFE4FS2DDA36083

Shelters

Bus Stop ID#	Shelter Location	Manufacturer
0395	Chili & 3235 Chili	Tolar
0936	Dewey & Ridgeway	Tolar (metal)
1739	Hudson & Holland	Tolar
1754	Hudson @ Seneca Manor	Tolar (metal)
2056	Lake & Ridgeway	Tolar
2117	Latta & Long Pond	Tolar
2428	Main & Culver	Tolar
2444	Main & Genesee (St. Mary's)	Tolar
2500	Main & Washington	Tolar
3646	St Paul & Upper Falls (Bausch)	Tolar
3723	Seneca Towers	Tolar
3764	State St. @ Federal Building	Tolar
4361	Rochester Psych Rehab Ctr	Brasco
5688	South & Pavilion	Tolar

IT Equipment

Item	Make	Serial
Desktop Switch / Router	Linksys	CSV21JA15553
Laptop	Hewlett-Packard	5CG9040519
Laptop	Hewlett-Packard	5CG904070R
Monitor	Hewlett-Packard	CNC9050KVB
Monitor	Hewlett-Packard	3CQ8060B8J
Server	Granicus	610502831

ATTACHMENT A

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Item	Make	Serial
Television	Peerless-AV	15124710089
Television	Peerless-AV	14124710011
Television	Peerless-AV	15124710075
Television	Sony	8005103
Television	Samsung	04603CNG920910M
Uninterruptible Power Supply	APC	AS1336122407
Uninterruptible Power Supply	APC	3B1831X25923
Uninterruptible Power Supply	TrippLite	2112AY0BC794200941
VOIP Phone	Cisco	FCH13398KTH
Tablet	Microsoft Corporation	24101682951
Tablet	Samsung	R52HB0FFW2M
Workstation	Hewlett-Packard	2UA4270C09